

S & D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 49 No. 2

Marietta, Ohio

June 2012



Spring Cruise 1924

Via the palatial new
steamer "Cincinnati"

First Annual

From Pittsburgh,
Wheeling,
Cincinnati,
Louisville
and Wapports
To New Orleans
and return

Spring
Cruise
1924



Cruising on the L&C Line
Charleston-Memphis 1922
AQ's Return: Photo Album



Via the palatial new steamer
"Cincinnati"
on its 1924 Spring Cruise

Front Cover

1924 was a banner year for the Louisville and Cincinnati Packet Company, as the cover of this brochure advertising L&C's "palatial new steamer CINCINNATI" proudly announces. This first annual Spring Cruise followed on the heels of her inaugural Mardi Gras trip, which had turned a profit of \$40,000 for her owners. Details of CINCINNATI's initial 1924 cruising season described in this pamphlet are coupled with another from the 1928 cruising seasons of the flagship and her older sister, the renowned QUEEN CITY. Both appear in the feature story on page 10. These are vintage glimpses of Ohio River cruising at its finest over eighty years ago, and seem very timely in conjunction with the AMERICAN QUEEN's long-awaited return to the rivers this past April.

Brochures courtesy of Dale Flick.

Don Hattery writes: "Going through an old file I found this picture that brought back a lot of memories. It was sent to me by Vic Tooker, who was for years 'Steamboat Interlocutor' on the DELTA QUEEN. It was taken on Derby Day at Louisville in 1970. In the front row is Vic's Dad, Guy, in stovepipe hat; his Mom Alice with the big smile; and Vic with his banjo. In the rear is the unmistakable Capt. Ernie Wagner standing alongside the original Col. Harlan Sanders, famous for his chicken. Vic, his Mom and Dad were the band and entertainment on the DQ and had a very good act. With Mom on bass and Dad on trumpet, Vic played not only the banjo but a couple other instruments and had a long line of steamboat humor. Vic invited our Shrine Jazz Band to be part of the DQ's entertainment several times as she toured the Upper Mississippi. We would get on at Lock 10 at Guttenberg around four in the afternoon, play for the cocktail hour, be treated to dinner, and play again for dancing, after which we would get off at whatever upstream lock came into view. None of us will ever forget the steam calliope and the beautiful sound of the DQ's whistle. I can hear it and feel it in my bones even now."



Reflections from Our Readers

Jim Lee writes: " My wife and I are S&D members. I always enjoy reading the REFLECTOR and especially enjoyed your article on the PETERS LEE in the most recent issue. With your permission, I would like to put this story on my web site as well as giving a plug for membership in S&D. Learning about my family history has taken some detective work since my dad, Shelby Rees Lee never talked about the family business. His younger brother has helped me with some history. I have found information in the book *Memphis Down in Dixie* which, according to my uncle, was supplied to the author by my grandfather who died six years before I was born. I will give some thought to writing something about the Lees, most of whom were rather interesting people."

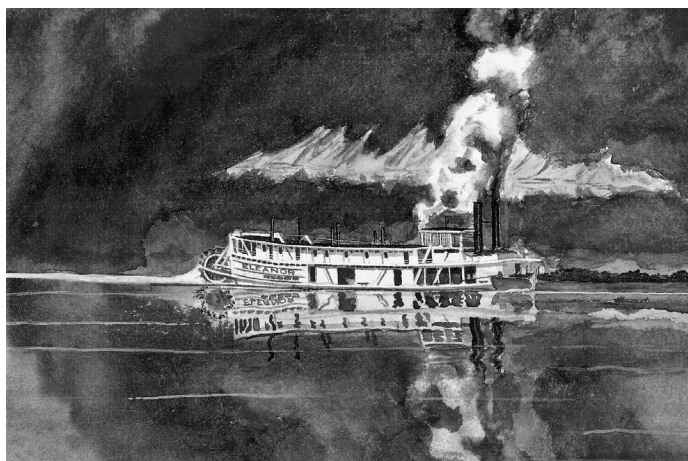
† The story of PETERS LEE at the Falls now appears at Jim's site www.leelinesteamers.com, along with his promo for S&D. We thank him for the kind mention, and hope that he will be able to share some of his research about the family's steamboating history in a future issue.

† Don's recollection of golden days on the UMR brings to mind one other group which spelled the Riverboat Ramblers from time to time: Les Fields and the Turkey River All Stars, based in Rochester, MN. Les' business card proclaimed 'We want to play for you in the worst way!' The lovely young ladies surrounding Big Cap in Don's picture were the girls from the Cincinnati office of Greene Line Steamers. Judy, Frank, Dale, et. al. might be able to help us put some names with those beautiful faces.



Dick Rutter writes: "More history on MIDLAND -- formerly ELEANOR -- which J. A. Yonker worked on as fireman while going through University of West Virginia at Morgantown many years ago. J.A. Yonker was my dad's boss at the Ohio Inspection Bureau in Columbus, OH. Dad built a really nice 1/8th scale model of the ELEANOR for Mr. Yonker -- and now he has it back -- given to him by one of Mr. Yonker's daughters a couple of years ago. Very good model. One photo you published of the upsidedown MIDLAND allowed Dad to accurately model the hull. Interesting story in all this, but don't have time to relate all details right now. Attached is a photo of a painting I did in 1969 titled 'Portrait of ELEANOR.' Let me know if there's more interest in the subject, and we'll reconvene . . ."

† Our hope is that we can soon call the next meeting to order with Dick in attendance. We are also pleased and quite impressed with Dick's artistic skill as evidenced in his watercolor portrait of ELEANOR shown here.



Michael Marty writes: "Thank you so much for the calliope recording. I re-gifted it to my 86 yr. old Uncle Ed as a late Xmas gift (I will have a copy for myself burned at a later date). My Uncle Ed was an old friend of Capts. Carroll and Streckfus. He worked on the boilers whenever they needed outside assistance. It is because of his friendship with the captains that I got my first real job as a busboy on the ADMIRAL in 1970. To say that Uncle Ed was 'blown away' by the recording is an understatement. He actually teared up as he recalled many voyages aboard the old boat. I hope you don't mind that I gave it to him, but without him I never would have gone on to have so many magnificent Streckfus memories. Looking forward to joining S & D soon."

IN THIS ISSUE

Columns

<i>Reflections from Our Readers</i>	2
<i>Getting Posted Up</i>	5
<i>Meet Our Contributors</i>	6
<i>Small Stacks</i>	44
<i>Final Crossings</i>	47

Features

<i>Cruising on the L&C Line</i>	10
<i>Charleston-Memphis in 1922</i>	26
<i>AQ's Return: A Photo Album</i>	42

Articles

<i>Annual Meeting Notice</i>	7
<i>Dake Engine Company</i>	7
<i>Good Times on the SIDNEY</i>	22
<i>CHAS. MORGAN's "Pleasure Trip"</i>	34
<i>Capt. Cooley and the Galena Connection</i>	39
<i>NEW ORLEANS' Arrival Celebration</i>	46

Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

- » 500 words or less
- » .rtf or .doc format (no PDFs)

Features

- » 750 words or more
- » .rtf or .doc format (no PDFs)

Images

- » at least 300 dpi
- » .jpg, .tif, .png, or .bmp format
- » minimal compression

Send to the Editor as an e-mail attachment

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



SONS AND DAUGHTERS OF PIONEER RIVERMEN

PO Box 352
Marietta, OH 45750

www.s-and-d.org

OFFICERS

Jeffrey L. Spear, President • Vic Canfield, Vice President
Sharon Reynolds, Secretary • R. Dale Flick, Treasurer

BOARD OF GOVERNORS

Term Ending 2012	Term Ending 2013
Capt. William Judd	Lee Woodruff, Chairman
Capt. Tom Dunn	Capt. William Barr
Fred Rutter	John Fryant

Term Ending 2014
Capt. Robert Reynolds
Michael Jones
Taylor Abbott

J. MACK GAMBLE FUND TRUSTEES

Capt. William Barr, Chairman • Frank Pollock • Jim Bupp

MUSEUM COMMITTEE CHAIRMAN

William Reynolds

The *only* requirement for membership
in S&D is an interest in river history!



The S&D REFLECTOR is the property of the Sons & Daughters of Pioneer Rivermen Corporation and is not to be reprinted or electronically reproduced without written permission of the Editor.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

Vol. 49, No. 2
ISSN 1087-9803

Marietta, Ohio June 2012
Post Office Permit #73, Marietta, OH

The name of this publication comes from the *Fleetwood REFLECTOR* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history from our readers are always welcomed. Please check with the Editor before sending any material on a "loan" basis.

David Tschiggfrie, Editor
2723 Shetland Court
Dubuque, IA 52001
REFLECTOR@comcast.net

REFLECTOR BACK ISSUES AND INDICES

Copies of the current or of the immediate prior year are available at \$5 each, postpaid for members, \$8 for non-members. Issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4 issues).

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume.

Orders should be sent to PO Box 352, Marietta, OH, 45750 for these items.

THE US POSTAL SERVICE DOES NOT FORWARD MEDIA MAIL! ADDRESS CHANGES - SEASONAL OR PERMANENT - REQUIRE TIMELY NOTICE TO THE SECRETARY TO ENSURE THAT YOU RECEIVE THE S&D REFLECTOR!

There are two classes of membership - full and family. Full membership includes the quarterly S&D REFLECTOR, admission to the Ohio River Museum and towboat W. P. SNYDER, JR. at Marietta, and voting rights at the Annual Meeting. Family members enjoy all privileges except the REFLECTOR.

DUES

FULL MEMBER - \$30 each

FAMILY (spouses and children under 18) - \$1 each
Please list full names of family members.

Remit to:

Sharon Reynolds
1002 Oakland Drive
Paragould, AR 72450



Getting Posted Up

River Trips, Celebrations and Unanswered Questions

Among the themes that appear prominently in this issue is that of summertime cruising on the inland rivers. Dale Flick's generous sharing of L&C Line's schedules for the 1924 and 1928 seasons allow us a tantalizing glimpse of Ohio River trips on the new CINCINNATI and legendary QUEEN CITY. Then a contemporary magazine article from the 1880s promotes an Upper Mississippi trip from Cincinnati on the big steamer CHARLES MORGAN, a trip which sadly failed to materialize. But it brought to mind memories of later excursions to the northland by JOE FOWLER, HELEN BLAIR, HARRY G. DREES, GOLDEN EAGLE and GORDON C. GREENE, all worthy predecessors to the DQ, MQ, and AQ.

While on the topic of river cruises, we feature Capt. Bert Suarez's fine commentary and photos of the AMERICAN QUEEN's first passenger-carrying trip this April. By the time you read this June issue, the steamer will have been rechristened at Memphis, and be well into her late spring/early summer season. We hope to give an illustrated report on those festivities in September's REFLECTOR.

One of the real gems appearing in these pages is a hitherto unknown story from the columns of *The New York Times*, of all places. It gives details of the steam towboat DESTREHAN's delivery trip from Charleston to Memphis in the summer of 1922. River and deep sea author Garnett Laidlaw Eskew tells the inside story of navigating down the Ohio in pre-9 foot channel days, and features a rare interview in Covington with the Commodore himself -- Frederick A. Laidley. We thank Jack White for unearthing this treasure for us.

As always, articles and features in previous issues seem to have a way of raising questions and suggesting possibilities for fascinating, if not always easily navigated, channels needing further exploration. We take up the trail of where the Streckfus steamer SIDNEY got her name, and

S&D REGIONAL CHAPTERS

Ohio - Kanawha Rivers Chapter
Jim Bupp, President

Middle Ohio River Chapter
Frank X. Prudent, President

Mississippi River Chapter
Capt. Tom Dunn, President

ADJUNCT ORGANIZATIONS

Ohio River Museum, Marietta, OH
601 Front St • (740) 373-3750

Inland Rivers Library, Cincinnati, OH
800 Vine St • (513) 369-6957

Blennerhassett Museum, Parkersburg, WV
137 Juliana St • (304) 420-4800

Weblinks available at www.s-and-d.org

follow the rather circuitous path linking the last pilot on a Lee Line steamer at Memphis with a manufacturer of steam steering rigs for steamboats. Along the way, we also return to the question posed by a photo of Capt. Cooley's AMERICA in our March issue: what could be the possible connection of a famous Southern cotton packet to the city of Galena, IL, way up north in Yankee country?

Coming full circle, we read Chuck Parrish's fine account of the re-enactment ceremonies celebrating the 200th anniversary of the arrival of the pioneer steamboat NEW ORLEANS in the Crescent City this past January. Chuck's article brings a fitting conclusion to the multitude of Steamboat Bicentennial activities reported in our magazine.

And finally there is the matter of upcoming S&D events. Jeff Spear gives us details of S&D's Annual Meeting on September 14-15. And your editor renews his invitation to our readers to submit your special photos or short stories for our 50th Anniversary issue of the REFLECTOR next March. 📍



Meet Our Contributors

Dale Flick (*Cruising on the L&C Line*, p. 10) was born near Coal Haven Landing, near Mile 465 above Cincinnati. Most S&D members know Dale as our treasurer, a position he has very capably filled since 1998. Dale holds degrees from University of Cincinnati where he prepared for a 31-year career with Cincinnati Public Schools as teacher, curriculum coordinator, assistant principal and work in public school finance.

His varied interests are reflected by memberships in Steamship Historical Society of America, Cincinnati Art Museum, Decorative Arts Society of America and Literary Club of Cincinnati. He has been guest columnist for both the *Cincinnati Post* and *Cincinnati Enquirer* and has been invited to speak on several Cincinnati radio stations. Serving as secretary for the Rivers Activities Committee during Cincinnati's Bicentennial, Dale authored the proposal for the first Tall Stacks event in 1988.

The Flick family's ancestors descended the Ohio River by flatboat in 1811, settling in southwest Ohio in what is now the little town of Hamersville in Brown County. Dale's grandmother Louise Hoobing was born near Sandy Springs and Buena Vista landing, Mile 374, a place frequently served by packet boats which transported the fine Buena Vista stone used in construction projects throughout the river valley. His grandmother's brother was cook and later steward for Greene Line and other steamboat companies. After her marriage, the family moved to Cincinnati, and Dale tells us that she later rode a number of the packets, her favorite being the mighty KATE ADAMS.

Not surprisingly, Dale's first steamboat rides were aboard the last ISLAND QUEEN. He remembers that "I first heard the names Greene, Edgington, and Hughes from my grandmother during my childhood, long before I dreamed of ever meeting them in later years."

Dale and Laynie Flick live in Cincinnati for most of the year, with summers at their lakeside

home in Michigan and days spent cruising because of Dale's fondness for ships and ocean voyages. To posters on steamboats.org, Dale is best known for digging into his "dusty boxes" containing items related to Ohio River steamboating, which he generously shares with his river friends.

Charles (Chuck) Parrish (*NEW ORLEANS' Arrival Celebration*, p. 46) is a native of Louisville. Since 2004 he has been retired as historian of the Louisville District of the U.S. Army Corps of Engineers, but was rehired two years later to work on several special historical projects. Chuck's entire career has been in the field of historic preservation, historical agency management, and documentation of America's maritime history. Active in numerous historical organizations and projects, Chuck has served with Lewis and Clark Bicentennial Committee, Howard Steamboat Museum, Lock and Dam 52 and 53 Preservation, Preservation of Life Saving Station #10 at Louisville, and the BELLE OF LOUISVILLE Centennial Committee, among many others.

As an author of articles on the history and development of navigation in the Ohio River valley, Chuck has helped write *Triumph at the Falls: The Louisville and Portland Canal*; volume three of *The Falls City Engineers: A History of the Louisville District*; and *The Commonwealth's Waterway: A History of Navigation on the Kentucky River*.

His involvement in the River Heritage Museum at Paducah, KY goes back to its inception, while he has spent twenty-five years giving narrated tours aboard the BELLE OF LOUISVILLE, RIVER QUEEN, BONNIE BELLE and STAR OF LOUISVILLE, in addition to guest lecturing aboard the DQ, AQ and CHATTANOOGA STAR. Chuck also gives periodic tours at McAlpine Locks and Dam, whose interpretive signs he authored. Most recently, Chuck served as chair of the Steamboat Bicentennial Committee, and assisted in their production of a DVD and collection of essays.

Chuck and his wife Nancy have two sons, four granddaughters and a grandson. In his spare time, he enjoys reading, book collecting, bicycling, and learning more about America's rivers.

S&D ANNUAL MEETING

Friday/Saturday, Sept. 14 - 15, 2012

All are invited to attend S&D's 73rd annual meeting at the Hotel Lafayette in Marietta, OH on Sept. 14-15. Friday evening's Meet-and-Greet session will take place at Ohio River Museum at 8:00 p.m. for the ribbon cutting ceremony opening the Capt. Charles Ritts Exhibit. Refreshments and a cash bar will be available. Saturday morning's annual business meeting convenes in the Sternwheel Room of the Lafayette at 9:30. Election of officers and Board of Governors members will be held. Nominating Committee consisting of Mike Jones, Ruth Guenther and Barb Hameister, chair, ask that if you have nominations, please send them to Barb at:

815 East Cherry Street Apt. 4A

Blanchester, OH 45107

Noon luncheon at the Hotel is \$8.75 with chicken salad sandwich, chips, fruit and cookie. Capt. Bill Barr's luncheon program will give a fascinating look at "Big Things that Move by Water." Saturday evening's banquet and program begins at 6:30. Entrees are prime rib (\$27), salmon (\$26) or chicken (\$22), all served with roasted potato, vegetable, salad, dessert, coffee or tea. Call the Hotel at 800-331-9336 at least a week in advance to make meal reservations. Our speaker will be from the Great American Steamboat Co., sharing insights into AMERICAN QUEEN's return.

WAY'S PACKET DIRECTORY 1848-1994

ISBN No. 0821411063

List price at \$39.95 plus \$5 shipping/handling

WAY'S STEAM TOWBOAT DIRECTORY

ISBN No. 0921409697

List price at \$39.95 plus \$5 shipping/handling

*Note: any additional copies ordered ship for \$1 each

CONTACT

CHICAGO DISTRIBUTION CENTER

11030 South Langley Avenue

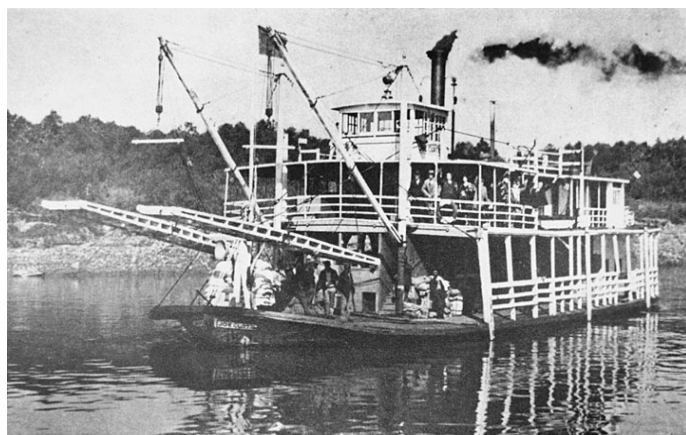
Chicago, IL 60628

Phone toll-free: 1-800-621-2736

Check, Money Order or Credit Card

The Dake Engine Company

Mention was made in our previous issue of the Lee Line packet PETERS LEE, page 26 in Leland Johnson's feature story. Shortly after, James R. Lee, Sr. of Memphis sent us the kind note which appears in the Reflections from Our Readers column. That famous company, according to a quick tally using Capt. Way's *Packet Directory*, operated nearly 40 steamboats from about 1862 through March 1936. Back in January 1924, Delta Line, who had kept the big steel hull KATE ADAMS running in her final days on the lower Mississippi, consolidated with Lee Line to form Valley Line Steamers, with Capt. Peters Lee as manager. One of their first actions was to lay up the Lovin' Kate. She would, of course, still put in appearances on both the Ohio River and on the silver screen before her fiery demise on January 8, 1927. However, during the decade that followed, Capt. Peters Lee continued to run the WARSAW (5704) and JOE CURTIS (3030) as short trade packets at Memphis, until both boats were finally sold to Wolf River Transportation Co. in early 1936. That sale brought down the curtain on nearly three-quarters of a century of Lee Line service on the lower Mississippi.



JOE CURTIS, last of the Lee Line steamers at Memphis. Photo courtesy of Murphy Library, Univ. of Wis. -- LaCrosse

When Capt. Doc Hawley was standing watches to upgrade his license aboard the DELTA QUEEN in 1959, he worked with Capt. Harry Fitzgerald. Turns out Capt. Fitzgerald had the somber distinction of ringing the last bell on a Lee Line steamer at Memphis, that probably taking place in 1936. In March 1940, he was captain of the steam towboat PATRICIA BARRETT (T2006), filling

in for her regular master William F. Edwards (see page 53 of December 72 REFLECTOR). By 1951, Capt. Jesse Hughes mentions Harry as one of his partners during his last regular season on the DELTA QUEEN, along with veterans Gene Hampton and Albert Kelley. Eight years later, while still doing trip pilot work on the QUEEN, Capt. Fitzgerald was asked by Doc whether he had ever piloted the IDLEWILD/AVALON.

Indeed he had. In fact, it was while steering the IDLEWILD that a spoke on her 8-foot maple pilotwheel snagged his coat as it spun, catching him off guard and throwing the unsuspecting pilot across the pilothouse with enough force to break his collar bone. Those long handles which controlled the boat's pilotwheel were attached by rods and bell cranks to the Crawley and Johnston steam steering rig in the engine room. That steering gear could spin the spokes of the wheel like the blades of an electric fan, and move the rudder from hard down in one direction to hard down in the opposite direction in a mere twelve seconds. For perspective, the DQ took a comparatively long nineteen seconds to go from hard down to hard down. Probably the two most common steam steering rigs on the Western Rivers were those manufactured by Cincinnati's Crawley & Johnston and those of the S. J. Gardner Foundry and Machine Co. of New Albany, IN. There is an instructive diagram and detailed explanation in the September 1967 REFLECTOR of the C&J "booster" rig initially installed on the QUEEN CITY (which was replaced 21 years later by a Gardner steering gear). Another illustration appears on page 54 in Alan Bates' *Western Rivers Engine room Cyclopaedum*. However, these were not the only manufacturers of steam steering assists used on inland steamboats, as the accompanying photo of Capts. Hawley and Wagner on the bow of the AVALON recently brought to light.

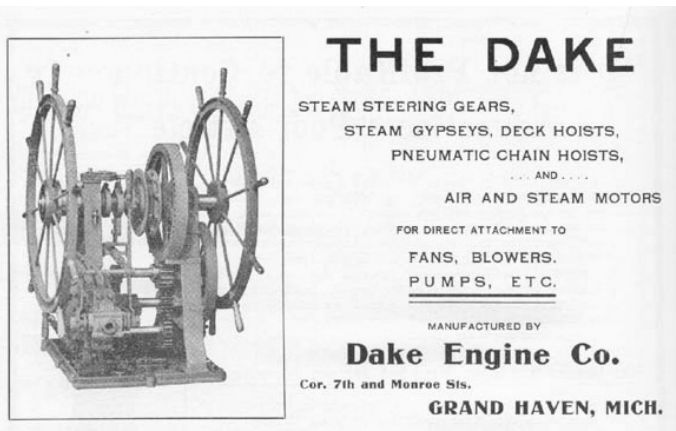
Among the many views in Ed Mueller's photo collection was this shot by Don Rehm, snapped at Prairie du Chien, WI sometime in the latter-1950s. When Doc saw it, he remarked that it would have been unusual for both of them to be on the head of the boat at the same time. Taking notice of his position at the stage hoist engine controls, he postulated that perhaps some work was being done on the AVALON's old stage hoist engine at



the time. That vintage piece of equipment had seen long, hard and frequent use, and it occasionally threw fits requiring it to be torn down by the Chief, and in a few drastic instances, removed from the bow compartment and hauled to a machine shop up the hill. The steam hoist engine had a unique square housing, said Doc, and was manufactured by the Dake Engine Company. He later learned that the sidewheel Streckfus steamer J. S. had a steam steering rig manufactured by the same company.



A little internet sleuthing soon revealed that this company is still in business in Grand Haven, MI, on the eastern shore of Lake Michigan just south of Muskegon. William F. Dake was born in Jamaica in 1850, and shortly thereafter his family moved to the U.S., eventually settling in Grand Haven in 1872. Fifteen years later, Mr. Dake and a group of ten businessmen formed the Dake Engine Company, using Dake's newly patented invention, a double reciprocating, square piston steam engine. The Dake square piston engine has two rectangular pistons, one within the other, working at right angles in the outer piston. The inner piston is connected to the crank pin and moves vertically. The outer piston moves horizontally in the casing. An internet video showing the interior workings of a Dake engine in operation



can be viewed at: <http://muskegonheritage.org/Dake Engine description/Dake Engine page.html>

According to the company website, "The Dake engine quickly gained worldwide acceptance and by 1893 was awarded a medal at the World's Columbian Exposition in Chicago. [Unfortunately, this occurred the year after Mr. Dake passed away.] Because the engines were powered by steam and there was no danger of sparks, Dake engines were used in coal mines and for the extensive subway and railroad tunnel construction at the beginning of the twentieth century. Perhaps it was Dake's riverfront location and proximity to Great Lakes shipping, but soon marine equipment such as steam-powered

steering gear, anchor windlasses, capstans, and hoists became a major portion of Dake's business." In 1914 Dake engines and hoists were used in the construction of the Panama Canal, and in 1904 a Dake steam steering engine was installed in MAID OF THE MIST at Niagara Falls, and was in service for over forty years. During World War II, they provided more than 10,000 steam engines for use with windlasses, capstans and steering gear in Liberty Ships and LSTs. Dake continued to manufacture its steam engines until about 1950. Today the company manufactures arbor presses, hydraulic presses, power hammers, vertical bandsaws and cold saws, as well as bench presses, belt grindertube benders, and other special presses. Ⓢ



Niagara Falls' MAID OF THE MIST had a Dake steam steering engine. The fourth boat to carry that name, she was built in 1892. Apparently that Dake steering engine was placed twelve years later.



The Streckfus flagship J. S. DELUXE is pictured here in the government drydock at Keokuk, IA, adjacent to Lock 19, sometime in the 1920s. It is thought that she had Dake steam steering gear. Photo from Murphy Library, University of Wisconsin -- La Crosse.

Cruising on the L&C Line

by R. Dale Flick

The 1924 Spring Cruise of the new Steamer CINCINNATI will leave Pittsburgh, PA April 5th; Cincinnati, April 7th; and Louisville, April 8th, making the ports of call given in the schedule in this booklet. This will be the second trip of this "Leviathan" of inland waters, the "maiden" trip being the Mardi

Gras Cruise which left Cincinnati February 25th, when even the large capacity of the CINCINNATI could not accommodate all who wished to make the trip. With great optimism, this first spring cruise of the new packet was emblazoned in the elaborate six page Art Deco booklet from the L&C Line—the oldest



L & C STEAMERS



CABIN OF STEAMER "CINCINNATI"

*The First Spring Cruise
of the New Steamer
"Cincinnati"*

THE 1924 Spring Cruise of the new Steamer "CINCINNATI" will leave Pittsburgh, Pa., April 5th; Cincinnati, April 7th, and Louisville, April 8th, making the ports of call given in schedule in this booklet. This will be the second trip of this "Leviathan" of inland waters, the "maiden" trip being the Mardi Gras Cruise which left Cincinnati, February 25th, when even the large capacity of the "CINCINNATI" could not accommodate all who wished to make the trip.





L & C STEAMERS

The new modern steamer "CINCINNATI" is the largest, most modern and the highest type of river steamer in existence today on western waters. This new boat is a revelation to those who have formerly traveled on the Ohio or Mississippi Rivers or their tributaries. It can be safely said that the "CINCINNATI" is without a peer on any river in the United States today. Nearly 300 feet long and 85 feet in width with extraordinary large stateroom capacity and every convenience. Every stateroom has hot and cold running water, which is an innovation on Ohio and Mississippi River steamers. They are large, airy, well ventilated, electric lighted and comfortable in every respect. They are arranged two and four berths to a room for two or four people as desired. There are two parlor sleeping rooms, fitted in luxurious style and many rooms with private and connecting baths. The large spacious dining saloon has a seating capacity of 150 and from it diners get a view of the river and the charming scenery on both sides of the river. The Grand Saloon comprises the entire inside length and width of Deck A, affording well kept dancing floor and luxurious resting places. On Deck A is also found the refreshment room, public shower and tub baths. Deck B has a mezzanine balcony completely encircling the Grand Saloon, the forward end and after end of which are observation and



steamboat organization in the world. Founded in 1818, the company was entering this new era filled with great hope. L&C Line booklets, brochures and newspaper advertisements reflected not only the new era, but showed the advancements in advertising, marketing and public relations. This confidence of the third decade of the twentieth century also saw construction of the DELTA KING and DELTA QUEEN on the Sacramento for California Transportation Co; the CAPE GIRARDEAU for Eagle Packet Co.; and the TOM

GREENE and CHRIS GREENE for Greene Line .


The CINCINNATI's 4,000 mile, 21-day tour for 300 passengers quoted individual fares from \$175 without facilities, to \$1,100 in Parlors A and B with private facilities, all meals and berth at 1924 dollar rates. These tariffs were comparable to a luxury cruise today appealing mostly to those well-heeled with the luxury of time at their disposal. Meals were served in two seatings for 150 with many passengers sporting formal evening dress. Travel agencies were

L&C

L & C STEAMERS

lounging rooms. This latter section is equipped with a powerful Radio receiving set, the first one of its kind installed on any Ohio or Mississippi River steamer. The smoking room, tonsorial parlor and public shower and tub baths are also found on this deck. On Deck C, the crews quarters are located. On this Deck is also located the pilot house, where the most modern and up-to-date equipment has been installed to insure absolute safety. On the lower deck are located the massive and powerful engines with all modern improvements which propel this wonderful boat at a greater speed than is attained by any river craft today. On this deck are also located the modern sanitary kitchen, the refrigerating plant, the water still which furnishes the distilled pure and filtered water used on the boat. In the forward part of the lower deck, on the guards and amidship automobiles, as well as package freight is carried. The hull and superstructure of the "CINCINNATI" is entirely of steel construction. The hull has 39 watertight compartments making the vessel practically unsinkable while the fibre construction of staterooms has been thoroughly tested and found fireproof. No details have been overlooked to make the "CINCINNATI" strictly modern, absolutely safe and as near fire-proof as possible.

The cuisine and service is equal in every respect to that provided by



L&C

L & C STEAMERS



DINING ROOM

high grade hotels. A high class Orchestra furnishes music for dancing and entertainment while an experienced social hostess arranges and conducts various entertainment features throughout the Cruise.

The Cruise

Pittsburg, Pa.—the largest and most progressive city on the Ohio River, is the starting point of the first Spring Cruise of this modern high type steamer, the first of its kind on inland rivers and the fore-runner, it is hoped of the new type of river steamer which is to bring about the revival of this delightful method of travel. Located at the head-waters of the Ohio, Pittsburg is really the logical point for the






L & C STEAMERS

embarkation of an extensive Ohio river tour, because, only by making the trip from the head of the Ohio River to its mouth can the real beauty of the Ohio River be realized and appreciated.

The "CINCINNATI" will therefore embark on her 4000 mile Spring Cruise from Pittsburg to New Orleans and return at noon on Saturday, April 5th from the Wharfboat, foot of Wood St. The first port of call will be at Wheeling, W. Va., the third largest city in the upper Ohio Valley. Leaving Wheeling our course will be alive with points of interest, passing thriving twentieth century cities, astir with great industries. We are also passing through that portion of the Ohio River, which with but few exceptions has been completely locked and dammed. We are due at Cincinnati on Monday afternoon, April 7th, the headquarters of the L. & C. Line. After a stop of several hours for sightseeing and to receive additional passengers, we proceed on to Louisville, arriving there on Tuesday morning, April 8th. The evenings on board will be devoted to dancing, games and "stunts" under the direction of the Social Hostess, private games or just resting on the spacious decks. The river at night, with its twinkling lights along the shore seems to possess a peculiar enchantment. You watch the towering hills with their immense shadowy depths



emerging as a relatively new phenomenon, booking passage for clients on a percentage basis similar to today. L&C Line had offices at the Foot of Main Street in Cincinnati and at the Foot of Third Street in Louisville. Many leading banks also had a tourist desk for rail, steamboat, and steamship bookings, as did railroad ticket agencies.

Scheduled ports for the CINCINNATI were Pittsburgh, Wheeling, Cincinnati (for additional passengers and freight), Louisville, Evansville, Paducah, Memphis, Helena, Greenville, Vicksburg, Natchez, and New Orleans. Arrival at the Crescent



L & C STEAMERS

reaching out and even across the water, while the steady rhythm of the wheels waits you steadily onward through the night. On Tuesday evening, April 8th we are due at Evansville, Ind., one of Indiana's flourishing cities. It produces about 3000 articles, many of which are known the world over. On Wednesday morning, April 9th, we are due at Paducah, Ky., which is famed for the starting point of the Lewis and Clark western expedition and where is located one of the largest marine ways on the Ohio River. On the afternoon of this day, we are due to make our entrance into the majestic Mississippi River—the Father of Waters. The Mississippi River has long been "famed in song and story"—written and sung about—romanced and serialized. It is needless to dwell upon the scenic beauties of both banks of the River. Our first stop on the Mississippi River is Memphis, Tenn., the marketing center and great capitol of the lower Mississippi Valley. It is the greatest inland cotton market in America and is the largest hardwood lumber producing market in the world. It has the world's largest cotton warehouse and one of the finest municipal zoological gardens in the United States. If conditions permit a sojourn of several hours will be made here. After leaving Memphis and passing under the two bridges crossing the Mississippi—the last bridges that



City was on April 12, departing on April 16 with the same stops on the return trip. Prospective passengers were further enticed with "Finest food and service equal in every respect to those provided ashore...you drink circulating ice water, filtered and distilled to insure absolute purity." To allay fears, timid passengers were reassured that, "the hull has 39 water-tight compartments, which make the CINCINNATI virtually non-sinkable. The construction of the staterooms has been thoroughly tested and found fire-proof. Spacious, comfortable, modern with every stateroom equipped with hot and cold running water." Reminiscent of today's



L & C STEAMERS



LOUNGING ROOM AFT DECK B

cross and the only ones south of the Ohio River, the new River Rail Terminal will be observed. This is the largest River and Rail Terminal in the world, where rail and water shipments are interchanged. After leaving Memphis, we will note the change in sky lines of the various cities. Plantations will become plentiful and the southern atmosphere will make us forget the chill winds back home. Helena, Arkansas, the next city on the schedule is the second largest hardwood market in the world and the agricultural district is the garden spot of Arkansas. It will be reached about six hours after leaving Mem-



L & C STEAMERS



A PARLOR SUITE

phis and if conditions permit sight-seeing may be indulged in. We are now heading toward that portion of the Mississippi made famous by that historic boat race of the "ROBERT E. LEE" and the "NATCHEZ." We are due at Greenville, Miss., the "Queen City of the Delta" on Friday, April 11th. This city has the best and largest improved concrete wharf on the Mississippi River. Then on to Vicksburg, Miss. This historical city was a confederate stronghold during the Civil War and is famous for the long siege it underwent before surrendering to General Grant on July 4, 1863. The most interesting feature is the Na-



advertising, brochure graphics show attractive men and women dressed in the height of fashion. "On deck A is also found the refreshment room, public shower and tub baths. Deck B a mezzanine balcony completely encircling the Grand Saloon." No mention was made what the 'refreshment room' offered with Prohibition casting its gloom since 1921. We can only guess what refreshments may have been carted aboard by her cosmopolitan passengers.

Following the disastrous ice of 1917/1918, Commodore Fred Laidley sold his interests to John W. Hubbard of Pittsburgh and W.E. Roe

of Marietta, OH. Commodore Laidley, born in 1841, penned a brief letter on his life to Capt. Ellis Mace at age 85, with the terse comment, "It's nobody's business what I did in my life." The recapitalized L&C Line, under Messrs. Hubbard and Roe, planned the new CINCINNATI to run in the summer Louisville-Cincinnati trade with the classic QUEEN CITY, JOHN W. HUBBARD and KENTUCKY—the latter two being regarded as "inferior sternwheelers" by veterans on the Cincinnati Public Landing. Midland Barge Co., Midland, PA, laid down two twin hulls 285 x 45.6 x 7.3 ft., designed by Tom Dunbar and to be named

CINCINNATI and LOUISVILLE. Charles Barnes Co. built the engines for both boats with compound, non-condensing 22's, 40's with 9 ft. stroke. Designer Dunbar was further instructed to add a second cabin to the CINCINNATI, increasing her weight and displacement with much reduced freeboard — and she was finished from hull up at Cincinnati. That double cabin design harkened back to the L&C predecessor's U. S. Mail Line steamers AMERICA and UNITED STATES. The CINCINNATI's final building costs amounted to \$417,000. She would

earn but \$200,000 in her eight years of service. The LOUISVILLE was nixed early on with her hull sold to Coney Island Co. and built into the 2nd ISLAND QUEEN in Cincinnati.

The second L&C Line promotion brochure for the 1927/1928 season begins on page 16 and shows the company appeal focusing on "Convenient Schedules, A Superb Pleasure Trip, Ideal for Business Trips, Delightful Week-end Vacations, Sunday Meet the Boat Trips." Connections at terminal points

L & C STEAMERS

tional Military Park and Cemetery, claimed to be the most beautiful natural park in the U. S. It covers about 1,200 acres, with 27 miles of driveways, restored fortifications and monuments to the troops of various states. On the return trip, a stay will be made of sufficient length to allow a visit to this historical point. The morning of Saturday, April 12th, we are due at Natchez, Miss., situated on high bluffs above the level of the Mississippi River, and on Saturday night, we are due to reach New Orleans, "The City of Progress, Beauty, Charm and Romance." More than two hundred years of history and romance lie behind the quaintness of old New Orleans! The distinguishing marks of three governments—French, Spanish and American, have lent picturesqueness and atmosphere to the city. The old French Quarter with its fascinating traditions and ancient landmarks, the historic interest of the Cabildo, the strange delightful foods of the Creole restaurants—all transport the traveler to a wonderland of other days. During our stay at New Orleans we occupy our staterooms and breakfast will be served every morning, but the noon and evening meals are omitted from the all-expense feature, allowing our members to thoroughly view the many interesting points and enjoy the many unusual cafes and eating places characteristic of New Orleans.

L & C STEAMERS

Schedule

Of Steamer "CINCINNATI"


Down Stream


			Miles
Leave Pittsburg, Pa.	Sat., April	5th Noon	0
" Wheeling, W. Va.	Sat., April	5th P.M.	90
" Cincinnati, O.	Mon., April	7th A.M.	500
" Louisville, Ky.	Tues., April	8th A.M.	632
" Evansville, Ind.	Tues., April	8th P.M.	815
" Paducah, Ky.	Wed., April	9th A.M.	952
" Memphis, Tenn.	Thurs., April	10th A.M.	1238
" Helena, Ark.	Thurs., April	10th P.M.	1317
" Greenville, Miss.	Fri., April	11th A.M.	1498
" Vicksburg, Miss.	Fri., April	11th P.M.	1631
" Natchez, Miss.	Sat., April	12th A.M.	1741
Arrive New Orleans, La.	Sat., April	12th P.M.	2013

Up Stream

			Miles
Leave New Orleans, La.	Wed., April	16th, 1 A.M.	0
" Natchez, Miss.	Thurs., April	17th A.M.	272
" Vicksburg, Miss.	Fri., April	18th A.M.	382
" Greenville, Miss.	Fri., April	18th P.M.	515
" Helena, Ark.	Sat., April	19th P.M.	696
" Memphis, Tenn.	Sun., April	20th A.M.	775
" Paducah, Ky.	Mon., April	21st P.M.	1061
" Evansville, Ind.	Tues., April	22nd P.M.	1188
" Louisville, Ky.	Wed., April	23rd P.M.	1381
" Cincinnati, O.	Thurs., April	24th A.M.	1631
" Wheeling, W. Va.	Sat., April	26th A.M.	1621
Arrive Pittsburg, Pa.	Sat., April	26th P.M.	2013

This schedule is contingent on fog, strong currents and other delays and therefore no hourly schedule can be listed. Passengers and friends may secure approximate hour of arrival and departure from Agents at each port of call, the day previous to arrival.





for the QUEEN CITY/CINCINNATI note that "steamer, rail, bus and traction connections may be made for other points."

L&C Line advertising "word spinners" were quick to focus on the classic beauty and appointments of the QUEEN CITY, now running in tandem with the newer, larger CINCINNATI. The 1897-built QC was in her thirtieth year of operation at the time the second brochure in this collection appeared. Sold to John W. Hubbard in

1912, she entered L&C service in 1918 and received an entirely new wood hull in 1920. Capt. Fred Way, smitten with the beauty of the QUEEN CITY at age ten, stated, "The perfection of the QUEEN CITY countered in great measure for her long life."

While trumpeting the period steamboat elegance of the QC which was "beautifully lighted and decorated, finished in mahogany, with rich brass trimmings," no mention is made of baths, wash rooms, or running water in cabins aboard the

PASSENGER RATES
On New Steamer "CINCINNATI"
On 1924 Spring Cruise

These rates include meals and berth enroute, for the round trip as well as use of berths and breakfasts, while in port at New Orleans.

DECK A

	From Pittsburg & Wheeling Per Person	From Cincinnati & Louisville Per Person
Rooms—126, 127, 128, 129, 136†, 137, 138, 139	\$ 175.00	\$ 152.50
Rooms—100, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115** 116, 117, 118, 119, 120, 122, 123, 124, 125, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149*** 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 163, 164, 165	200.00	175.00
Rooms—130†, 131†, 132†, 133†, 134†, 135†	210.00	185.00
Rooms—102†, 103†, 101†, 102†	225.00	200.00
Parlor A	1,100.00	1,000.00

DECK B

Rooms—200, 201, 202, 205, 205, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216***, 217, 218, 219, 220, 221, 223, 224, 225, 226, 227, 228, 238, 241, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262***, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 276, 277, 278	300.00	175.00
Rooms—229*, 230*, 231*, 232*, 233*, 246*, 247*, 248*, 249*, 250*	210.00	185.00
Rooms 203†, 204†, 204†, 204†, 203†, 237†, 238††, 240††, 242†, 243†, 244†, 245†, 274†, 275†	225.00	200.00
Parlor B	1,100.00	1,000.00

EXPLANATION OF MARKS

Parlors are arranged for two or four people and have parlor sleeping room, private sleeping room and private tub bath and toilet.

All rooms have single upper and single lower berth, except rooms marked † which have two upper and two lower berths.

† Room 129 can connect with No. 130 and Room 136 can connect with No. 135.

** Rooms have private tub bath and toilet.

* Have private toilet and can connect with adjoining rooms.

† Rooms 102 and 103, 161 and 162, 203 and 204, 274 and 275 are connecting rooms with private tub bath and toilet.

‡ Rooms have private shower bath and toilet.

One way fares, Pittsburg and Wheeling to New Orleans or vice versa \$135.00

One way fares, Cincinnati and Louisville to New Orleans



L & C STEAMERS

THE rare opportunity of making this 4,000 mile, 21 day tour, the entire course of the Ohio River, thence to New Orleans almost to the Gulf of Mexico on the new modern steamer "CINCINNATI," during the spring of the year, makes this Cruise in every way the most novel, delightful, entertaining and educational tour that can be made. No worry about baggage, hotel accommodations or train schedules—just a thorough restful and wonderful journey among the better class of people.

Accommodations are limited to the capacity of the steamer and therefore prompt reservations are suggested. Deposits of \$50.00 per passenger are required to insure reservations which will be made in the order of their receipt. Balance to be paid one week before departure.

For further information and reservations, communicate with

**LOUISVILLE & CINCINNATI
PACKET CO., Inc.,**

Foot of Main St., Cincinnati, O., or
Foot of Third St., Louisville, Ky.

**COSMOPOLITAN TOURS CO.,
General Agents,**

115 Dixie Terminal Arcade,
Cincinnati, O., or

Bank Floor, Monadnock Bldg.,
Chicago, Ill., or

Tourist Dept., First National Bank,
Tourist Dept., Diamond National Bank,
Tourist Dept., Mellon National Bank,
of Pittsburg, Pa.

Or Your Local Tourist Agent

Use The Boats for Louisville and Cincinnati



(12)

CINCINNATI— LOUISVILLE

By Boat



Travel Aboard The
Famous Steamers
"CINCINNATI"
and
"QUEEN CITY"



SAILING EVERY DAY
[Except Saturday]
Cincinnati to Louisville
Louisville to Cincinnati
and Points Between

QC. Single room occupancy on the CINCINNATI is quoted at \$2 additional charge. "Two persons unknown to each other, will not be assigned to the same room. Children between five and twelve years of age, half fare. Under five, no charge for transportation, but the regular charge for meals is made except for children in arms ...150 pounds of baggage (wearing apparel) on each first class ticket. Special rates for parties, clubs, etc. will be quoted upon application." Many a high school and university group took advantage of such group rates for annual spring and graduation trips. Accommodations on the CINCINNATI were higher from \$15 per person

in Parlors to \$1 for inside rooms with no facilities. Other group Parlors could accommodate from four to eight persons at the group rate. These two great ladies reigned together as queens of the overnight service in their dual city trade.

The CINCINNATI's design and modern appointments in restrained, simple elegance did not come without a few flaws. In haste to finish nearly all construction work in Cincinnati, the line employed other local construction and carpentry crews in addition to the usual trained cadre of steamboat "joiners." According to Greene



For Refreshing Recreation!

TAKE A CRUISE ALONG THE BEAUTIFUL OHIO ON ONE OF THE SPLENDID L&C STEAMERS

Get away from the rush and worry of helter-skelter land transportation for a change. Take a cruise aboard the famous all-steel "CINCINNATI" or the stately "QUEEN CITY"—down the broad, panoramic Ohio to Louisville, or up to Cincinnati.

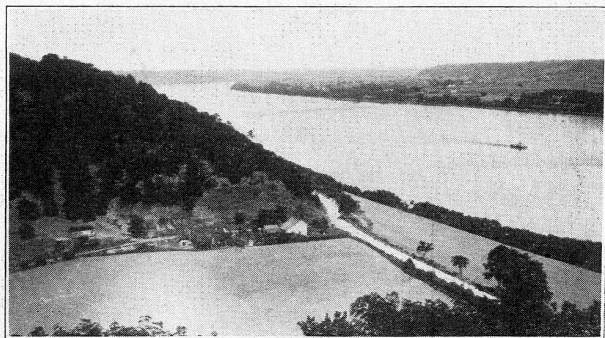
Enjoy complete comfort and relaxation—invigorating atmosphere—excellent meals—wonderful scenery—refreshing slumber! It will do you a world of good, and the cost is mighty small for so much real pleasure.

Convenient Schedules

You can leave Cincinnati any week-day (except Saturday) at 5 P. M. city time, and arrive at Louisville early the following morning. You can leave Louisville any week-day (except Saturday) at 3 P. M., city time, and arrive at Cincinnati early the following morning. The "CINCINNATI" leaving Cincinnati every Monday, Wednesday and Friday and leaving Louisville every Tuesday, Thursday and Sunday. The "QUEEN CITY" leaving Cincinnati on Tuesdays, Thursdays and Sundays and leaving Louisville on Mondays, Wednesdays and Fridays.

A Superb Pleasure Trip!

Although the entire Ohio River is nationally famous for the charm and beauty of its scenery, nowhere along the 1000-mile course from headwaters to mouth can the 150-mile stretch between Cincinnati and Louisville be surpassed. Every mile that our steamers traverse, every turn of the broad stream reveals a fresh surprise, a new delight. From the comfortable, spacious decks you can view the magnificent tree-covered hills, the fertile rolling valleys, the picturesque towns and cities nestling on the shores. You will pass through country in which



[2]

Line purser Bob McCann and pilot Capt. Jesse P. Hughes, her chronic roof and deck leaks were the result of shore-based roofers working on a job that was foreign to their customary experience: a boat exposed to additional stresses of movement, vibration and weather.

Interior woodwork eschewed the traditional skills of carpenter joiners using tongue-in-groove construction for bulkheads and overheads in favor of a new, cheaper material known as "fiberboard." This pre-marine panel material was susceptible to dampness from the river, allowing structural



were enacted some of the most thrilling and most notable events in American pioneer history.

Truly this is a river cruise that promises you an almost endless source of pleasurable scenes—scenes which can be viewed in comfort from the broad decks of these splendid steamers.



Ideal For Business Trips

The business man or woman making a hurried trip from Cincinnati to Louisville or from Louisville to Cincinnati can make the trip by boat and combine business with a healthful, invigorating ride on the picturesque Ohio.

Arriving either in Louisville or Cincinnati early in the morning, one has practically a whole day in which to transact their business. You can take the evening boat back, and be home the following morning.

Delightful Week-End Vacations

Taking only a little time from your regular work, you can make a week-end trip, either to Louisville or to Cincinnati, that you will long remember with pleasure.

You may leave Cincinnati on board the Steamer "CINCINNATI" at 5 o'clock Friday afternoon, city time. After a restful night on board the magnificent vessel, you reach Louisville early Saturday morning. Spend all Saturday seeing the interesting spots in Louisville, and then return to your comfortable berth at your disposal without extra charge, on Saturday night. Leave Louisville 9 o'clock Sunday morning, city time, for the picturesque daylight trip up the historic Ohio, arriving in Cincinnati late Sunday evening, having use of your berth until Monday morning.

Louisville folks can take the "QUEEN CITY," leaving Louisville at 3 P. M. Friday. Sleep comfortably aboard the steamer and spend all day Saturday seeing interesting Cincinnati. Sleep aboard the steamer Saturday night without any extra expense. Leave Cincinnati 9 o'clock Sunday morning, city time, for the daylight trip back to Louisville, arriving late Sunday night, using berth until Monday morning.

Rates for the week-end trip are the regular round-trip rates with the use of berths Saturday night included.

TAKE YOUR AUTOMOBILE WITH YOU

A special rate has been made for automobiles which are accompanied by passengers. \$5.00 is charged each way, for a two passenger car of any type and \$6.00 is charged for a car accommodating more than two passengers, any type. Machines may be driven on and off steamers on their own power and gasoline need not be drained.

[3]

leaks from above, and was flimsy and crumbly. Capt. Fred Way, who spent his honeymoon on the CINCINNATI, later recalled to son-in-law Woody Rutter how the boat creaked, chattered, and rattled while underway. Still, she proved popular, making annual Mardi Gras cruises unbroken from 1924 through 1930. She steamed to Pittsburgh on occasions, transported the 31st annual Ohio Valley Improvement Association in October 1925, and carried passengers on the 1929 excursion celebrating completion of the Ohio River locks and dams. According to Fred Way, she earned \$40,000 on her first 1924 Mardi Gras cruise.

The October 1929 Wall Street crash and Great Depression which followed, brought financial, social, and political ramifications here and abroad, crippling American industry, railroads, steamboat and steamship lines. However, it is said that "Fair maidens wear no purses as some man is always willing to pay their bill." John W. Hubbard had shepherded the classic QUEEN CITY with his checkbook from 1912 to 1933 — two decades beyond her normal life span, when U.S. Marshals finally stepped in. Rendered a Pittsburgh wharfboat, she

sank at the foot of Liberty Street in January 1940. Her wreckage was pawed out of the river and burned February 17th the same year.

More than a few witnesses among former L&C Line crew members later decried the "fall of a great line." Others more stridently termed it a form of corporate lightning from the top ... sabotage ... cooking the books, "everybody getting a cut of the coal pile in the office and aboard the boats." More subtle events had also begun to undermine

L&C



Main Salon, Steamer "CINCINNATI"

To Louisville Folks: See Interesting Cincinnati

Visitors to Cincinnati see everywhere evidences of that charm which made it famous as "The Queen City of the West." Cincinnati is built like ancient Rome—on seven towering hills, from the summits of which can be viewed in perspective, scenes of indescribable beauty. The Union Central Building—a prominent feature of the sky-line—is the tallest structure west of New York. The Cincinnati Art Museum and Art Academy, situated in beautiful Eden Park, are world famous. Near them is the great Rockwood Pottery. The Cincinnati Zoological Gardens are reputed to contain the most splendid collection of birds and animal life in the entire country. The Cincinnati Reds play the country's best baseball teams at historic Redland Field. Across the river, only a short ride from the steamer landing, is the Latonia Race Track. Yes, you should visit Cincinnati, and there's no better way than by boat.

To Cincinnatians: See Picturesque Louisville

From every part of the country come thousands of people every year, eager to see Louisville, the picturesque and historic metropolis of the South. There are zoos, wonderfully kept parks, with miles of roads that delight the motorist. Churchill Downs, the most famous race course in the world, is within the city limits. The United States Fish Hatchery, the Life Saving Station opposite the Falls of the Ohio, and the great Portland Canal and Locks, delight the tourist. The literature-lover will enjoy a visit to the "Cabbage Patch" made famous by "Mrs. Wiggs" in actual life, Mrs. Alice Hegan Rice. Within a few hours by rail or motor are Mammoth Cave, French Lick Springs and other internationally famous resorts. Louisville certainly is worth a visit by every Cincinnati.



A Chummy Luncheon Party—One Corner of the "Cincinnati's" Dining Room

[4]

L&C



Main Salon, Steamer "QUEEN CITY"

Connections at Terminal Points

At Cincinnati, connections may be made with steamers operating to Charleston, W. Va., on the Kanawha River and Pittsburgh, Pa., on the Ohio River. Rail, bus and traction connection may be made for other points.

At Louisville, connections may be made with steamer operating to Evansville, Ind., which steamer in turn connects with steamers operating up the Green River to Mammoth Cave and lower Ohio River points. Rail, bus and traction connections may be made for other points.

Sunday "Meet the Boat" Trips

In addition to the regular daily voyages and the weekend trips, another thoroughly enjoyable trip you can take, is the "Meet the Boat" Trip. Leave either Louisville, Cincinnati, or intermediate points on Sunday, ride along the river enjoying all the sights, until the other boat is met, transfer to it and return to the starting point. A good dance orchestra is carried on both boats on Sundays for these trips.

Unexcelled Food and Accommodations

The old traditions of service on L. & C. Steamers are upheld today, just as they were in your grandfathers' time. Excellent food served in the most appetizing manner—served promptly, courteously and efficiently. Absolute cleanliness everywhere—in the kitchen, around the decks, in the state-rooms, etc. We sincerely want every patron to feel satisfied when leaving an L. & C. Steamer—so that they will come aboard again and share our hospitality at the earliest possible moment. We strive to give each patron more value in every way—in transportation, service, food and accommodations—than they could obtain anywhere else for the same money. We want YOU to thoroughly enjoy every L. & C. cruise you take!



Enjoying the Beautiful Scenery in Comfort on the "Queen City"

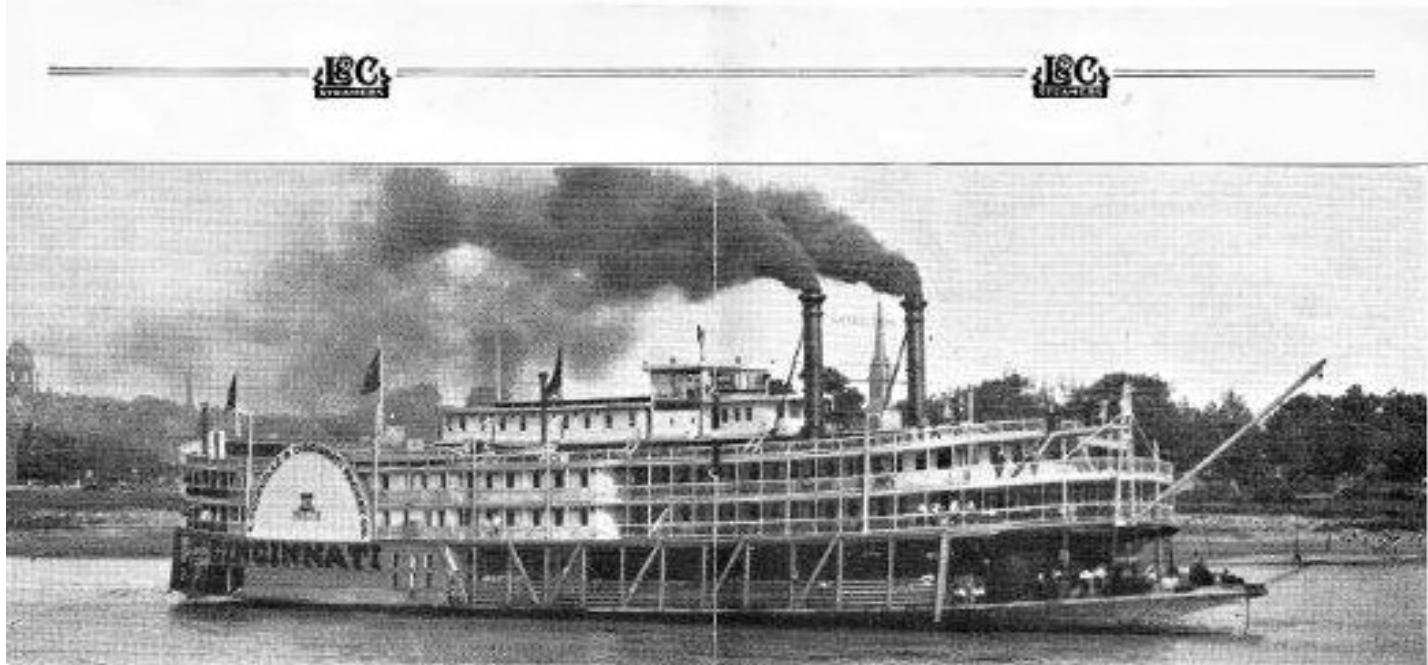
[5]

the passenger night boat services on the rivers and other ports around the country.

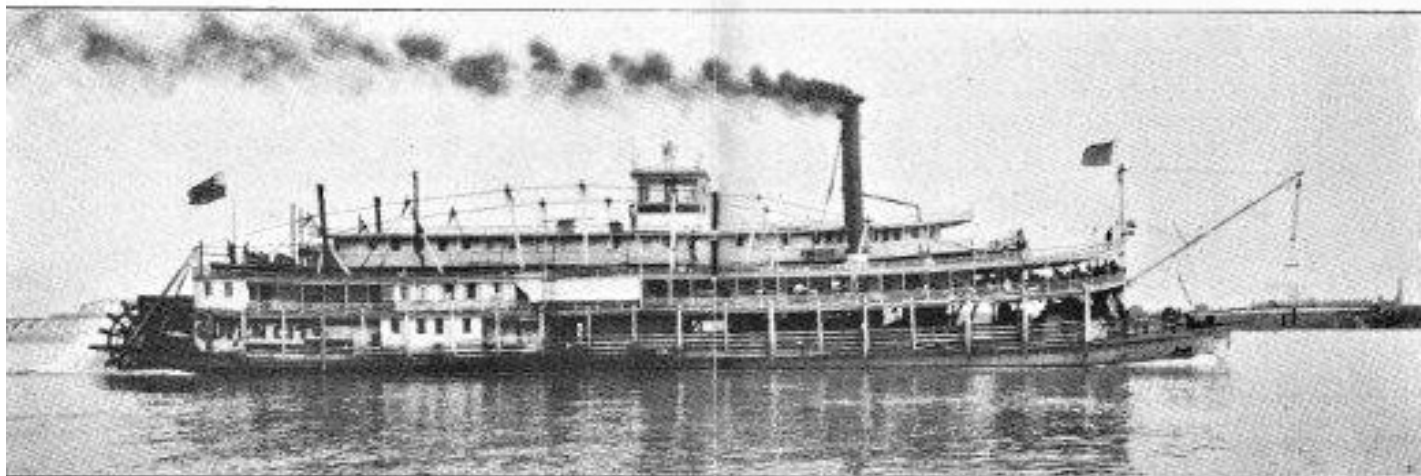
Perfection of auto and truck tires, and expanding intra-city highway systems made freight deliveries faster door-to-door without double handling from wharfboat to customer. As a result, finished goods moved more quickly. Increasing infatuation with the automobile by many made city to city business trips quicker and a convenient means for making family pleasure trips. Speedy rail service along

river valleys expanded with branching main lines radiating back from many rivers.

The evolving nature of freight being transported saw a growth in heavier bulk products, not easily handled by the traditional steamboat service. Night boats, unless structurally modified, could not load or unload these cargos of increasing weight and size. Freight handling by roustabouts using back-and-belly, rolling dollies and carts was slower, resulting in mounting labor demands and concerns.



The new steel steamer "CINCINNATI" the Queen of Western Waters, now in regular service between Cincinnati, Louisville and way points. The "CINCINNATI" is the most splendidly equipped passenger craft on any American river.



The Majestic "QUEEN CITY" under way—The "QUEEN CITY" second in size and equipment only to the new "CINCINNATI," makes the cruise between Cincinnati, Louisville and way points on alternate days with the "CINCINNATI."



The "CINCINNATI"

The "CINCINNATI" is the greatest achievement of the 108 years of business life of the LOUISVILLE AND CINCINNATI PACKET COMPANY—the oldest steamboat organization in the world.

She is nationally famous as the finest and most modern steamer on western rivers. She is 300 feet long and 85 feet broad, with stateroom accommodations for over 300 passengers, and every convenience and even luxury. Every one of the large, electrically lighted and airy rooms has hot and cold running water, with berths of the most comfortable type arranged for two people. There are two parlor suites and nine parlor rooms fitted in the most luxurious style, arranged for two, four, six and eight people. There are many rooms with shower, tub baths and toilets.

Largest and Finest River Steamer Afloat

Food and service are equal in every respect to those provided by the highest grade hotels. You drink circulating ice water, filtered and distilled to insure absolute purity.

The hull and superstructure of this majestic vessel are entirely of steel. The hull has 39 water-tight compartments, which makes the "CINCINNATI" virtually non-sinkable. The construction of the staterooms has been thoroughly tested and found fire-proof.

In every way, the "CINCINNATI" is a vessel of such quality as to make a trip upon her a delightful experience and a lasting memory.

Spacious, Comfortable, Modern

The dining room is a giant sun room with windows on three sides, through which you may feast your eyes on the passing scenery as you feast your palate on the choice dishes before you. The Grand Salon takes up an entire deck with its perfectly waxed floors, paneled walls and handsome fixtures. On the deck above are two delightful lounge rooms, finished in blue and gray, with blue rope and painted wicker furniture which carries out the color scheme.



[8]

The dramatic national maritime strikes of the mid-1930s brought down more than one line.

Greene Line Steamers, taking a more cautious approach to operations with the tried and true "hands on" management, ended night boat service. The CHRIS GREENE and TOM GREENE had their main cabins removed, and with other alterations in the fall of 1936 were equipped to handle the increasing shipment of automobiles. With a touch of irony, the auto that impacted the steamboat business so heavily, turned out to be a blessing to the Greens. The TOM and CHRIS



The "QUEEN CITY"

The "QUEEN CITY" has made for herself a multitude of friends on her past trips. With the exception of the "CINCINNATI" herself, she is the largest, most comfortable, and in every way the best packet steamer on western waters today. She is a staunch vessel, 250 feet long, beautifully lighted and decorated, finished in mahogany, with rich brass trimmings.

Second To None Except The "Cincinnati"

Every stateroom is an outside one, with doors opening both to the Grand Salon and the Promenade Deck. They are extra large, each lighted by electricity with every accommodation found on the better type of river craft. Most of the rooms are fitted with double lower and single upper berths. The fore end of the Grand Salon is an observation parlor, from which you may enjoy a protected view of the river, and scenery on both sides, while the after end of the salon is a pleasing and cheerful parlor attractively finished, comfortably and tastefully furnished. On the Hurricane Deck is located another special observation room.

Excellent Accommodations

As all staterooms aboard the "QUEEN CITY" are outside rooms and equally desirable, only one rate including meals and berth is charged from Cincinnati to Louisville or from Louisville to Cincinnati. The same high-type of service is rendered on both steamers.

Rates on "Queen City"

The extremely low rate aboard the "QUEEN CITY" is \$1.00 in any room per person each way including two meals and berth. Transportation rate—without meals or berth—is \$3.00 each way. Meals or berth aboard the "QUEEN CITY" when not included in the fare, cost \$1.00 each, with the exception of breakfast, which will cost 75 cents.



[9]

ran until the trade was discontinued in February 1947. The CHRIS, sold to George Harrison for the Dayton Kentucky Boat Harbor in 1950, survived for many years like a chrysalis with her former steamboat lines visible.

The Greene family sought the business and sailing rights of the L&C Line following that company's failure. The possibility of owning the grand CINCINNATI was considered. But the Greene family, with Capt. Jesse Hughes, looked the boat over with no small sense of trepidation. Her size, operating expenses, and the state of the

Good Times on the SIDNEY

Last June's REFLECTOR celebrated the glories of summer along the Upper Mississippi with a view of locals swimming in the shelter of the Streckfus steamer SIDNEY. For the first three years of her life, SIDNEY (5103) ran for Capt. William M. List in the Wheeling-Cincinnati trade. But Joseph Reynold's Diamond Jo Line, seeking to become a stronger competitor to the Keokuk-Northern Line between St. Louis and St. Paul, added her to its fleet in 1883. Also acquired that year was the former Cincinnati & Pittsburgh Packet Co.'s PITTSBURGH (4525). Capt. Walter Blair commented that of these two new additions, "the PITTSBURGH was conceded to be the best all-round sternwheeler on the Upper Mississippi: fast, of light draft, and a good handler."

Not surprisingly, Capt. Fred Way confirmed that of all the Streckfus excursion boats, the WASHINGTON (former SIDNEY) was notoriously the poorest handler, with general consensus being that the CAPITOL (former PITTSBURGH/DUBUQUE) was the better boat in that regard. Most of our readers will recall that in 1911 both sternwheelers, along with the sidewheel QUINCY and SAINT PAUL, were acquired by Streckfus Steamboat Line, who continued to run them as packets. But of the four, only the SIDNEY would operate in that trade over the entire length of the Mississippi to New Orleans.



SIDNEY at Bellevue, IA in 1911. From editor's collection.

Beginning in 1918, John Streckfus saw the handwriting on the wall and began converting these boats strictly for the excursion business, commencing with the SAINT PAUL. As early as 1912, the SAINT PAUL had undergone enlargement of her cabin and removal of some staterooms to fit her for occasional excursion work in addition to her regular packet service. 1919 witnessed the QUINCY's transformation into the J. S. DELUXE, flagship of the fleet catering to the "carriage trade" at the Foot of Washington Avenue. Next year saw the debut of the CAPITOL, fashioned from the DUBUQUE. And finally SIDNEY, last of the four to be rebuilt, emerged from the boatyard at Mound City, IL in 1921 as the WASHINGTON. The lettering once displayed on her main deck bulkhead proclaimed that she had been the only Streckfus steamer plying between St. Paul and New Orleans during all this time. And because she spent her winter seasons in the Crescent City, it was SIDNEY who brought the music of New Orleans upriver.

DIAMOND JO LINE STEAMERS
THE POPULAR PACKET LINE ON
THE UPPER MISSISSIPPI RIVER.



OLDEST ORGANIZED LINE
◀ BETWEEN ▶
ST. LOUIS and ST. PAUL,
And Operates the Following Steamers During the
Season of Navigation:

MARY MORTON,	PITTSBURGH,
JOSEPHINE,	LIBBIE CONGER,
SIDNEY,	JOSIE.

THIS IS THE BEST ROUTE
TO THE
Golden Summer Resorts of the Great Northwest!
OR TO THE
Popular Wintering Places of the Sunny South!

Our Steamers are First Class in Every Respect, Well Equipped and Officered; the Tables Well Supplied and Nothing is Neglected in Any Department to Insure

SPEED, COMFORT, SAFETY AND ENJOYMENT.

TOURIST TICKETS AT LOW RATES.

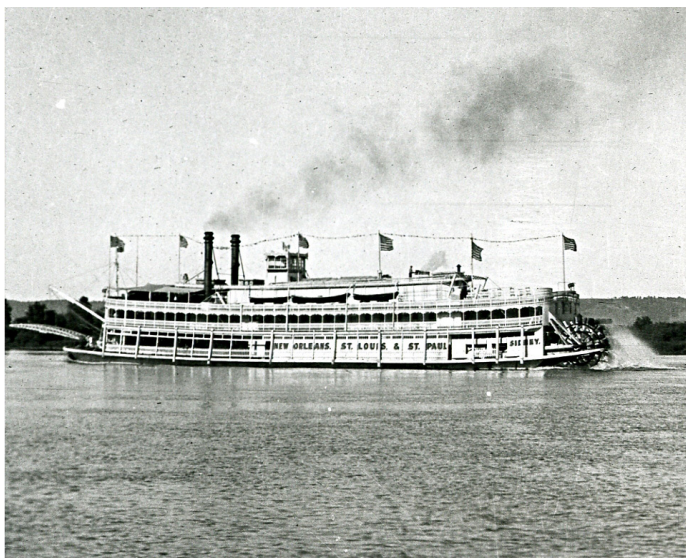
Consult your own interest by getting our Rates before purchasing Tickets via any other Route. Send for Circulars.

GENERAL OFFICE, DUBUQUE, IA.

JO REYNOLDS, President.	E. M. DICKEY, Superintendent.	FRED A. BILL, Gen'l Pass. Agt.
-----------------------------------	---	--

Sutton's Dubuque City Directory — 1888-9

Fate Marable, noted river musician from Paducah, was SIDNEY's bandleader from her very beginning as a Streckfus boat through 1917, when he left to form his pioneering Kentucky Jazz Band.



SIDNEY near McGregor, ca. 1917. The figure on the roof at the calliope might very likely be Fate Marable. Notice the various ports of call on her bulkhead. From editor's collection.

In 1918 Capt. John Streckfus sent him alone to St. Louis to advertise the inaugural season of the SAINT PAUL, on whose upper deck he played solo piano. But he returned to the SIDNEY a year later with his nine-piece Society Syncopators. It was this group which first featured the young trumpeter Louis Armstrong. Louis' river gig so impressed and pleased him that he signed on again for the boat's 1920 season, with some sources saying that he also performed on the brand new CAPITOL that year. One of Commodore Streckfus' favorite tunes was "High Society," a piece which Marable's orchestra performed on nearly every trip and which perhaps inspired the orchestra's name. The four photos of the excursion party shown on pages 24-25 come from those years when Marable's early orchestra was featured aboard the SIDNEY.

In the December 1983 REFLECTOR, Capt. Way had cast about for an answer to the question "Where did that name Sidney come from? Who or what was Sidney?" Possibilities considered were the town of Sidney, OH, 40 miles upstream from Dayton on the Great Miami River in Shelby County. Or Sidney, WV, a landlocked village fifteen miles south of Huntington in Wayne County. Capt. Fred came up empty when trying to snag onto any record of a

male relative named Sidney in the genealogy of the List family, the boat's original owners at Wheeling. That dynasty of rivermen included Capts. William M., Charles D., John, and William J., all owner-captains of a host of packets between 1846 and 1883: ST. CLOUD (4920), ARMADA (0358), ST. JOHNS (4939), RESERVE (4734), REVENUE (4742), ARGOSY NO. 3 (0331), R. R. HUDSON (4657), HUDSON (2677), ST. LAWRENCE (4945), and finally SIDNEY.

William M. apparently got out of the boat business in 1883 after his sale of the SIDNEY, for within a year he shows up as president of the Commercial Bank in Wheeling. There is no further record in the *Packet Directory* of the List family operating any other boats. The Commercial Bank had been chartered in 1851 as the Savings Bank of Wheeling, and its first president was Thomas H. List, who also served on its board of directors. When Thomas passed away in 1878, the *Wheeling Register* commented, "He leaves a large number of descendants and relatives, who have the sympathy of a sorrowing community." We surmise that William M. was among them, although we are unable to state precisely how they were related. Back in 1822, Thomas List married the daughter of Benwood, WV's most prominent citizen. His new father-in-law was Benjamin McMechen, after whom the city was named. And Benjamin's mother was Sidney (nee) Johnson. The McMechens eventually raised a family of fourteen children in Benwood. Their first child, a girl, was born in 1805 and was also named Sidney. It is not too far a stretch to suggest that this family name was passed on to future generations. Whether the Sidney after whom the boat was named was the same Sidney List, we don't know. She died in 1887, seven years after the sternwheeler was built, and so it is possible. The interesting thing is that Capt. Fred had been searching for a male connection in the List family. In an ironic turn of events, your editor presented his granddaughter Sidney with a framed picture of the steamer only last year, unaware of any of this List family history at the time. Perhaps Capt. Way might have smiled at such inadvertent prescience.

The SIDNEY's 6 ½ hour-round trip holiday excursion advertised on the next page left Dubuque at 3 p.m. on July 1, 1916, steaming 23 miles downriver

**Afternoon Steamboat Excursion
To BELLEVUE, IA.**
On Steamer



SATURDAY, JULY 1ST.
Under Auspices Julien Chapter No. 125
ORDER EASTERN STAR

Tickets—Adults 50c, Children 25c. Boat Leaves Levee at 3 P. M.,
Returning at 9:30 P. M. Tickets Can Be Secured in Advance at the
Red Cross Drug Store.

to Bellevue, IA. Sponsored by the Julien Chapter of the Order of Eastern Star, adult fare was 50 cents, children riding for 25 cents. Among those aboard that trip were Donald and Dorothy Huntoon with their party of four friends, all of Dubuque, shown below seated on the portside of the hurricane roof. The Huntoons, mentioned in our September 2011 issue when they were passengers on the GORDON C. GREENE's first 1948 cruise to St. Paul, were booking agents for Greene Line Steamers through their Dubuque Travel Bureau. The Huntoon's daughter, Mrs. Eleanor Ray, commented that the ladies' large-brimmed straw hats were known as "Boaters," according to her aunt, a local milliner of the time. Group photos pictured on the front of the hurricane roof and showing the party seated forward of the texas cabin give rare close-ups of the steamer's outer deck space. A final view pictures SIDNEY landed at Bellevue before the return trip north. That's Mrs. Huntoon posing on the right.



Mr. and Mrs. Donald Huntoon on right with their Dubuque friends, cruising down the river on a Saturday afternoon.



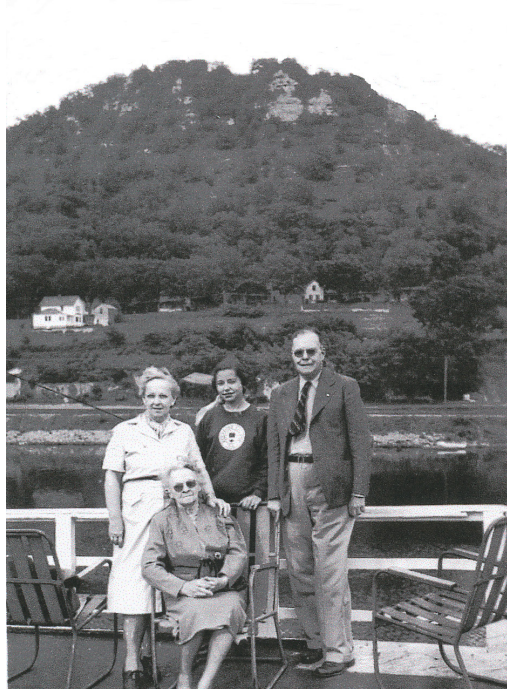
Exterior views of steamboats are rather common, but good close-up shots of interiors and outer decks are more difficult to come by. Today's Coast Guard regulations would strictly prohibit the use of those below-waist height railings.



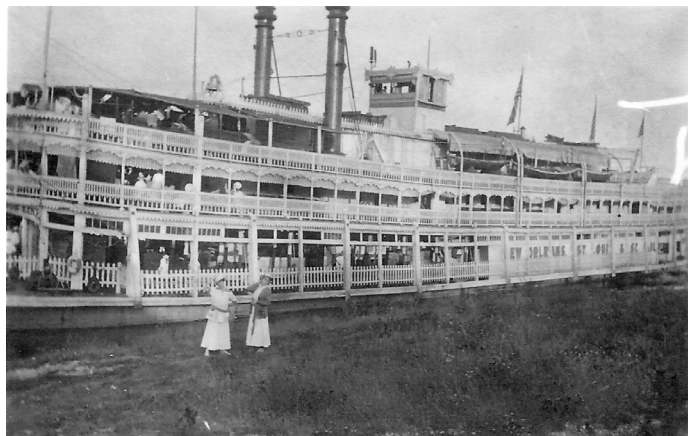
The excursion party is probably seated just forward of the texas cabin. Those ladder back slat chairs and wooden tables were standard deck fare, undoubtedly inherited from the Diamond Jo days. Comfy loungers aboard the DQ, MQ and AQ were more conducive to extended gatherings out on deck.

Thirty-two years later, the Huntoon family is pictured again on the Upper Mississippi in the

next photo. Dorothy and Donald stand beside daughter Eleanor, with maternal grandmother Mrs. C. B. "Pearlie" Trewin seated on the sun deck as the GORDON C. GREENE passes near Mount Trempealeau just above La Crosse, WI on June 19, 1948.



Towering UMR bluffs provide the picturesque backdrop for this family portrait on the GORDON C. GREENE during her first 1948 cruise to St. Paul. All five group photos on these two pages are courtesy of Mrs. Eleanor Huntoon Ray of Dubuque.



SIDNEY is joined by two other ladies from the Huntoon party as they pose at Bellevue before their return upriver.

An interesting and timely footnote to the SIDNEY's story is especially appropriate in this 100th anniversary year of the sinking of the TITANIC. An article in the June 4, 1919 *Dubuque Telegraph Herald* reported: "The first wooden steamboat to be made 'non-sinkable' by dividing the hull into watertight compartments has left New Orleans for St. Paul. She is the steamer SIDNEY, of excursion fame. Capt. Roy Streckfus, owner and

navigator, showed her 'unsinkability' by pumping 51 inches of water into her forward compartment. That water lowered the draft of the boat only one inch, although the water in the hull was two feet above the waterline. The [construction] work cost \$3500. The SIDNEY will be back in New Orleans in September. Presently the steamer is giving excursions at all the towns enroute up the Mississippi. She will reach Dubuque sometime this month." Steel hull steamers were usually partitioned into numerous compartments, resulting in a honeycomb effect in the hold, to effectively minimize flooding in the event of accident. To what extent the SIDNEY's wooden hull was further compartmentalized we know not, but maritime history of that day dramatically exposed the fallacy of any claims about nonsinkability. Ⓢ

Washington

New SUPER-STEAMER

TODAY

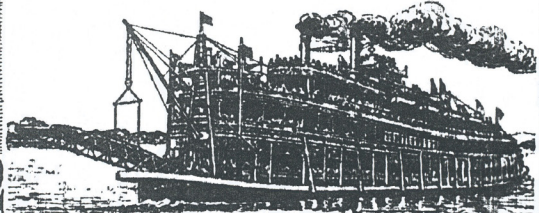
Brunswick Employees Mutual Benefit Assn.

**DAYLIGHT EXCURSION
TO CASSVILLE**

Leaves Dubuque 8:30 A. M.—Returns 7:00 P. M.
Tickets 75c, Including Tax

MOONLIGHT SAILING DANCE

Leaves Dubuque 8:30 P. M. Returns 11:30 P. M.
Tickets 75c, Including Tax



STRECKFUS STEAMBOAT LINE



Steamer WASHINGTON, rebuilt from SIDNEY, is landed at Cassville, WI during her first season. The ad announces her July 10, 1921 round trip. Both images from editor's collection.

Charleston to Memphis on the Steamer DESTREHAN: August 1922

Down Mark Twain's Big Rivers Again
by Sternwheel Steamboat
from Wheeling to Memphis
Along the Ohio and Mississippi
over the Water Route Fashionable in 1870

By Garnett Laidlaw Eskew
New York Times
May 20, 1923

A murky haze extending from bank to bank of the sluggish Mississippi obscured the snakelike bends of the great river. The August sun, striking a downward course far over to the right, sent glancing shafts upon a cluster of distant buildings dead ahead.

The pilot pointed with his pipe out over the steering wheel, between the two tall black smokestacks, over the gilded jack staff.

"Memphis," he said. A ten-day boat trip on inland rivers in this year of rush and grace becomes a little monotonous down toward the shank end. A few minutes later the towers of Memphis standing up from Chickasaw Bluff seemed to call a welcome to travelers bound down the Mississippi even as the skyscrapers of lower Manhattan rear their heads to give greeting to the incoming commuters on Staten Island ferryboats.

It was the steamer DESTREHAN, a new steel oil-burning towboat of 371 tons, on the way from her place of construction on the Kanawha River to the lower Mississippi. Charleston, WV, a thousand miles from the mouth of the Ohio, had been the starting point, and memories of Mark Twain and 1870 crowded the traveler's mind as she backed away from her berth, her whistle roaring an answer to the greetings of other craft along the shore, and turned her scow-bow down the Kanawha.

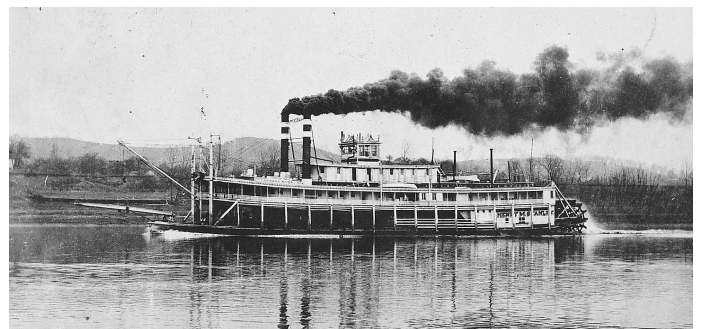
From Charleston to Point Pleasant, where the Kanawha finds the Ohio, the distance is about sixty



DESTREHAN (T0594), 133.9 x 32 x 5.4. Built by Ward Engineering, Charleston, for Pan American Petroleum Co. She towed gasoline from New Orleans to Pittsburgh spring 1934, and Wood River-New Orleans in 1937. Photo from Murphy Library, University of Wisconsin-LaCrosse.

miles – sixty miles of rugged hills in the distance on either side, of rolling farms, of small towns, of railroads on either bank, of coal tipples (those grotesque top-heavy structures along the river, into which the cars from the mines back in the hills are run out to dump their loads into the waiting coal barges), of lumber mills hauling up logs from the water, of corn fields, of wheat fields, of tobacco fields.

The DESTREHAN was running "single crew," which, being translated, means that she was running in the daytime and tying up at the bank for each night. So it was not until noon next day that we passed the town of Point Pleasant, WV (not to be confused with Point pleasant, OH, some hundred miles further down the Ohio, where U. S. Grant was born), and Gallipolis, where the hull of the old HENRY M. STANLEY, a famous Cincinnati



HENRY M. STANLEY (2602) 1890-1907. Murphy photo.

packet of twenty-five years ago, lies sunken and rotting in the mud, her black bell-crowned chimneys rising pathetically above low water.



Wreck of HENRY M. STANLEY. She collided with U. S. Dredge OSWEGO during dredging operations and sank on Sept. 3, 1907. While preparations were made to raise her, she burned. Her wheel shaft and flanges poked out of the mud at Acme Boiler Works in Gallipolis for years where they still lay in 1922. Murphy photo, University of Wisconsin - LaCrosse.

Late afternoon found us steaming past Huntington, across the Kentucky line, past Ashland and the mouth of the old Cleveland Barge Canal, which used to bring freight and passengers all the way from Cleveland, and on, between the states of Ohio and Kentucky, the hills all the while becoming lower and the country more rolling.

The Ohio River winds and twists in the most unbelievable curves, so that one looking from the pilot house of the DESTREHAN and seeing smoke rising above the hills in the distance little realizes that it is another steamboat approaching around a great curve almost due ahead.

On Sunday morning we made Cincinnati, spreading from its central business section over the heights that flank it, over the five great bridges that connect it with the Kentucky shore - Avondale, College Hill, Ludlow, Covington, Newport.

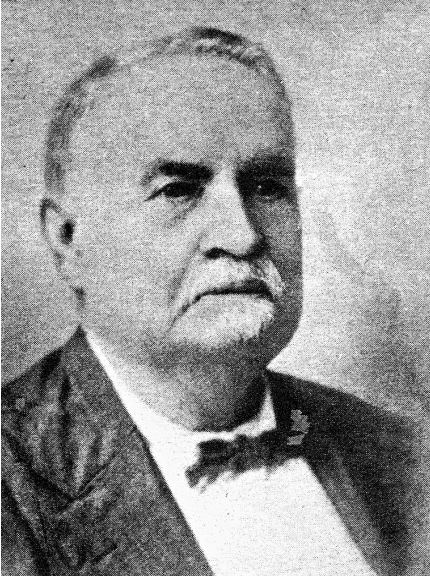


Cincinnati naturally figured largely in the annals of steamboating in the old days. Until a very few years ago - 1918 to be exact - a line of steamboats plying between Cincinnati and Louisville were larger than any of the present Mississippi River boats.

But the last of the big side-wheelers (the CITY OF CINCINNATI and the CITY OF LOUISVILLE) went to pieces in the Ohio ice floes of 1918 and their places have been filled with inferior boats. The CITY OF LOUISVILLE, so rivermen say, was the most graceful steamboat that ever plied inland river waters. Certainly she was the fastest. She covered the distance between Cincinnati and Louisville in six hours, averaging twenty-one miles an hour. It was her custom to make the night run from Cincinnati to Louisville. Business men bound from one city to the other would travel by boat in preference to the rail route. The meals that were set before passengers on the old Louisville and Cincinnati packets are things that rivermen discuss yet.

Other boats of this line and other river lines plying out of Cincinnati made scheduled runs upstream as far as Charleston and downstream to Memphis and New Orleans.

Leaving the DESTREHAN on Sunday morning, I crossed over to Covington and sought the man who is sometimes spoken of as the "dean of American steamboatmen" - Commodore Frederick A. Laidley, now in his 83rd year, who took his first boat up the Ohio and Kanawha before 1860. Commodore Laidley is one of the most picturesque figures in this region - a steamboatman of the old school, when steamboat captains were not merely steamboat captains, but gentlemen as well, skilled in the arts of the raconteur and the host. Indeed it is easy to picture this bluff but genial old gentleman, with his white hair and goatee, seated on the moonlit deck of a great sidewheeler, bound from Cincinnati to New Orleans, the centre of a group of fine ladies and gentlemen who listened to his stories of the days when he carried boatloads of Confederate soldiers up and down the Kanawha on his little JULIA MAFFIT [JULIA MAFFETT-ed.], or played cards with Capt. Leathers, famous owner of the equally fast and famous NATCHEZ. While he talks, the



Commodore Frederick A. Laidley
1842-1931

great moon,
wheeling up
the skies, flings
giant shadows of
the boat across
the gleaming
water, and the
mellow whistle
sounds, and a
Negro deckhand
“heaves the lead”
into the shallow
places, and calls
back to the pilot,
in inimitably
musical tones:
“Quarter Twain!” “Mark Twain!”

in!” or “No Bot-tom!” All of which, in the parlance of rivermen, has to do with the depth of the channel, and informs the pilot at what speed to go forward. In this strange chant of the Negro heaving the lead on a moonlit night are the reminder and the magic which transformed Samuel L. Clemens into “Mark Twain” for all immortality.

Commodore Laidley, although he has retired from the river business, retains active interest in all that pertains to river traffic.

“Two score years have brought many changes,” he said. “I have seen the whole waterfront of Cincinnati crowded with boats, every berth filled and other boats waiting their turn. Boats from St. Louis, Pittsburgh, Natchez, St. Paul, New Orleans and all the river towns along the way. The Ohio riverfront, all the way down to Cairo, used to bustle with life. And now look! Four or five small river packets, a few towboats, and that’s all!”

“That’s what the railroads have done for us along the river. Railroads are fine things for some towns, but they are poison for smaller river towns whose life and existence are bound up in waterside activities. Cincinnati, Louisville, Evansville and some of the other larger cities have grown and advanced very much since the coming of the railroads. But go down the river, or up the river, and see the great number of little river towns that have sunk into sleepy nothingness.”

Under the blackened arches of the five Cincinnati bridges, stained with the smoke of the thousands of boats that have steamed beneath them, the DESTREHAN moved on southwestward down the stretch of the Ohio, pausing for each night at some one of the various little towns with quaint European names which line the Indiana and Kentucky shores. Vevay, Florence, Warsaw, Rome, Ghent – towns that in the heyday of steamboating were important shipping points, but since the coming of the railroads have sunk into insignificance and inactivity.

Yet they are not poor towns. Far from it. Their homes are comfortable, their streets shady and tree-lined, the outlying farms fertile and yielding handsome returns to their owners.

That air of pleasant indolence which characterizes these old river towns must have been caught from the methods of old steamboat times. On a steamboat your daily schedule is something like this: You awake early in the morning as a matter of course. Everybody does but no one seems to mind it. You walk about the deck and watch the mists rising up from the river until breakfast is ready. The first sound of the gong sends you hustling down to the dining room. After breakfast you read or walk about the deck or sleep or talk with the lockmen, or their pretty daughters who come down to lock the boat through the Government dams. Dinner time finds you ready and willing, after which you read or walk the deck and watch the mussel fishermen in their queer hooded little boats, and see the state of Ohio on the right give place to Indiana and Illinois.

Very occasionally there is a straight stretch on the Ohio as far as the eye can see, with low hills sloping smoothly back from either side like hair slicked back from a straight part on the head of the world. At only one place on the entire 700 miles of Ohio River which we traversed do the hills come sharply down to the water. That is not far above Louisville and the place is dignified by the name of Polecat Bluff.

On the northeastern outskirts of the city of Louisville, along the river we counted no less than sixteen summer camps, some of them having as many as fifty canoes resting against the shore, or being paddled out to “take the waves” of the



Louisville ca. 1922

DESTREHAN, the brilliant hues of the campers' bathing suits flashing in the sun.

Then the metropolis of Kentucky – Louisville, with its fifteen miles of waterfront and with Willow Island just in front of the levee, where used to reside “Mrs. Wiggs of the Cabbage Patch,” better known as Alice Heegan Rice. A good view of the city is denied boat travelers, however, as all steam craft must pass through the great canal and huge lock to avoid the Falls of the Ohio. Between this canal and the city a high railroad embankment rises, which cuts off the view. Back in the days before the locks were built, it used to be necessary to transfer at Louisville all passengers and freight from upriver boats to downriver boats; and there was a string of rambling old hotels along the waterfront where passengers from the big sidewheel steamers used to put up between boats. These have long since disappeared.

Above Louisville the Ohio channel had been sufficiently deep for us to pass comfortably, the DESTREHAN drawing four and a half feet of water. It was the dry season, and we had not proceeded more than twenty miles below the city before the channel became so shallow that it was necessary to take soundings over the side with a pole.

Before long a tremor passed through the DESTREHAN's frame, followed by a dull, settling sensation, which told us we had rubbed bottom and were stuck fast.

The pilot swore, as rivermen have a way of doing, and reversed the engines. The twin black smokestacks puffed and chugged; the engines pounded and strained vainly against the current. The sands held fast.

“Just like those Government fellows!” stormed the pilot. “Government boats and dredges all lying idle, tied up at the bank, and this channel ain't deep enough across any of these sandbars. The lockmen are just as bad. They've got plenty of water backed up, and yet they won't let down the wickets of the dams and give us poor boatmen enough water to get by with – at least, not until they get authority from Washington.”

The pilot may or may not have been right as to where the blame lay for the condition of the Ohio channel. But it is certain something should be done to ease the trials of steamboat men. That four-hour delay on the sandbar just below Louisville was a sample of what happened all the way to the mouth of the Ohio. We stuck more than a dozen times – sometimes for a few minutes, sometimes for a few hours. On one occasion, when all other means had failed, when no amount of swinging and reversing could budge the DESTREHAN from her bed in the clinging sands, it became necessary to send a boat in to shore with a tow line, tie to a tree, and by using a steam-powered capstan on the main deck pull the boat loose.

And so, past Owensboro; past Evansville with its Riverside Drive and pretty hotel whose veranda



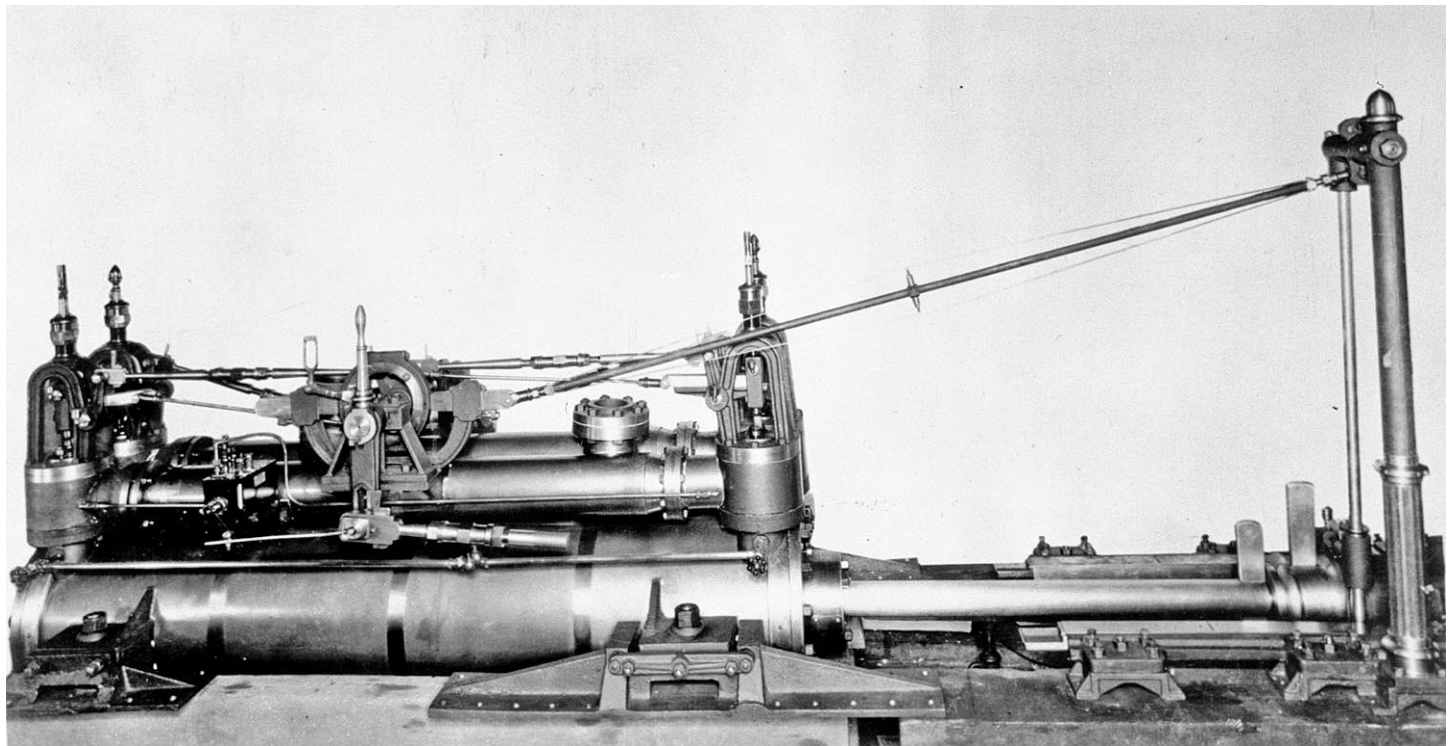
Evansville Riverfront in 1920

gives immediately out upon the river; past Mount Vernon (Indiana); past Henry Clay's Hill, where the great orator once stood and addressed a crowd; past Paducah, the town that Irvin Cobb made famous. Everybody in Paducah (pronounced "Padukey" by rivermen) knows Cobb, and most everybody who is old enough remembers the late Judge William H. Bishop of the Common Pleas Court, whom Cobb has immortalized as Old Judge Priest.

The Cumberland River comes into the Ohio not far from Paducah. It is a narrow stream. At Paducah the Tennessee River, another narrow navigable stream, empties its yellow stain upon the clear waters of the Ohio.

Our stock of fuel oil was almost exhausted by this time. The DESTREHAN burns some 4,000 gallons a day normally, while the hours spent trying (literally) to plow through the sand bars had served to deplete our supply. It was impossible on Sunday morning in Paducah to get oil from ashore, but fortunately another towboat with a surplus supply was willing to spare us 100 barrels. There is an unwritten law among rivermen that they must divide up and help the chap who is stranded. Instead of "the rules of the road," these might be called the rules of the river. Transferring the oil from boat to boat by means of a suction pump suggested somehow a gigantic transfusion of blood.

Under way again for the last eighty miles of the Ohio, which would bring us to Cairo, IL, we passed under the 722-foot span of the great Commonwealth Bridge; past the mouth of the Wabash River, which divides Indiana and Illinois; past old Fort Massac,



DESTREHAN had condensing engines, 18's with a 7-foot stroke. Steam was supplied by four oil-fired boilers, which burned about 4,000 gallons of number 6 Bunker C oil a day. Luckily, both her whistle and its sound have been preserved. Her high-pitched whistle is heard on volume 1 of the Whistle Blow album. Fred Way was uncertain whether that was the same whistle she came out with in 1922. J. Mack Gamble was amazed at this southern towboat with full upper cabin and pilothouse set amidships. Murphy Library.

an abandoned fortification which figured in the Indian fighting past; midstream another towboat, bound upstream, with acres of coal barges stretching a half mile out in front. The Negro on the foremost barges heaving the lead calls out the depth, but the distance back to the pilot is so great that it is necessary to relay the information by means of other deckhands. It was like a chapter from 1856. And finally we docked at Cairo.

A city at the confluence of two great rivers such as the Mississippi and Ohio should by rights be a metropolis. But the altitude of the site of Cairo (or rather, its lack of altitude) is such as to make a large city at that point impracticable, and Cairo is still in the small town class, sheltered behind strong levees on two sides and living in constant expectation of an attack from rising rivers.

The first impression of the meeting of the waters at Cairo is apt to be that someone blundered in the naming of the rivers. The Ohio comes flowing peacefully southwestward; another stream not nearly so large flows from the north and joins the Ohio. This lesser stream is the Mississippi. And yet below Cairo the river is called Mississippi. One is tempted to ask, "Why?" Does the Mississippi flow into the Ohio or does the Ohio flow into the Mississippi?

Whichever is true, the great river below Cairo is a thing of wonder and mystery to the traveler. I had seen the Mississippi many times before at New Orleans, but this was the first time I had had an opportunity of watching "Ole Miss" at work, so to speak, at close range. For the Mississippi works continually.

The vastness of the stream; its sullen grand ugliness; its restlessness, which keeps it cutting new channels, making "nigh cuts" across the land, eating forever at the bases of the banks; all these served to work a spell.

We tied up for the night at the little town of New Madrid on the Missouri shore – a town settled back in the old Spanish days, and second oldest town in the state. Next morning we began the final 140 miles to Memphis. The Mississippi channel admits of much more rapid travel for boats than does the

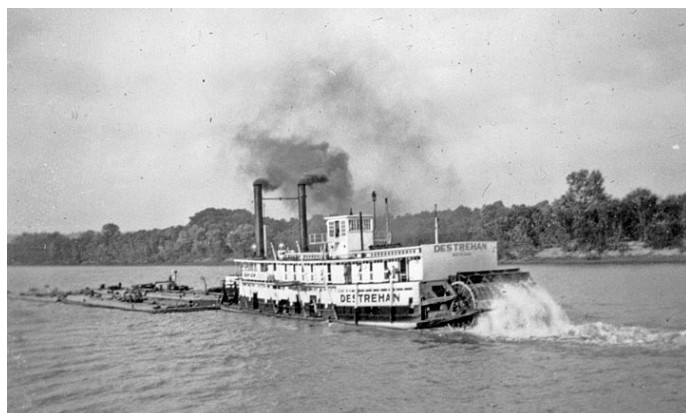
Ohio. Once, nevertheless, we went aground, the channel having changed somewhat since the pilot made his last trip. It was only for a few moments, the DESTREHAN, her paddlewheel in reverse, her engines pounding, swung her hulk from side to side, like a creature writhing in pain, until the sand was at last cut from under her, and we slid down with the current again.

There is no great change in the appearance of the Mississippi country as one proceeds southward: the same mysterious thick water, the numberless islands, the smaller "towheads," the sand bars which every few miles push up their unwholesome yellow patches, the miles and miles of spindly cottonwood trees growing so thickly along the bank that they resemble trim cut English hedges, the scarcity of towns – it was all the same. So one was not sorry when the pilot pointed ahead late that afternoon and said, "Memphis."

Having tied up at the wharf, we walked up the levee.

"When I used to come here," the captain said, "forty years ago, as cabin boy, this old town wasn't as large and busy as it is now. But I've seen the levee covered over so thick with cotton bales you couldn't see the stones. I've seen dozens of big boats tied up outside waiting for a berth. The 'Ole Miss' surely is different from our Kanawha."

As we paused for a moment at a corner near the Peabody Hotel, he added: "We are going on down to New Orleans tomorrow. Ought to get there by Sunday. Better come on and go with us."



DESTREHAN with oil tow. Photo from Murphy Library.

This New York Times story takes us aboard the first 995 miles of DESTREHAN's delivery trip to New Orleans in August 1922. Writer Garnett Laidlaw Eskew apparently became enamored of steamboating during his trip, as his *The Pageant of the Packets: A Book of American Steamboating* was published just seven years later. Eskew's book appeared the same year as another river classic, Capt. Walter Blair's *A Raft Pilot's Log*. Perhaps, then, it was no coincidence that a decade later he also wrote an article about Capt. Blair for *Coronet Magazine*. We meet up again with Blair, Davenport's famed captain/steamboat owner, in our look at Upper Mississippi tourist excursions on page 34 of this issue. Modern-day generations of seafaring readers will recognize Eskew as author of *America Rides the Liners* (1956) and *Cradle of Ship: A History of the Bath (ME) Iron Works* (1958). Observations that Eskew no doubt made during this 1922 river trip were reflected in portions of *Pageant of the Packets*. "There are more new steamboats and barges on the river today than there have been in twenty-five years. But the activity appears intense only when it is compared with the almost dead condition of steamboating in the near past – say between 1912 and 1920. When you compare the present-day status of steamboating with the great days of forty years ago or more, a casual observer would say that steamboating is still rather dead." He went on to say that the railroads had eroded the steamboat business, and killed "the grand manner, the gesture, the flourish, the impressive dignity that sat so splendidly upon steamboating of other days." Comments like these reflect the conversation Eskew had with Commodore Laidley during the trip.

According to Capt. Way, Frederick A. Laidley's first command in October 1864 was ANNIE LAURIE (0292). Born in Maple Grove (site of present-day Huntington, WV) in 1841, he would eventually become owner or manager of L&C Packet Co., Louisville & Evansville Transportation Co., Licking Coal & Towboat Co., as well as several other river-related businesses. The June 1977 REFLECTOR reported that the Commodore's earliest river memories were of a trip he made with a bargeload of salt from Kanwha River to Smithland, KY around 1860. He secured passage back upriver on DIANA (1539) and was so impressed with the boat that he made his decision to follow steamboating as a career. His early Civil War memories of the JULIA MAFFETT (3183), a sternwheel packet of 56 tons built in 1860 at Cincinnati, harkened back to her days on the upper Kanawha. She was eventually burned at Tyler, WV on Aug. 1, 1861, as the

forces of General Jacob D. Cox advanced upriver to clear out the Rebels. The Commodore lived most of his life in a French Victorian-style mansion at 404 East 2nd Street in Covington, where he was interviewed by Eskew, and where he passed away on Dec. 14, 1931. Coincidentally, another well-known steamboat veteran, Capt. LaVerrier Cooley, died at New Orleans just five days later.

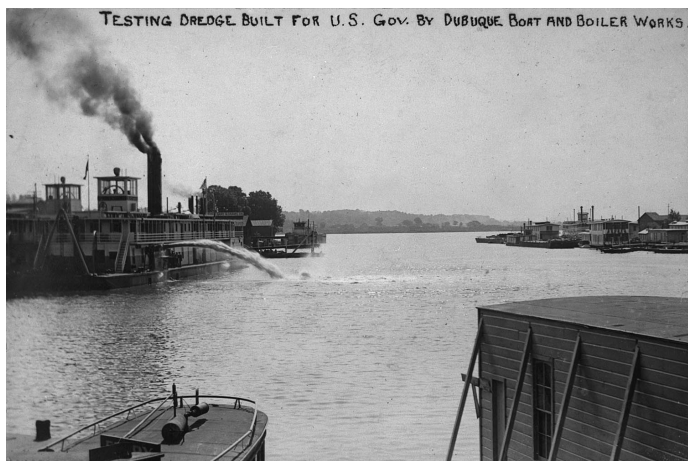
DESTREHAN (T0594) was built in 1922 by Ward Engineering at Charleston for Pan American Petroleum Company of New Orleans. On board as Master for this first trip and for the remainder of her first season was Capt. Bob Roff. Capt. Bernard Chotin served as her pilot in 1922-23, Roy Jenkins was her Chief, and Wiley McNair was second engineer. A letter in the September 1977 REFLECTOR by Alfred Patrick of Charleston, revealed the name of her pilot on the delivery trip: "My father, Capt. William Patrick, took the DESTREHAN to New Orleans for delivery and I was part of the crew, age 23 at the time." Capt. Patrick, a well-respected master and pilot who served on D. T. LANE, JAMES SUTHERLAND and OTTO MARMET, has a navigation light named in his honor at Mile 59.9 on the Kanawha, opposite the governor's mansion at Charleston. American Rolling Mills Co. bought the DESTREHAN in May 1941 for towing between Huntington and Cincinnati and renamed her CHARLES R. HOOK. She was retired from service in 1957, partially dismantled, and later underwent extensive remodeling by John Beatty into the CAPTAIN HOOK Restaurant. She opened for business on the Cincinnati riverfront on May 8, 1964, and was eventually replaced in 1968 by the MIKE FINK Restaurant (former CHARLES DORRANCE) over in Covington.

Looking back these ninety years at the DESTREHAN's low water summer trip, the delays and groundings on the Ohio would finally be minimized by the eventual construction of Chanoine wicket dams over the river's entire length. The year this story went to press, Congress had just appropriated \$56 million to complete the slack water system on the Ohio, which had begun with construction of the first of these movable dams at Davis Island in 1885. The project was completed by 1929, providing a 9-foot navigation channel. Three months after the DESTREHAN passed the Cincinnati city front, the great fire of November 4, 1922 destroyed the CHRIS GREENE, ISLAND QUEEN, TACOMA and MORNING STAR at that same spot. A portent of things to come also took place earlier that year when the first bag of airmail from New York landed at Cincinnati's

Lunken airport. There are a few landmarks in the story that are not immediately recognizable to your editor. The "Commonwealth Bridge" mentioned by Eskew might have been the Brookport Bridge, or the Irvin S. Cobb Bridge as it is known today, at Mile 937.3. One landmark in this account that our Louisville readers might help us locate is "Polecat Bluff" above town, described by Eskew as the only place on the entire 700 miles of Ohio River which he traversed where the hills come sharply down to the water. All things considered, Eskew gives us a fascinating glimpse of the river in 1922. 🕒



DESTREHAN towing coal in her Cincinnati-Huntington trade for Armco after she was renamed **CHARLES R. HOOK** in 1941. Murphy Library photo.



Testing discharge pumps on new dredge **H. S. TABER** in Ice Harbor at Dubuque Boat & Boiler Co., 1914. She had a unique feathering sternwheel and was later rebuilt as a snagboat.



Captain Hook restaurant on Cincinnati riverfront 1964-1968.



When **DESTREHAN** arrived at Memphis that summer, the waterfront at mouth of Wolf River might have presented a scene such as that shown here in the early 1920s. On left is the government dredge/snagboat **H.S.TABER**. Next is West Memphis Packet Co.'s day packet/excursion steamer **IDLEWILD** (2728). Landed alongside the Lee Line wharfboat is **HARRY LEE** (2541), built at St. Louis in 1915. Both **TABER** and **IDLEWILD** were new in 1914. **TABER** and Memphis harbor photos from Murphy Library

CHARLES MORGAN'S Upper Mississippi "Pleasure Trip" of 1886

Details of a proposed summer excursion from Cincinnati to St. Paul on the packet CHARLES MORGAN (0960) appeared in *The Graphic* of June 19, 1886, a Cincinnati magazine similar to *Harper's Weekly*, as pictured below.

"The season of the year is upon us when people delight to lay aside the many cares of business and devote a period to rest and recuperation. All who have had experience in this matter are fully aware that when they travel for pleasure the steam car can in no wise equal the steamboat. There is no more restful, delightful means of taking a trip than by steamer on a river, and the well-filled boats going South in the Winter prove that an appreciation of that kind of traveling is on the

increase rather than on the decline. What is so enjoyable in Winter it has now been thought would be equally so for the Summer, with, of course, that change of direction which the difference in the season naturally suggests. The large, handsomely appointed steamer, the CHARLES MORGAN, is to make the most novel and interesting voyage that the magnificent possibilities of our river system could suggest to the most vivid imagination. On the 26th inst. the steamer starting from Cincinnati, going South, will leave the Ohio River at Cairo, but, instead of continuing South on the Mississippi the prow of the boat will turn Northwest and go up the Mississippi to St. Paul. At every point of interest the steamer will remain long enough for the passengers to enjoy the new scenes to be found there, and when St. Paul is reached a stay of a week will permit excursions inland to all that region of wondrous beauty in the short, fervent summer season of the Northwest, and made forever memorable by the verse of Longfellow.

"Once on board the steamer the passengers will give no further thought as to how they shall be fed and cared



COMMANDER G. W. THOMPSON.

CINCINNATI.—THE STEAMER CHAS. MORGAN.

for, but with music, dancing, charming company, and a thorough enjoyment of new and picturesque scenes, the days will glide away as varied and delightful as the course of the river on which they journey. Captain G. W. Thompson will have command of the CHARLES MORGAN, and his many assistants will second every effort of the famous and popular commander to make this first, or initial pleasure trip from Cincinnati to St. Paul by river, one of the most enjoyable excursions on record. Then Captain Harry Millar, who is famous for his Upper Mississippi excursions, and a gentleman of cultivation, activity and enterprise, will accompany the excursionists on the trip, and that, in itself, is an item worth considering. Col. W. F. Byers will also be present to lend his aid in catering to the interest of all aboard."

This advertising prose is a noteworthy predecessor of the copy featured in travel brochures like those of the L&C Line which appear elsewhere in this issue. It is also reminiscent of that issued by Greene Line's advertising department, which reached its apex under the skillful word-crafting of Betty Blake. To further entice and allay any hesitation on the part of the MORGAN's prospective passengers, a description of the credentials of her Master accompanied the itinerary in an adjacent column.

"Capt. Geo. W. Thompson, the present commander of the CHARLES MORGAN, was born in Belmont County, Ohio. His father was a steamboat builder and captain, and had five sons who all followed in his footsteps, and both built steamboats and guided them either as captains, clerks, or pilots. The captain first commanded the CHARMER [0974] in the Cincinnati and Marietta trade. His next steamer was the EMPORER [1845], running between Cincinnati and St. Louis. He was also on various steamers in the Cincinnati and Memphis trade, including the CONS MILLAR [1292], the VINT SHINKLE [5580], the ANDY BAUM [0261] and the OHIO [4273]. Latterly Captain Thompson, as the shorter lines of steamer travel became less important, has been on various steamers of the lines running between Cincinnati and New Orleans.

"The BELLE OF SHREVEPORT [0529], known as 'Jumbo' on account of her size, was commanded by Captain Thompson. The last steamer that Captain Thompson has taken under his guidance is the now famous CHARLES MORGAN. Captain Thompson has been connected

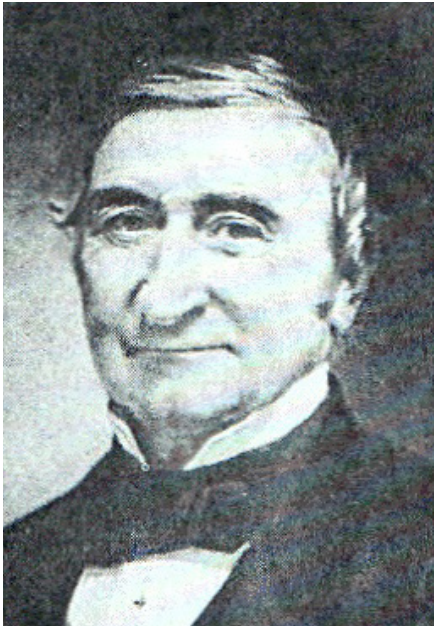
with the Ohio and Mississippi Rivers since he left college in 1858, and, besides being acknowledged as one of the foremost of all the commanders of river craft, is a licensed pilot and a competent boat-builder. As a commander who not only knows every man, and every nail of his boat, but is one who attends to the wants of his passengers even before they are felt, and who diffuses a charming social atmosphere among all who place themselves in his care, Captain George W. Thompson stands today without a rival."

This prospectus for a Cincinnati-St. Paul cruise on the CHARLES MORGAN would have been only the second time she strayed from her usual Cincinnati-New Orleans route. According to the *Louisville Courier Journal* of Sept. 9, 1875, the MORGAN was a well-patronized vessel, for in her 1874-75 season she carried 2,763 cabin passengers and 3,164 deck passengers on eleven round trips, an average of almost 540 passengers. Her steward's department must have been outstanding, as a wag in the *New Orleans Picayune* wrote:

The Morgan Charles, at 5 today
Leaves here for Cincinnati.
She lives so well one trip alone
Will make you 10 pounds fatter.

Although the culinary staff of the steamer might have been celebrated, her deck department had a notoriety of its own. A newspaper account reported that one of the MORGAN's deckhands was shot through the lung by the boat's Mate because he did not move quickly enough. The hapless victim was laid up for more than a month in the hospital. The decks and pilothouse of the steamer hosted famous personages as well. From April 26-28, 1882, passenger Samuel Clemens was aboard, posting up in preparation for writing his autobiographical *Life on the Mississippi*.

The 1224-ton sidewheeler was built at Cincinnati Marine Railway & Dock Co. in 1873. Named for a New York shipping tycoon, Charles Morgan had built a unified system of steamship and railway lines after the Civil War, linking the Gulf Coast with the Mississippi Valley, northern Central America, and the Atlantic and Pacific Coasts. Morgan's Louisiana & Texas Railroad and Steamship Company was the crown jewel among his varied enterprises,

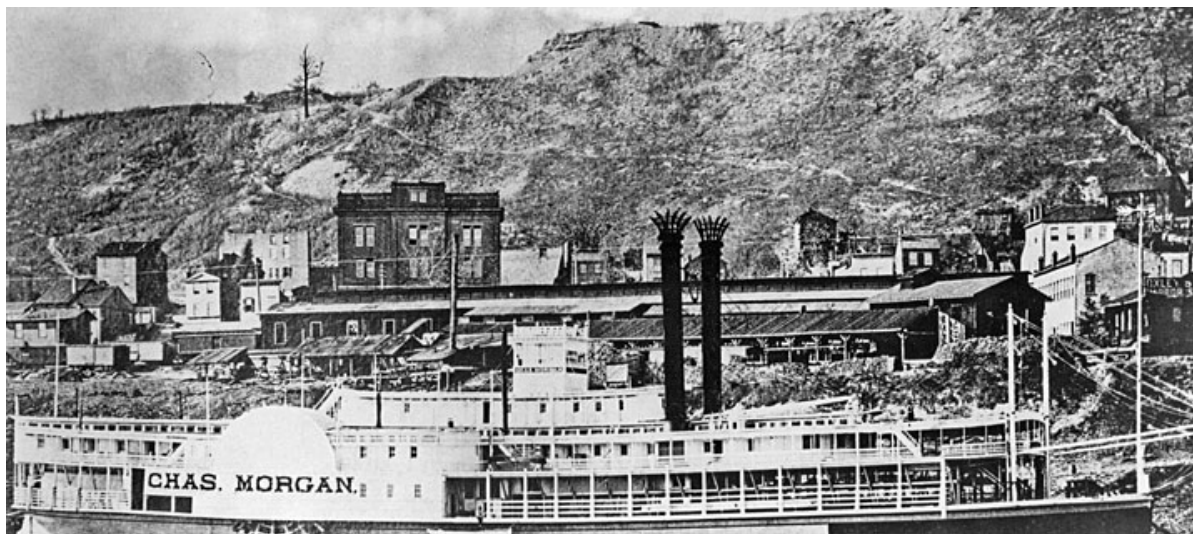


Charles Morgan 1795-1878

which included the Southern Steamship Company and the Morgan Iron Works. In 1875, the 80-year old Morgan visited his namesake while in New Orleans, whose wheelhouses prominently displayed the Morgan Line emblem, a star interwoven with initials "C. M."

A year prior to this proposed Upper Mississippi venture, the boat had been chartered by the Anchor Line for a St. Louis-New Orleans round trip during the Cotton Exposition. Late the following year the boat burned while laid up for the winter at Cincinnati on December 4, 1886, apparently never having made the trip up north to St. Paul. Capt. Way makes no mention of this cruise in the *Packet Directory*. Nor is there any record of the boat passing the Dubuque city front in the "River News" column of the *Dubuque Telegraph Herald* between June 30-July 10, 1886, where the comings and goings of all packets and rafters was meticulously documented.

The idea of a cruise originating on the Ohio River and destined for the head of navigation on the



CHALRES MORGAN when brand new at Cincinnati Marine Railway Co. in 1873. Murphy photo.

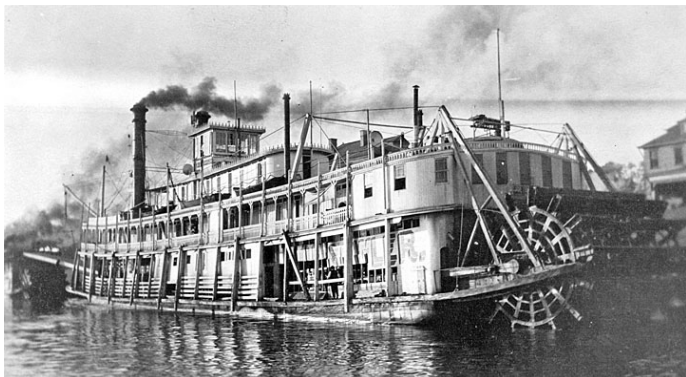
Upper Mississippi was an enticing one, and such a trip did take place 28 years later. The Way family were passengers on JOE FOWLER's June 1914 excursion from Pittsburgh to St. Paul, where the young Fred first shook hands with newfound friend Donald T. Wright. Exactly thirty years later they would greet each other again at the same location during the GORDON C. GREENE's inaugural St. Paul cruise. In the decades between these two trips, however, tourist passengers embarking at Upper Mississippi ports also toured the Evangeline country. Capt. Walter Blair's packet/tourist boat HELEN BLAIR advertised trips between Dubuque and St. Paul in June 1918. Later, a similar itinerary was offered by the HARRY G. DREES in June 1923, operating from St. Louis. All of these cruises, with the exception of those run by Greene Line and Eagle Packet, were before the nine-foot channel improvements, and were at best risky propositions, subject to cancelations and delays. The DREES' first attempt to reach St. Paul was no exception, as this June 11, 1923 item in the *Telegraph Herald* attests.

"The steamer HARRY G. DREES, making her maiden trip between St. Louis and St. Paul, passed through Dubuque Sunday morning at 4 o'clock, several hours late. The steamer was scheduled to land at Dubuque at 9 o'clock Saturday night. Many Dubuquers were at the wharf awaiting her arrival. When the steamer left Davenport Saturday morning she had twenty-four passengers. According to Ira Davenport, local representative, twenty-four passengers have made reservations for the return trip. The boat is to arrive in Dubuque on the downward trip Wednesday morning at 4 o'clock. The vessel did

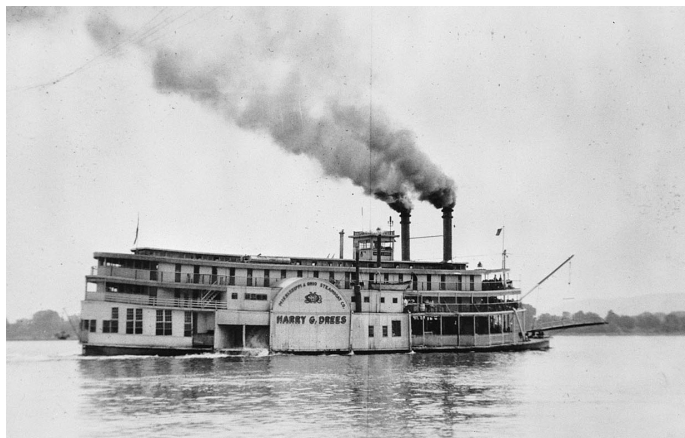
not tie up at Dubuque. At a point in the river below Davenport, government engineers were working on a wing dam and the steamer was forced to wait several hours until the work was completed. Heavy fog caused some more delay. Accommodations

are provided for approximately 214 passengers in the 75 staterooms. At the pilotwheel are Lee Cox and Art Williams, well-known rivermen. The vessel left Davenport at 10 o'clock Saturday morning and was taken through the LeClaire rapids by Capt. Orrin Smith, one of the upper river's best-known pilots."

Beginning in 1944, and continuing on a semiregular basis through 1951, Greene Line ran the GORDON in the Upper Mississippi tourist trade. Resuming that operation with the DELTA QUEEN in 1954, her first Cincinnati-St. Paul round trip ended prematurely at Rock Island where she ran through herself. The company and its successors continued the tourist trade to St. Paul through 2008 with the DELTA QUEEN, MISSISSIPPI QUEEN and AMERICAN QUEEN. After a three-year absence, the AQ will resume her cruises to the UMR in the fall of this year. 🌀



The Way family traveled to St. Paul in 1914 on JOE FOWLER.



HARRY G. DREES, originally Howard's 1916 PILGRIM, 202 x 36.4 x 6.1, was built for running excursions in Louisville area. Remodeled as a tourist boat by Mississippi & Ohio Steamboat Co. of St. Louis in 1923, her relatively deep draft proved too much for the shallow channels of the UMR in pre-9 foot channel days. She spent a good deal of time stuck on sandbars. Her Dubuque agent in 1923 was Ira Davenport, president of Dubuque Boat & Boiler Company.



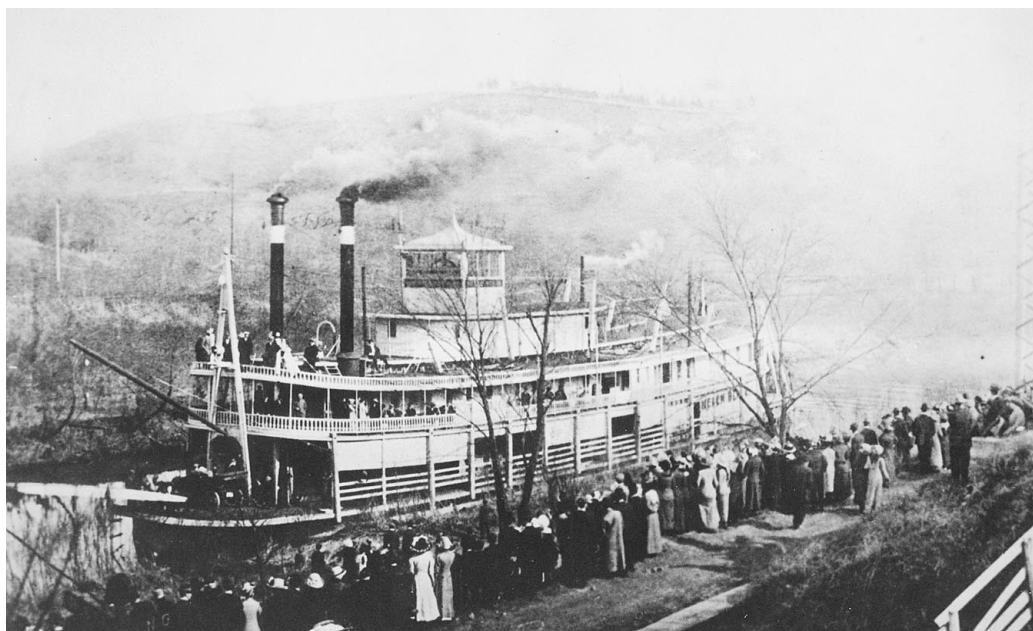
Remodeled HARRY G. DREES when new at St. Louis, 1923.

Shown below left is Capt. Walter Blair's ad for Twin Cities' round trip cruises from Dubuque appearing on June 21, 1918. Capt. Blair brought his HELEN BLAIR to Galena five years earlier on April 27, 1913, the last steamboat to navigate that narrow river.

VACATION STRIPS ON THE RIVER



5--DAY RIVER CRUISE--5 To MINNEAPOLIS AND RETURN
ON THE
STEAMER HELEN BLAIR
(W. A. Blair, Master)
Commencing Sunday June 23
Leaves Dubuque, Iowa, Every Sunday at 9:00 A. M.
600 Miles of Interesting Travel
24 Hours in Minneapolis
For information and folder write
DEAN WEIMAR, Agent, Dubuque, Iowa.
NORTHERN STEAMBOAT CO.
Agents, Davenport, Iowa.





ABOVE: GOLDEN EAGLE downbound near La Crosse on her St. Paul cruise in summer 1939. On board with Capt. Buck Leyhe were Capt. Donald T. Wright of The Waterways Journal and members of the Hot Stove Navigation League of St. Louis.

BELOW: Capt. Tom Greene on the starboard wing bridge guides the GORDON C. GREENE into an upper Mississippi lock on her inaugural cruise to St. Paul in June 1944. Capt. Fred Way was aboard, his first trip to St. Paul in thirty years.



LEFT: GOLDEN EAGLE landed at McGregor, IA in summer 1939. That old elevator towering over the riverfront is still there in 2012. Just upstream, out of view, is the former suspension bridge joining Marquette, IA with Prairie du Chien, WI. And immediately below the suspension bridge was the old railroad pontoon bridge which survived until 1960. This is a Margery Goergen photo. All images on pages 37-38 are from Murphy Library, University of Wisconsin - LaCrosse.

Here the GORDON C. GREENE rests at Lambert Landing, downtown St. Paul at the end of her upstream leg of 1944 cruise. This was a favorite vantage point for photographers in later years of steamboating on the UMR. Nearly identical photos show the CAPITOL, AVALON, and DELTA QUEEN all landed at this same spot. That's the Post Office right behind the GORDON, and the Burlington Railroad station is not far away, making an easy jump from rail to boat for would-be passengers and crew.



Capt. Cooley and the Galena Connection

Revelation of the cotton packet AMERICA's home port of Galena, IL was made in our last issue. But bewilderment continued to nag at your editor as he puzzled over this "Galena connection" with a steamboat way down yonder in New Orleans. Then another phone conversation with Doc Hawley offered the hope of a promising lead. "I remember reading in the REFLECTOR that the only trip the AMERICA ever made to the Upper Mississippi was to deliver a cargo of gunpowder," said the captain. Aha! Could that shipment of gunpowder have been consigned to the Army Ordnance Depot at Savanna, Cooley's hometown just downriver from Galena? Now the search showed signs of evolving into an attempt to connect the AMERICA with Savanna. Poring over Alan Bates' indexes, the sleuthing began in earnest. And sure enough, there it was on page 45 in December 1977: "Her one geographical adventure came in April 1923 when she went up the Mississippi to East Alton, IL with a cargo of smokeless powder." Weeks later, while doing some last minute checking in the *Packet Directory*, we discovered to our chagrin that Capt. Way had described that same trip in his entry for the AMERICA, information that had been readily accessible at our fingertips all along!



Capt. LeVerrier Cooley in 1905, master of the AMERICA.

So it turns out the AMERICA didn't make a trip to Savanna after all. But could the gunpowder have been transshipped there by rail from East Alton? An incidental connection would suffice if a direct one couldn't be found. Going online, we sniffed out any possible rail connections between East Alton and Savanna. And while googling East Alton, the trail came to an abrupt halt. For there we read that East Alton is home to the Olin Corporation, a manufacturer of ammunition, among other things. The company's origins go back to 1892 and Franklin Olin's Equitable Powder Co., which provided Illinois coal mines and limestone quarries with explosives. We read eight pages of Wikipedia's entry on "smokeless gunpowder" (more time we could have saved if we had only called Tom Schiffer first), three pages about early railroads in Illinois, two pages on the Savanna Army Depot, and four pages on the Rock Island Arsenal (in case the shipment might have been destined there). We finally became resigned to the fact that neither the AMERICA's trip nor her freight had any connection with Savanna. However, the time was not wasted as we also learned that the AMERICA delivered five carloads of Anheuser-Busch beer south on her return trip from St. Louis!

Turning next to Walter Shrake and his youngest son Dan, our good friends in Savanna, we asked for help in tracking down the Cooley family's local history. (Walter, by the way, is the father of S&D secretary Sharon Reynolds.) Stoughton Cooley, Capt. LaVerrier's father, was born in Chautauqua County, NY in 1822, moved to Ohio in 1840, and settled in Savanna in 1851 with his brother John. In 1858 he built a beautiful 2-story Italianate home overlooking the river on a hillside at 308 North 4th Street. He was a steamboat captain on the Ohio and Mississippi for 11 years until his retirement around 1875. Stoughton married Clarisa Mays in 1842, and was the father of five sons: W. W., R. Emmett, LaVerrier, Stoughton Jr., and Gilbert. LaVerrier was born in Savanna on Nov. 11, 1855. Capt. Stoughton Cooley was master of W. F. CURTIS (5629) after she was sold to the Upper Mississippi in 1873. That October, Capt. Way reports that she was loading produce at Muscatine, IA for delivery to New Orleans, where he planned to run her in the New Orleans-Tensas trade. Two years later he had the TENSAS (5343) built in Jeffersonville for the New



Capt. Cooley on roof of AMERICA ca. 1920. Photos on pages 39-40 from Public Library of Cincinnati & Hamilton County.

Orleans-Bayou Macon-Tensas trade, dismantled the CURTIS, and employed his three oldest sons as captain, engineer and clerk on the new boat. He passed away at his home on July 7, 1878. At that time, W.W. was master of the TENSAS with R. Emmett as engineer and LaVerrier as clerk.

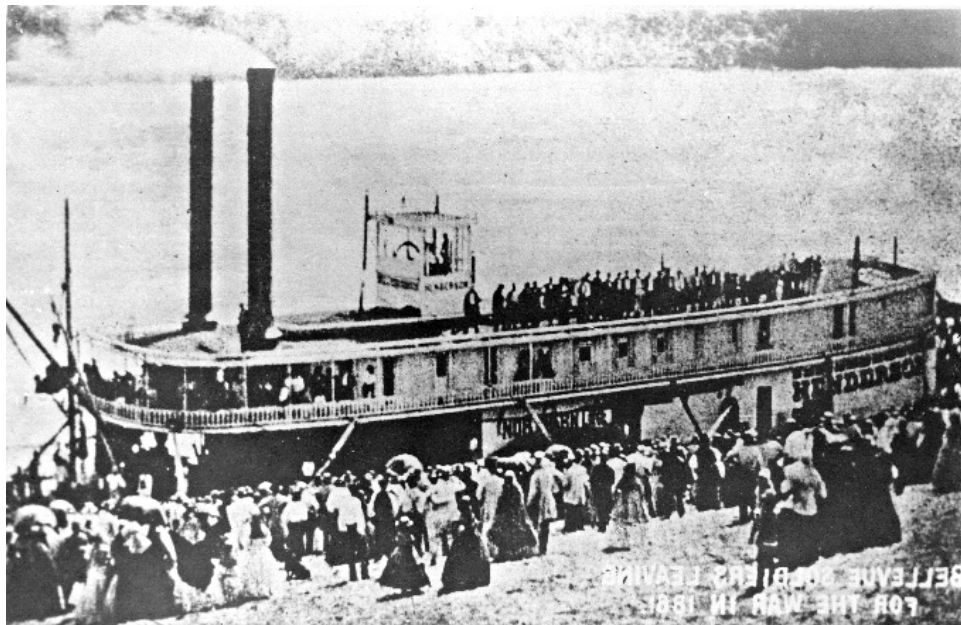
If there is a Galena connection to the Cooley family or their boats, perhaps it is through the little sternwheel packet BILL HENDERSON (0623), built 1861 at Brownsville, PA. Her 130 x 24.5 x 3.5 hull contained engines 14's with a 4-foot stroke. She was built for the Upper Mississippi's Northern Packet Line who ran her Rock Island-Galena-Dubuque, carrying U.S. Mail and freight. She later ran Savanna-Dubuque, connecting with the Western Union RR., later part of the Milwaukee Road. She was rebuilt at Bellevue, IA in 1870 as a towboat, and sold south. The Northern Packet Line had provided stiff competition to the well-entrenched Galena & Minnesota Packet Co. after 1860, which

eventually was swallowed up by Commodore Davidson's LaCrosse & St. Paul Packet Co. in 1863. By 1868, the two major competitors above St. Louis were Davidson's White Collar Line and the Northern Line, as the port of Galena and steamboat companies based there declined in importance after the arrival of the railroad at Galena in 1854. When the Illinois Central reached Dubuque the following year, Galena's fate was sealed. Even the Steamboat Inspector's Office which had been located at Galena was soon transferred to Dubuque.

When the HENDERSON was "sold south" in 1870, she ended up towing cotton with Capt. W. W. Cooley as master, running from below the mouth of Red River to New Orleans. In her nine year run on the Upper Mississippi, her early history with the Northern Line in the Galena trade offers the tempting possibility that Galena might have been her original home port. If so, the boat and her port would have been well-known to the Cooleys as she made many landings at their home town of Savanna. Unfortunately, the only available photo of the HENDERSON does not provide a clue to either refute or confirm that conjecture. Whether the Cooleys kept Galena as her port of registry after she ended up down south in deference to the boat's early history and the family's Upper Mississippi stomping grounds, we do not know. But if any of this sounds plausible, it may explain a family tradition carried on by Capt. LaVerrier with his cotton packet AMERICA 28 years later. Another puzzling afterthought is whether Capt. Cooley knew that Galena was also the home of Union General Ulysses S. Grant after the Civil War, a name certainly not held in esteem in the waters plied by the AMERICA.

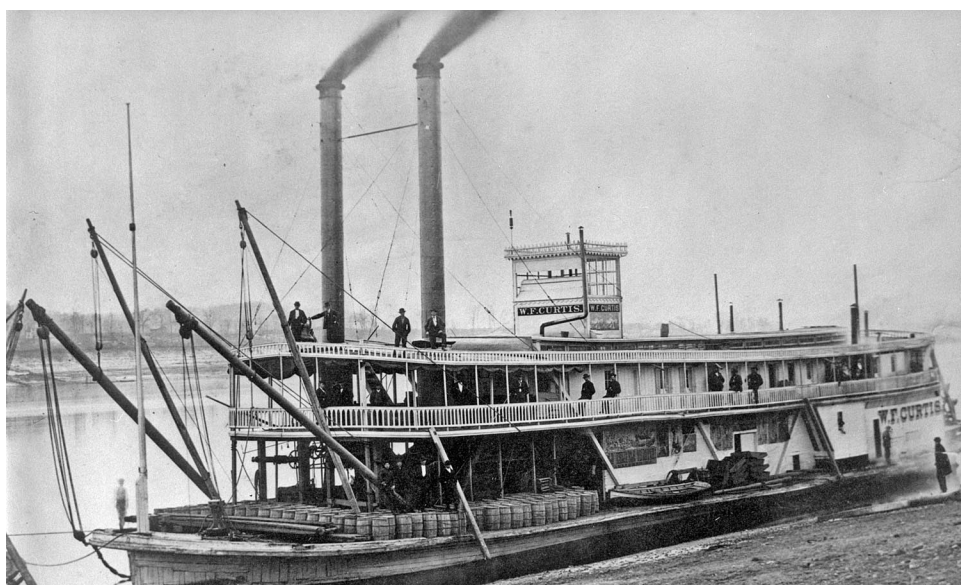
Shortly after the Shrales finished digging into Carroll County history for the REFLECTOR, Dan sent one final e-mail. Prudential Town Square Realty in Savanna has a listing for the old Cooley Family home on North 4th Street. The 4-bedroom, 3-bath home has a "square cupola adorning the roofline that offers views of the river for miles and a majestic verandah wrapping two sides of the home, providing the opportunity for lazy evenings viewing sunsets over the river as it meanders south." Asking price is \$185,000. Sounds like just the right investment property for someone wanting to own a piece of

Mississippi River history. Dan even braved an afternoon rainstorm to take pictures of the house for any of our interested readers. 🕒



PHOTOS SHOWN AT LEFT:

Top - BILL HENDERSON is pictured at Bellevue, IA. The caption (printed in reverse at bottom of photo) reads: "Bellevue soldiers leaving for the War in 1861." "Northern Line" appears on main deck bulkhead forward of engineroom. The boat is new in this photo, having just come from the Brownsville boatyard earlier that year. This may have been the first steamboat associated with the Cooleys to have Galena as home port. Photo from Public Library of Cincinnati & Hamilton County.



Middle - W. F. CURTIS was built at Parkersburg in 1864 for Pittsburgh-Gallipolis trade. Burned at Marietta wharf June 27, 1867 and was rebuilt. Ran Louisville-Cairo in fall 1868. Traveled south during the winter months in produce trade to New Orleans. Rebuilt at Knox yard in Marietta 1871 and sold to the Upper Mississippi. It was here that Capt. Stoughton Cooley took command, loading her at Muscatine, IA that October for New Orleans.



Bottom - TENSAS, built 1875 in Jeffersonville for Capt. Stoughton Cooley and the cotton trade. His three oldest sons learned how to steamboat on this packet, serving as pilot, engineer and clerk. LaVerrier went on to operate four cotton packets, all sternwheelers and all named OUACHITA. Bottom two photos from Murphy Library.



Stoughton Cooley home in Savanna, built 1858. Asking price: \$185,000

AMERICAN QUEEN's Return: A Photo Album

by Capt. Bert Suarez

Capt. Bert Suarez has our thanks for keeping us posted on the AMERICAN QUEEN's return to the river in the album shown here. Bert kindly posted these views on-line for us each day during the AQ's first passenger-carrying cruise in April through the modern miracle of his i-phone. Oh, to have had this technology in the days of CINCINNATI's cruises in 1924! Herewith are Bert's snapshots and his running commentary.

April 13: Got on board the AQ as pilot last Monday, April 9. All sea trials and shakedown cruise went well. She is more of a steamboat than ever due to the extensive work on the wheel. She now runs fine on "paddlewheel only" mode and steers well with the extended rudders.

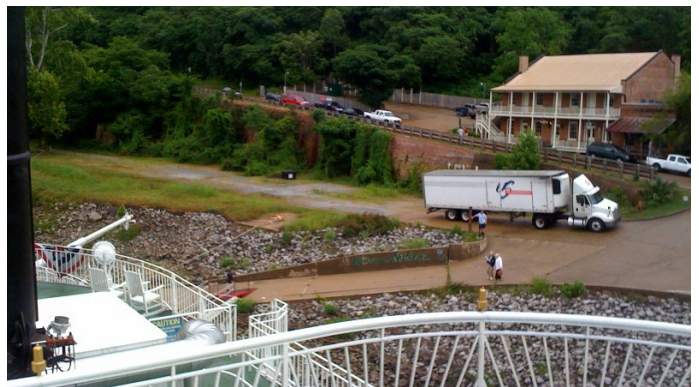
This company has put a lot into her and has gone "All Out." Pics of new wheel & first shore stop at Oak Alley with passengers



April 15: Using old ferry landing at St. Francisville. The ferry was replaced by the new John James Audubon Bridge. Also included is a picture of the new AQ bus.



April 16: Big turn out this morning at Natchez, marching bands etc., but I got off watch below town and was asleep. A rainy day at Natchez.



April 19: Arrival at Houmas House with Capt. John Sutton making the landing.



Here is a view forward toward the pilothouse before arrival at Vicksburg.



April 18: I get off tomorrow to go back on the ferry boat (regular gig) but will be making many more trips and hope to see you on the Upper. My relief is Findley Frazier, so we now have three original pilots from the past company. John Sutton is on the other watch as pilot. Here we are at Vicksburg with more rain.

Trip was great! Many loyal steamboat fans on board as crew and even more familiar faces as passengers.

Every radio call was answered with a warm "glad to see you back" from towboaters and ship pilots, many of whom inquired about the cruises.

Will be back on May 22; will keep in touch. ☺

All photos above are courtesy of Bert Suarez.



in through the windows you could see tiny chairs, tables and settees, even carpets. I didn't disturb any of this as it would have involved tearing out exterior bulkheads to access them.

The major part of the restoration process was cleaning the model. Areas of flaked off paint were carefully scraped and sanded and the deck surfaces cleaned with cotton swabs and detergent. I mixed up shades of paint to match the faded colors of the existing paint and used a painting of the MARY by artist William Muller as a color guide. The only areas repainted were those where the paint had been completely removed.

As for the saved wood chips, they were dunked in a can of dark blue Olympic brand stain and then spread out on a flat surface to dry. The model was mounted in a new wood case. Its base had sides slightly higher than the bottom to form a barrier to keep the shavings in place. Carefully spreading them around the hull, they were sprayed with clear acrylic painting medium which acted as a glue to hold them in place. Then the areas around the bow, paddlewheels and aft of the hull were highlighted with white paint to simulate wakes. The cover was installed and the project was almost complete.

The model had originally been equipped with a full set of hand-stitched silk flags. The colors in these had all faded and the fabric had become very fragile. Some of them fell apart in my hands when removing them from the model. Being unusable, they were mounted on a plaque which was returned to the owner. By the time the restoration was complete, I was in preparation for relocating from Alexandria, VA to the Cincinnati area and there was no time to make or install a new set of flags. Calling on a good friend who was an expert ship modeler and who was savvy with computer graphics, he agreed to make a new set of full color paper flags which he later installed. As a result, I have no photos of the model with flags.

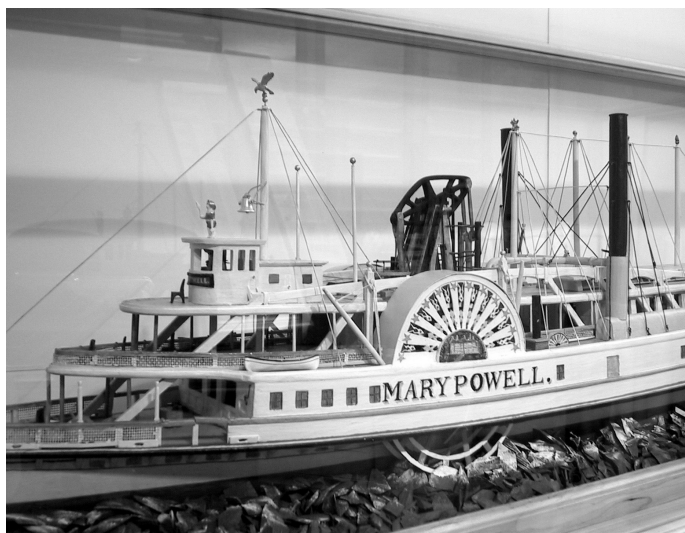
All in all, restoring this miniature folk art MARY POWELL was one of the most satisfying projects of my steamboat modeling "career." I feel that Pilot Guernsey Betts would be very pleased to know that his nineteenth century creation is alive and well in 2012. 🌀



The Hudson River sidewheeler MARY POWELL was built for Capt. Absalom Anderson and launched at the Allison Shipyards in Jersey City, NJ in 1861. Her hull measured 267 x 34.5 x 9.2 and she was listed at 819 tons. She was rebuilt three times during her career. For 56 years she sprinted on the Hudson, landing at nearly every port along her route. She was a favorite at West Point and at all points south of that landing until she ceased operation in 1917.



Photos courtesy of John Fryant



NEW ORLEANS' *Arrival Celebration*

by Chuck Parrish

The steamboat *Bicentennial*, which was celebrated along the Ohio River throughout 2011, was observed in New Orleans on January 28, 2012 with a grand series of events in the Crescent City to note the 200th year of the arrival of the NEW ORLEANS, first steamboat to navigate the Ohio and Mississippi rivers.

The day-long activities were organized by maritime attorney Frank Courtenay and others, who had created the River Heritage Foundation, Inc. specifically for the celebration. There were numerous sponsors, including the Propeller Club, Port of New Orleans, along with many state and local organizations and agencies. Out-of-state sponsors included the Rivers Institute at Hanover College, IN., and the Indiana Historical Society Press, publishers of the commemorative book, *Full Steam Ahead: Reflections on the Impact of the First Steamboat On the Ohio River, 1811-2011*.

First on the agenda was a morning History Symposium, held at the Hilton Riverside Hotel, dealing with the trip of the NEW ORLEANS and the lasting impact of steamboats on American life and culture. Symposium topics included "Before the Age of Steam: 1780-1812," "Opening the River to Commerce: Removing Legal Snags," and "200 Years of Steamboating, 1811-2011," with viewing of the DVD produced by the Rivers Institute.

The final speaker was the legendary Captain Doc Hawley, who told wonderful stories about his 60 years of life on the Ohio and Mississippi. Doc managed to keep the audience laughing with his humorous accounts of many cruises on the steamer *IDLEWILD*, *AVALON*, and now the *BELLE OF LOUISVILLE*, as well as the *NATCHEZ*.

In early afternoon, the sternwheeler *COTTON BLOSSOM*, one of several parade boats, carried a party of re-enactors from the Port of New Orleans Administration Building down river to the Lower Bienville Wharf and the French Quarter. Those

onboard were depicting the arrival of the NEW ORLEANS on January 10, 1812, when Captain Nicholas Roosevelt, along with his wife, young daughter, and the necessary crew, made their historic landing at the boat's namesake city. The party was welcomed by those portraying Governor W.C.C. Claiborne and Edward Livingston, who greeted them 200 years ago.

From the riverside, the group was transported by horse-drawn carriages through the French Quarter to the historic Cabildo, seat of colonial government in Louisiana, adjacent to St. Louis Cathedral. The brief program in front of the Cabildo included a 21-gun salute and a flyover by a U.S. Coast Guard helicopter. Lt. Gov. Jay Dardenne served as Master of Ceremonies, and introduced State and City officials, each of whom made remarks about the historic occasion. Following the program, the Archdiocese of New Orleans celebrated a Mass of Thanksgiving and Blessing for the beginning of the year of the State Bicentennial, and for 200 years of steamboats in the U.S. The Cathedral provided a magnificent venue for the service.

The day concluded with a reception at the Cabildo, along with a viewing of the Louisiana State Museum's fine exhibit titled, "First Steamboat on the Western Waters: The Legacy of the NEW ORLEANS, 1811-1812." It was a beautiful spring-like day on the banks of the Mississippi, enjoyed by many whose love of steamboats and America's rivers flows deep and wide. It is noteworthy that the year-long celebration began on the Ohio River and wrapped up on the Mississippi, the "end of the journey." 🕒



Re-enactors portraying Nicholas Roosevelt, wife and crew of the NEW ORLEANS on board COTTON BLOSSOM.



Color Guard awaiting arrival of Roosevelt, Claiborne and Livingston in the French Quarter.



Crowd outside Cabildo and St. Louis Cathedral prior to welcome ceremony by state, local and religious officials.



Fireboat saluting the COTTON BLOSSOM and its entourage upon entering New Orleans harbor. All photos courtesy of Dr. Larry Debuhr, director of Rivers Institute.



Final Crossings

Capt. Donald E. Sawvel

Capt. Donald E. Sawvel, 74, passed away at his home in Dubuque on April 17. Don was a longtime towboat pilot on the Upper Mississippi, working for several barge lines during his three-decade river career beginning in the 60s. He followed in the footsteps of his uncle and father, both of whom were hired by Federal Barge Lines in the thirties, serving on the sternwheel towboats PATRICK J. HURLEY and JAMES W. GOOD. His uncle Les went on to become a Mate, while his father Don served as pilot on FBL boats, becoming master-pilot of the m/v MINNESOTA and ending his river career with Twin Cities Barge and Towing.

Don was interviewed by the National Rivers Hall of Fame for its archives several years ago, and was spoken of very highly in an earlier interview with Capt. Gene "Popeye" Tronnier, who had worked with him on the upper river. Capt. Sawvel is survived by his wife of 57 years, Elaine, four daughters, seven grandchildren, five great grandchildren, his mother and five siblings.

Back Cover

Roof bell rescued from MISSISSIPPI QUEEN rests on the forward roof of AMERICAN QUEEN pending its delivery to Howard Steamboat Museum in Jeffersonville this spring during the steamboat race. Capt. John Sutton, port captain for Great American Steamboat Co. shared the good news that the bell would indeed be coming to HSM, across the street from where the boat was built at Jeffboat in 1974. Delivery was arranged through the courtesy of Boland Marine in New Orleans, Mark Knoy at ACL, and Patrick Sutton at Jeffboat. The shipyard has generously offered to fabricate whatever type of stand is needed to display the bell. Commented Keith Norrington, Curator of Collections at the Museum, "It is true. Good things do come to those who wait!" Photo courtesy of Bert Suarez.

