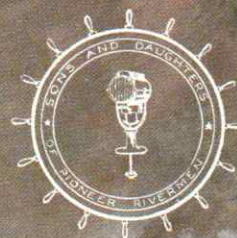


S&D REFLECTOR

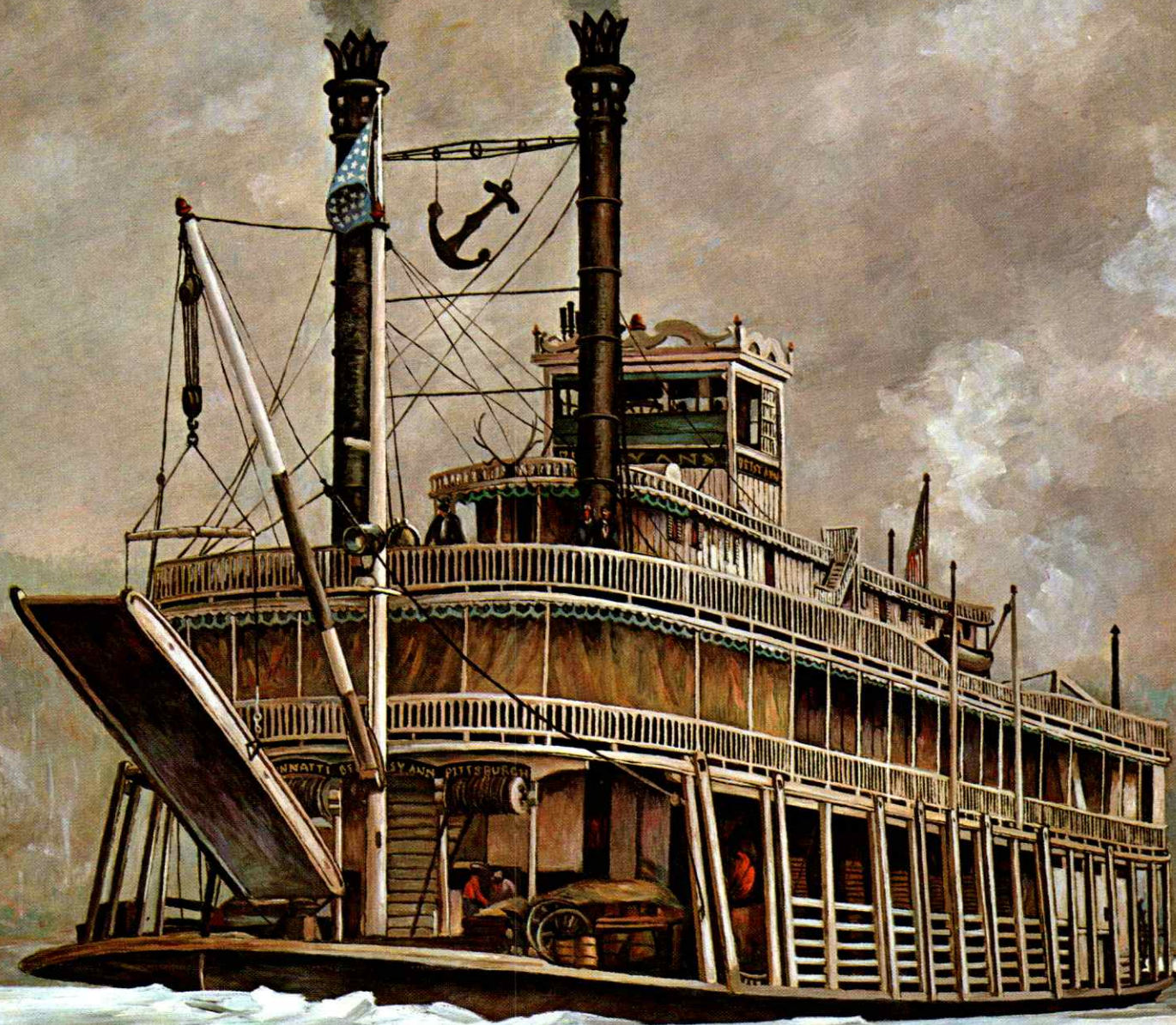
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 13, No. 4

Marietta, Ohio

December, 1976



S&D TREASURER PUTNAM RETIRES

H. Chase Putnam, Jr., for the past 19 years treasurer of S&D, requested a successor this past summer due to his increased work load with the rapidly expanding Warren County (Pa.) Historical Society with which he is associated. While entirely understandable, Chase's resignation was accepted with regrets on the part of all those who worked with him. He was particularly diligent and helpful during the recent period when, in addition to regular tasks as treasurer, he assumed an important role in transferring funds from the J. Mack Gamble Estate to S&D.

As a token of appreciation for services cheerfully rendered, Bert Fenn arranged to have a beautiful rocking chair made by the Tell City Chair Company sent to Chase this past October. Bert gave it to S&D, and S&D in turn presented it to Chase.

Here is what Chase had to say about it in a letter dated October 11th last:

"Please convey my appreciation to all my S&D friends for the beautiful wooden rocking chair from Tell City. I have already written to Bert to thank him for his part in the escapade; he couldn't have made a better choice.

"The chair, which I have affectionately dubbed 'Steamboat Gothic,' is going to remain in my

office, at least for now, where it will be a constant reminder of my long and continuing association with S&D."

Those of the O-K branch of S&D who convened at the Highlawn Methodist Church, Huntington on Sunday afternoon, October 3rd last enjoyed two featured programs.

On June 25th, 1972 "Steamboat Bill" Barr was on top of the pilothouse of the J. S. LEWIS with a camera. From this vantagepoint he photographed a spectacular runaway and rescue of 50 loaded coal barges during a flash flood at Point Pleasant, West Va.

The Ohio River at the Gallipolis Locks showed 16 feet above normal pool and still rising. As Bill described the action, and showed his pictures, the audience could almost hear snapping wires and flying lines. They watched the towboats POINT, OUACHITA, JAMES K. ELLIS, H. E. BOWLES, COALBURG, CHARLESTON and JUANITA WHITE round up the strays and moor them along the Ohio shore. Only two barges of the 50 were lost.

Mrs. James A. (Electa) Harmon in a brilliant synchronization of sight and sound showed pictures of all of the steamboats in the record "Whistle Echoes No. 1" as it was played and the whistles blew. She extended liberal credit and thanks to Jerry Sutphin and to her husband for assistance in assemb-

ling the photographs.

The thirty persons present joined in a discussion of plans for an excursion next spring aboard Clifford Dean's new sternwheeler BAYER ISLAND.

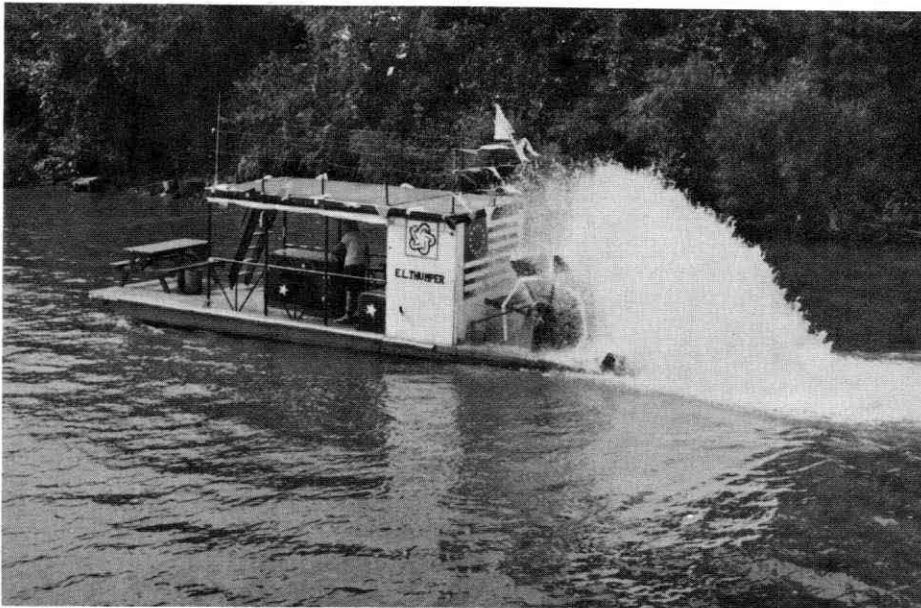
-Our thanks to James A. Wallen for the above.

THE FRONT COVER

It's not always summertime on the river. Our steamboat artist William E. Reed tells us he was inspired to create this painting of the BETSY ANN ploughing ice when he reread Chapter Five of "The Log of the Betsy Ann."

The weather was COLD. "The north wind was finding out all the cracks and crannies in the BETSY ANN's cabin and the steam radiators were sizzling their best in a noble effort to keep the temperature aboard the boat up to some semblance of moderation. Keeping a steamboat cabin warm in winter, especially a boat like the BETSY ANN (designed for Southern trades), is something like trying to heat a corncrib or a canary cage; it is next to impossible. Water in stateroom pitchers was frozen solid with a radiator registering 212 degrees only fifteen feet away; the faucets in the washroom had long ceased to function--they had silently solidified into inert fixtures of absolutely no practical value or use. The steward then set some buckets beside the basins for washing purposes; an hour later they had their bottoms bulged out and one of them had a rip halfway down the side."

Enough of that. The officers of S&D join Bill Reed in wishing to all of you a nice, warm and comfortable Christmas.



WHILE the management of the MISSISSIPPI QUEEN was whittling down the diameter of her sternwheel at Avondale this past fall (see article elsewhere in this issue) in the belief that it was wastefully and inefficiently throwing water high in the air, the 35-ft. E. L. THUMPER startled boatmen along the Allegheny, Monongahela and Upper Ohio. She was piling up the spray at her stern roof-high and then some. Jack Bedeck, 4275 Evergreen Road, Pittsburgh, Pa. 15214, her builder and skipper, says she successfully toured Pittsburgh to Brady's Bend on the Allegheny (73 miles) and return. He painted her red, white and blue for the Bicentennial.

Every now and again the story of the explosion of the LUCY WALKER gets aired. Latest is an interesting and illustrated account of the old Vann homestead at Spring Place, near Chatsworth, Georgia. Builder of the two-story brick was James Vann, father of the part-Cherokee Capt. Joseph (Rich Joe) Vann who owned the LUCY WALKER and ran the boat between Louisville, Ky. and Webber Falls on the Arkansas.

The article appears in the August, 1976 issue of "Outdoors In Georgia," written by Susan Wood. The Vann house was a shambles in 1952 when title to the place and three acres was transferred to the Georgia Historical Society. Restoration was completed in 1958.

Rich Joe Vann built a duplicate at Webber Falls which was destroyed during the Civil War. But Rich Joe was long gone--he was blown up on the LUCY WALKER on the Ohio River below New Albany on October 25, 1844.

Charlie Gerard bombarded us with a series of newspaper clippings this past October, mailed from North Little Rock, Ark.

Extreme low water in White River had uncovered the wreck of a wood hull, sternwheel packet. It lies along the east shore across from Norrell Lock and Dam, about 18 miles east of Arkansas Post in Desha County.

Because of the low stage (lowest since 1937) the U.S. Engineers had a dredge in the vicinity doing channel work. Crew members spotted the discovery. The old hull was fairly intact, the paddlewheel still attached to its timbers, and she had two double-flue boilers.

Duane Huddleston, the assistant principal of Ole Main High School at North Little Rock, and local historian, was called to the scene for a look-see. Judging from the size of the hull he did some research from maps and records and concluded she was the packet NEW MATTIE which, commanded by Capt. William (Billy) C. Ashford, had made 31 trips up the White in the 1897-1898 boating season. She hit an obstruction, probably a snag, and was run ashore. As she went down in 18 feet of water she broke her hull in twain aft of the boilers.

Originally she was named MATTIE, the hull built at the Howard Yard, Jeffersonville, Ind. in 1886, 130 by 34.3 by 5.8. Indications are that the superstructure and machinery were placed at Pattersonville, La. Somewhere along the line, probably after a rebuilding, she was rechristened NEW MATTIE, and was registered out of Brash-ear, La.

According to Duane Huddleston, the loss occurred on Feb. 17, 1900 at what is called Wild Goose Bayou in Desha County, Ark., White River. The NEW MATTIE was downbound with 356 bales of cotton and 1000 sacks of seed, and with 35 persons aboard at the time. Captain Ashford was in command. Two of the deck crew were drowned.

The stage in White River was expected to rise materially, so once again the wreck will disappear.

Sirs: Yep--yer right--I saw her! The brand new DQ--I mean MQ--does look like a 'you know what' on a raft but I guess we'll learn to love her too, in time. Looks like she needs some friends.

I remember so well (too well) when I first set my suitcase down aboard the pretty little GORDON C. GREENE--it was love at first sight and then came the big DELTA QUEEN. Took a bit longer but she has us all wrapped around her little finger.

Maybe the GORDON's old sweet whistle will help.

Dick Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

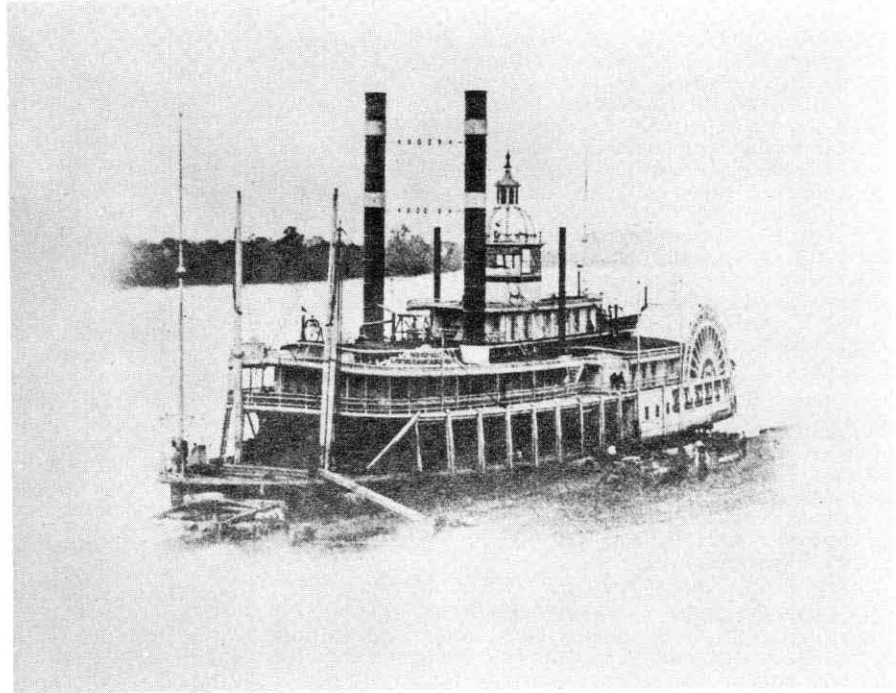
=When the MQ's new whistle failed to blow properly (Sept. '76 issue, page 7) Capt. Ernie Wagner collar-ed C. W. Stoll and demanded in no

FLEETWOOD REFLECTOR.

VOL. I.

STEAMER FLEETWOOD, NOVEMBER 29, 1869.

NO. 27.



FLEETWOOD 1866-1879

JIM WALLEN reminded readers of the Columbus Dispatch Magazine dated Sunday, September 26th last that the S&D REFLECTOR takes its name from a much older sheet called the FLEETWOOD REFLECTOR.

The side-wheel FLEETWOOD, plying between Cincinnati and Parkersburg, carried a print shop and editorial office in the space under the floor of the pilothouse, says author Wallen in his story.

"Apparently this unusual journalistic venture was a success, for not only did it publicize the steamer FLEETWOOD as a dependable passenger and freight carrier, but it ran a substantial amount of advertising."

Very few copies of the FLEETWOOD REFLECTOR are known to survive. The masthead reproduced above is taken from an 1869 issue.

Yes, Jim Wallen is right, as he

usually is. In casting about for a suitable name for S&D's quarterly it seemed appropriate to use something associated with the steamboat searchlight adopted as part of the official emblem. Every searchlight has a reflector, so presto--the name.

It would be interesting to know whether the original editors of the FLEETWOOD REFLECTOR had something of the same idea in mind over a century ago. Those editors did not list themselves in the paper---modesty perhaps, or to avoid brickbats probably---so they are lost in a fog.

"So," concludes Jim Wallen in his interesting article (headed by the way FLOATING NEWS), "the name REFLECTOR is still familiar today to those interested in reading about the river and its steamboats."

uncertain voice: "Get me a whistle that'll blow, C. W., you can do that much." So C.W. got busy. He did some consulting and then went to Marietta and liberated the famous GORDON C. GREENE whistle now about 100 years old. The understanding is that it is on loan, and will be returned to S&D if, after trial, it does not suit. The new MQ management, so we hear, judged the whistle a bit frowsy in looks and sent it off to be gold-plated. We have not heard that it has been installed as of this writing. -Ed.

Optimism is dwindling and the burned SPRAGUE will not be rebuilt at Vicksburg. Due to a technical complication the \$1.6 million made available by the Mississippi legislature is not applicable. The money was voted to upgrade the big towboat before the fire, not to rebuild her after the fire. The lawmakers need the cash for other more pressing projects. Edley H. Jones, Jr., chairman of the Vicksburg's Harbor and Port Commission informed Jack E. Custer in a letter dated Sept. 15th last, "But we will continue to fight."

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 13, NO. 4

MARIETTA, OHIO

DECEMBER, 1976

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed at Marietta, O. Membership in S&D entitles each \$10 member to one copy per issue. Application to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join send \$11; for you and wife and one child send \$12, etc. Remit to:

Mrs. J. W. Rutter, secretary,
964 Worthington,
Birmingham, Mich. 48009

Membership cards may be used for free access to the steamer W. P. SNYDER, JR. at Marietta.

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of back issues or of the current issue (save those out of stock) are available from the editor at \$2.50 each. Address:

Capt. Frederick Way, Jr.,
121 River Ave.,
Sewickley, Pa. 15143

The S&D REFLECTOR is entered in the post office at Marietta, O. 45750 as third class matter, permit No. 73. Please send address changes or corrections to the secretary, Mrs. J. W. Rutter.

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10552 Breedshill Drive,
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Capt. Thomas E. Kenny Terms ending 1979
Bert Fenn

Harold C. Putnam
William E. Reed Terms ending 1978
Capt. C. W. Stoll

William Barr
G. W. (Jerry) Sutphin Terms ending 1977
S. Durward Hoag

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Robert Thomas
Bert Fenn

TELL CITY Pilothouse Restoration

Robert Thomas, chairman
Alan L. Bates
Gene Fitch
George W. Schotten
J. W. Rutter

Committee for Branch Chapters S&D

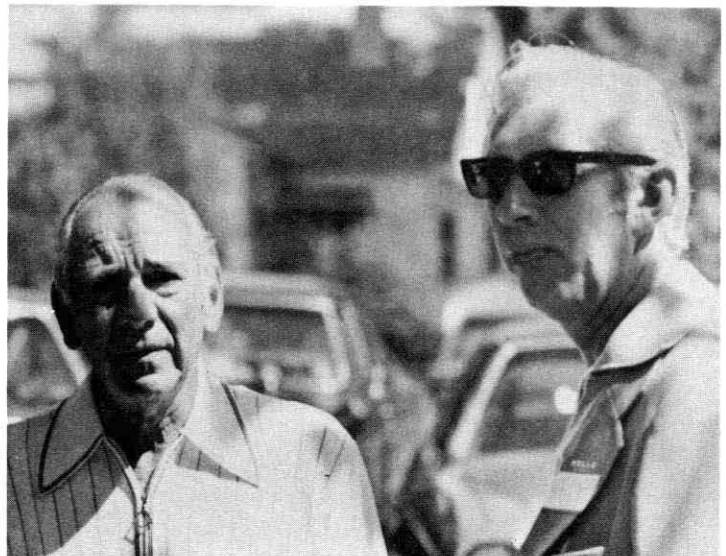
Capt. Thomas E. Kenny
Bert Fenn
William Barr

THE SAD ACCIDENT at Destrehan, La. which befell the passengers and crew of the ferry GEORGE PRINCE has been called in newspapers "the worst since the SULTANA" which may prove true. The estimated life-loss is 100, a figure which forever will remain uncertain inasmuch as ferries-boats keep no tab on routine crossings. The only other comparable tragedy since the SULTANA we can think of was the side-wheel packet MISSOURI which exploded boilers on the Ohio River, near the mouth of the Green, January 30, 1866. The life-loss in that instance was estimated 100. The worst river tragedy in the 20th century was the sinking of the excursion steamer COLUMBIA, on July 5, 1918, on the Illinois River near Pekin. Estimates at that time counted the dead between 80 and 90.

We have had several inquiries from persons wanting to know if the GEORGE PRINCE originally was a steamboat. The answer is no. She was built at the Canulette Ship Building Co., Slidell, La. in 1938, pontoon-style, steel hull, 125.3 by 42.4. She was diesel powered from the start. Capt. George Prince operated the Natchez-Vidalia ferry service and also had the OLLIE K. WILDS built at Slidell in 1925. The Bissos of New Orleans acquired both ferries and there was some talk of converting the GEORGE PRINCE to steam in 1944 at which time Buddy Bisso had bought the old KALITAN and was tempted to use her engines, etc. on the GEORGE PRINCE because, he said, of the existing scarcity of diesel engine parts at the time. This did not come to pass.

The Prince family for many years lived in a fine home on Wheeling Island. George Prince's father also was a riverman. His towboat BELLE PRINCE was utilized to move the West Virginia records from Wheeling to Charleston in 1885 when the state capitol was removed to the latter city. George is the one who took the BELLE PRINCE to the lower Mississippi and so became identified in the south. George headed the Royal Route Co. and ran various packets, among them the SENATOR CORDILL. He died at Natchez, 72, in November 1942. Capt. Tom Prince, an uncle, ran the STELLA WILDS, LULA PRINCE and others in the south.

Rather odd, when you think of it, that the two Destrehan-Luling ferries the night of the recent catastrophe were the GEORGE PRINCE and the OLLIE K. WILDS. Also that President Ford had landed at Destrehan aboard the NATCHEZ on his campaign trip not long before.



Charles G. (Chuck) Remley of the Campus Martius Museum properties, Marietta, and Charles Pratt (right) associate director of the Ohio Historical Society, Columbus, pictured by J. W. Rutter at the S&D party and noon luncheon, premises of the Marietta Boat Club, September 11, 1976.

RESOLUTION ADOPTED BY S&D'S BOARD
AND TRUSTEES APPOINTED FOR
J. MACK GAMBLE FUND

Resolution to provide for the establishment and administration of the "J. Mack Gamble Fund" of the Sons and Daughters of Pioneer Rivermen.

I. ESTABLISHMENT OF FUND

The Board of Governors of the Sons and Daughters of Pioneer Rivermen hereby establishes the "J. Mack Gamble Fund" representing the entire proceeds of the bequest of J. Mack Gamble to the Sons and Daughters of Pioneer Rivermen. Said Fund may be augmented by such additional funds, from any source, as may be allocated to it by the Board of Governors.

II. PURPOSE

The "J. Mack Gamble Fund" (subsequently referred to as The Fund) is established to promote the historical and educational purposes of the Sons and Daughters of Pioneer Rivermen (SDPR) in keeping with J. Mack Gamble's life-long interests as historian, author and educator.

III. TRUSTEES

The fund shall be administered by three (3) trustees appointed by the President with the approval of the Board of Governors, SDPR. Initial appointments shall be for one (1) year, two (2) year and three (3) year terms respectively with subsequent appointments for three (3) year terms each.

IV. FUND DEPOSITORY

Monies and securities included in The Fund shall be deposited with the Trust Department of a bank of such size as having expertise in administering such accounts. The Fund Trustees are authorized to delegate to said Trust Department the investment of funds, collection of earnings, filing of statutory tax returns and completion of required reports.

V. FUND EMPLOYMENT

a.) The trustees are authorized to expend monies from The Fund to further the purposes in Section II above.

b.) Authorized expenditures are restricted to not more than the income earned by The Fund in the immediately prior calendar year. Such income shall be the net income remaining as reported by The Fund Depository after any taxes and administration fees and is hereinafter referred to as "available funds." Expenditures of The Fund principal is prohibited except as provided in Section X.

c.) Available Funds in a calendar year may be identified by the Trustees for a specific future use and set aside in a separate bank account for that purpose. Available Funds in any calendar year which are not expended nor allocated to a specific project account revert to The Fund.

d.) Authorization for available funds expenditure requires the unanimous approval of The Fund Trustees.

e.) The Trustees are solely responsible for evaluating proposed projects and expenditures. The Trustees may seek the advice and recommendation of the Board of Governors for projects and expenditures where the Trustees determine such consultation would be advisable.

f.) Projects within the general purposes of the J. Mack Gamble Fund include but are not limited to grants for: museums and libraries related to inland river history, support of historical research, preservation of relics and artifacts of historical significance, publication of manuscripts, preservation of photographs and film, reprinting of books, pamphlets and monographs, educational programs relating to inland waterways.

g.) The Trustees may require partial or full recovery of any grants authorized and such returns shall be deposited and credited to The Fund.

VI. TRUSTEE EXPENSES

The Trustees are authorized reasonable travel expenses for trips and meetings directly relating to carrying out their responsibilities.

a.) Such expenses shall be paid from available funds as described in V (b.) above.

b.) Such expenses shall only be paid upon submission of an itemized expense account to the President of the Sons and Daughters of Pioneer Rivermen and with his approval.

VII. FUND DISBURSEMENTS

Disbursements from available funds shall be made by the Treasurer, SDPR with the authorization(s) outlined in V (d.) and VI (b.) above.

VIII. TRUSTEE REPORT

a.) The Fund Trustees shall annually report to the Board of Governors, SDPR, the financial status of The Fund and the projects for which grants are made during the calendar year.

b.) The annual report shall be in written form and submitted not later than the date of the annual meeting of the SDPR subsequent to the end of the calendar year.

c.) Copies of the annual report shall be provided the secretary and officers of the SDPR and the Inland Rivers Library, Cincinnati, OH.

IX. REMOVAL OF TRUSTEES

The Board of Governors, SDPR, is authorized to investigate any allegations of inappropriate actions of performance upon the part of any trustee in accordance with Section VII of the Constitution of the Sons and Daughters of Pioneer Rivermen.

b.) The Board of Governors, SDPR, may based upon its investigation recommend removal of a trustee to any annual or special membership meeting of the SDPR.

X. DISSOLUTION OF THE FUND

a.) The Fund shall only be dissolved upon dissolution of the SDPR or as authorized by a majority vote of the full membership of the SDPR upon a motion for dissolution of the "J. Mack Gamble Fund" recommended unanimously by the Board of Governors.

b.) Upon authorized dissolution of The Fund, the Trustees shall only make allocation of the principal as may be directed by membership vote specified in X (a.) or as they deem appropriate if there is no direction specified by the membership.

c.) Distribution of The Fund principal shall only be made to historical and/or educational organizations or institutions having IRS tax-exempt status.

d.) Upon dissolution of the "J. Mack Gamble Fund" all records including a final report of The Trustees covering the disposition of the principal shall be deposited with the Inland Rivers Library, Cincinnati, OH.

* * * * *

The above resolution was submitted by mail to each of the Board of Governors, and a copy to the President, SDPR, in advance of the 1976 annual Board meeting. C. W. Stoll moved that it be adopted as it stands, which move was seconded, and a roll call then was made of the eight Board members present at the regular meeting this past September 11, 1976. The vote was unanimous for adoption, and it was so ordered. President Way after consideration notified the three trustees of his selection in letters dated September 21, 1976. For the three year term, J. W. Rutter; for the two-year term, Bert Fenn, and for the one-year term, Robert Thomas.

GOING, GOING, GOING

A beautifully bound book containing copies of the S&D REFLECTOR for the complete years of 1972-1973-1974 is available at \$40, postpaid.

The James Rees & Sons Co. marine catalogue has been going to customers in England and West Germany. Get your copy now, \$3 postpaid.

Address Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

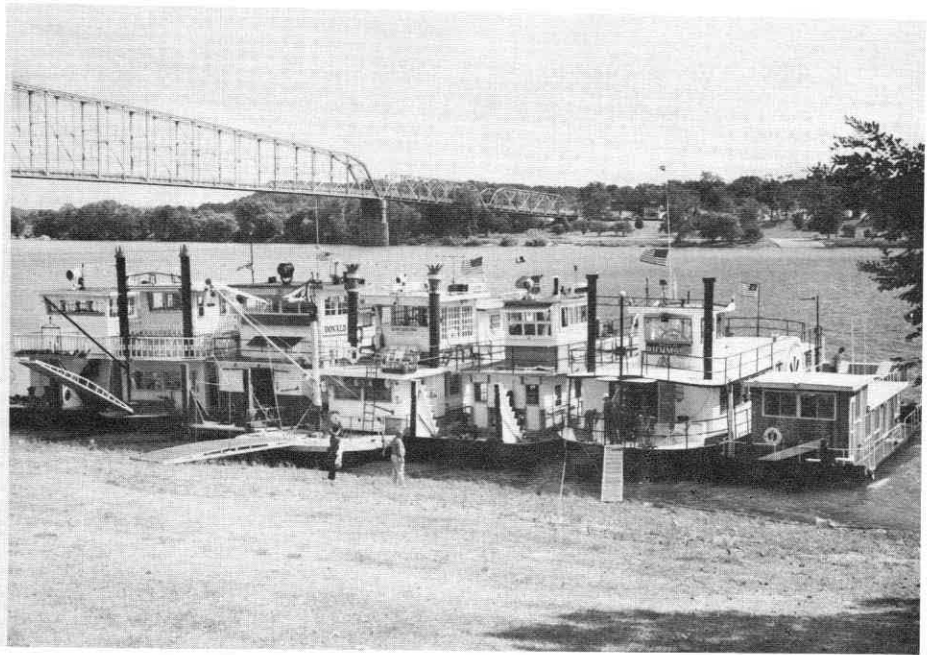
WHEN Elizabeth Litton, J. Mack Gamble and about a half-dozen other worthies organized the Sons and Daughters of Pioneer Rivermen thirty-nine years ago they sang songs while a piano was played, invited a Monroe County politician to declaim, staged several "banquets" (50 in attendance was an "overflowing reception") and each person present was called to give a short talk. River people were attracted all the way from Huntington to Pittsburgh, were enrolled as members in good standing at \$1, and each went home from these shindigs pleased and proud. It wasn't such a bum idea.

One year shy of two decades later, the week-end of September 11th last, S&Ds convened at Marietta, coming by highway, river and air from such places as Fort Myers, Florida, Baltimore, Winston-Salem, Birmingham, Mich., Silver Spring, Maryland, Staten Island, N. Y., Wilton, Conn., Sarasota, Fla., Ann Arbor, Mich. and one from a town with the weird name of Lithopolis.

Swelling the multitude were members of the newly formed American Sternwheel Association, Inc. who paddle-wheeled to town in an array of attractive pleasure craft the likes of which Marietta had never witnessed. The Ohio-Kanawha division of S&D turned out almost en masse as did the Middle Ohio River chapter of S&D.

Coupled with all such excitement, the excursion sternwheelers VALLEY GEM and P. A. DENNY were handling crowds. The old sternwheeler W. P. SNYDER, JR. was open for inspection, as was the more romantic old BECKY THATCHER, both moored in the Muskingum.

The citizens of Marietta were in holiday mood, putting on a Bicentennial program. Those S&Ds who were present Friday evening (and most were) saw a fireworks display both spectacular and deafening staged on the Ohio River while dancers tripped the light fantastic on the Lafayette's riverward parking lot to the strains of Woody Herman's Band. All day Saturday there was a doll show at the Hermann Fine Arts Center and an



THE TALK OF THE TOWN

In this picture above taken at Marietta on S&D Day, Saturday, Sept. 11th last by William E. Reed, many of the sternwheelers and others were grouped at the Ohio River wharf.

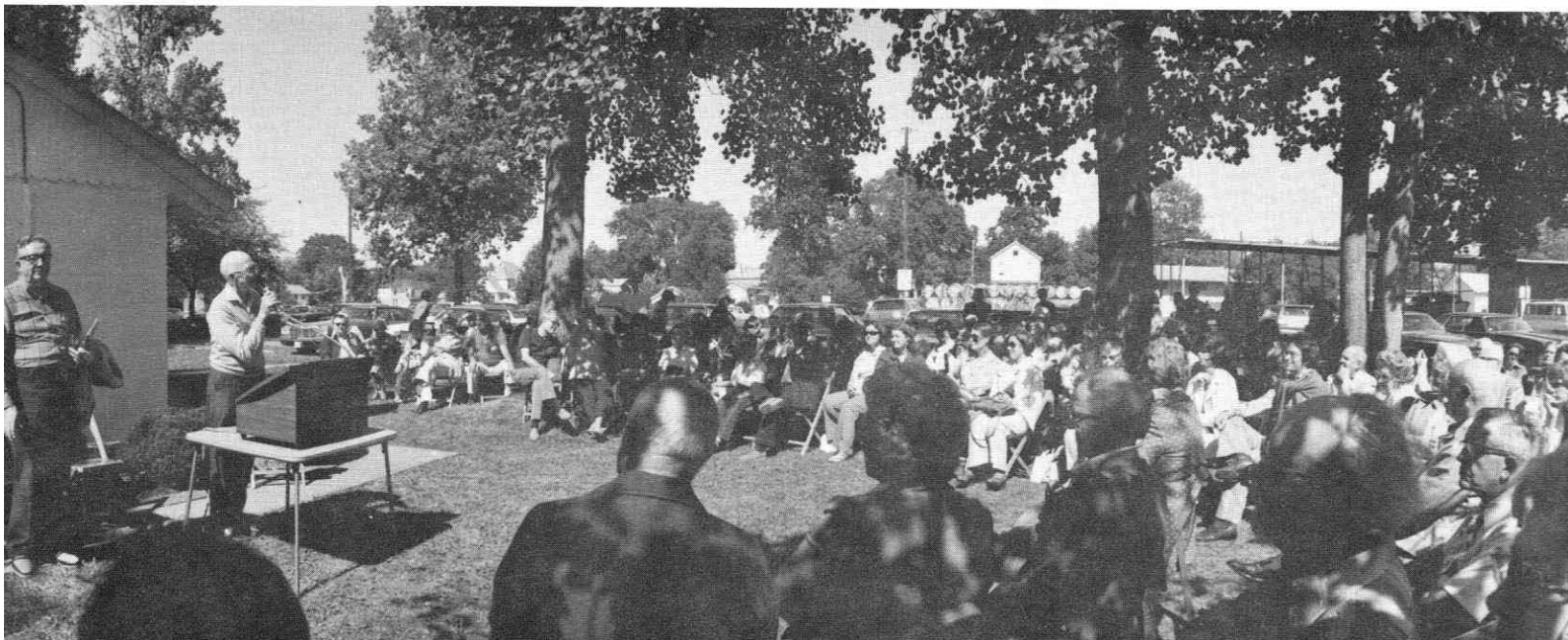
BELOW is a good view of the Saturday afternoon S&D meeting on the premises of the Marietta Boat Club, taken by Allen Hess.

Art Show at the Ban Johnson Field House.

Displayed at Campus Martius Museum were contemporary river photographs, tastefully framed, the works of S&D members Allen Hess and Chris Eaton. Viewers soon discovered that these two modern pros do not specialize in what old-timers valued as "boat-pictures." Allen Hess adds a third dimension, his steamboat effectively set in the background of a foggy morning, or other of the changing moods of inland rivers. Chris Eaton, a deckhand by trade, focuses the candid camera on modern diesel towboats, barges and

crew members. The pity is that the techniques and skills of these two moderns weren't around 50 years ago. All of which points up our excitement having found the collection taken in 1906 displayed in a special section of this issue.

WHEN CHAIRMAN J. W. Rutter asked for order and called the roll at the Board of Governor's meeting he found eight present and one absent. The annual treasurer's report was presented by Bill Mallinson, Pittsburgh, who had volunteered to pinch-hit for Chase Putnam. Chase and family were unavoidably absent. The bal-





Helen R. Stephenson represented The Wall Street Journal. She is one of the "crew" which brought the W. P. SNYDER, JR. to Marietta back in 1955. -J. W. Rutter, photo.

ance in the general working fund handled at the Citizens National Bank, Middleport, O., at the end of the current fiscal year was \$7,479.41, the highest of record. Chairman Rutter explained that the pleasing balance was unreal, and said many members had renewed several years in advance (one of them 10 years in advance) prior to the increase to \$10 last year.

Madame Secretary was prepared with an up-to-date count of the \$10 members enrolled, and said the total is 1,122. Due to rising postal costs she voiced concern about copies of the S&D REFLECTOR being returned to her when members have changed address without notifying her of the new location. The copies returned to her often are dog-eared, must be scrapped, and a new copy sent when the address is ascertained. After some discussion, in which attending members joined, the consensus was that the burden falls upon those who change address to notify S&D's secretary immediately.

J. W. Rutter reported that all of the securities from the J. Mack Gamble Bequest have been transferred to S&D, and presently are in safety deposit box #346 at the Warren (Pa.) National Bank. Also at the bank is a savings account into which earnings from the Bequest are deposited as received.

The committee of three delegated by the Board to attend to the J. Mack Gamble affairs, composed of J. W. Rutter, H. Chase Putnam, Jr. and F. Way, Jr., met at Warren and decided to draw up a "Resolution

to provide for the establishment and administration of the 'J. Mack Gamble Fund.'" This was done by J. W. Rutter and copies were sent to each Board member.

Chairman Rutter now asked for Board discussion and approval. (This Resolution is printed in full and may be found on page 5 of this issue). C. W. Stoll moved that it be adopted as read and the Board gave unanimous approval.

President Way alerted the Board that no formal procedure is contained in the S&D constitution providing guidance for Chapters seeking adoption. Chairman Rutter named a committee of three (see page 4) and a verbal outline of requirements, introduced as a motion by Bert Fenn, was adopted.

A most pleasant surprise at the Board meeting was the unveiling of a model of the TELL CITY pilot-house created by George Schotten, Hubbard, O. Not only did he build the pilot-house, but also the landscaping where it will reside when renovated. Charles Pratt, associate director of the Ohio Historical Society, thanked S&D for its decision to undertake and fund the restoration. President Way was asked to name a committee to pursue the job (which he subsequently did, see page 4).

Every chair was occupied at this Board meeting, held in the Ohio Valley Room, Lafayette Hotel.

THE WEATHER was delightful, sunny and warm. Noon buffet luncheon was served from the clubhouse of the Marietta Boat Club. Tables and chairs dotted the greensward fronting on a placid Muskingum. Such a pleasant party entails careful organization of details. Chuck and Catherine Remley arranged for the food and drinks; Bob Moseley attended to the tables and chairs; Bill Barr acted as chief cashier--these and willing volunteers achieved any party-hostess's fondest goal---the illusion of effortlessness. Well over 200 guests were served.

Several of the events highlighting the brief meeting assembled on the lawn are pictured and described in this issue, so we will not detail them here. Rather, we will browse at random through the "Visitors Register" which, though disappointingly incomplete, samples the attendance. First we notice Mr. and Mrs. William G. Patterson, Richmond, Ind. Not so long ago these folks sold their beautiful BELLE OF RICHMOND to Mr. and Mrs. Bob Limle, Newport, Ky. So here at S&D were the Pattersons, the Limles and also the BELLE.

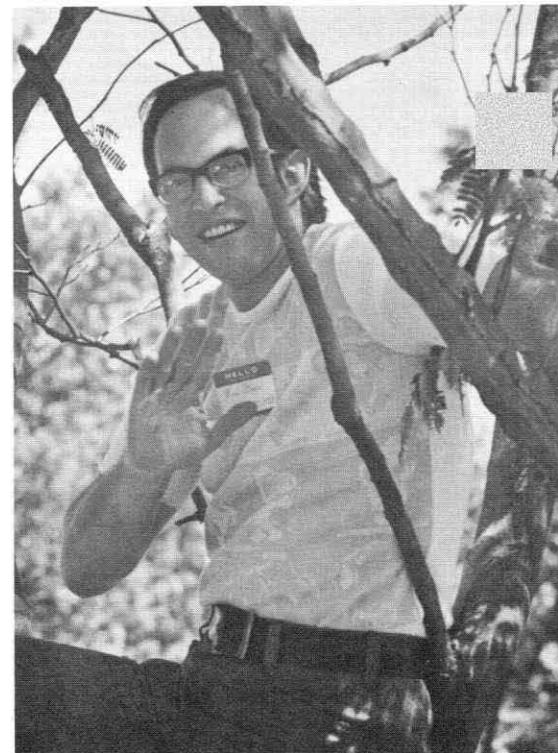
William J. (Steamboat Bill) Petersen, author of that enduring classic "Steaming On the Upper Mississippi" was much in evidence. He and his good wife have spent much time lately riding river boats as they prepare a new book accenting modern river traffic. Ralph R. Du Pae, La Crosse, was on deck, often mentioned in these columns. Sandra Miller came from Louisville. John L. Fryant, Alexandria, Va., whose photographs

frequently appear in the REFLECTOR, his wife Sharon and their two delightful youngsters were on deck. Jimmy Swift represented The Waterways Journal and later wrote a nice account for its readers.

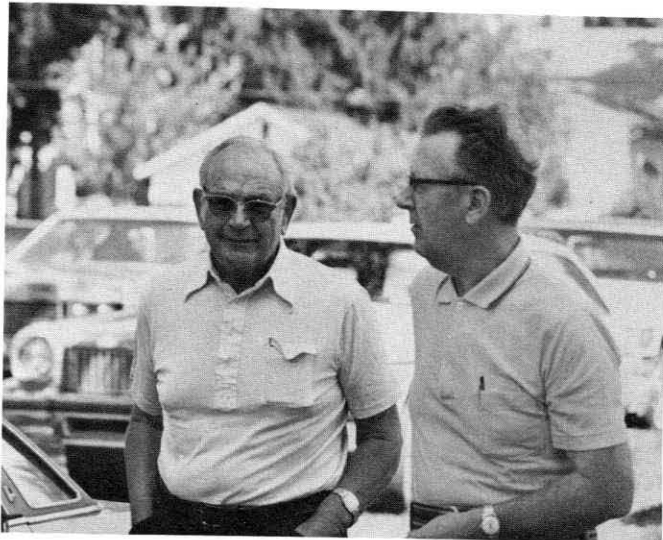
Lloyd and Rita Ostendorf arrived by land---could have "come by sea" had they elected--they operate the side-wheel ABRAHAM LINCOLN at Cincinnati. Michelle Kingsley was snapping pictures all over the place; she flew into the Pittsburgh Airport from Silver Spring, Md. and drove down with John Hartford. Oh, boy, Dolly Robertson, Dale Flick, Allen Hess, Jack Custer, Alan L. and Rita Bates.

Vernon Fitzberger, a regular, comes from Baltimore. Another regular, Lester G. Frank, from Cincinnati. Dr. Frank Pollock, up from Winston-Salem; Bob McCann and his friend Albert Musard--everybody knows Bob. Drs. C. V. and Agnes L. Starrett, Pittsburgh, came with Mrs. Jean Zenn. Jim Wilson, past president of SHSA, with wife Alice, secretary, over from Staten Island. Laura F. Brown, Timonium, Md., of the Univ. of Baltimore Library where the SHSA collection is ensconced.

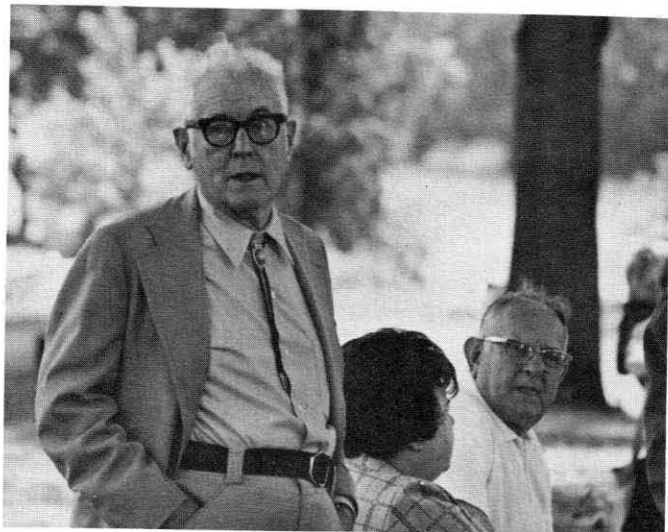
Amongst the real rivermen present was William F. Judd, Cincinnati, operator of several towboats. Big surprise was Capt. Kent Booth, who with wife Betty appeared from North Fort Myers, Fla. Artist William E. Reed brought with him the superb painting of the BETSY ANN gracing the cover of this issue, and also one of the ROB'T. E. LEE which commanded much attention. Did we mention that Bob Booth, Bethel Park, Pa. was pres-



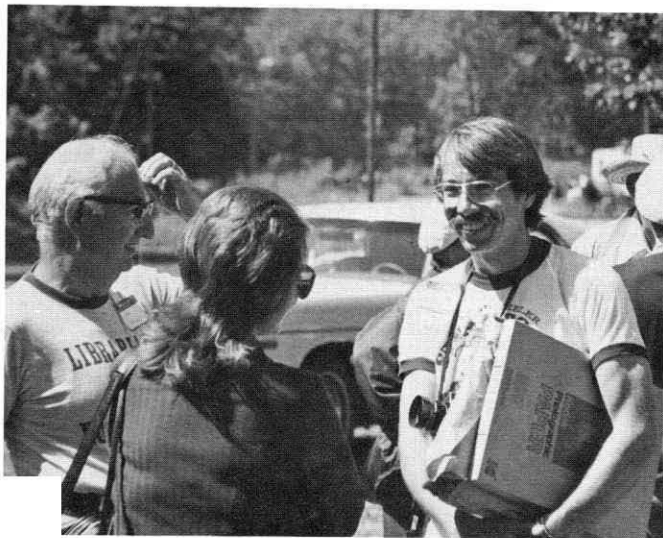
Steamboat Bill Barr was up a tree when Woody Rutter found him at the afternoon meeting.



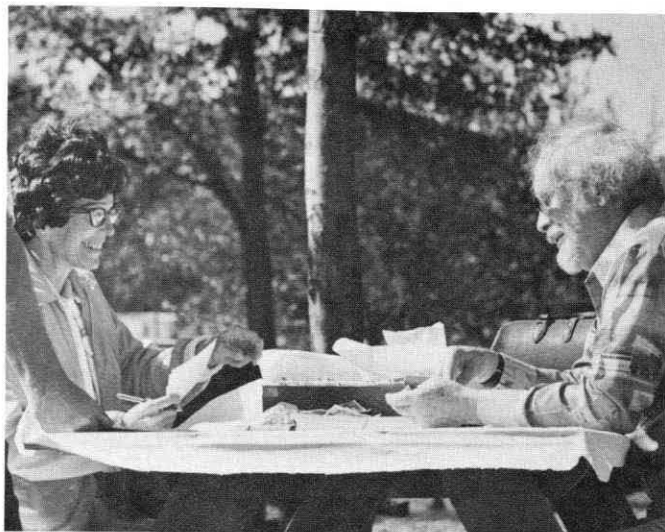
Capt. T. Kent Booth (left) and Bob Booth, sons of Capt. Walter C. Booth.



Jim Wilson, past president of Steamship Historical Society of America.



Yeatman Anderson III (left) and Allen Hess and who's the attractive y.l.?



Bee Rutter keeps secretarial shop as Paul Bennett pays dues.



Bernie Prater of the cowboy hat. In right foreground is Jessie Hoyt.



Hon. Spencer Creel presents running light to S&D as Capt. Way accepts.

-thanks to J. W. Rutter for these candid shots.

ent? Well, he was.

Doug and Janet Wetherholt were up from Gallipolis---Doug sort of sprang to river fame when he named his yacht HURRONICO honoring the super-impossible river packet, not suspecting at the time that the MISSISSIPPI QUEEN would appear as the loup-garou. Louise M. Carley and Mrs. Daniel M. (Theo) Cook came from Memphis.

Capt. and Mrs. Robert M. Lumpf who run the excursion sternwheeler MARK TWAIN at Hannibal, Mo. made their initial appearance at S&D. Another first offender was Dave Wilson, Jackson, Tenn., the diver hunting old steamboat wrecks on the Tennessee. Mr. and Mrs. Horace S. Meldahl, Charleston, W. Va. visited with Louise Carley (they are kin) and Charles and Alice Fuchs, Mansfield, O. are always a joy to see.

Several arrived in house trailers. William W. Willock, Jr. of Chestertown, Md. was one, and Bernie and Helen Prater hauled in from Sarasota, Fla. Helen is daughter of the late Capt. Jesse P. Hughes. Capt. and Mrs. Nelson Brown who recently brought the Zanesville excursion sternwheeler LORENA to that city were present, as were the Cincinnati Browns who operate the steamboat LORENA. Jesse R. Hoyt, whose brother Fred long was a packet purser, was on deck from Columbus. Jim Swartzwelder who entertained S&D so handsomely aboard the SHOWBOAT II last year was down from Pittsburgh.

Larry and Ethel Walker, and Dorothy Frye, were from Cincinnati, and soon departed for New Orleans. Bud and Diane Schroeder came from Louisville. W. D. and Dorothy Shrader came from Ames, Iowa. The "striker" pilot of the DELTA QUEEN was on deck, Lexie Palmore, who hails from Tyler, Texas. She suffered a sprained ankle and required hospital attention. Fortunately she soon was back in commission. Capt. Thomas E. and Kay Kenny arrived from Ferguson, Mo.

Roy Emery, Noblesville, Ind. was mingling with many friends. Judge John Breslin came from Maysville, Ky. Homer and Grace Hawley, parents of Capt. Doc Hawley, were over from Charleston. Keith Norrington, well known on the BELLE OF LOUISVILLE, came from New Albany, Ind. It is always a pleasure to greet Cornelia L. Reade, daughter of the late Capt. Lewis Reade. Murraysville, W. Va. was well represented with Mr. and Mrs. N. G. Carder and Mr. and Mrs. C. E. White. Even Sewickley had a fair turn-out, what with the Ways and Bob and Virginia Smith.

Mr. and Mrs. Nelson Gardner came from Gallipolis. Mr. and Mrs. Bob Beckett, Hebron, O. and Sara---who now is in Cincinnati---. Mr. and Mrs. O. O. Brown, Paden City, and Bob Latta, the towboat model expert from Pittsburgh, were there. Capt. and Mrs. Leonard Schlamp came from Evansville. Irwin M. Urling drove from Baden, Pa. Two prominent towboat skippers, Capt.



William E. Reed, the steamboat artist, displays one of his recent oils, a remarkable rendition of the "racer" ROB'T E. LEE, accurate to every detail. A canvas sign on the roof rail advertises her "For Louisville." -Photo by Allen Hess.

Henry Gay, New Matamoras, and Capt. Clare Carpenter, Belpre, honored S&D by attending. Mrs. Gay (Martha) accompanied her husband.

Did we mention Roxy Ostendorf? Meant to---there with her parents. Bill and Mabel Reed were joined by their son Harry, now residing in Charleston, W. Va. and his wife, and also Catherine Reed, Coraopolis, Pa. Mr. and Mrs. J. Sheldon Scott came from Steubenville. Dr.

and Mrs. John C. Ewing came from Pittsburgh. Mr. and Mrs. D. S. Elphinstone are among those who reserve a room at the Lafayette a year in advance.

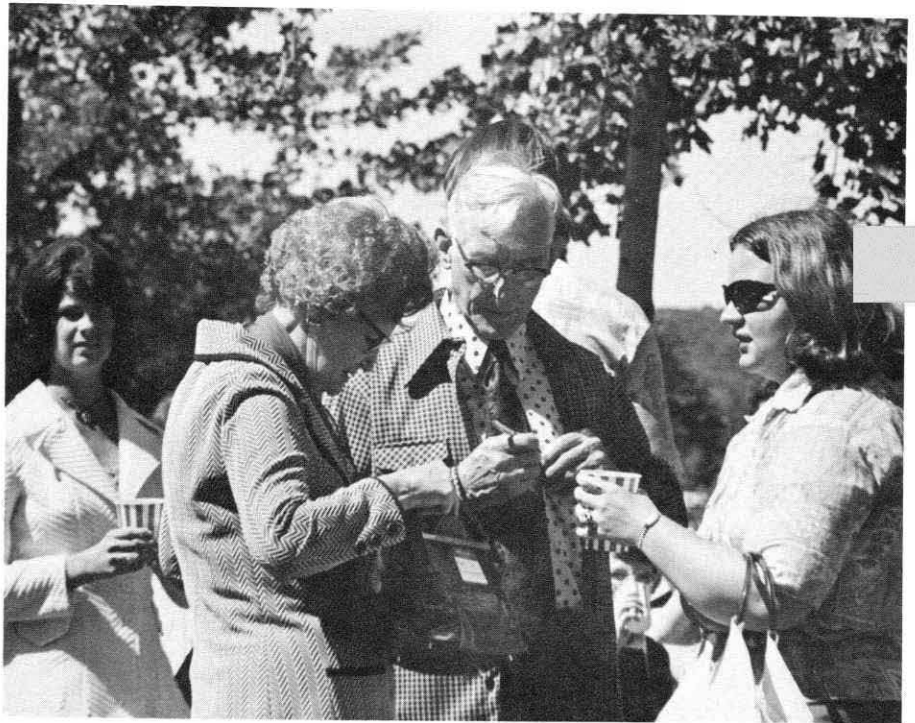
Helen R. Stephenson, of Wilton, Conn., seemed to be having a fine time doing a feature for the Wall Street Journal. Once when we saw Helen she was being squired about by young Jeff Spear, Marietta. H. O. (Otis) Reynolds, New Cumber-

land, W. Va. and Slim Brandt, of Steubenville, seemed to know just about everybody. Those world gadgers Mr. and Mrs. Paul Pryor were over from Dayton, O. Charles E. Arnold came from Parkersburg. Ben Gilbert was there from Huntington. Bob and Louise Barr, now retired, came from Charleston. Rheem and her son Pete Prymmer came from Rocky River, Ohio.

These samplings do not pretend to take us "down by the river" aboard the many visiting pleasure boats, all manned and crewed by S&D folks. Nor, perhaps from modesty, have we said much about the liberal sprinkling of Ways. Fred and Nell Way III came from Cleveland Heights, and were joined by their son Jay and wife Lora of Akron, and son Bob also of Cleveland Heights. Fred M. Rutter, son of Woody and Bee, came from Lithopolis, Ohio.

S. Durward Hoag--yes!--and Della attended the Boat Club luncheon. They stayed but a brief time and were greeted generously.

USUALLY there is a lull between the afternoon meeting and the Lafayette dinner party. Not this time. The Sternwheelers were crowning a queen, a large band was playing at the Ohio River landing, and Capt. Don Sanders was running an excursion aboard the P. A. DENNY. (More about this excursion complete with pictures on another page). Those who rode with this skipper of the clear gray eyes and long black moustache should know that Don is a graduate of the Capt. Ernie Wagner School studded with success stories. There was a



From the left: Diane Duncan, Capt. and Mrs. Henry Gay and Cornelia Reade. -J. W. Rutter, photo.

time when Don slung grape & orange pop to populations aboard the AVA-LON, and rose from there to alternate skipper on the DELTA QUEEN. The BELLE OF LOUISVILLE has twice won the front cover of S&D REFLECTOR in full color, first on the Dec. '71 issue from a Don Sanders

slide. Oddly perhaps, the second showing, on the Dec. '74 issue, was from a color slide taken by the DQ's present master, Gabriel Chengery.

ALL THREE diningrooms at the Lafayette were taxed to accommodate our multitude. Then all hied two blocks to the Marietta Armory for the evening program. Col. Thomas E. Tappan and his wife Mary had come from Helena, Ark. armed with a slide show. Colonel Tom was ably introduced by C. W. Stoll who emceed the program with his usual grace and charm. The most spectacular river event at Helena came when the KATE ADAMS one June day in 1917 was caught on shore as the river fell and became a familiar part of the local landscape until she was skidded back into her element some 14 months later. Colonel Tappan showed a series of pictures of the affair as he documented the cause and the cure. He dramatized how Helena has coped with floods, and led his viewers on a quick tour of the town blessed with many fine homes. We noted in some wonderment that Lexie Palmore was operating the projector, and then learned that she and the Tappans are friends of John Hartford enlivened the evening with songs and music. Everything he does is infected by river water. One would suppose on Judgment Day if the JULIA BELLE SWAIN was advertised THIS BOAT GOES TO HELL FARE 50¢ John would pay, step aboard, and head for the pilot-house.

Dale Flick had been led to believe he might bring to S&D a new film based on the MISSISSIPPI QUEEN. It wasn't ready. So he arrived with a DELTA QUEEN plug



Sunday morning reverie at the old TELL CITY pilot-house. Subject matter ranges from Rabbit Hash to Pumpkin Patch. -Photo by J. W. Rutter.

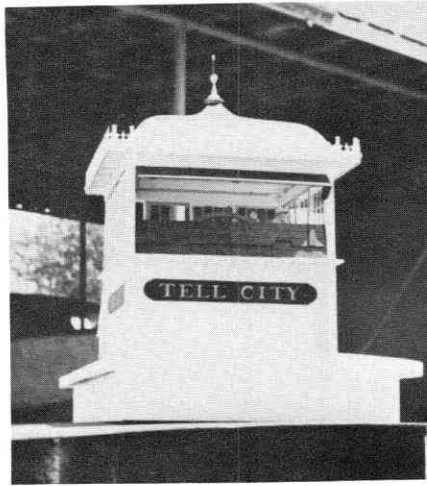
somewhat overworked these past few years. C.W. said he had seen it at least 17 times. Maybe because we have the knack for being in the hind hack at processions the whole thing was new to us. We sort of enjoyed it. So thanks, Dale, for bringing it.

The Nominating Committee composed of Mrs. Paul (Midge) Bennett, Jack Custer and Bob McCann, and for which Bob was spokesman, asked for the reelection of all S&D officers with the exception of the treasurer. H. Chase Putnam, Jr. had asked to be relieved, and Lawrence E. Walker was recommended as a worthy successor. This slate, placed in nomination, was elected by unanimous membership vote.

And so back to the hotel and far into the night.

NEXT WE KNEW the Sternwheelers were having a Sunday morning breakfast in the Riverview Room. Gene and Claire Fitch invited us to partake. By the way, one time we were admiring the line-up of boats at the landing and among them was an attractive and new diesel twin-prop towboat named JANE NEALE. Seems she was built last year at Evansville and is owned by the Neale Towing Co., Parkersburg. Just how she came to be wedged into that pack at the wharf, or where she disappeared to later, remains a mystery to us.

If anything, Sunday was a bigger day than Saturday. We had about



TELL CITY PILOTHOUSE MODEL
-Jimmy Swift, photo.

four breakfasts table-hopping here and yonder in the Gun Room, and took aboard more coffee than the law allows---and talked with a lot of nice people. Among these were J. T. Smith of the Howard Steamboat Museum, Jeffersonville, and his son Tim.

Now here's an odd one. In the Dec. '75 issue, page 14, we ran a photo taken by John Fryant on the roof of the SHOWBOAT II. We iden-

tified the three persons in executive session as Cindy Bacon, Larry Walker and y.t. Pronto came a letter from Larry--"it's not I, so who is he?" Disconcerting, to say the least. Well now we know; he is W. G. (Gene) Lister, P.O. Box 1581, Huntington, W. Va. 25716. Gene does resemble Larry, but not that much.

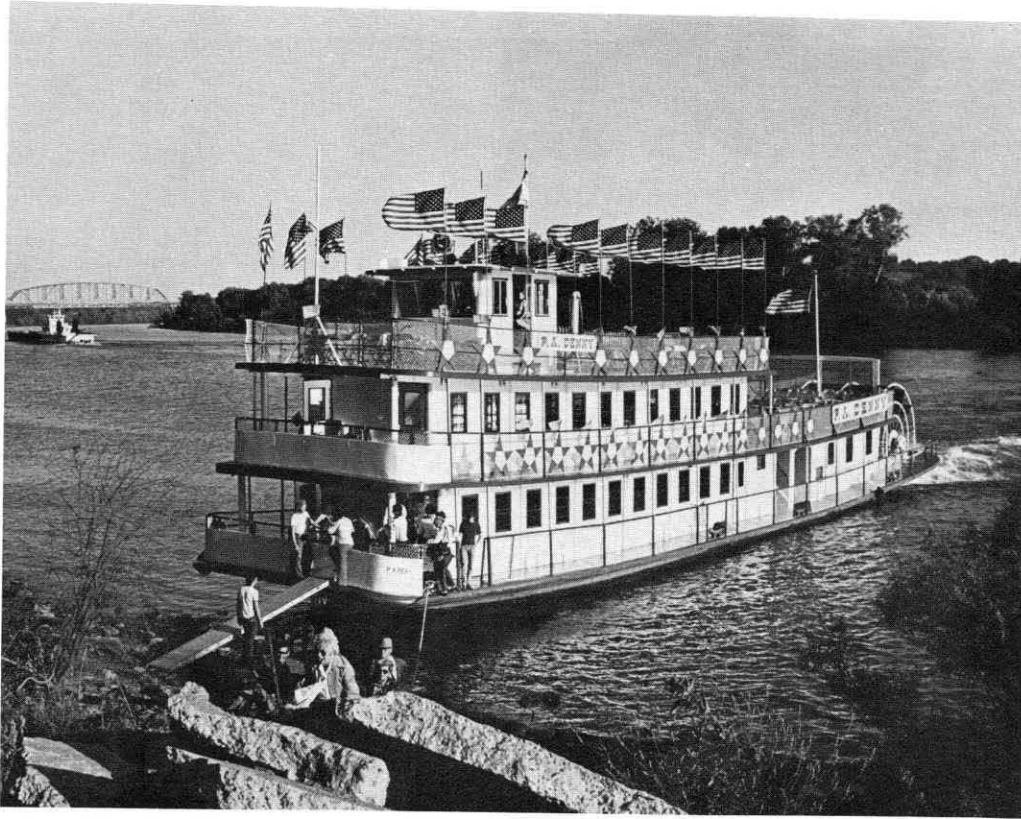
William G. (Bill) Greenwood and wife Hazel were on deck Saturday evening. Hazel opened Greenwood House, Newport, O. to the AAUW Candlelight Tour of Homes last December 14th (1975).

Catherine and Chuck Remley and crew obligingly opened the Ohio River Museum for S&D Sunday morning and there were many takers. The old TELL CITY pilothouse seemed more of a magnet than all else for some reason unfathomable; Bert Fenn, Alan Bates, Jerry Sutphin---sort of a Hot Stove Navigation League. Why worry about formal programs when you've got a pilothouse to lean on? Especially on a warm sunny September morning.

Nelson Jones kindly invited Lady Grace and me aboard the LAURA J for the Sunday p.m. races. But we had friends flying in from Alaska and had to get home. While loading up the car (will surprises never cease!) we were hailed by J. W. (Boone) Weaver, the skiffbuilder of Racine, O. and his wife Arlene. Time has been kind to them both.



When the Sternwheelers adopt a logo this is a good candidate. -Allen Hess, photo.



The P. A. DENNY unloading passengers at the upper landing above the Ohio River highway bridge connecting Marietta and Williamstown. Taken about 6 p.m. by John Fryant on S&D Day, Sept. 11th last.

Note the flags starched flat by a high west wind.



Capt. Donald Sanders and Lexi Palmore in the pilothouse of the P. A. DENNY at S&D on September 11, 1976. -John Fryant, photo

ONE OF THE MOST pleasant surprises at S&D last Sept. 11th was the appearance of the new excursion boat P. A. DENNY. She was brought from Charleston by her owner Lawson Hamilton with Capt. Don Sanders as master-pilot. The hull is from the U.S. Engineer towboat SCOTT, built at Charleston by the Ward Engineering Co., 1930. The Engineers sold the SCOTT at public sale, spring of 1954, to Howard Powell & Son, Guntersville, Ala. The late Pete Denny bought her from Powell late in 1973, took her to the Kanawha River, rebuilt, reengined and renamed her ROBIN D-TOO. Pete died, and his executors sold the boat to the present owner who made further extensive changes and gave her the present name in 1975.

Following the afternoon meeting at the Marietta Boat Club premises, a number of S&Drs hopped aboard the DENNY for a spin down the Ohio. Everybody had a fine time and at the conclusion got an extra dividend when a stiff breeze prevented proper landing procedure at the Marietta wharf. The DENNY as yet has no swinging stage and usually loads and unloads over a shore plank. This requires an almost broadside landing at shore, easy enough to do except in high wind. Don gave it a try with no luck; the stern wanted to go to Williamstown. All good pilots are embarrassed when their charge turns into a prima donna, and particularly when everybody at S&D is watching. Don Sanders knew when he was licked, backed out, and went upstream in search of another landing spot. Here he nosed her in above the bridge, as the picture shows, where he rigged his plank over the bow, working up half-head.

There were a few delayed arrivals for dinner at the Lafayette, among them William W. Willock, Jr., Chestertown, Md., who says due to the lateness he didn't stop to put on his "store suit" but was rewarded by sharing a table with Jerry and Lee Sutphin "and a couple and daughter from central Ohio" (sounds like the Becketts). Bill Willock owns and runs a steam tug on the Chester River, estuary of Chesapeake Bay. She's the BENJ. F. JONES, named for his great-grandfather, a founder of the Jones & Laughlin Steel Corporation. We ran a picture of this tug in our June '70 issue, page 42.

The Rev. Phillip Hastings of the Shields Presbyterian Church read the 23rd Psalm. The graveside services in the Sewickley Cemetery attended by less than fifteen mourners took but ten minutes. And so was laid to rest the mortal remains of James Miller Symes, ex-president and board chairman of the Pennsylvania Railroad.

Jimmy Symes (pronounced Sims) never belonged to S&D, but to ignore his death this past August third, 1976 in these columns is unthinkable. He was born at Glen Osborne, Pa., along the Ohio River just above Sewickley on July 8, 1897 in a rather modest home above the Beaver Road. His Dad, Frank H. Symes, was baggage master for the PRR in the Union Station, Pittsburgh. Jimmy went to local schools, played baseball, swam in the river at White's Riffle dike, and later recalled that the most

beautiful creation of his boyhood was the packet QUEEN CITY down-bow on Wednesday evenings from Pittsburgh to Cincinnati. He said his earliest ambition was to learn to "run the river" on such a boat as that one.

Due to family reverses he quit Sewickley High School and went to work, rather naturally, with the PRR. The rest is railroad history of a sort still incomprehensible to Philadelphia main-liners, of how this upstart kid became president of the PRR in 1954, board chairman in 1959, and sailed into retirement at age 65 (mandatory) with a record so clean, honest and unsullied that the best of muck-raking book writers pin no blame on him for the greatest debacle of modern times, the scandal of Penn-Central.

Although a High School drop-out, Jimmy was invited to Marietta in

1958 to receive an honorary degree from Marietta College. Running true to form he arrived from Cleveland on a special with sleeping cars attached, together with a bevy of VPs, the last passenger service run on the Marietta-Cleveland division. "There are two things in this town I want to see," said Jimmy briskly to his reception committee. "There is a river museum here with a model of the QUEEN CITY in it, and there is a lady in town I want to go to High School with, Seba McCaw." Six bored VPs of the PRR gathered attentively as Jimmy showed them the steamboat model and explained to them the thrill of taking waves in a canoe behind her paddlewheel. "There was one GREAT boat," he bragged.

Not a single rail dignitary attended the graveside rites for Jimmy Symes.



--Patrick Ward, photo

IN OUR MARCH '76 issue was a story lifted from the "Daily Telegraph Magazine," London, authored by Diana Winsor, handing out laurels to Britishers who designed and embellished the MISSISSIPPI QUEEN. Now by golly we have the above photograph in which most of these persons appear.

In the center, a roll of drawings under his left arm, is John Overs of the Three Quays Marine Services Ltd. Mr. Overs is credited in the story as being most concerned with the architecture of the MQ's hull. He is quoted as saying: "We had no recorded information on steam paddlewheelers at all, but then at Greenwich we found an old book with all the empirical principles laid down."

In the rear of the view, starting from the left is, first, Desmond Freeman, of the Chel-

sea firm of Conwy Evans, Sevant & Freeman, who did much, probably most, of the interior decorating, even to the selection of the neutral, cream, buff and brown panelling. Second is Patricia Turner, British sculptor who turned out the two mermaids and pilotwheel gracing the stern. She is holding a model of the work as originally conceived---the mermaids with silver bodies and gold tails. Next to her is Mark Sevant of the above-mentioned decorating firm. Over on the right is Martin Wakely, naval engineer with Three Quays which, by the way, is an offshoot of the famed P&O Line. His companion at far right is Joyce Conwy Evans who heads up the decorating firm. The model in the foreground scarce needs identification; the Western Waters never before have seen anything like the real article.

PILOTHOUSE PEREGRINATION
(Continued from last issue)

Sirs: I picked up the September S&D REFLECTOR when it arrived the other day, preparing to give it my usual minute cover-to-cover attention. On page 13 I was stunned to see a picture of the Ohio River sternwheeler KEYSTONE. "That's ours," I thought, "--or could it have had a twin?" A few seconds later I realized that the pictured one and our KEYSTONE were one and the same; that the Dailys or Mr. Null had filled in the S&D REFLECTOR with the facts.

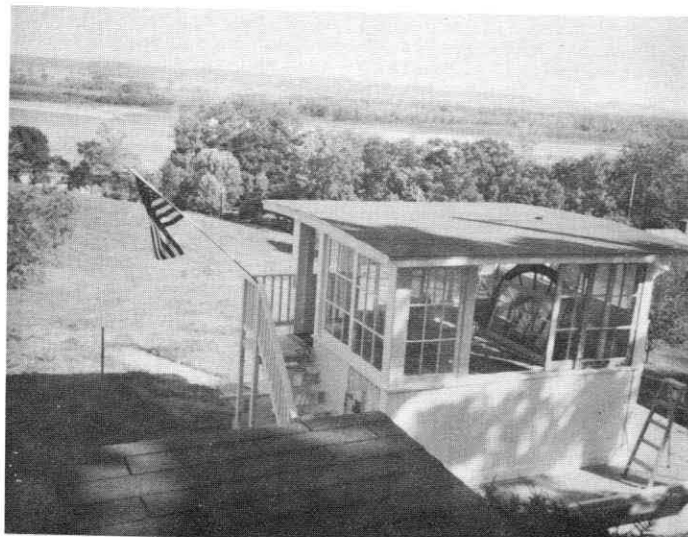
Allow me to continue the story of the adventures of the KEYSTONE pilothouse. Our own stone entrance gates were too narrow to admit the structure, so our farm manager---construction foreman---genius engineer, one Walter Stockwell, cut all the roof supports (about 18 inches down) and got the roof off intact. That was then brought in at a slant by a crane and truck. The pilotwheel was then removed, and the four sides taken apart.

Here, on a hill, in full view of the Mississippi River, Mr. Stockwell constructed a kind of fake Texas deck. He then reassembled the four sides, put the pilotwheel back in, and managed to get the roof back on with the help of our local friend Eddie Grimm, using his rig for pulling wells.

The construction of this pilothouse is so extraordinary that it came really as no surprise when Mr. Null told us that it had predated the building of the KEYSTONE (1937) by Charles Zubik in Pittsburgh. According to Mr. Null, the pilothouse had been salvaged earlier from some steam-driven boat. This explains a lot of small holes through the various sides of the pilothouse. Of course, now I am virtually obsessed with the desire to find out what boat it (and the pilotwheel) really came from.

The land on which the KEYSTONE pilothouse now stands has been in the family since 1918. My grandchildren come from New Hampshire and Texas to this farm in the summer, as attached to the land and the constant contact with the Mississippi River as have been their parents, their grandparents, and their great-grandparents--the KEYSTONE is going to stay here!

The pilothouse as it came to us had a large masonite plaque with the name on each side. This had been painted all over white, with the outlines plainly traceable. After we got the structure shored up on its new mounting, we took off all the masonite (it was nailed in slabs over all four sides) and lo! and behold! KEYSTONE was also lettered underneath on the original vertical siding. Since all this layered paint had to be burned off, the painters made a stencil of the lettering. At the present it is all painted white, with no name, to prepare it quickly against the autumnal elements. The windows have all been lovingly



PILOTHOUSE from Charlie Zubik's old towboat KEYSTONE overlooks the Mississippi River from a Missouri bluff at Mile 157.7 above Cairo. Photo made at Sunnyside Farm owned by the Wells family (see accompanying story) this last September 23, 1976.

restored, as has the interior trap door which enables one to climb down below and tinker with the gears.

The only way in which we have gussied up the overall appearance is that Walter Stockwell is going to put an ornamental railing all the way around the fake Texas. This is perhaps too fancy for an Ohio River sand and gravel boat, but who knows? Maybe in the pilothouse's earlier existence this railing was compatible.

I have a spotter-scope in the house here and log the passing boats all summer. It is only a question of time until the crews of these boats "discover" us--particularly when the name gets painted back on. We are a little bit reluctant to have our dryland address publicized to dryland sightseers, for fear of unwanted visitors, etc., but as for passing tows, we feel nothing but camaraderie. We are about 157.7 above Cairo (which places the location by our charts in the Kimmswick-Sulphur Springs area -Ed.). The pilothouse is set back perhaps 1500 feet from the river, high and plainly visible over our own alfalfa field. (Our lawn goes to the river.)

I apologize for this rambling letter, which is perhaps taking advantage of your printed statement that "correspondence is invited by the editor." I justify it by thinking that you can't be getting letters from very many middle aged women who are engrossed in reestablishing an old pilothouse.!

Katherine G. Wells,
(Mrs. Ben H.)
35 Westmoreland Place,
St. Louis, Mo. 63108

=Mr. Wells confirms to us that the

pilothouse is on a Missouri bluff overlooking the Mississippi at Imperial, Mo. Any S&D members having information about the ancestry of this KEYSTONE pilothouse will delight Mrs. Wells and Ye Ed by taking pen in hand, please. -Ed.

OWNS EMIL BOTT PAINTING

Mrs. Smith Chadwick, 1419 West Touhy Avenue, Park Ridge, Illinois 60068 writes to say she owns a large original (40" by 23") oil painting of the towboat OAKLAND, signed by artist Emil Bott, and dated 1872. This has been in the family possession since Mrs. Chadwick's grandfather Capt. William (McKeesport Billy) Smith was part owner and master of the OAKLAND from the time she was built, 1872. "Originally the painting was in a very wide walnut frame which I still have and would like to replace someday," comments Mrs. Chadwick.

The roof bell on the OAKLAND was inscribed, "Presented to Capt. Billy Smith by A. Fulton & Son, Pittsburgh." Later on, the bell was on the towboat CRUCIBLE which was commanded by Capt. Wallace A. Smith, Mrs. Chadwick's brother. She has been wondering if the bell still survives and, if so, where?

Mrs. Chadwick tells us that an oil portrait exists of her grandfather Capt. Billy Smith, and it presently is in the possession of her brother J. English Smith, who resides in Hollywood, Calif.

Also Mrs. Chadwick has heard that Capt. Guy Smith (no relation) gave the OAKLAND bell to a Methodist Church at Rice's Landing, Pa. Capt. Guy long was master on the CRUCIBLE. Anyone who may have light to shed on these matters please write us.

The "Telegraph Herald," Dubuque, Iowa, announced in the Sunday, October 10th issue last, the grave illness of riverman-author Richard Bissell. Dick and his wife Marian moved from Rowayton, Conn. back to his hometown, Dubuque, in December of 1975. Early this year he entered University Hospital at Iowa City, and now is hospitalized at Mercy Medical Center, Dubuque.

The Telegraph Herald reports Dick's condition as quite serious, a malignant brain tumor. His doctors are quoted saying there is no chance of recovery.

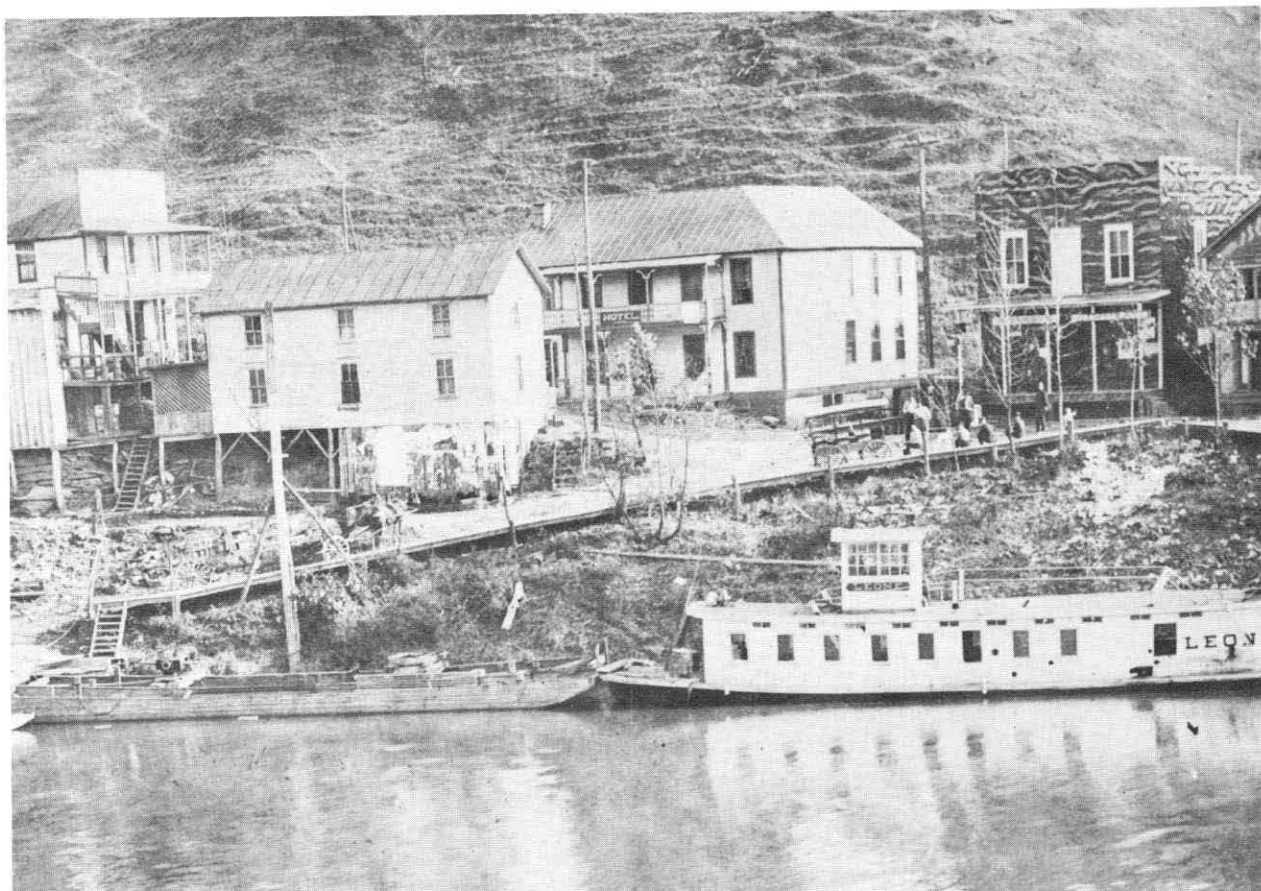
This is shocking news to the many S&D members who know Dick and Marian. We are vastly indebted to Irvin M. Shrake, 622 Bowen, Savanna, Ill. 61074 for alerting us.

The 32-whistle calliope formerly used on the showboat MAJESTIC has had a new lease on life. When Indiana University sold the MAJESTIC and its towboat ATTAHOY in 1967 the calliope was placed in storage in a garage on the Bloomington campus. It's been there ever since--until this year.

IU's Alumni Association coordinated in having built a six-ton circus wagon complete with steel wheels and underframing, the work done by Indiana Steel Fabricating, Inc. The calliope was mounted, a steam boiler and water tank put aboard, and there also is a generating plant to operate an electronic keyboard. The whole works was gussied into an ornate circus-decorated housing. It can be

driven mechanically or, as was the case at the debut, by a six-horse team. First appearance was in the 1976 Indianapolis "500" Mile Race Parade. It drowned out a marching band at the rear.

Mrs. Eugene K. (Jean) Sims, 627 Bowman Ave., Marion Station, Pa. 19066 seeks information about her great-grandfather John William Wiatt (or Wyatt) who lived on a farm at Buffalo, West Va. He died there during the Civil War and was buried on the farm. In the early 1900s the family cemetery was discontinued and the remains were transferred to Spring Hill Cemetery, Huntington. He may have been part owner in a local packet on the Kanawha.



MRS. NELLIE ENGELKE (rhymes with come-and-see) lives in Glenville, West Va. at Mile 103.4 on the Little Kanawha River. Woody Rutter and Ye Ed called on her in May 1972. She told us she had been raised in Creston (L. K. Mile 48) which, those days, was the head of slack-water navigation. Thanks to Mrs. Engelke Woody and I came home with quite a story and some interesting pictures (see Sept. '72 issue, pages 38-43). Since that time Mrs. E. has sleuthed other material for us. Now she sends us the above view showing Creston in its "boom days."

Mrs. Engelke is unsure of the date, but the appearance of the gasboat LEONE in the foreground provides a clue. She was built at Parkersburg in 1903, wood hull, 60 by 10 by 2.5. The owner was John P. Smith of Creston. Our first visit to the town was in 1918 by which time the LEONE had been sold to new owners in Pitts-

burgh, but Creston in 1918 looked a lot like it does in this picture. We stayed overnight in the two-story frame hotel (center) and the U. S. Mail came up by packet, the EDITH H, from Owensport, and there was a stage connection daily to Grantsville. Our surmise is that the photograph was made about 1912-1915.

Capt. Bill Pollock one time took a picture of the LEONE at Pittsburgh in the Monongahela River above the old Wabash R.R. bridge, and remembers the owner as "a man named Smith," undoubtedly the same John P. Smith who built her. When Bill took his picture, about 1918, she had two smokestacks forward of the pilothouse but otherwise was about the same. That fall Mr. Smith sold her to A. C. Ingersoll who was developing the Pittsburgh & Cleveland Coal Co. with offices in the Frick Building, Pittsburgh.



THIS PAST JULY steamboat artist William E. (Bill) Reed and wife Mabel spent some time at Chautauqua, N.Y. They drove to the north end of Lake Chautauqua and boarded the new CHAUTAUQUA BELLE for a ride. The three accompanying pictures resulted. Above shows the method of loading passengers at her home-base, Mayville, N.Y. Since reporting the christening ceremonies on April 10, 1975 (June '75 issue, pages 42,43) several important changes were made; the boiler was lowered into the hold and wing sponsons have been added. Hence instead of becoming operative last June, as was hoped, she entered service in July. There was a gala boat parade on the lake July 3rd last, in which the new steamer participated with invited guests aboard. She took first place for the Upper Division of the lake, and won the award as "best dressed" for the entire lake. Capt. Jim Webster, his wife Virginia and family compose the crew, with Ken Steenburn in the engine room. Her excursions and charters have been immensely popular.

New members include Charles Millard, 908 Mohawk Road, Franklin Lakes, N.J. 07417. He rode the MQ on her maiden cruise to New Orleans this past August. During a stop at Natchez he visited with Howard Peabody who sponsored the membership. Mr. Millard is president of Coca-Cola of N.Y., new owners of the MQ and DQ.

and Paul Anton each had a whistle, John Miller of Keokuk supplied two. In all there were 19. The JULIA BELLE SWAIN glided in the background running scheduled two-hour excursions.

Our thanks to Bob Miller, Keokuk, for these details.

navigate said falls at his own risk."

This came to light in an article on "Silly Laws" in the Indianapolis "Star" on Sunday, August 15th last, authored by John S. Mason and William M. Shaw. Our thanks to Fred D. Morrison for a copy.

Peoria has an annual bash they call "Steamboat Days." At this latest one, July 31st last, Bob and Paul Anton added something new--a Whistle Blow.

"Paddlewheel Bill" Sailor hove in from Montrose with a dozen of his 55 favorites, all his car would carry. One of these was from the rafter SATELLITE, another from the LANCASTER.

The SERGEANT FLOYD was at Peoria that day with her Bicentennial display. Bob Peppard of the crew had a tall, slim whistle from a steamboat, pedigree unknown. Bob

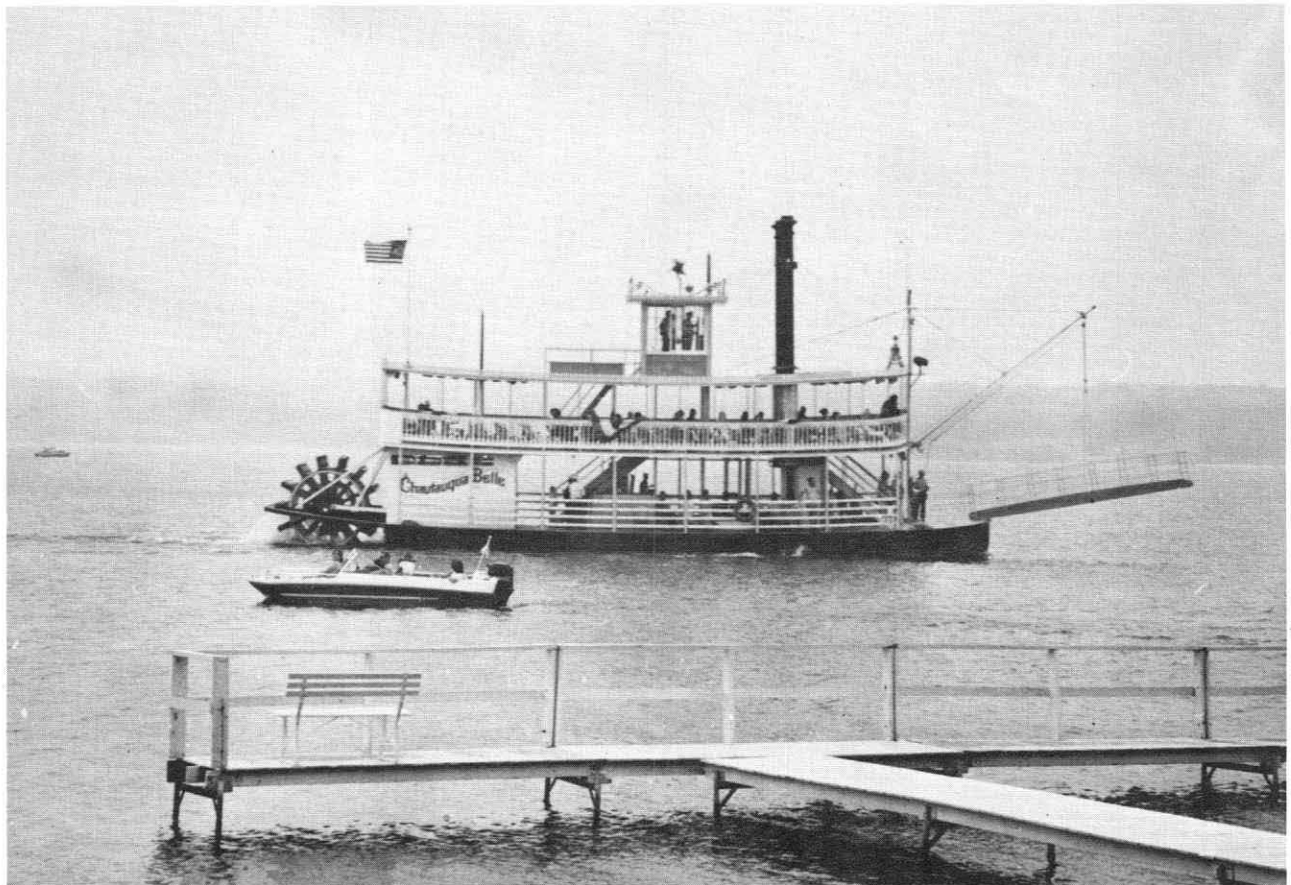
An Indiana statute enacted in 1852 empowers the state's governor to issue licenses to pilots taking boats over the Falls at Louisville. It's still on the law books. Present Indiana governor Otis R. Bowen may be amazed to learn he has authority to grant such licenses, for a four-year term, to "skillful persons" not exceeding eight in number.

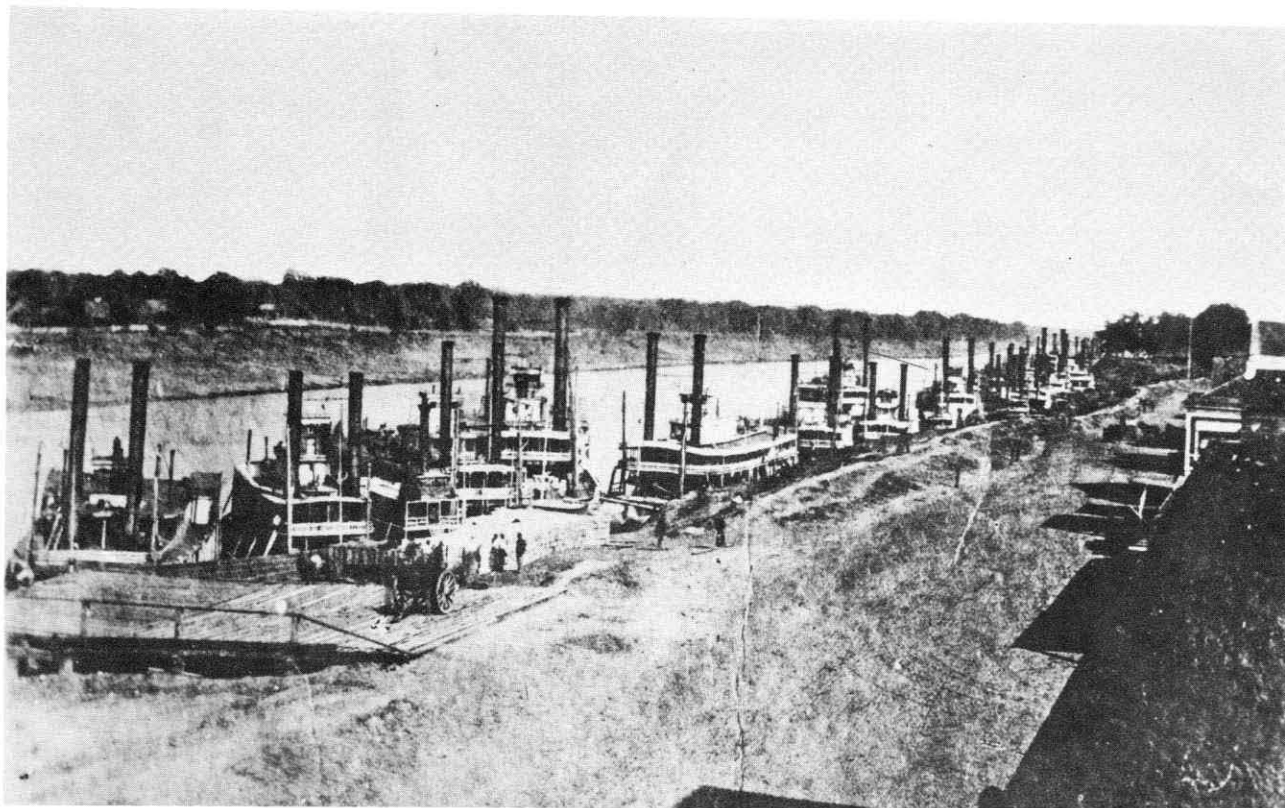
The statute provides for posting of bonds, fines for violators and an exemption from its provisions for "any bona fide owner or navigator of a boat descending or ascending the Ohio River (who) may

Jack Knox, Nashville, is an artist justly celebrated along the Cumberland River. Anything he sees afloat, on shore or overhead intrigues him. Ducks, geese, a nun buoy, a paddlewheel ferry, even the wraith of a sternwheel packet bound for Valhalla. Some of his popular pen-&-inks have been reproduced by Abbington Press and made available. A folder containing five of these, suitable for framing, would make the ideal Christmas gift for the riverman who has everything. Write Mrs. Jack Knox, 2528 Blair Boulevard, Nashville, Tenn. 31272.



ABOVE: The CHAUTAUQUA BELLE loading passengers at Mayville, N.Y.
 BELOW: Broadside shot passing the fishing dock at Chautauqua, N.Y.





THANKS to our Red River sleuth Lloyd Hawthorne, Box 1000, Pineville, La. 71360, we have a clue, at least, for the identity of a flock of boats pictured in the spring of 1864 at Alexandria, La. on Red River.

The photograph reproduced above has been rattling around in collections devoid of sustaining facts. The "Red River Journal" ran it in their June 30, 1976 issue with the following caption beneath:

"WAR COMES TO TOWN - Porter's fleet at Alexandria on Red River in 1864. The boats at the landing are: Southwestern, W. L. Ewing, Clara Belle, Emerald, Des Moines, Choutmara, Sioux City, Thomas E. Tutt, Starlight, Lioness, Red Chief, Belle Creole, Belladonna, Diadem, Mittie Stephens, Arizona, Silver Wave, Adriatic, Liberty and the tinclad Grosbeak."

This ill-starred Red River expedition in the spring of 1864 is remembered today by the ingenious Bailey's Dam built by U.S. troops to extricate U.S. gunboats, tinclads and transports. The S&D REFLECTOR ran a detailed story of it in the March '73 issue, at which time the remnants of the dam were exposed by extreme low water in Red River. Also in our Sept. '73 issue there appeared a complete log of the expedition written by Capt. William R. Hoel of the gunboat PITTSBURG.

The list of boats appearing in the above picture has a ring of veracity but unfortunately does not name them in sequence. Error has crept in, probably due to transcribing ancient penmanship. A few are hard to reconcile and one we cannot identify. But this is the first lead we've had, and it deserves attention. Let's take them briefly one at a time:

SOUTHWESTER b. Jeffersonville, Ind. 1857, side-wheel, 217 x 36. The above list adds an "N" on the end of the name, and the Lytle-Holdcamper List spells it SOUTH WESTER, two words. She was built for a group of farmers and business men of Boonville, Mo. who thought they could carry their own freight and make money, but soon came to a cropper.

She is documented as having been with Porter on Red River, 1864. Dismantled 1868 and her engines went to the BELLE OF ALTON.

W. L. EWING The only boat of this name documented in records was a steam prop tug, built at Chicago 1868, survived until 1904.

CLARABELL b. Louisville, Ky. 1860, side-wheel, 139 x 28. The above list spells her CLARA BELLE. She operated on the Missouri, and was with Porter, 1864, and was lost soon thereafter to Confed gunfire.

EMERALD b. Cincinnati, 1859, side-wheel. She was a good sized packet, running in the Louisville-New Orleans trade prior to the war, Capt. O. C. Williamson. She was attached to the U.S. fleet as a receiving ship at St. Louis, and was with Porter on Red River in 1864. Capt. John N. Shunk of Cincinnati ran her after the war and lost her on the Mississippi at Cat Island in Turner's Bend, 1868.

DES MOINES b. Madison, Ind. 1857, side-wheel. Long was operated by the Keokuk Packet Co., and was with Porter in 1864.

COUTMARS An error in spelling here of some sort; no such boat of record.

SIOUX CITY b. Cincinnati, 1857, 218 x 33, side-wheel. Ran out of St. Louis and was making trips to Red River in 1860. She was with Porter on Red River, 1864. Lost in an extensive ice break-up at St. Louis, Feb. 1867.

THOMAS E. TUTT b. Cincinnati, 1855, 200 x 35, side-wheel. Ran up Missouri River. Was impressed into war service and was with Porter on Red River, 1864. Later that year she was captured by the Confeds on the Cumberland just below Nashville. They used her to carry troops across, then burned her.

STARLIGHT b. Belle Vernon, Pa., 1862 side-wheel. George Knox, river engineer of Harmar, O. was on her as fireman at the time of Morgan's Raid. She ran New Orleans-Shreveport 1862-1863 and was with Porter in 1864. Ran to Shreveport after the war and burned at Gretna, La. in 1868.

LIONESS b. Brownsville, Pa., 1859, a tow-boat, sternwheel. Converted into an Ellet ram 1862. With Porter on Red River, 1864.

Later towed coal out of Pittsburgh until dismantled in 1869. Her engines went to the PACIFIC NO. 2.

RED CHIEF b. Burlington, O., 1857. Small sternwheel packet 113 x 30. Sold to New Orleans and was in Confed service 1861. Also there was **RED CHIEF** NO. 2 b. California, Pa. 1859 which also was sold to New Orleans and was in Confed service 1861.

BELLE CREOLE Not listed in Lytle-Holdcamper. but apparently a large side-wheeler new in 1864; mentioned in the St. Louis "Republican" as 250 x 36. She was running in the New Orleans-Bayou Lafourche trade in 1864, and was with Porter on Red River. Burned at New Orleans May 28, 1864 in a wharf fire which destroyed nine steamboats.

BELLA DONNA b. New Orleans, 1864. A medium sized packet 142 x 32.2. Ran on Red River, and lost there July 1865.

DIADEM B. Monongahela, Pa., 1860, stern-wheel packet 154 x 33. Ran Pittsburgh and St. Louis until sold to the U.S. in 1861. Was with Porter on Red River, 1864, and lost in ice at St. Louis, January 1866.

MITTIE STEPHENS b. Madison, Ind., 1863. Side-wheel packet 170 x 29. Machinery from the **GRAMPUS**. First ran on Missouri River, then New Orleans-Bayou Sara. Was with Porter in 1864, then later ran New Orleans and Red River. Burned on Lake Caddo, La., 1869.

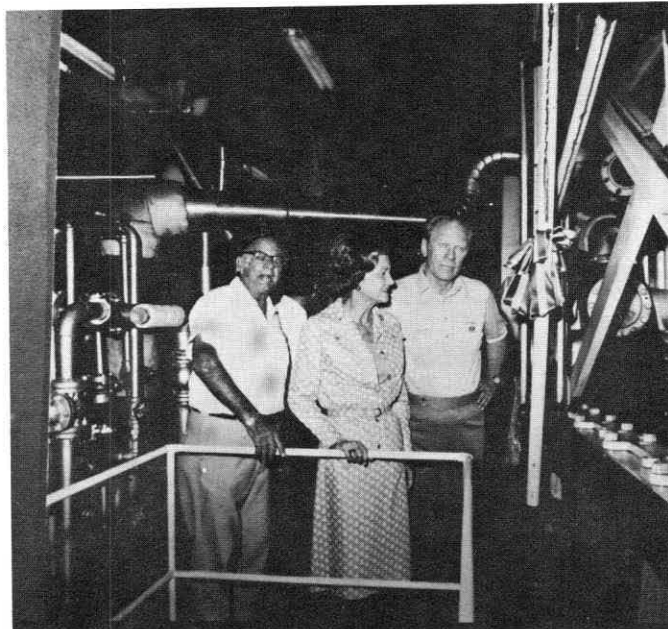
ARIZONA b. Belle Vernon, Pa. 1857, stern-wheel packet with Texas. Ran out of Pittsburgh to Cincinnati, Nashville, St. Louis. In January 1862 hit the lower wall at the Louisville-Portland Canal and sank losing an entire cargo. A rising river covered her to the roof but later raised. Sold to New Orleans and in 1865 ran to Pointe-a-la-Hache and Jesuits Bend. Dismantled in 1867. The Lytle-Holdcamper List spells her **ARIZONIA**.

SILVER WAVE b. Glasgow, Pa. (opposite Georgetown), 1854. Sternwheel packet, Capt. John McMillen. She was the first unprotected transport to run the Vicksburg Batteries in 1863. 159 x 35. Was with Porter in 1864 and later sold to the U.S. for upper Mississippi improvement work.

ADRIATIC b. Shousetown, Pa., 1854 and was the longest sternwheeler afloat (200 ft.) with two stern paddlewheels and four engines. Was on Red River with Porter, 1864. Made trips up Missouri River after that, and ultimately was converted into a barge.

LIBERTY Unsure which boat of this name is indicated.

GROSBEAK b. Cincinnati, 1864. Sidewheel. Originally packet **FANNY**, renamed when sold to the U.S. as a transport. After the war was sold to Texas and renamed **MOLLIE HAMBLETON**, lost at Galveston, 1871.

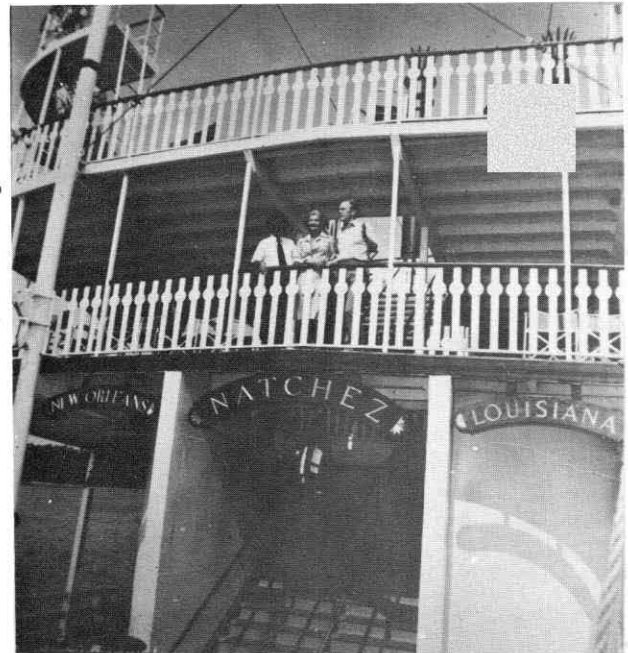


NATCHEZ

Just in.... Capt. Doc Hawley sends us these two right at press time...

At right is chief Bob Brewer squiring around in his engineroom the two First of the Land.

Below is Doc Hawley, left, explaining to the Chief Exec why the boiler deck has no boiler on it.



1977 PRELIMINARY CRUISE SCHEDULE (January-June) STEAMBOATS DELTA QUEEN-MISSISSIPPI QUEEN

This schedule represents the first half of our 1977 cruise schedule. All sailings are subject to change without notice.

Cruise Number & Vessel	Cruise Dates All Departures—9 P.M. All Arrivals—9 A.M.	Itinerary	Nights
1 Mississippi Queen	Sat Jan 29-Feb 5	New Orleans/Vicksburg/New Orleans	7
1 Delta Queen	Fri Feb 4-6	New Orleans Weekend	2
2 Mississippi Queen	Sat Feb 5-12	New Orleans/Vicksburg/New Orleans	7
*2 Delta Queen	Mon Feb 7-18	New Orleans/Houston/New Orleans	11
3 Mississippi Queen	Sat Feb 12-19	New Orleans/Vicksburg/New Orleans	7
3 Delta Queen	Fri Feb 18-March 1	New Orleans/Memphis/New Orleans	11
4 Mississippi Queen	Sat Feb 19-26	New Orleans/Vicksburg/New Orleans	7
5 Mississippi Queen	Sat Feb 26-March 5	New Orleans/Vicksburg/New Orleans	7
4 Delta Queen	Tues March 1-6	New Orleans/Natchez/New Orleans (Chartered)	5
6 Mississippi Queen	Sat March 3-12	New Orleans/Vicksburg/New Orleans	7
*5 Delta Queen	Mon March 7-18	New Orleans/Houston/New Orleans	11
7 Mississippi Queen	Sat March 12-19	New Orleans/Vicksburg/New Orleans	7

The "Whaz'at again please?" in this scheduling comes as a real shocker----the DELTA QUEEN scheduled for two round trips between New Orleans and Houston. This will be her first adventure into salt water, under her own steam, since she operated in California. The MISSISSIPPI QUEEN becomes an early spring regular out of New Orleans in the Vicksburg trade.

The Spirit of The South

THE NATCHEZ has carried a duke, a duchess, three ambassadors, senators, U. S. and foreign cabinet members, authors, entertainment celebrities, a group of Russian mayors---and a princess. Last summer New Orleans' mayor escorted to the esplanade the president of France so's he could watch the NATCHEZ come in for a landing. But, for all of this, the icing on the cake came on Saturday, September 25th last. At 9:35 that morning U.S. president Gerald Ford and wife Betty boarded the NATCHEZ at Lutcher, La. Watchman Steve Villier hoisted the president's flag. "Good morning, Mr. President," said first mate Robert Hammett.

"Good morning, so nice to see YOU," replied the chief.

"Doc Hawley! How are you?" was the next greeting extended.

That day the president & party rode 53 miles down the Mississippi to New Orleans on the NATCHEZ with stops at Reserve and Destrehan.

The advance preparation for a

special trip of this sort surpasses belief. The 'go' signal came on Tuesday, Sept. 14th when Bob Heunemann of the New Orleans Steamboat Company received a phone call from the White House; the charter was confirmed. Jerry Ford would campaign in the south, a big swing around Louisiana, Alabama and Florida. The kick-off would be aboard the NATCHEZ.

Feverish preparations involving a special staff from the White House, outside contractors, wharf personnel and the officers and boat crew turned the vessel into a temporary Oval Office. The captain's room was stuffed with exotic radio gear ranging from the Hot Line to Russia down to direct contact with the White House.

The back room of the Texas (normally a gift shop) became the presidential suite; new drapes, new furniture, the red carpet newly scrubbed. Overhead, behind the calliope, Scotty Vieages set up a special flagpole to carry the

president's flag.

The after-cabin area (bar room) was jammed with tables and telephones for the convenience of the press. Phones were wired into a cable which was shore-connected at each landing place enroute. The bar was heavily stocked for benefit of the gentlemen of the fourth estate.

A designated White House aide was responsible for putting up bunting and for "color coding" the deck furniture. This latter chore entailed moving benches about so's harmony would be achieved with the degree of color-fading brought on by 16 months of exposure since the boat started in business.

Even as the NATCHEZ deadheaded up from New Orleans to Lutcher all of this activity was still in progress; wires being run by an electrical crew from Atlanta. In the kitchen Mary (Mom) Wilson was preparing seven rib roasts. Bullet-proof plating was attached to the hurricane roof rail at the speaking area, with a sign displayed riverward: PRESIDENT FORD '76. Another long banner over the boat's name proclaimed PRESIDENT FORD'S VICTORY SPECIAL '76.

At Lutcher before the president came aboard expert U.S. frogmen dove under the boat's hull looking for torpedoes or bombs (score, zero). Secret Service swarmed all over the place and at one point, before dawn, got chief engineer Robert Brewer out of bed on the double. He had secreted his small briefcase and an alarm clock in the washing machine for safety, and had to explain himself.

Capt. William L. Heuer, Jr. was



St. Charles Parish put on quite a show to welcome the President and the First Lady of the Land. Despite torrid heat and blazing sun the crowd at Destrehan gathered an hour or more before the scheduled arrival of the NATCHEZ. The three young maids in the foreground donned Cajun attire and smiled for photographer Judy Cooper to whom our thanks for the print.

the pilot for the occasion. This veteran (he brought the PIONEER up the Mississippi on her first run, and served on the WALTER WINDSOR) had been relegated to sleeping on the pilothouse sofa. His room was playing host to White House radio gear. His rude dawn awakening at Lutchter came when he heard canine sniffings and snufflings which turned out merely to be Secret Service dogs looking for explosives (score, none). "When I first heard that pantin' I thought someone was havin' a wild passion," recounted Captain Heuer at breakfast.

The escort fleet commenced to arrive. The Coast Guard's 80 ft. POINT SPENCER moored alongside. Then a 40-footer USCG boat; two Navy boats; the Harbor Police boat---everybody on board hungry and were fed aboard the NATCHEZ.

All of this was preamble to Roddy Hammett's "Good morning, Mr. President!"



PILOT FORD

Said Capt. Doc Hawley later: "The President did a good job of holding the NATCHEZ steady in a brisk side wind, and his experience as a Navy helmsman showed through. I really enjoyed my 35 minutes with the Fords. They are warm, sincere persons and he, especially, was interested in the boat." The steamboat cap Ford wore was presented to him by Captain Hawley in behalf of the New Orleans Steamboat Company.

NOTHING was left to chance. Every detail had been worked out far in advance. President Ford had been briefed that he would not be wearing a necktie on board the NATCHEZ enroute down the Mississippi, and he didn't. His normal curiosity to see for himself the workings of a river steamboat had been incorporated

into the scheduling, and at the prescribed hour and minute Capt. Doc Hawley took him in tow for the grand 50¢ tour.

In the engineroom the president of the U.S. encountered something of a novelty. Chief Brewer was sitting there nonchalantly, and at the throttle answering bells was a girl---Mary Kay Terhaar---lately bumped from the MISSISSIPPI QUEEN. Said Bob Brewer to Jerry Ford: "Yes, I sit here and let her do the work; women's lib and all of that." Doc even had the president out on the fantail.

Kate Casanno had been instructed well in advance to bone up on "Hail To the Chief" to be played on the calliope. She gave it a trial run before the dignitaries came aboard. Shudders went down the spines of the White House staffers. "Improper!" they concluded forthwith, and cancelled the idea. When TV commentator John Chancellor heard this story, his funnybone was tickled, and upon return to Washington he told David Brinkley about it on their regular Monday evening broadcast.

President Ford heard "Hail To the Chief" anyhow, on a calliope, from an unexpected source. As the NATCHEZ entered the New Orleans harbor the PRESIDENT unlimbered her steam pianney and played it not only once, but over and over. Under the name PRESIDENT on the wheelhouse a banner lettered FORD had been secured, so's the name read PRESIDENT FORD. Jerry Ford was so tickled he came out of the texas and for several minutes waved to Cpts. Curran Streckfus and Don Summers.

The president went ashore both at Reserve and Destrehan for the usual campaign handshakes and minglings. At the latter place Roddy Hammett spied Allen Hess on the levee taking a picture with his enormous antique camera (see our center spread). Other steamboat fans also were present, among them Bert Suarez and parents. Roddy remarked to a Secret Service agent: "I recognize some folks who have showed up at every landing." "So do I," he replied.

The New Orleans harbor salute got a liberal work-out in the final miles. Ships dressed for the event displayed pennants. The NATCHEZ blew for her landing and the Toulouse Street wharf was packed with humanity. Within hours tens of millions saw the show on TV news, and Sunday newspapers nationwide front-paged pictures, headlines and text.

The crew of the NATCHEZ on the presidential trip:

William P. Dow, owner's representative and manager

Capt. Clarke Hawley, master
Capt. William L. Heuer, Jr., pilot

Capt. Robert J. Hammett, mate
Robert C. Brewer, chief engineer

Ernest Elfer, steward
George Schwab, purser
Geneva Robinson, hostess
Steve Villier, watchman

Emile Delsberger, fireman
Mary Kay Terhaar, striker

The deckhands:
Steve Nicoulin
Kirk Bonner
Jerry Combs
Mike Allen
Robert Mitchell
James Allen
Brad Gobrecht

Geneva Robinson, for years until its closing in 1973, was associated with Louise Cook's Praline Shop in New Orleans. She is noted for her praline sauce, made up a special batch and presented it to the Fords.

Brian Huber, part-time waiter on the NATCHEZ, had a conversation with President Ford during the recent voyage at New Orleans. His two younger brothers, Beau and Christopher, managed to get a handshake from the Chief Executive. Brian, 16, is grandson of Leonard Huber.

The NATCHEZ is officered by many S&D members, and now we learn that Steve Villier, watchman, also is enrolled. More surprising, two of the deck crew belong, Mike Allen and Steve Nicoulin.

Sirs: In the Sept. '76 issue of the S&D REFLECTOR there appears a genealogical clue which I will appreciate your elaborating upon. It is contained in the article on the ARGOSY. On page 25 of the first complete paragraph in the middle column you state, "In 1873 A. J. Flesher, the boat builder at Murraysville, W. Va...."

It so happens that my great-grandmother was named Sarah Flesher Bennett. She was born in 1813 near Murraysville, and died 1875. I don't have any idea who her parents were. Mildred and I will appreciate any information you have on A. J. Flesher or any of his kith or kin.

Paul V. Bennett,
244 Insurance St.,
Beaver, Pa. 15009

=Our resources are fragmentary but Andrew Jackson Flesher ran the rather extensive boat yard at Murraysville. His son Ben for years owned and operated ferryboats at Huntington. In our BETSY ANN days the lockmaster at Ohio River Lock 22, Ravenswood, W. Va. was Taylor C. Flesher, son of Flavious J. and Nancy C. (Congrove) Flesher, both of Murraysville. Before our time Newt Flesher lived at or near Middleport, O. and his sons Howard and Grover gravitated to Mount Vernon, Ind. Newt (Capt. I. N.) was a partner with Capt. Gordon C. Greene in building the packet ARGAND in 1896. Also in our BETSY ANN days Harry L. Flesher was the U.S. Boiler Inspector at Cincinnati, of the same tribe. Little wonder Paul Bennett has an affinity for the river. -Ed.

SPECIAL NOTES FROM NEW ORLEANS

Sirs: Ethel, Dorothy and I left Cincinnati on October 2, didn't break our necks getting there, and arrived in New Orleans on the 4th. As usual we stayed at the Provincial Motel diagonally across Chartres Street from the Beauregard House, a nice place, clean and reasonable.

Next day we went down to Toulouse Street wharf and saw the NATCHEZ off on her afternoon trip. Capt. Sam Centanni suggested we drive down the West Bank and see the orange groves. So next day we did. Darned if I'll say we headed south because it probably wasn't south, anyway down past Belle Chasse, Pointe-a-la-Hache, Port Sulphur, Buras and Venice. The road ends in a Gettys oil camp.

Stopped at Fort Jackson on the way back and found the old fortifications cleaned up and interesting to go through. Not too many years ago they were partially flooded, overgrown and full of snakes. On the river side we made a surprising discovery. Perched on the bank, not far from the river are 1) a paddlewheel, a 2) pilothouse, and 3) a set of pitmans complete with straps and the other hardware. I hunted up an elderly gent in the fort who is the live-in caretaker there and asked how-come?

He told me these relics came from an old center-wheel ferry which some years ago was converted to diesel and now operates at Pointe-a-la-Hache. Makes me think perhaps they are from the Howard-built LOUISIANA maybe. The paddle-wheel is the right size for such a boat, complete with shaft, cranks, arms, and almost all of the bucket planks. As I said, the pitmans are complete, also.

The pilothouse is steel shell with old-fashioned wooden, sliding sash, many-paned, with a wooden floor still covered with asphalt tile. The slot for the pilotwheel is obvious, with marks where it was mounted. All of this is just sitting there.

That night we went out on the NATCHEZ with Capt. Roddy Hammett as master, and Sam Centanni as pilot. First time I had seen the harbor at night from the river and it was beautiful. We were invited to sign the Guest Book, and here are some of the names on the page:

Gerald R. Ford
Betty B. Ford
Dorothy Frye
Larry and Ethel Walker
James H. Zubik
Glenn Crain
Pat O'Brien

Monday night we were invited over to Beauregard House for a home-cooked meal prepared by Doc and Roddy---superb! The table was set in Mrs. Frances Parkinson Keyes' diningroom, the chairs from the famed Uncle Sam plantation. Menu: shrimp appetizer, salad, charcoal-grilled steaks, orange halves stuffed with sweet potatoes, broccoli and a delicious

dessert. Excellent coffee, choice of wines. Afterward we went to the parlor where Doc played the old piano. Beauregard's ghost probably tramped the halls that night.

Cal Fuller, major-domo of Beauregard House, was ill when we first arrived in N.O. and we visited him several times at the Medi-Center. Glad to report he had returned home before we departed. His daughter Norma had come to care for his needs and joined us at the dinner party.

Went up to Destrehan to a festival at the old plantation house. Toiled with the idea of crossing on the ferry to Luling but didn't. Now the GEORGE PRINCE is sunk and many have died.

Larry Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=S&D REFLECTOR had been alerted to the paddlewheel-pitman deal at Ft. Jackson by Chase Putnam who had been there shortly before Larry. Chase also had made inquiries with no positive answers forthcoming. -Ed.

Recently we asked Sarah McCoy Wells for an update on her Dad's lop-eared basset Clancy, a dog of character. Sarah transferred him from Sistersville to her home at Columbus, O. following Walt's death. "Clancy had cancer and had to be put to sleep two years ago," Sarah tells us. Ah, well, Clancy had it made; next to Walt he loved Sarah best.

While the MQ was in travail getting new cylinders, etc. at Avondale, during the midst of the Jerry Ford---Jimmy (Peanut) Carter campaign, the home port office of the Delta Queen Steamboat Company mailed to strategic editors a recipe for peanut butter soup.

The reason for this, said the release, was because peanut butter soup is becoming an international favorite. Peanut butter soup is an easy appetizer to prepare. The MQ's chef Reed Groban serves it with gelatine salad, beef roulade, asparagus and Boston cream pie.

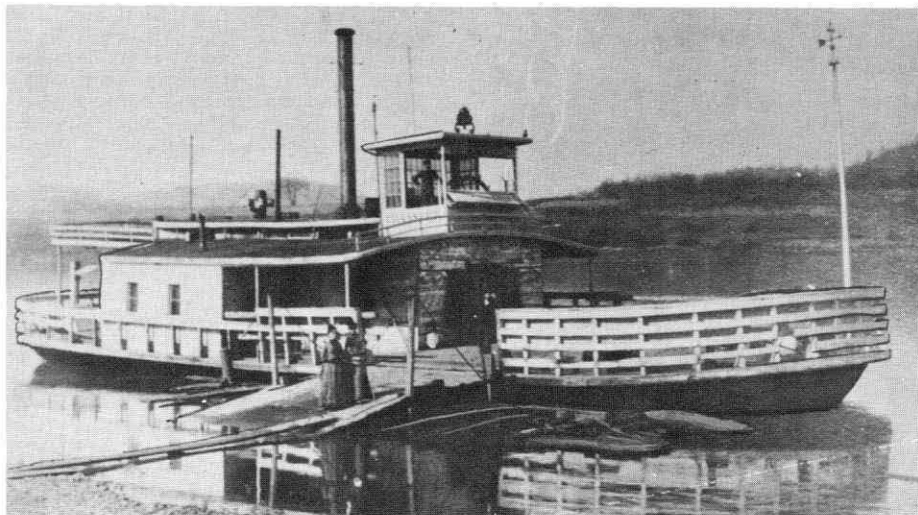
Now that we've gone this far into soup and politics, here is the blue-print for the MQ's peanut butter soup, savored (says the MQ chef) by his guests from Japan, Australia, England, Germany and "as well as the United States."

PEANUT BUTTER SOUP
Serves 6

1½ qts. cream
2 cups chopped peanuts
32 oz. creamy peanut butter
1 cup minced green pepper
½ cup minced onions
1 teaspoon salt
1 teaspoon white pepper
½ cup chicken broth
2 teaspoons thyme

Simmer chicken broth with green peppers and onions until vegetables are tender. Add cream and blend. Bring to a simmer and add the remaining ingredients. Garnish with fresh chopped parsley.

If things go democratic contact John Dreyer, marketing services, The Delta Queen Steamboat Company, 511 Main Street, Cincinnati, Ohio 45202. Telephone 513-621-1445.



LET'S FACE IT. Any time we think we've about got the cat by the tail and can lock up and go to bed, along comes Jerry Sutphin with an enigma, which is worse than catching a tom-cat. He found this picture somewhere, and it is obviously an Ohio River ferry named TRANSFER. Yes, records do bear this out; such a boat was built at Ironton, O. 1880, wood hull 90 by 26.5. She was still percolating in 1896. She's built recess-style, or bootjack as some call it, the paddlewheel up in a slot at the stern. But where did she do business? Who owned her? What happened?



MAIN CABIN of the NATCHEZ also serves as the diningroom, and in this picture the tables are set for dinner. When President and Mrs. Ford were aboard September 25th last the appearance was same as seen here. Regular passengers every evening may order their meals from a menu offering two choices, waiter service, priced \$5.75. The framed steamboat pictures on the smokestack jacket at the left are the Anchor Liner CITY OF MONROE and the sternwheel cotton packet NATCHEZ. The picture was taken from the aft end looking forward by Allen Fuchs, 6 Church Street, Athens, Ohio 45701, courtesy of Roddy Hammett.

Sirs: I was interested in mention I saw in the Philadelphia Inquirer of the Sons and Daughters of Pioneer Rivermen. It brings back happy memories. I once spent a week on the Ohio River on a delightful old packet, the JOE FOWLER, Captain Pope's boat. It was June; roses were blooming on the fences as we stopped in green country towns. Donald Wright was on that trip, and a young man named Way. The lovely lazy river, the soft twilights, the slow-speaking rivermen of the crew, and even the fog that tied us up over night in a misty world. I always promised myself another river trip but never made one. The Caribbean, nor the Atlantic, were no fair exchange for the quiet, gentle river.

Mary Louise Anawalt,
101 East Lincoln Avenue,
Gettysburg, Pa. 17325

=Goodness alive, Mary Louise Anawalt is going back to 1915 when the JOE FOWLER spent a hectic summer trying to maintain a weekly Pittsburgh---Louisville schedule. Yes, we remember you, Mary Louise, a pretty young lady whose address was Uniontown, Pa. S&D got into

the Philadelphia Inquirer when some poor soul wrote the editor of their "Action Line" wanting news of a departed ancestor who boated on the Ohio. Action Line referred her to S&D care of Ye Ed. Result was an avalanche of similar requests plus this one hand-touch from Mary Louise who last we saw departing from the JOE FOWLER at Pittsburgh while roses bloomed on fences in 1915. -Ed.

Next time cruising up the Monongahela River valley stop in at Greensboro, Pa. and visit the old stone school house now serving as the Community Center. Upstairs is a river room, largely the handiwork of S&D member Ernest S. Gabler, Stone Street.

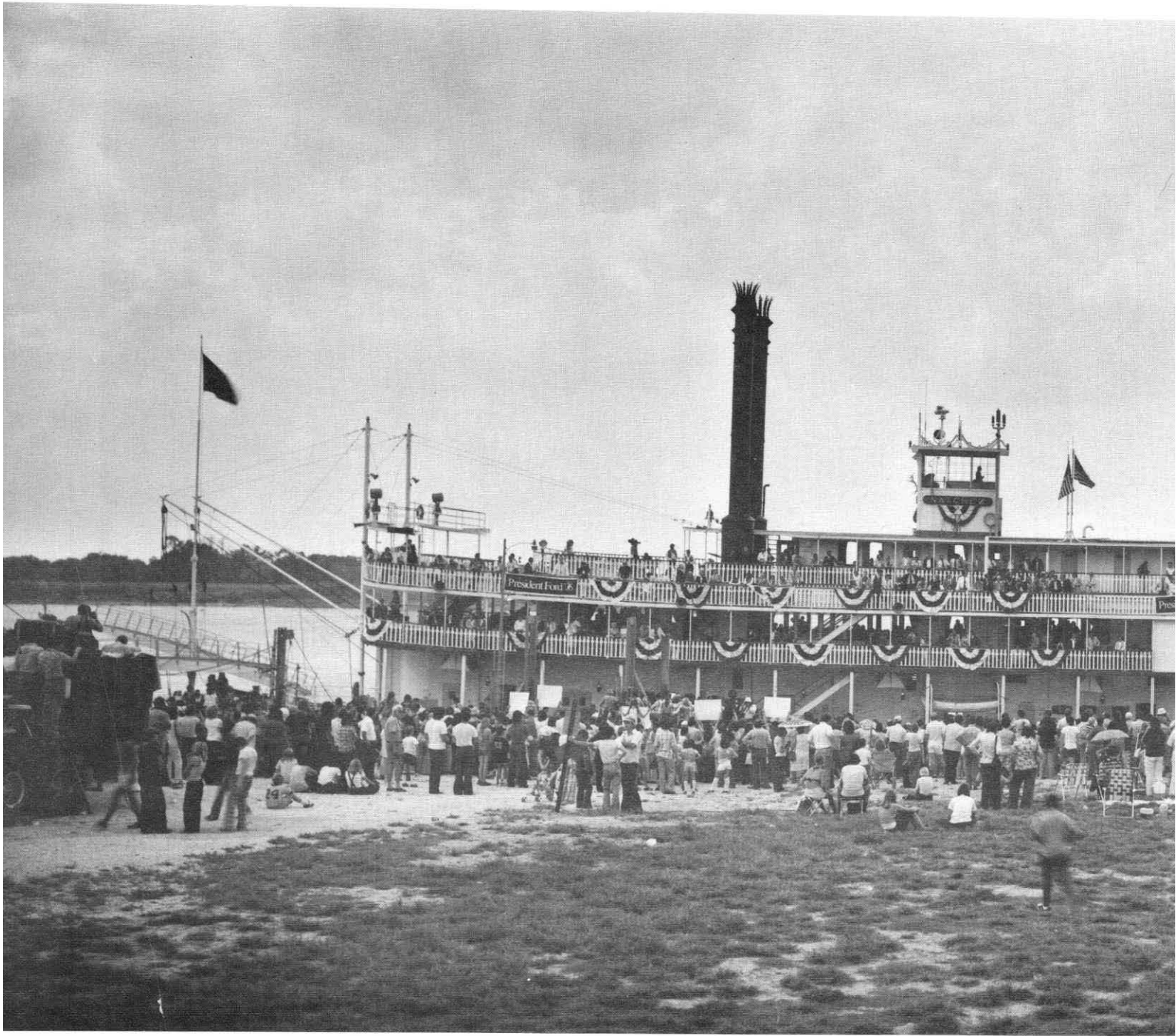
Si Cornell runs a column of interesting tid-bits in the Cincinnati Post. In the Sept. 23rd issue he quoted S&D REFLECTOR's tale about monogrammed dinner plates being swiped from the BETSY ANN with this admonition: "Hear that, male pilferers! On the MISSISSIPPI QUEEN, better let your wives swipe the plates."

We are indebted and wish to say thanks to Lawrence Peters, P. O. Box 44, Coal Run, Ohio 45721 for a set of nice pictures he snapped at the Walt McCoy Whistle Blow and at the S&D meeting in Marietta. He is well known as the first mate on the CLAIRE-E.

Mrs. Jeanne McMillan, 255 Brandt Drive, Beaver Falls, Pa. recently visited Caldwell, O. and in the cemetery found a marker inscribed: "Uriah Hupp, Lost In the Explosion of the HARRY DEAN near Gallipolis, Ohio, Jan. 1 (or 6) 1868, Aged 36 Years, 11 Mos., 15 d's." Mrs. McMillan is related to the Hupp family.

Thomas C. Graves, 300 East Sixth Ave., #14, Junction City, Ore. 97448 brings our attention to a letter in the May-June 1973 issue of The Saturday Evening Post signed by artist Paul Detlefsen, then living in San Diego, Calif. Tom Graves says this eminent artist (our cover picture, June '76 issue) now lives in Del Mar, Calif.

Ladies and Gentlemen, The P



PHOTOGRAPHED from the levee at Destrehan, La. by Allen Hess on Saturday, September 25, 1976. The president of the United States, Gerald Ford, is standing on the hurricane roof above the "N" in NATCHEZ and just above the "F" in the sign "President Ford '76." On the prior Thursday Allen and friend Ronald Todd drove to Lutchter, Reserve and Destrehan, casing the prospects for a good vantagepoint. Capt. Doc Hawley had guessed that Destrehan would be the best place, as this picture demonstrates. During the brief ceremonies at Destrehan Ford was introduced by U.S. representative

President of The United States



David Treen of Metairie. Among the dignitaries on board were former Louisiana governor Robert Kennon and former Mississippi governor John Bell Williams as well as judge Ernest N. Morial, highest elected black official in Louisiana. U.S. senator Howard H. Baker, Jr. of Knoxville, Tenn., who sprang to fame during the Watergate hearings, and who was on the high preferential list to become Ford's running mate as vice president in the recent election, also was aboard. During the trip Ford wore three sport shirts; he had on a white one at Lutcher, a blue one at Reserve, and a red one at Destrehan.

THE OIL LAMP pictured at the right has been under water in the Tennessee River for 63 years. The oil fill-cap in the foreground has the name MILLE on it. On the opposite side are the words THE JUNO LAMP, MADE IN USA.

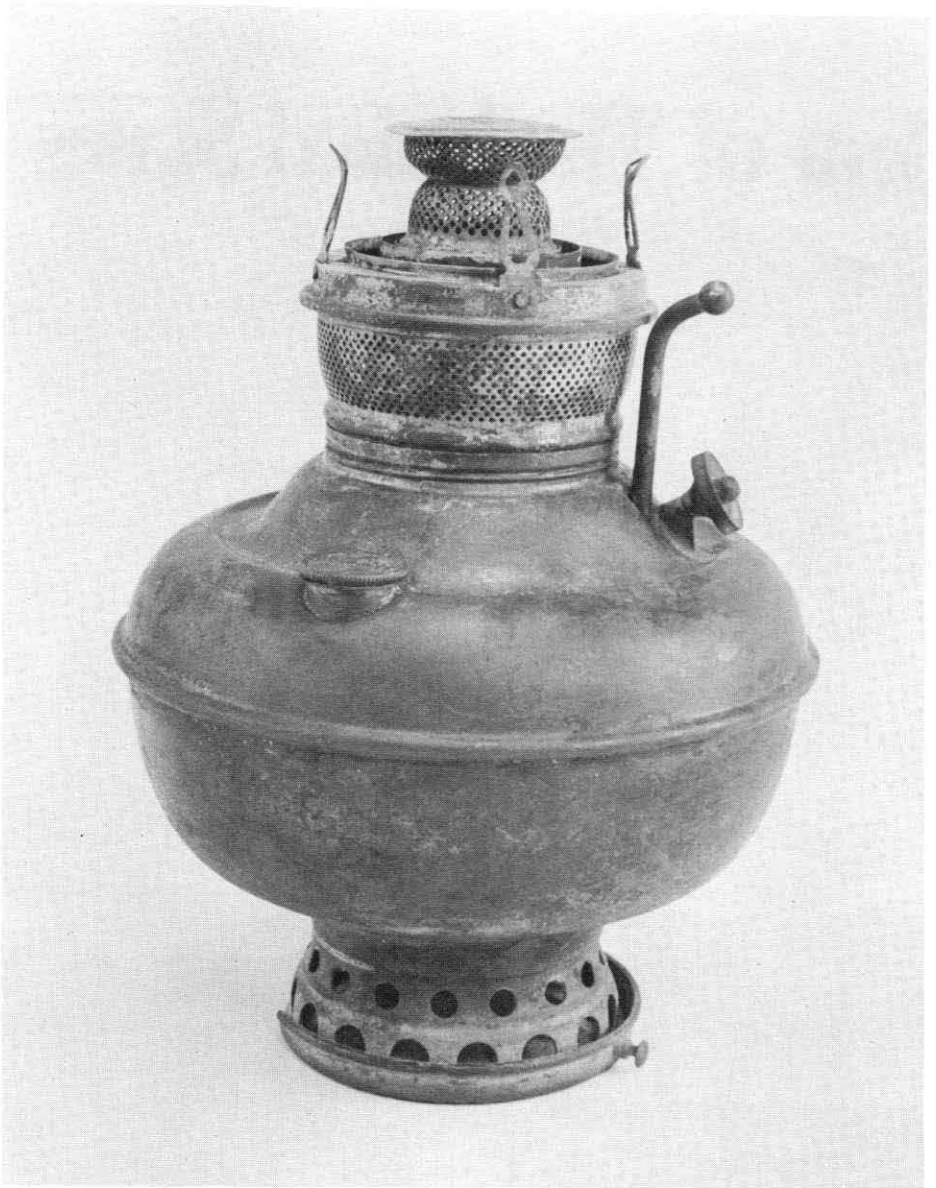
This and other treasures were recovered this past fall by a team of divers from the wreck of the packet CITY OF FLORENCE which went to Davy Jones the morning of February 11, 1913. She and the towboat TOMAHAWK had collided about a mile below Coffee Landing. The injured packet drifted about four miles before she settled. Several important persons of Savannah, Tenn. lost their lives.

David Wilson, 47 Sherrell Drive, Jackson, Tenn. 38301 had spent three years locating the wreck. "Boy, it's cold down there," he said, emerged along the right bank about Mile 182-183 on the chart book.

Four divers, all from Jackson, participated. They were Dave, Fred Johnsey, Paul Little and Dave Scott. In one day they hauled out a Norton Electrical Instrument Co. ammeter, a handsaw, chisels, a cleat, a wrench, two oil-burning lamps with globes still intact, a large pulley, several vises, and the prize of the day was an old Stromburg Carlson Telephone Manufacturing Co. telephone receiver and cradle.

The CITY OF FLORENCE was built at Jeffersonville, Ind. at the Howard Yard in 1909 for the St. Louis & Tennessee River Packet Co. Her wood hull was 130 by 26 by 3. She is pictured below, new at the yard, photographed by Jim Howard.

Dave Wilson attended the S&D meeting, Sept. 11th last, and told some of his experiences. Since then he phoned us to say he had located the wreck of the WILL J. CUMMINS, also Howard-built (1895) which got into a storm near Beech Creek, below Clifton, Tenn. and was blown ashore into a snag which



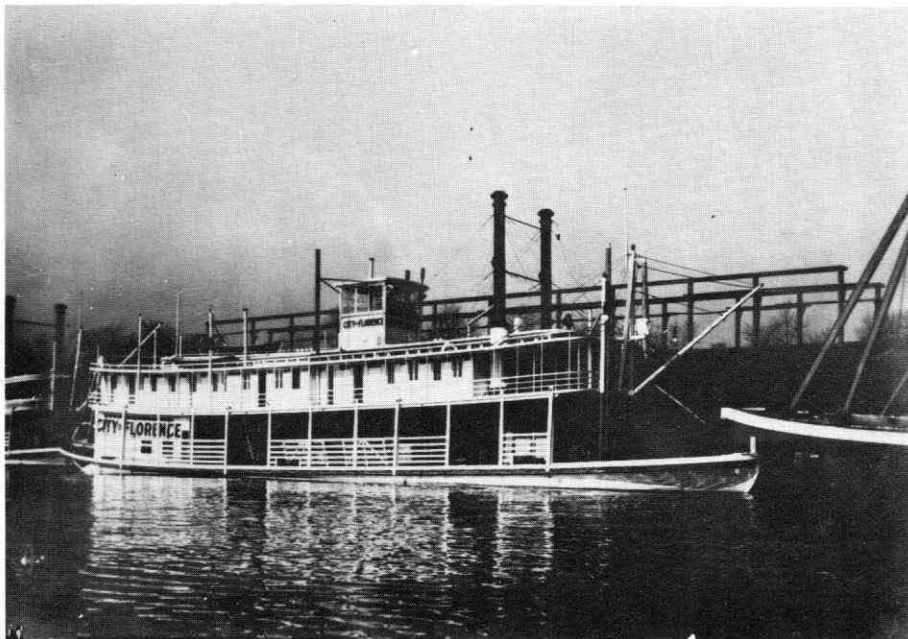
stabbed her fatally. This happened in April 1901. The CUMMINS wreck is in deep water, maybe 35 feet. The CITY OF FLORENCE is in about 15 feet.

The divers use a boat displaying two red diving flags and a red buoy. Suiting up for a dive is no picnic. Each diver wears strapped on high pressure air tanks, a mask, fins or flippers and two most important items for a diver-- a buoyancy compensation vest used in emergencies and a diving knife. And each diver carries a high-powered battery-operated flashlight.

Another discovery by Dave Wilson is the wreck of the packet CITY OF CLIFTON which burned in a spectacular fire at Clifton, Tenn. in February 103. She was also Howard-built, 1900.

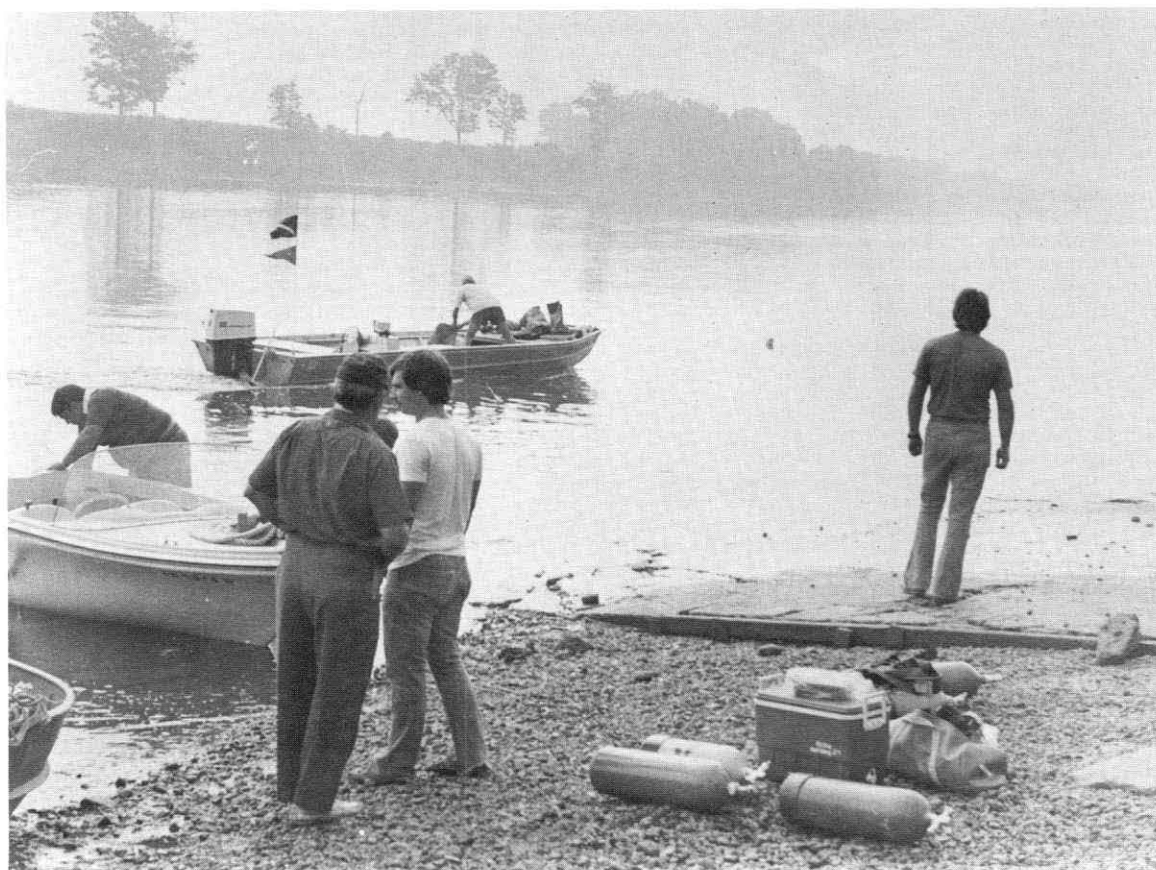
Dave says "Don't forget the JAY-HAWKER." Her wreck lies near the old Colbert Shoals Canal and Lock. She's in deep water, and has been since she went down on January 25, 1939. This was a towboat originally named BEN FRANKLIN No. 2 when built at Parkersburg, W. Va. using the hull of the packet CHRIS GREENE (first).

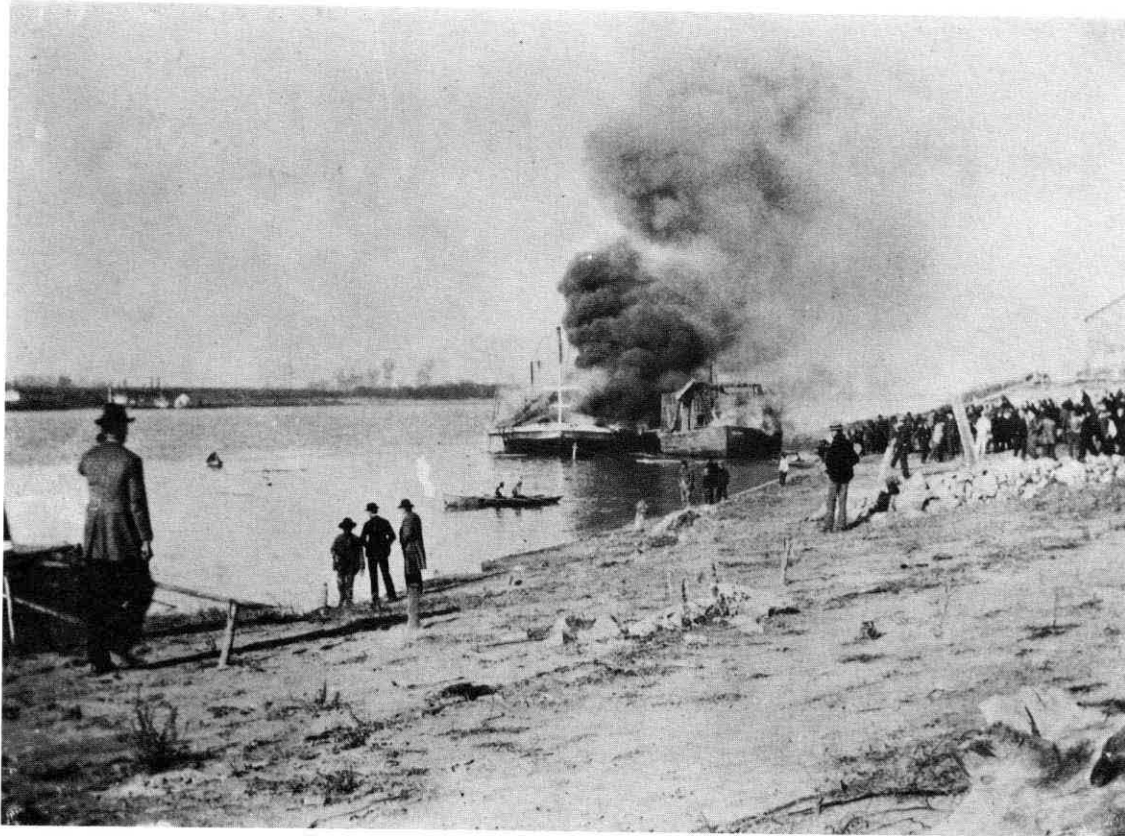
Looks like Dave and his crew have a lot of diving to do when the water warms up in '77.





STEAMBOAT BUFFS usually dredge for their facts in temperature-controlled, air-conditioned libraries. Dave Wilson prefers to get to the bottom of things. In these two pictures Dave (at left) is exploring the wreck of the packet CITY OF FLORENCE on the Tennessee River. Dave tells us that during his dive operation he looked up the river to see a fancy & fine little sternwheeler approaching, the RUFUS B II. Dave tried to hail Dr. Bettler and crew without results, and still frets he let the good doctor get by. In the bottom view the diving gear has been unloaded ashore. The buoy (in right center) marks the spot.





Anchor Line's BLUFF CITY burning at Chester, Ill., Nov. 18, 1897.

EXCEPTIONALLY LOW stages in the Mississippi River this past fall exposed at least two old steamboat wrecks and raised some questions.

"How can it be," asked S&D member Art Brosius, "that the Memphis gage shows less than -3.5 feet and barge traffic is not impeded?"

Mississippi River gages can, and sometimes do, show minus zero readings. "Zero gage" is arbitrarily positioned at the elevation of a gage's altitude above mean sea level at that particular place. As consequence the gage at the Vicksburg bridge, to pick a random example, has showed -7.0 feet, the extreme low. Memphis has dipped to -5.19 feet. Traffic goes on as usual.

When the JULIA BELLE SWAIN migrated from the Illinois River to Chattanooga this fall, accompanied by blackbirds and robins, Capt. Dennis Trone swung her in for a landing at Chester, Ill. There, on shore, exposed in full view, was the ancient wooden hull of the BLUFF CITY. It has been there for 79 years, seldom seen. Naturally everybody went exploring.

The AP Wirephoto service took pictures and the waterlogged timbers and rusty bolts got wide coverage. Among the throng attracted to the carcass was Susan H. Eastman, curator of the River Room, Alton (Ill.) Museum of History and Art. She was rather dismayed at what she witnessed.

"A mass of 200 spectators was prowling through the naked hull on the muggy Sunday afternoon we went to Chester to pay our respects,"

says she. "Stomping and laughing, armed with metal detectors, shovels and crow bars, they picked and probed, lured by reports of valuable discoveries. Abruptly one man began to saw a piece from a yet sturdy keelson. 'Make a dandy bench,' he muttered. Within minutes many saws and several axes materialized to tear away at the corpse like vultures. It was an ugly sight."

The BLUFF CITY was the only sternwheel packet the St. Louis & New Orleans Anchor Line ever built (and the last of any sort). They contracted with the Howard Yard at Jeffersonville, Ind. for this 225 by 42 steamboat (hull size) and powered her with 20" dia. by 8 ft. stroke engines, and four Western boilers. New in 1896, she was barely a year old when she departed St. Louis on the morning of Nov. 18, 1897 for New Orleans with two barges in tow. She had 40 passengers, and amongst the freight were 100 horses and 200 bales of hay.

Fire broke out. She was landed at Chester. Passengers and crew came ashore safely. Many of the horses perished. The wreck was ultimately forgotten, but there it was for all to see last September and October.

Mention was made at the start of this story of a second wreck exposed on the Mississippi. Michelle Kingsley says it was sighted below St. Louis, or in the lower section of St. Louis, on shore, unidentified. The JBS gang took a look-see; no clues.

Audrey Orr, 935 S. Whitney Way, Apt. 2, Madison, Wis. 53711 seeks information concerning Thomas Gilbert, thought to be a riverman, c. 1860-1870, who lived at Keokuk, Iowa, married, three children.

Frank L. Teuton planned to attend a camillia planting ceremony at the National Military Park, Shiloh, Tenn. on October 15 last.

Correction: We muffed it again. On page 34, last issue, the caption to the picture says Vernon Barr stands on the right. Well as everybody on the Illinois River knows he's Bob Anton. Bob teaches school but finds time to ride the JULIA BELLE SWAIN and last June won his USCG Operator's License. He has about the best collection of color post cards of steamboats extant, some 400. He's married, has a one-year old son Nathan, and lives at 606 E. Illinois, Peoria 61603.

Incidentally Bob sends us a stat of a bill of lading dated May 8th, 1857 at Steubenville, O. wherein Robert M'Kinney ships 17 sacks of wheat to Pittsburgh aboard the steamer FOREST CITY, Way, master. Yes, Bob, Capt. Benjamin Way lived at Wellsville, O. and was financially interested and sometimes commanded the FOREST CITY and the DIURNAL in the Pittsburgh-Wheeling trade. These boats were forerunners of later packets of the same name familiar in that area. Capt. Way was about a 42nd cousin of Ye Ed.

WRECK OF THE BLUFF CITY EXPOSED BY LOW WATER



The JULIA BELLE SWAIN enroute to Chattanooga stopped in at Chester, Ill. to pick a carcass.



School kids watched from shore in 1897 as the BLUFF CITY burned and had just returned to classes when an explosion ripped the wreck, probably gunpowder.

SPECIAL SHOWING

On the following five pages the S&D REFLECTOR presents a group of photographs taken in 1906--seventy years ago--during a round trip Pittsburgh-Cincinnati on board the QUEEN CITY.

These were taken by T. J. Farley with a postcard size Graflex camera (3¼ x 5½). Mr. Farley, resident of New Jersey, was associated with the Bell Telephone Company.

About thirteen years ago Mrs. Farley took a trip on the DELTA QUEEN. E. J. Quinby, who also lives in New Jersey, learned of the negatives. Mrs. Farley presented them to him, and Jay Quinby sent them to us.

Recently we loaned the negs to Michelle Kingsley, Silver Spring, Md. She took them to professionals at the National Geographic Magazine's photo lab where a selection of those they considered best were enlarged.

The ten we show here are made from these National Geographic enlargements.

On his 1906 river trip Mr. Farley went from Pittsburgh to Cincinnati on the QC, thence to Louisville on the CITY OF LOUISVILLE, then on a side tour to High Bridge, Kentucky River, then returned aboard the QC to Pittsburgh.

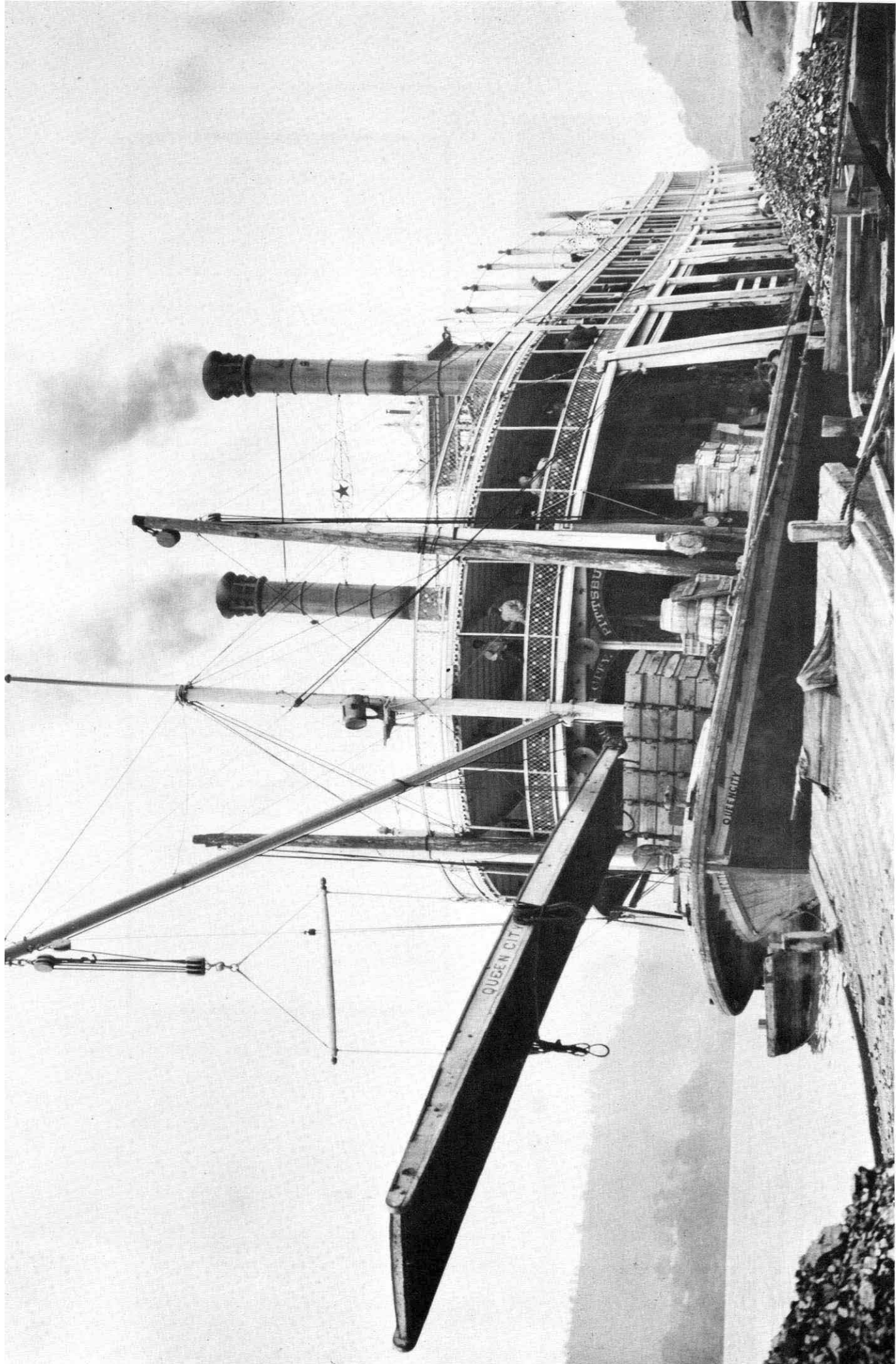
He took about 40 pictures, ranging from excellent to fair, and some of them have been used in past issues of this magazine.

For those late-comers not acquainted with the QUEEN CITY, this fine steamboat was featured in our Sept. '67 issue with many illustrations, several of which were from the Farley collection, notably the cabin shot on page 7 and the two detail shots on page 9.

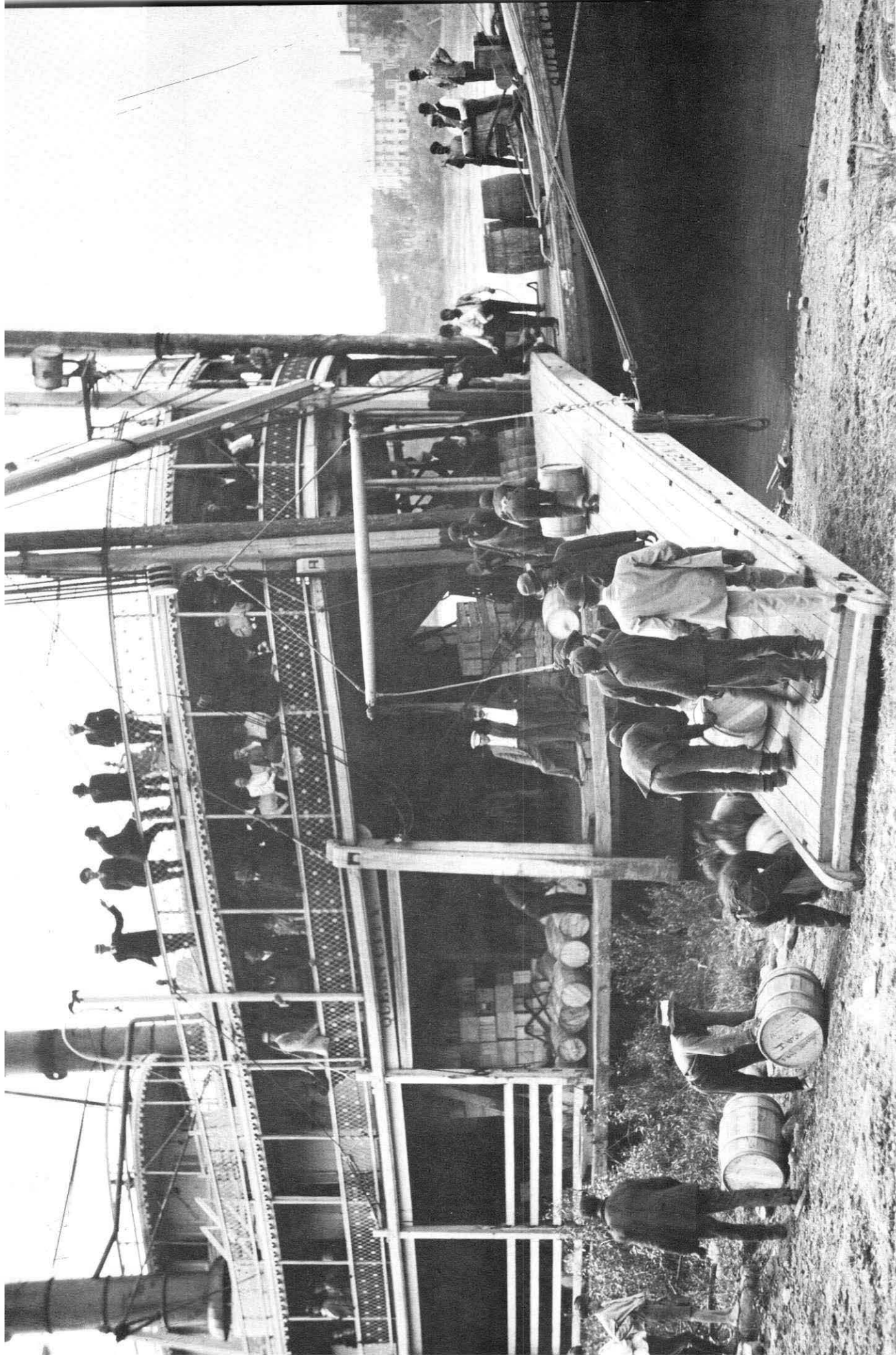
-Thanks to Michelle Kingsley for the three pictures on this page.

JOSEPH B. WILLIAMS BUILT 100 YEARS AGO

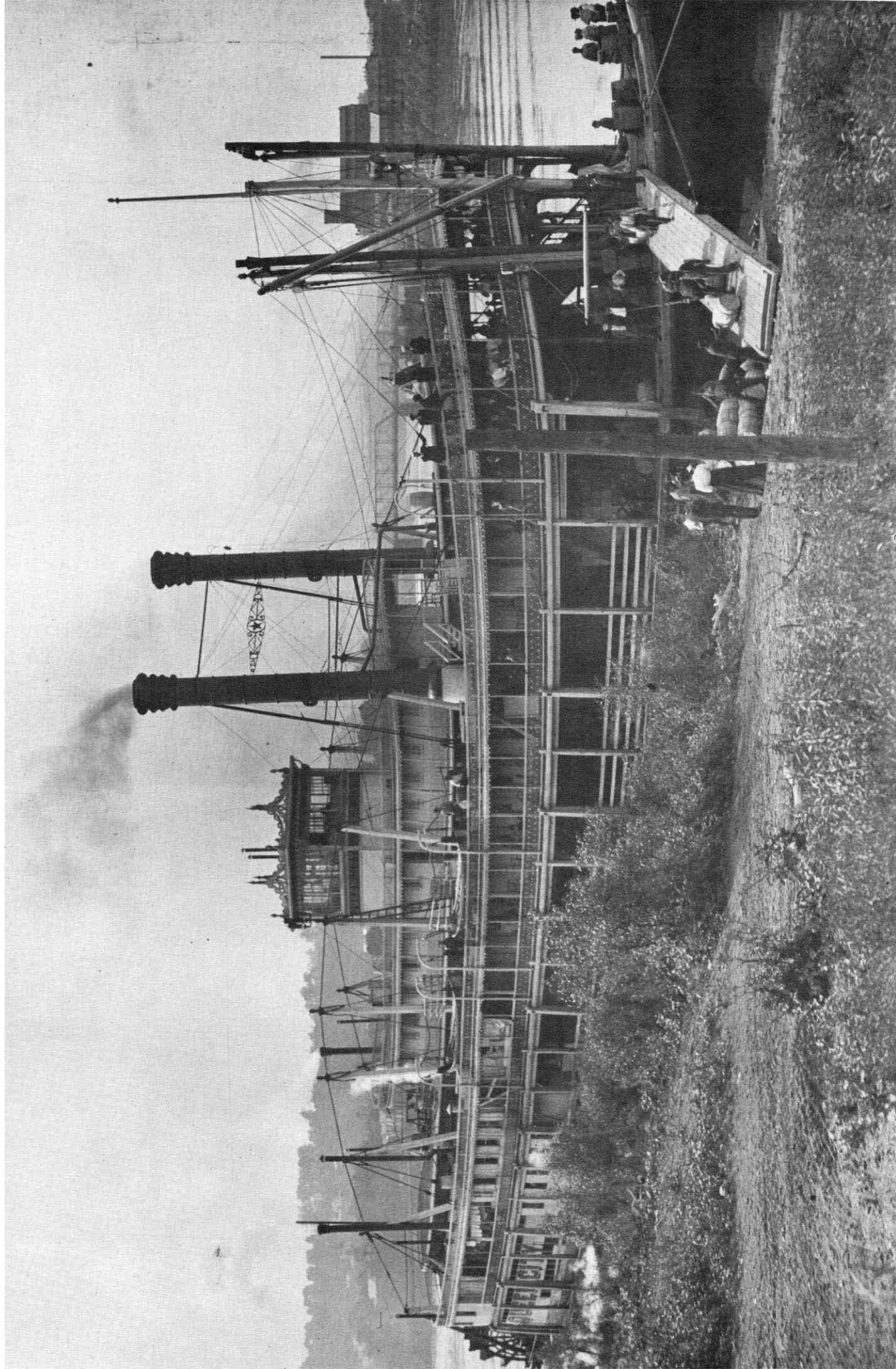
The large towboat (topped the list for 27 years) which towed Monongahela River coal to New Orleans all of her career was new in 1876. Her hull was built at Freedom, Pa., 210 by 40, and she was completed at Pittsburgh. She had Hartupee compound condensing engines, 20" and 45" by 9 ft. stroke powered by six Western boilers. The "Big Joe" was cock of the walk until the SPRAGUE was built at Dubuque. She burned at Cairo, laid up, on October 14, 1914.



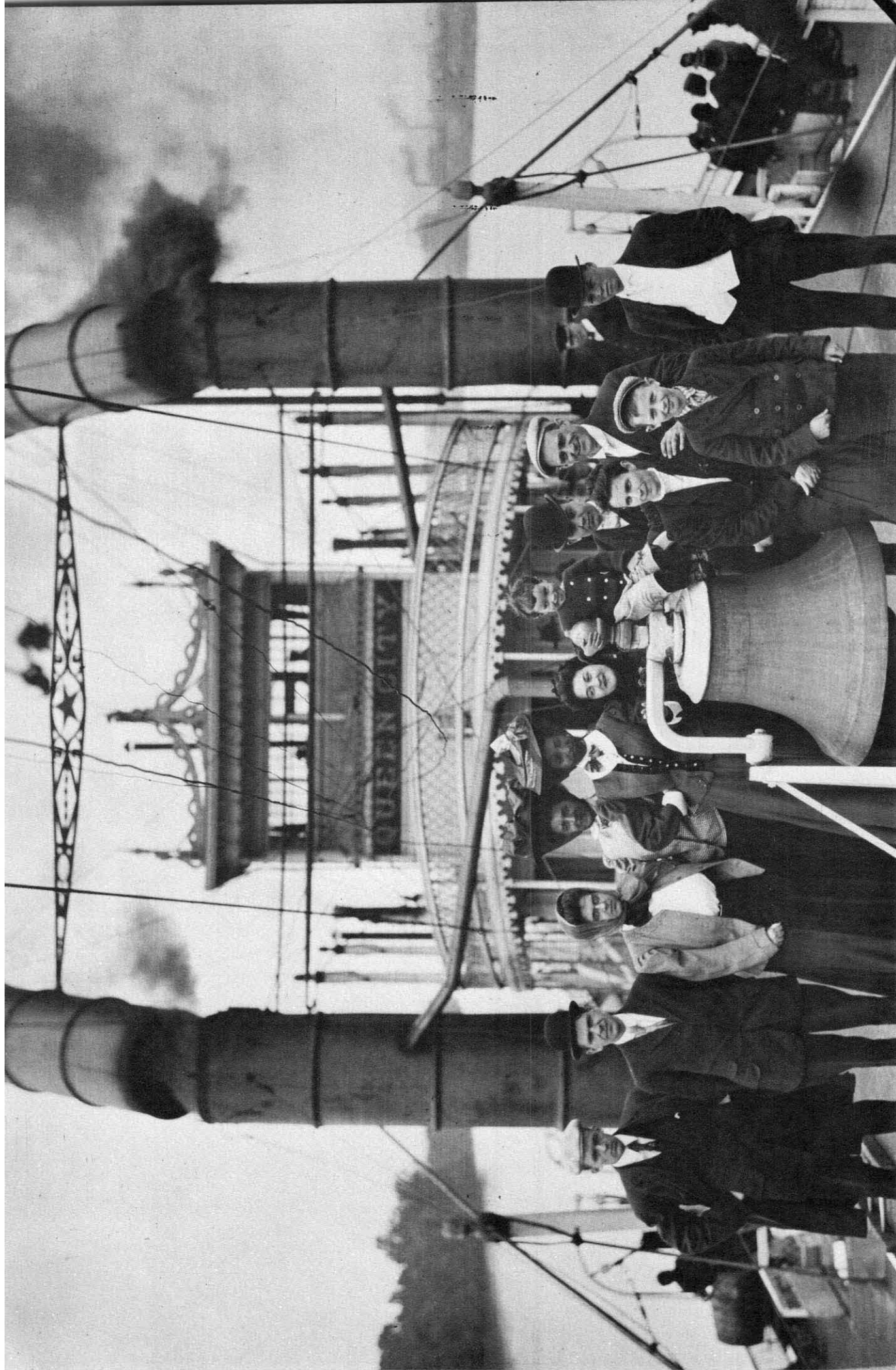
Taking on coal. These Pittsburgh-Cincinnati packets usually fueled at Ashland, Ky., Minersville (above Pomeroy), and Bellaire. We'd judge this is taken at the latter place. The coal was gravity-loaded from a tippie to a deck flat, then hand-shoveled aboard. She is downbound; see the hoghead and a tierce of straw-packed pottery from East Liverpool on the forecastle.



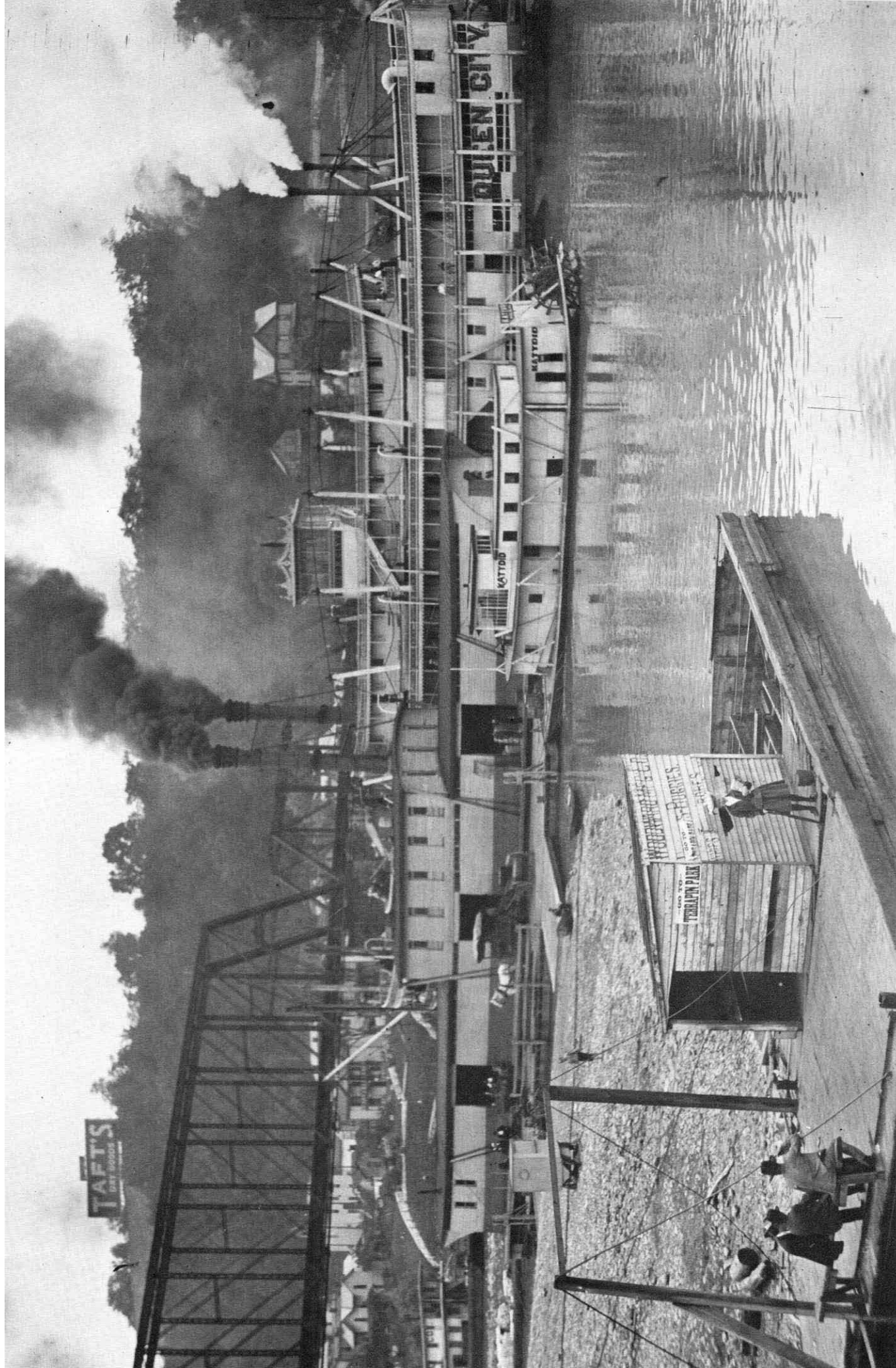
A very nice view of the OC taken at the wharf grade, Williamstown, West Va. She apparently is loading barrels of glassware; the one in the foreground is marked "Pittsburgh." Note the white wood pole surmounted with a gold-leafed metal eagle; there was a matching one on the port side; neither served any useful purpose that we ever knew. The davit just aft of it held a carbon-arc light.



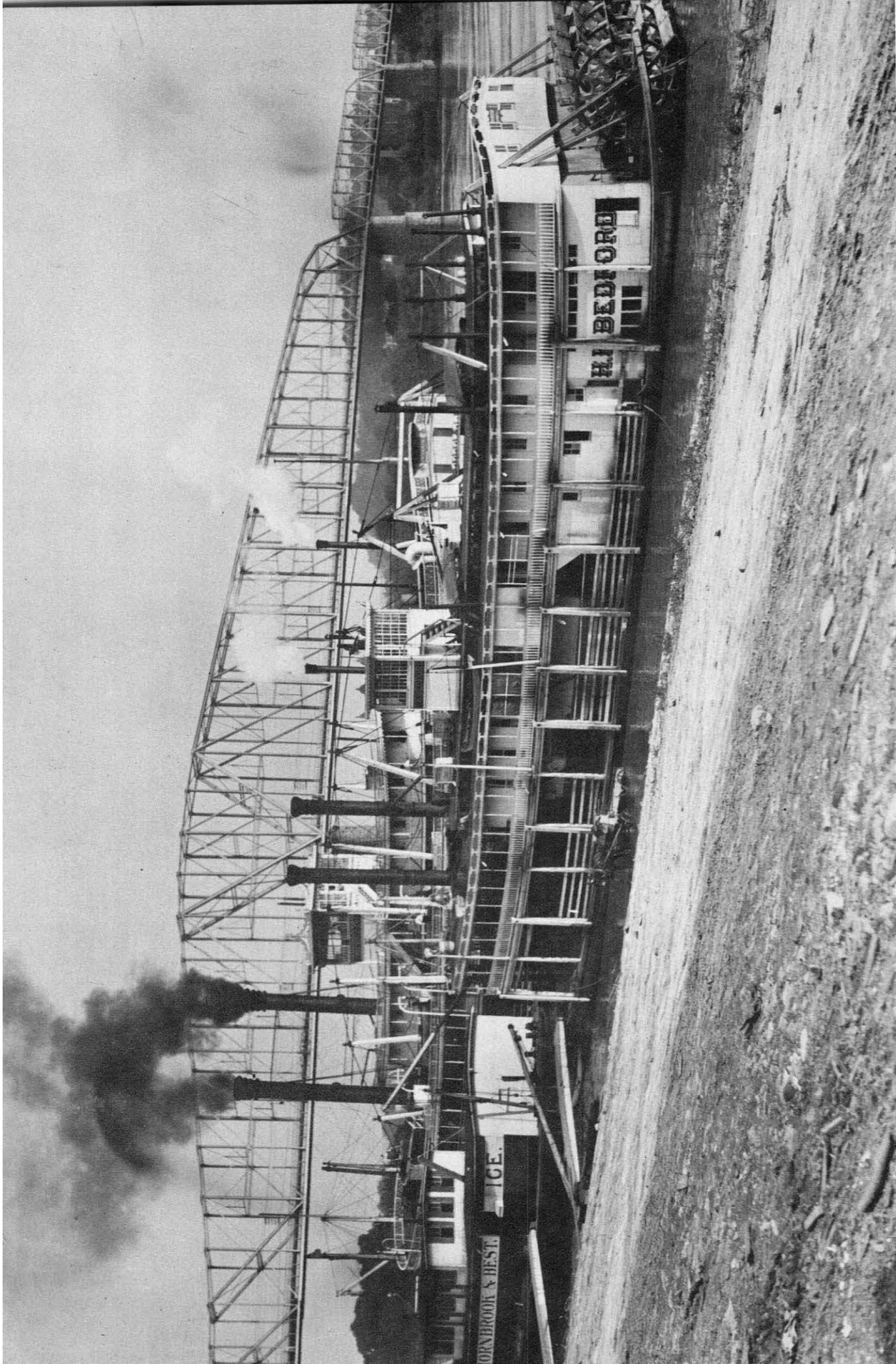
--And here is the whole boat, moored at Williamstown. Across the Ohio (forward of the stacks) is the Muskingum River's mouth, and to the right of that the old Nye Foundry. Harmar is off to the left background. A ladder footed on the roof rests on the top of the hogchain brace under the whistle; "sailormen" are probably scrubbing woodwork. These are the original stacks built for the QC in 1897.



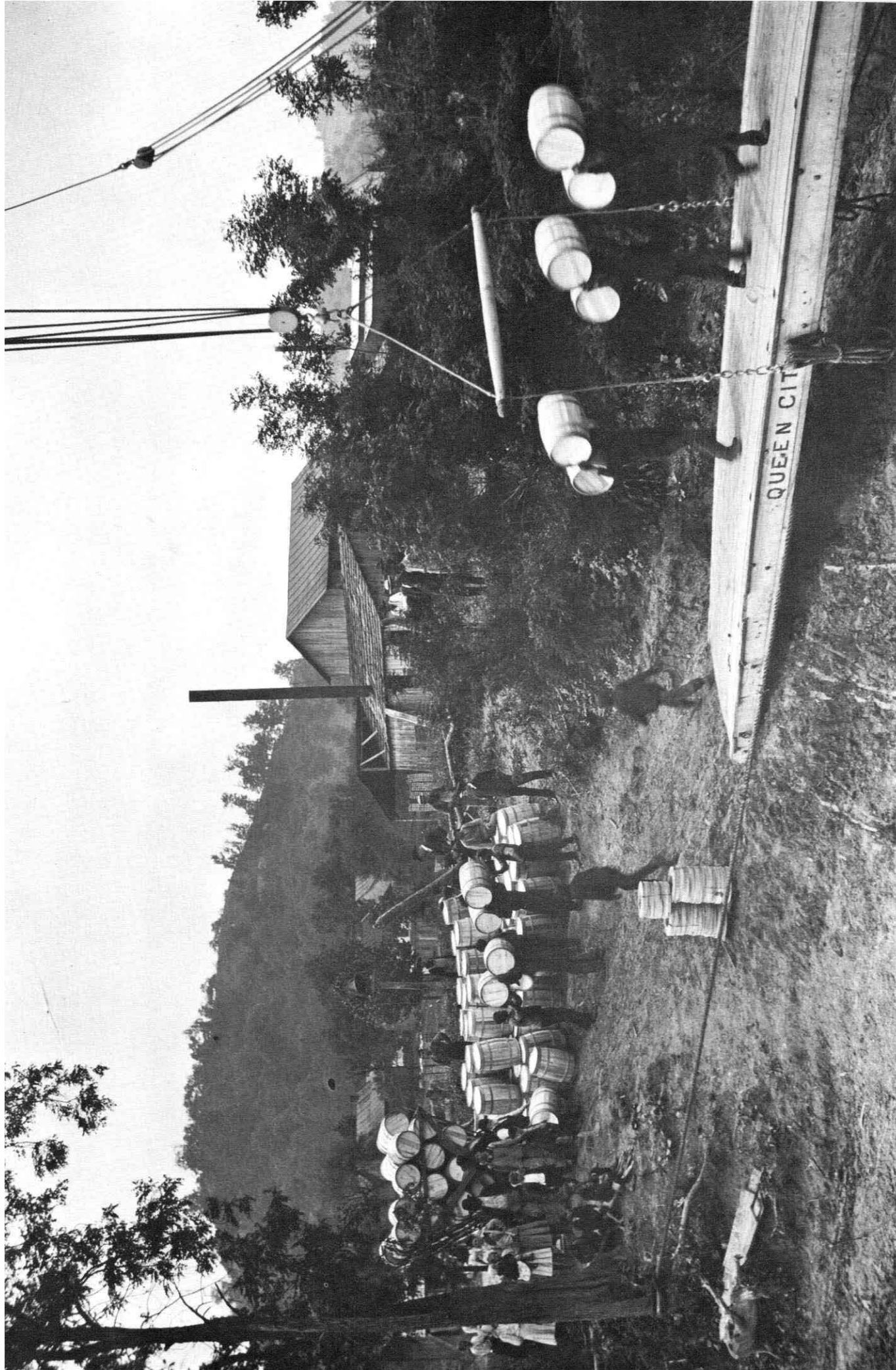
The roof bell long has been a favored place to take group pictures. Capt. J. Frank Ellison got this bell from the St. Louis Anchor Line. It had served on the side-wheel CITY OF ST. LOUIS. Today by a circuitous route it is on the DELTA QUEEN. The stacks are tipped back slightly in deference to a bridge. Deckhands await, extreme right and left, to wind the stacks back to the upright position.



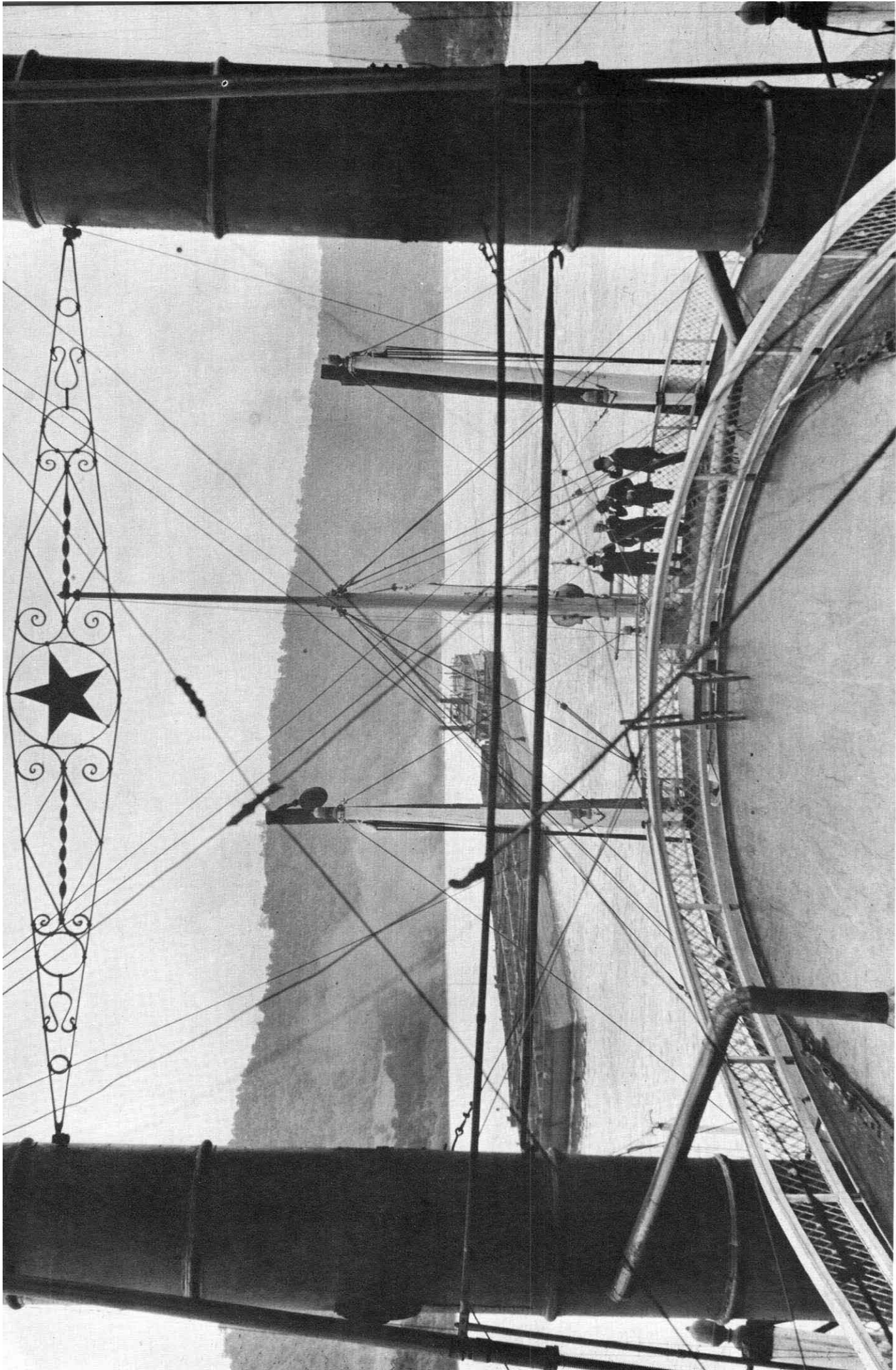
Landed at Parkersburg, West Va. The wharfboat is moored in the mouth of the Little Kanawha River. Note the deck float between it and shore; wagons handled freight backed up to the doors--did not enter the wharfboat. The gas packet KATY-DID ran daily to Reedsville and Belleville. The photographer took this from the roof of the local ferry to Belpre, O., and the float is in the left foreground.



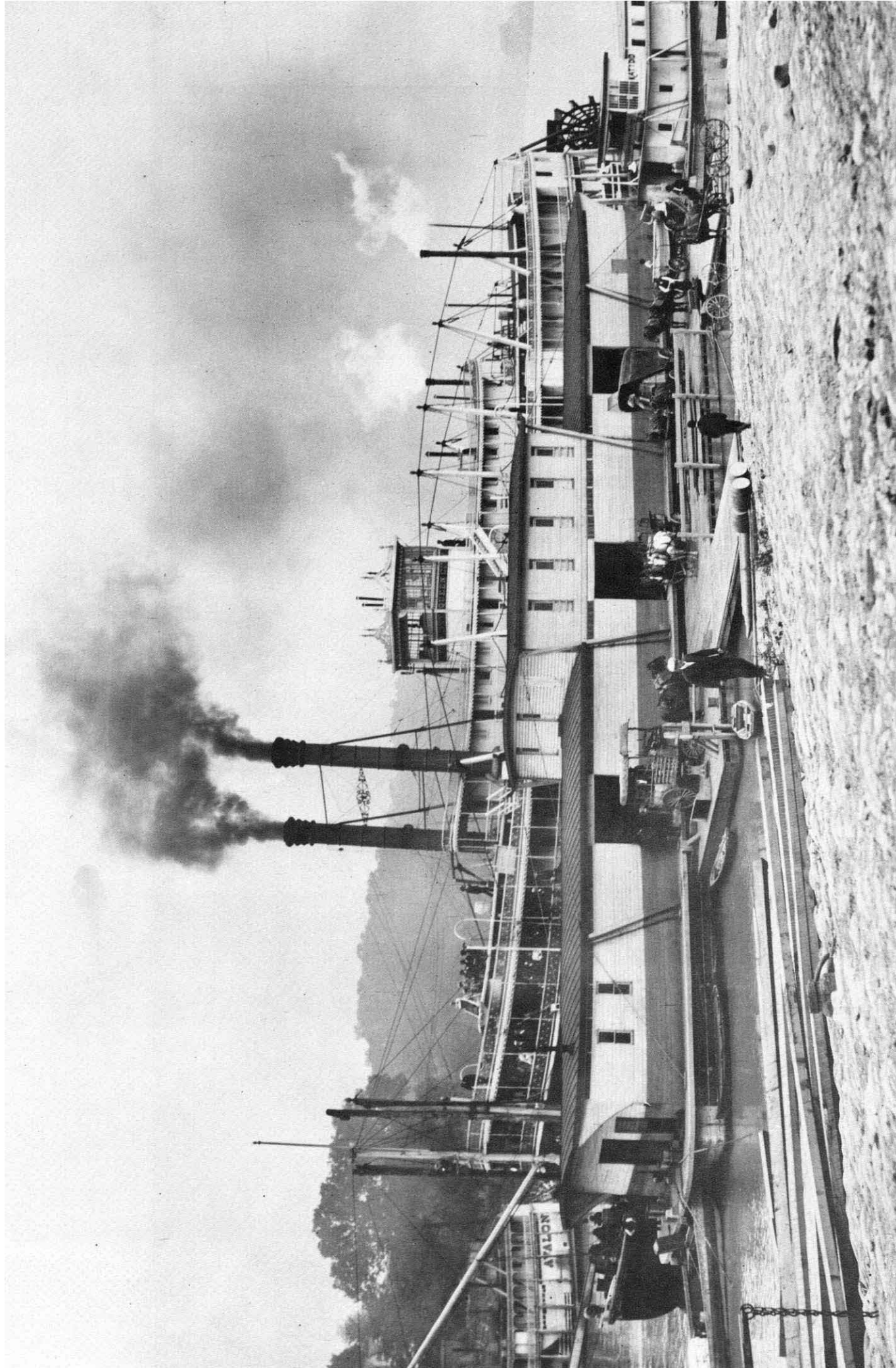
This location is readily familiar even today, taken at the Marietta wharf with the Williamstown highway bridge in the background. The QC is moored at the Hornbrook & Best wharfboat, a landmark for many years. The H. K. BEDFORD was the first packet in the Greene Line fleet, brought to the Upper Ohio from Nashville by Capt. Gordon C. Greene.



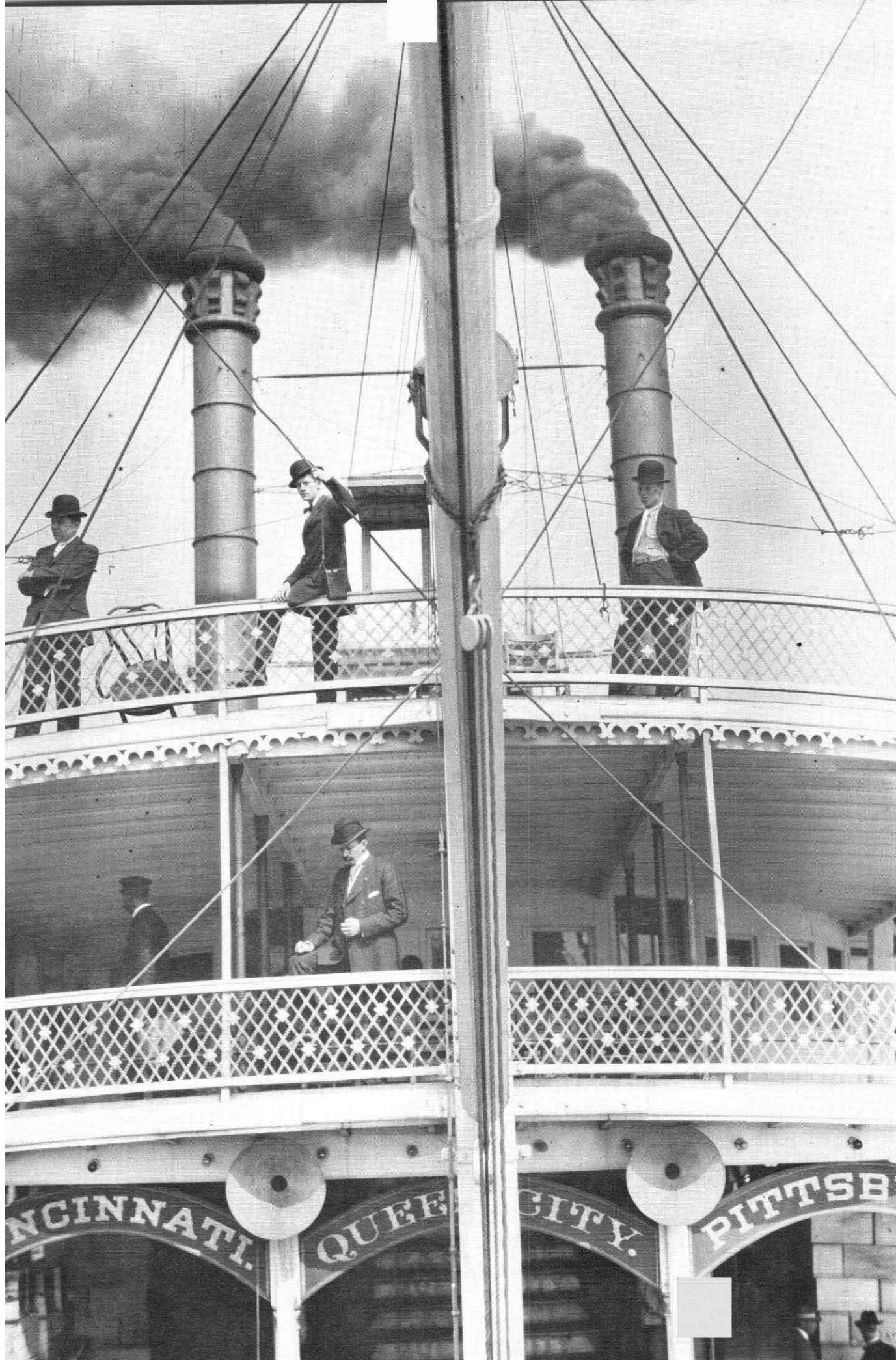
New apple barrels being loaded aboard, and wish we knew where this was taken. Note how light they are; each roustabout shoulders two at a time (right, on the stage). Orchards abounded, particularly along the Ohio shore from the Huntington area to Belpre, and on the West Virginia side opposite Yellow Creek. O. Capt. Jesse P. Hughes' father turned out apple barrels.



The OC is downbound, picture made from the pilothouse. Looks like she is entering Sliding Hill Bend above Pomeroy. The towboat A. R. BUDD, new at the time, is upbound with empty wooden coal barges. Looks like a collision is imminent, but all is well. The MARK TWAIN at Disneyland in California has an almost exact duplicate of the fancy smokestack spreader-bar.



The wharf at Parkersburg, West Va. This wharfboat, one of the best on the Upper Ohio, was built 1892 at Murraysville, West Va., 165 by 30 by 6. The QC was the largest regular packet after 1897 to Cincinnati and Pittsburgh. A large commerce was handled to points on the Little Kanawha. The lengthy timbers in the left foreground doubtlessly originated up that tributary.



Probably taken from out on the swinging stage. The forecastle signboards CINCINNATI, QUEEN CITY, PITTSBURG today are in the River Museum, Marietta. Note how low the wire railings are! The Coast Guard would forbid them today. The two metal funnels in the foreground swept up fresh air and delivered it into the hull. There never was a steamboat quite like the QUEEN CITY!

SHOULDN'T HAPPEN TO A YALLER DOG

Affliction is enamour'd of thy parts,
And thou are wedded to calamity.

Since the MISSISSIPPI QUEEN took aboard her first passengers last July 20th (Sept. issue, pages 7-11) she has enjoyed two happy days--the first two--on her Shakedown Cruise. Since then she has been beset and plagued. Now the river clan refers to her as the Miss-Q, not MQ.

Her maiden voyage from Cincinnati to New Orleans and return July 27 - August 14 was charitably reviewed in TIME Magazine (Aug. 16 issue, page 24) in which "a few shakedown kinks" were glossed over as inevitable. "Boiler trouble caused a seven hour delay getting into Louisville. The sauna was closed, and elevators didn't always work. At the premiere playing of the steam calliope, a three-foot column of hot vapor shot from a nearby sink. Owners notwithstanding, the Coke machines were not working."

Mrs. Betsy Bramer, Gateway Towers, Pittsburgh, had plunked down \$2,500 for her room and meals and also was aboard. She related her experiences to the travel editor of the Pittsburgh Press, recounted in the Aug. 22 edition. "In the middle of scrubbing her teeth, the water went off. Then everything went off---electricity, refrigerator, air conditioning," she said.

"Cataloging other problems, she said: 'The food going down was atrocious. At New Orleans they fired the cook and chef. The food was a little better coming back.'

"Even so, Mrs. Bramer said she had a 'desperate' attack of ptomaine and was 'sick as a dog' for two days. 'There was a doctor on board who was a passenger. The last few days I heard constant calls for him.'

"The cocktail lounge ran out of ice," she related. "The bar boys came around taking ice from ice machines. There were no radios in the rooms, but there were outlets which periodically played music."

"I think there were supposed to be loudspeakers for announcements, but you only heard them if you opened the door to the hall," Mrs. Bramer said.

"We had no TV nor communication," she continued. "They had a phone to shore, but we were not to use it unless in dire distress."

"The chap I was out with got a message to call someone. The crew asked if it was important. He said, 'How would I know unless I called back?' He said he was going to put a note in a bottle and throw it to shore."

"On the way upriver the MISSISSIPPI QUEEN couldn't make it under her own steam. 'They had to get a tug; then they had to get two tugs,' Mrs. Bramer said. 'This gorgeous steamer----it was so funny.'"

Not so funny was the "tug" bit. The MQ, upbound on the Mississippi, was unable to maintain schedule. The 2400 hp. KATE TULLY was brought alongside in the vicinity of Helena to assist. Later the 5000 hp. H. R. LaBAR also was recruited. There was a lock delay at Ohio River No. 50. By this time the ETA at Cincinnati made it impossible to get passengers to their planes, so they were unloaded at Hawesville, Ky. and bused to airports.

Still with towboat escort, the MQ proceeded to Jeffersonville to attend to a hot wheel bearing, and then with the KATE TULLY went on up to Madison, Ind. She had been committed to depart Cincinnati on July 29 with a second New Orleans Cruise. Instead, and due to these delays, the new passengers were bused to Madison to commence their trip. Capt. Ernie Wagner, her skipper, exhausted and weary, took leave to recuperate in Florida and Capt. Carl Shelton came aboard as relief master.

By the time she again arrived at New Orleans, with, as we understand it, the KATE TULLY still in attendance, the management decided to alter the paddlewheel in a rather desperate attempt to improve the boat's speed. She was taken to Avondale where the diameter of the wheel was reduced 1'10" on the theory that it had been set too deep in the water. This accomplished, she was taken out on a trial to test her.

Before this trial was completed, indeed barely under way, serious engine troubles developed. She was returned to Avondale where, upon inspection, several of her cylinders were found to be scored and cracked and a piston rod bent. These cylinders were beyond point of repair, and new ones were ordered cast and machined. Such major surgery required cancellation of all scheduled cruises into an indefinite future.

Mrs. Harvey Ford, Maumee, O., attended S&D last Sept. 11, and related that she was a passenger aboard the MQ on the trip which terminated at Hawesville and Madison. She had great praise for the crew, and also for the management. The disappointed guests were offered generous refunds or significant discounts on a 1977 cruise.

Even the most severe critics agreed you can't wish such bad luck on a yaller dog, let alone on the "biggest steamboat that ever was afloat." Dave Hunter, travel editor of the Cincinnati Enquirer, said in print: "We suppose a fair way of looking at the problems is to consider all those many things that could have gone wrong, but didn't."

Yet to be demonstrated, after costly repairs and new engines, is that the smaller paddlewheel will double the new boat's speed--turn a 4-mile boat into an 8-mile boat. Marine architect Alan L. Bates has virtually pronounced a benediction in a letter addressed to S&D REFLECTOR, with a copy to Betty

Blake.

"I know of no panacea that can cure her (MQ's) ills. Like all dedicated river people I hoped for her success. Yet it is hard to see, peeping through my keyhole of foresight, how she can achieve it. Her failure is a crying shame, and my heart truly goes out to her owners, designer and builder."

If publicity could cure the MQ's problems she'd beat the record of the ROB'T E. LEE. The Louisville Courier-Journal & Times Magazine, Sunday, Sept. 12th last used color cover of the MQ and color pictures of her interiors. The accompanying story by an ex-Navy man, John Ed Pearce, revealed that the ROB'T E. LEE "was prefabricated in England (and) shipped to the U.S. for assembly." Wow.

S&D member R. Dale Flick wrote a terse letter published in the Cincinnati Post & Times Star's Sept. 30th edition. He ended up saying, "the MISSISSIPPI QUEEN is the most recent gem in the crown of the Queen City. Why not give her a chance to prove herself?"

Invitations sent out October 22 signed by Betty Blake unveiled a second "Shakedown" scheduled out of New Orleans November 5-8 last for the much beleaguered MISS-Q. Betty told prospective guests: "You can imagine how disappointed we were when mechanical problems developed and after a month's operation she was laid-up at Avondale Shipyard August 28. However, work on the vessel is nearing completion. It is scheduled for engine trials, acceptance trials, and this Shakedown Cruise prior to going into regular service on November 13, 1976."

The trouble with the MQ's engines appears to stem from their having been cast from some sort of semi-steel. Apparently there is no remedy from the contractor, a New England firm now defunct. Bob Thomas, S&D's vice president, former steamboat engineer and foundry foreman, was contacted by the MQ's owners who sought the proper formula for the metal to be used in the replacements. Avondale was to do the casting. Let it be said that Bob not only was foreman but also the metallurgist at Rosedale Foundry, Pittsburgh, when the engines were cast for the ALEXANDER MACKENZIE, JASON and others.

Alan Bates is not alone in pronouncing her a failure. The S&D REFLECTOR has taken a discreet opinion poll from qualified river persons, several of whom predicted chaos when they saw the original architect's drawings. The consensus in the main is that she is seriously underpowered, that remedy by altering the paddlewheel (making it smaller) defeats the objective, that installing a much larger paddlewheel is not feasible due to a multitude of structural complications, and that the basic error was in using a stern paddlewheel at all. She must have another mode of propulsion (propellers suggested) but with first-cost already staggeringly peaked, the dilemma is compounded.

THANKS to Delly Robertson S&D now has two new members, both ardent steamboat fans, and with a name evoking three generations of New Orleans river associations--Comeaux. Mr. and Mrs. Robert Comeaux, 2406 Audubon St., New Orleans 70125 are well known aboard the NATCHEZ, DELTA QUEEN, and the MISSISSIPPI QUEEN.

In 1883 Capt. E. J. Comeaux had built at Cincinnati (actually the hull and framing was built at New Richmond, O. at the same time the TACOMA was built there) a stern-wheel packet named MABEL COMEAUX. She plied from New Orleans twice weekly to the Upper Coast and to Bayou Lafourche, Capt. E. J. Comeaux, master; T. K. Voochries, head clerk.

The success of the venture sent the Comeauxs to Mobile in 1887 where they bought the Pittsburgh-built ALABAMA (b. 1883), changed her name to MARY Z. COMEAUX, and ran her New Orleans-Bayou Goula, Capt. E. J. Comeaux, master.

A new and much larger MABEL COMEAUX was built at Howards in 1891, after which the hull of the first one was taken to Tell City, Ind. for wharfboat purposes. The new boat, Capt. E. J. Comeaux, ran in the Upper Bends trade, with T. K. Voochries, clerk, and later J. V. LeBlanc. She ended her usefulness about 1908 at which time the "Fair Mabel" was laid up at McDonoughville above Coyle's coal yard, where she was stripped of her outfit and eventually keeled over on her side.

But this didn't end the Comeaux steamboating. They acquired interest in the Red River stern-wheeler GEM, and ran her to Bayou Sara connecting to Natchez with the BETSY ANN. She burned at Hahnville, La. on Saturday, February 14, 1914, the blaze supposedly ignited from bales of moss. Spanish moss those days was widely used in the manufacture of mattresses and pillows. Both pilots were victims of the blaze, one of them Ed Comeaux, brother to the new S&D member Bob Comeaux.

Martha and Bob Comeaux have been friends of Delly Robertson for quite some time. They all met on the DELTA QUEEN and have corresponded since. Their latest river voyage was aboard the MISSISSIPPI QUEEN on the one (and only, so far) New Orleans---Hawesville---Louisville---Madison (but not to Cincinnati) voyage this past August. Delly met them at Louisville for a visit.

Even as Woody Herman and his Thundering Herd were playing jazz, and fireworks thundered at Marietta the evening of Friday, September 10, 1976, death came to Robert A. McKelvey, 70, in the St. Joseph's Hospital, Parkersburg, West Virginia.

Bob McKelvey spent 45 years with the U. S. Engineers, a number of them as Area Chief at the U.S. Repair Yard, Marietta. In this capacity he did S&D many a good turn beyond the call of duty. One of these was helping make possible

the lockage of the W. P. SNYDER, JR. through old Muskingum Lock 1 in 1955. Another was handling the pilotwheel from the CHARLES F. RICHARDSON which now graces the ceiling of the Lafayette's Gun Room. Bob was always available when we had a job to do.

He was born January 29, 1906 at Round Bottom, O. He is survived by his wife, Frankie Beegle McKelvey; one son, Robert A. McKelvey, Belpre, O., and one daughter, Mrs. Norma Andris, Belpre. Also by seven grandchildren. Also surviving are two brothers, William A. McKelvey, Portland, Ohio, and Charles C. McKelvey, Augusta, Ga., and a sister, Ella Mae West, Parkersburg, West Virginia.

Services were held in Belpre, and graveside services were conducted at Letart Falls Cemetery.

Sirs: Regarding the wharfboat at Marietta, my information is a little sketchy but believe the ownership over the years was something as follows:

About 1870 owned by J. H. Best, later by his son Charles Best and a man named Duffy.

About 1900 owned by Hornbrook & Best, then Best & Harper, then Best & Thorniley.

The latter were J. Henry Best and Adam Thorniley. Beman Dawes (of Pure Oil fame) was reputed to be a silent partner. J. Henry

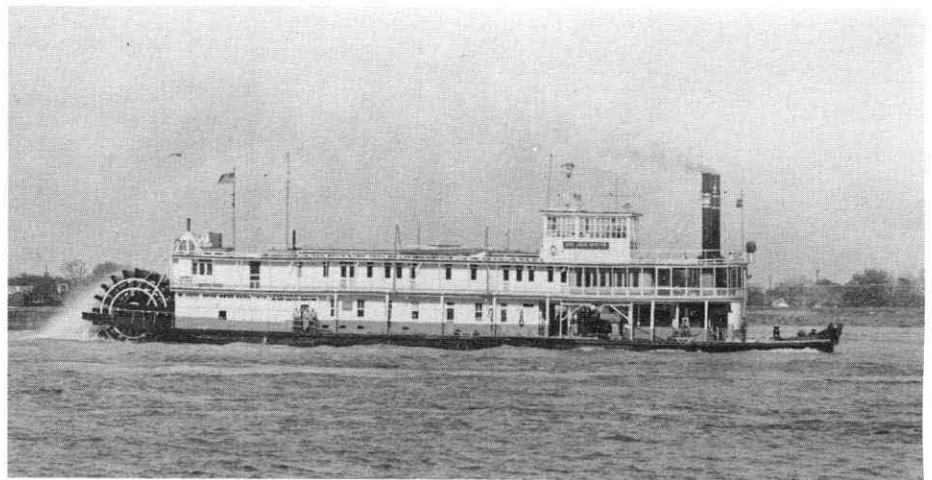
Best was my uncle Richard Thorniley's uncle, and Adam Thorniley was Dick's father. Dick ran the wharfboat in the middle twenties.

Newton T. Hess,
1500 West Third Ave.,
Suite 329,
Columbus, Ohio 43212

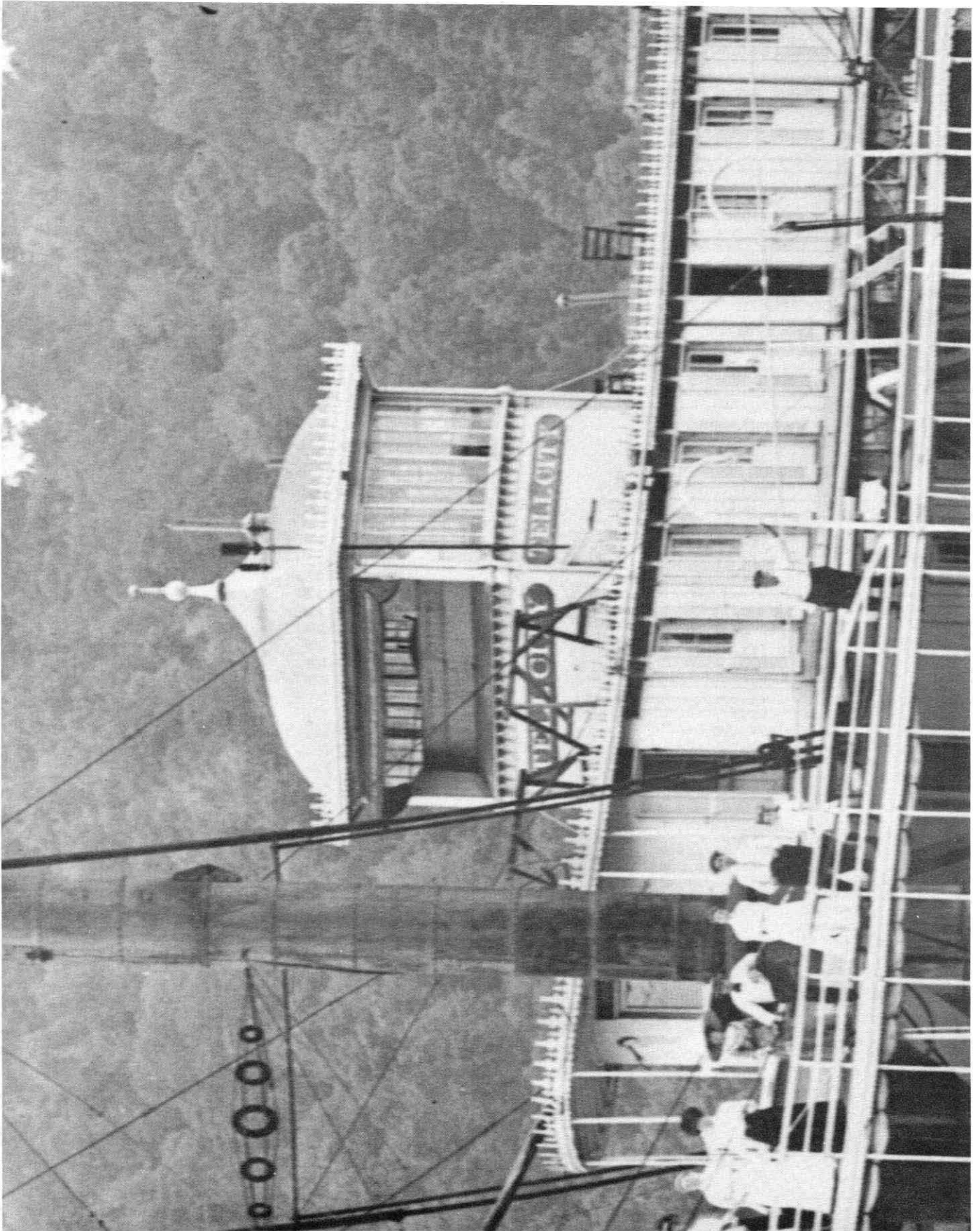
=The last wharfboat serving Marietta, familiar in many photographs, was built 1905 at Clarington, O., wood hull, 164 by 34, with model bow and stern. -Ed.

George A. Beane III, 415 Wren Court, Mechanicsburg, Pa. 17055 is wishing information about his grandfather Capt. William J. Haines (1840-1888) buried in a Louisville cemetery.

We would like to notice a small sternwheeler named RELIANCE which has been paddling Lake Wickaboag near West Brookfield, Mass. It was built by Graham Watson of Wickaboag Valley Road, that place, zip 01585. Graham, a youngster of promise, belongs to S&D. He powers his boat (all of 22 ft. long) with a 10 hp. Briggs of ancient vintage. He designed his craft from the LADY GRACE, complete with two stacks. His Dad, John D. Watson, gave some assist. The Worcester Telegram, Worcester, Mass. ran a 4-column picture of the RELIANCE in its Aug. 25, 1976 issue.



GEN. JOHN NEWTON is her name. She was built at Dubuque in 1899 and in respects was a counterpart of the BETSY ANN built same place, same year. Like the BETSY she also had a charcoal iron hull and cross-compound condensing engines; also no hogchains. She was built for the Mississippi River Commission by the Iowa Iron Works which later became the Dubuque Boat & Boiler Works. The machinery for both the NEWTON and the BETSY came from the Novelty Iron Works, Clinton, Ia. She was a coal-burner for 34 years, and then was converted to burning fuel oil when she got a Hedges-Walsh-Weidner Co. water tube boiler in 1933. In 1936 sponsons were added to the hull fitted with fuel oil bunkers. By that time she was in the fleet of the U.S. Engineers, New Orleans. Capt. E. Joe Pierce came aboard as master when she was new in 1899 and remained aboard until he retired, 70, in May 1936, something of a record. He died less than a year later. The NEWTON was retired from service in 1957, so she outlived the BETSY by 17 years. One of the reasons we resurrect her here is to discover if some kind person may remember what happened to her after the U.S. Engineers sold her at public sale?



PICTURE ON THE OPPOSITE PAGE IS MADE FROM THIS ONE



ON SUNDAY, August 27, 1911 the TELL CITY was hard aground at Blue River Island, Ohio River, with little or no freight aboard. We'd judge that the people lining the roof rail were brought there aboard the gasboat UNCLE DICK in the foreground for a Sunday jaunt. They probably came down from Brandenburg, Ky., 15 miles above. At any rate the photographer who took this post card photo was J. S. Hutchison of Brandenburg. He sent a sample to the owners, Louisville & Evansville Packet Co., offering to supply them at 50¢ a dozen. Today Bert Fenn has that sample photo, reproduced above. In the interest of accuracy S&D was in dire need of such a close-up of the pilothouse to facilitate restoration work at the Ohio River Museum, Marietta. So thanks to a stuck steamboat, an excursion aboard the UNCLE DICK, and a photograph by J. S. Hutchison, and a blow-up from Bert Fenn, here we have it.

PLAUDITS FOR MADISON AND VINCENNES

The "Indianapolis Star" in a lead editorial one day this last fall handed bouquets to a couple of Indiana river towns and, in particular, to Mr. and Mrs. John Windle of Madison. Here it is:

"Eyes this weekend are on two fascinating river towns rich in the treasures that have given a rare, special quality to Hoosier life--Madison, down on the Ohio, and Vincennes on the Wabash.

"Madison is teeming with visitors. They will tour historic homes not usually open to the public, fine time for antique-hunting, shopping and impromptu adventuring. It is the time of Fall Festival.

"The star is Madison, one of America's--and many travelers say the world's--most charming cities. By design, the man responsible more than any other for restoring this grand old town won't be there.

"This morning he will be deliv-

ering a talk, 'The Madison Success Story--How It Happened,' at the Eighth Annual Conference on Historic Preservation at Vincennes University.

"He is John Windle, president of Historic Madison Inc. He and his wife live in Madison, in the mellow, antique-filled Shrewsbury House. He was head of research at Chicago's Newberry Library for 25 years. Then for five years he and Mrs. Windle explored America, looking for an ideal place to spend the rest of their lives.

"Rejecting leagues of legendary scenery and landmarks, they chose Madison, at last, in 1948. They found a town unspoiled by the rush to modernity, a slice of fascinating, highspirited yesterdays, frozen in time.

"For Madison in its heyday was Indiana's great port town, busy with river traffic, shipping tobacco, iron, wood and farm goods to New Orleans, importing fineries from the East and Europe. Magnificent riverboats docked at its piers. Its enterprising merchants

built stylish homes for their ladies. Madison was sophisticated, important, rugged and rich.

"The railroads ended this suddenly. A long era of poverty began. The twist of luck was that this suspended animation spared its charm--its fine old architecture--from the buzz-saw of progress. In 1970 Windle and a dozen business and professional men formed Historic Madison Inc., began buying property and restoring it to its original condition.

"The effort grew, vigorous and popular. Today it has more than 1,200 members. With tender care, scrubbing, painting, skill and energy, they've restored a history-making horse-and-buggy doctor's home and clinic, a pioneer garden, a factory that once supplied saddle trees to Europe and Latin America, a college that blazed trails of equal opportunity before the Civil War, magnificent homes filled once again with pioneer artifacts and all kinds of other vintage wonders.

"Today Madison is a showplace town. At night the lights and horns of the big riverboats summon ghosts of the eras of showboats, colonels and their ladies, of Abe Lincoln, Mark Twain and Stephen Foster.

"Meanwhile on the Wabash, Vincennes, where Gen. George Rogers Clark seized the French fort in 1778, opening the West for American settlement, is a fitting site for the Conference on Historic Preservation. Here are the Old Cathedral, the homes of William Henry Harrison and French settlers and the haunts of venturesome pioneers who helped build the nation.

"The aim of the conference of course is to encourage the preservation of the marks made by our pioneers----buildings, documents, paintings, the records of their work, hope, faith and courage.

"We commend the many committed men and women and young people taking part in this growing, increasingly successful effort to save the subtle treasures of our past. Understanding of these things, and appreciation of them, help light our way into the future.

=Our thanks to Mrs. David H. Morrison for bringing the above to our attention.

Incidental intelligence:- Capt. Leonard Schlamp who attended S&D from Evansville is with ACBL, and his wife is Anna Belle. Leonard is nephew of the late philatelist and historian Henry Meyer.

A small steam packet named JOHN B. GORDON made history when she arrived at Chillicothe, O. on the last day of January, 1849. The Scioto River had been improved the year prior. She was built at Brownsville, Pa., 1848, 57 tons. S&D member Joseph H. Shields has our thanks for this information.

WHISTLE OF THE BOAZ

Jack Custer sends us a story which appeared in The Waterways Journal, issue of November 25, 1933. We quote:

Monongahela, Pa., Nov. 19: For years rivermen have hunted the whistle of the BOAZ, once proud river boat, whose timbers are rotting on a sand bar near the Floreffe marine ways. The BOAZ owned one of the first brass and silver whistles ever used on the old boats, but when she was taken out of service 25 years ago, her whistle mysteriously disappeared. It appeared a few years later in the possession of a Henry Blaine of Elizabeth, who claimed that the whistle was sold at an auction on the Pittsburgh wharf about 1910. The BOAZ had the reputation of being the only river steamer with a whistle which, once heard, never was forgotten. Hence, rivermen searched for the whistle again when Blaine later announced that it was stolen one night from an Elizabeth blacksmith shop where he was having the fluted spread-eagle crown of silver retouched. Hunting for the old BOAZ whistle became a legendary quest among the upper Monongahela valley boatmen. Tradition is wrapped around it, for it was this whistle that sounded the note that announced the end of the Civil War in 1865 for the folks of Brownsville. Mark Twain, guest of the River Transport Company on a trip down the Ohio in 1887, rode on the BOAZ to Gallipolis and blew that old whistle. Horace Greeley was roused from his slumbers one night by it, and President Harrison steaming up the Monongahela in the early nineties heard it. The whistle of the old BOAZ has been found. Workman, cleaning the storage loft at the Monongahela (Pa.) brewery, uncovered it in a cobwebbed box.

=Comment on the above:-- The boat whistle which announced the end of the Civil War at Brownsville was that of the side-wheel FAYETTE, a documented fact (June '69 issue, page 15); Mark Twain's ride on the BOAZ is pure hoakum. The alleged auction at the Pittsburgh wharf in 1910 simply did not happen at all. The whistle was on her until she was retired in 1916. Nor did her timbers rot on a sand bar near Floreffe, Pa. She was dismantled at Brown's Station in 1925. Now for another version: Capt. Grover Litten, Clarrington, O., went on the towboat D. A. NISBET as master and pilot, 1918, and soon was in the news. He had procured the old whistle of the BOAZ, said he, and was blowing it on the NISBET. Nobody contradicted him. It looked like that of the BOAZ, one very long center barrel with a small one perched on top, and two small branch-pipe whistles. The sound was not unlike that of the J. T. HATFIELD or the later OMAR. We have dug out photographs of the BOAZ showing this whistle, and one of the D. A. NISBET taken while Capt. Grover Litten commanded and piloted her. They are undeniably

similar. Grover Litten had a squirrel trait of acquiring odd-lot souvenirs and hiding them, all the way from statuary to whistles and furniture. He stored some, probably most, of these treasures in warehouses. When he died, nobody knew what belonged to him, or where most of it was, and they never did find out. So the part about it showing up in a brewery in 1933 at Monongahela, Pa. might be right; possible but not probable. -Ed.

Fort Benton, Mont. has not had a steamboat arrival since the packet O.K. hove in port on August 17, 1907. This town of 1,800 has a newspaper called "The River Press" which has been in business since 1880. Its long-time editor Joel F. Overholzer received a copy of TIME-LIFE's new Missouri River book "The Rivermen" and pronto put in an order for 250 copies, figuring that steamboatin' on the upper Missouri is no dead duck for Fort Benton reader interest. As of July 25th last he had 7 or 8 left, and was thinking of reordering. His "River Press" recently published a 16-page historical edition (June 9, 1976 issue) including a listing of all steamboats known to have visited Fort Benton. Short descriptions are provided of each and, where possible, the dates of arrival.

Sirs: I especially enjoyed the account of the MISSISSIPPI QUEEN's Shakedown Cruise (Sept. '76 issue, pages 7-11). I was aboard one evening during the recent ASTA convention in New Orleans. She is quite splendid.

As you may know, the NATCHEZ escorted the MQ into the New Orleans harbor when she arrived here on her maiden voyage. Captain Hawley invited us to ride the NATCHEZ, and that first glimpse of the MQ emerging through the haze was a sight to remember. And the fanfare on the NATCHEZ---the calliope music---the whistle blowing like I never heard it blow before! It was just wonderful being a part of steamboat history.

Since the MQ docked at the International Rivercenter cruise terminal, Mr. Ray Samuel had to be there to oversee last minute details, and wasn't along for the steamboat ride. He was so good, though, to let me take off for the afternoon.

Of course this past Saturday I was on the levee in Destrehan to see the President aboard my favorite steamboat. Only for President Ford and the NATCHEZ would I stand that heat and humidity for two hours! It was really great fun and a heart-warming experience.

Gretchen Hecht,
159 W. Hefner Park,
River Ridge, La. 70123



WE'RE putting in this towboat picture to keep the peace with Bill Smith of Oil City, Pa. The first thing he does is scan all 48 pages looking for a Pittsburgh-based towboat. Well Bill, here you are, and you probably are one of only a half-dozen S&D members who know anything about the C. D. O'CONNOR. In her time this was the most powerful towboat regularly operated in the Monongahela River and, in this view, taken by the U.S. Engineers, she is downbound at Lock 5, on May 28, 1951. She ran only two years under this name, hence pictures of her are not so common. Original name??

Gilbert Love runs a favorite column of ours in the Pittsburgh Press called "Adventures in Retirement." When the DELTA QUEEN made her annual call to the headwaters of the Ohio, Gil Love got to thinking about steamboat whistles and the Mode Art recordings. He lists other sounds older folks might enjoy such as--

"The almost defunct steam locomotive could contribute much to a museum. Its night-time cry -- 'wahoo-ie!' -- as heard from afar, would be a prize exhibit.

"Sounds recorded in a big terminal would include the 'All abo-o-a-rd!' passed down a long passenger train by conductors, brakemen and porters standing by open vestibules.

"That would be followed by the slamming of steel vestibule floors and doors, and the 'chuff-chuff-chuff' of the locomotive getting under way, slow at first, then faster and faster until the chuffing sounds were wiped out by the parting salute of the locomotive's whistle.

Other possibilities for a museum of yesterday's sounds might be:

"The squeaking of a slate pencil on a slate.

"Rattle of milk bottles in a metal carrier.

"The 'thwap' of a rug beater on a rug hung on a clothesline.

"Naturally the 'clap-clap-clap' of horses' hooves.

"The 'ah-oogah' of early auto horns.

"A rooster crowing in the early morning hours and being seconded by other false prophets of dawn.

"The grind and rattle of a coal furnace grate being shaken down.

"The 'gr-r-r-r-r' of a hand-cranked coffee grinder.

"Clank and hiss of a blacksmith shop.

"The bell of a scissors grinder heard from afar and gradually getting closer.

"The clarion call of 'Ice man!' and the even more strident 'Rags and old iron!' from the high seat of a junk wagon.

"Squeak and rattle of a chain-hung porch swing.

"The 'thump-squee, thump-squee' of a backyard pump.

"Sounds of corduroy passing corduroy in a pair of slacks or work pants.

"The 'unga, unga, unga' sound of clothes rubbed on a washboard.

"'Ladyfinger' firecrackers set off in a pack and crackling like the sudden outbreak of a small war."

The Waterways Journal moved this past October to new quarters, 666 Security Building, 319 N. Fourth St., St. Louis, Mo. 63102.

Mrs. Robert G. Calder, Jr., 800 Amies Lane, Bryn Mawr, Pa. 19010 seeks information about her father Capt. William Henderson Mason, Jr. born Jefferson, Tex. 1872. He had three boats; one sank and two burned. He died, 90, in February 1962 in Brownsville, Tex.

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J. P. HUGHES, VICE-PRESIDENT

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GENERAL OFFICE:

WHARFBOAT,
FOOT OF MAIN STREET,
CINCINNATI, O.

Feb 9 1907
Dudley & Miller
Parkersburg Wva
Please find inclosed Bill
Bill for 217.50 For charter
on Flat, taken from Huntington
Wva Dec 8: 1906 This has been
a great inconvenience to me as
I needed the flat to get coal for
my own boats. at the time the
Mountain State took this flat it
was loaded and I sent St. Bricket
for Chilo to Huntington to bring it
down as we was out of coal.
The Capt of St. Bricket found
St Mountain State at Parkersburg
with our flat and told him he had
been sent after it, but he paid no
attention to him and took the flat
on down the river, after taking end
out of flat it was left at Pt Pleas-
ant for repairs and the Dockels
turned it over to me there last
Monday Feb 4,
Resp
Gordon C Greene

THIS LETTER in the handwriting of Capt. Gordon C. Greene is reproduced in the hopes that we may hear from a qualified handwriting expert. What clues magnify the man's character, or betray his shortcomings? Captain Greene was not much at "taking pen in hand" to write to anybody, and examples of his penmanship are rare items. The original of this letter is owned by Jerry Devol, and our thanks to him for sending to us this copy. Apparently Captain Greene was a bit teed off at the owners of the towboat MOUNTAIN STATE, D. M. Miller and Capt. L. Dudley, Parkersburg, W. Va. In 1903 these two rebuilt the old BILL CLARK at the Parkersburg Docks, giving her two boilers from the STATE OF KANSAS and engines from the towboat COMET. They renamed her MOUNTAIN STATE and job-towed coal and lumber. In 1908 they sold her to Capt. E. E. Eisenbarth who, barely a year later, sold her to Walter P. Needham who renamed her WALTER NEEDHAM. Capt. Ralph Emerson Gaches lost her in the summer of 1910 when she sank near Metropolis, Ill.

Sirs: I would be willing to bet anything that I am the only person who has been aboard the present JULIA BELLE SWAIN who has actually been to Santa Rosa, Fla., who saw the original JBS on the Ohio, and who lived at the corner of Swain Court and Highway Avenues, West Covington, Ky.

Santa Rosa is not actually on Highway 98 between Destin, Fla. and Panama City, Fla. There is a sign and a gas station there on the highway, but Santa Rosa is ½ mile north of Choctawhatchee Bay and I mean all of ten or twelve

houses. The only way you could get to the CHARLES E. CESSNA (the original name on first JBS) would be by wading, pushing a skiff until it was deep enough to row, and then keep going out in the bay another half mile or so.

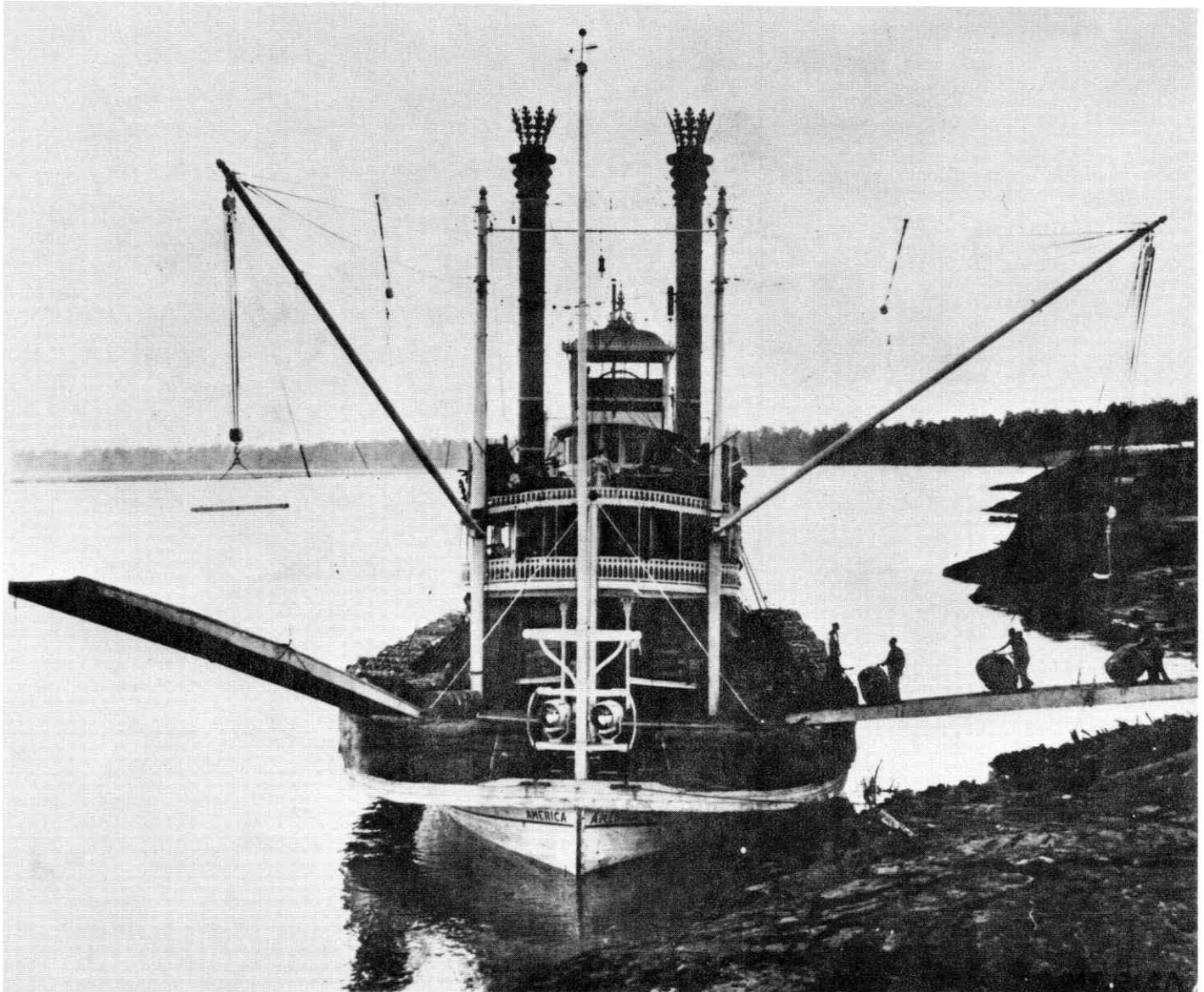
On October 4th last I visited the Howard Powell boneyard at Gunterville, Ala. and unexpectedly coincided with the JBS there. Had a nice visit with Capt. Dennis Trone. The GEORGE KILIAN, pictured in the June '73 issue, page 17, is being rebuilt from the hull up into a pleasure boat, having been

bought by some one in Tennessee.

Jim P. Hutchins,
Shannon, Ala. 35142

The PAPOOSE, built at Cape Girardeau 1940, has been rebuilt to become an attractive excursion craft at Little Rock, Ark., owned by Bill Fields, 50, formerly with the Port Authority there.

The Inland River Record's 1977 edition will be handled from the Waterways Journal, St. Louis.



THIS PICTURE since we first saw it years ago in the collection of Donald T. Wright has captivated our imagination. Captain Cooley's large sternwheeler AMERICA is loading cotton at an unidentified landing along the lower Mississippi. The term "cotton guards" is understandable at a glance, the incredible overhang of the main deck so's cotton can be stowed roof-high on both sides making of the boat one huge cotton bale afloat. In this view the bales are stowed about three high but as she ambles down the Mississippi "blowin' and moanin' for cotton" the cargo will envelop her.

The risk of fire was tremendous. The seasoned mate knew at a whiff the odor of burning cotton, sought out the smouldering bale, pushed-and-kicked it overboard and asked questions afterward. We know not the identity of the photographer who took this head-on photograph so typical in its time, nor the date nor location. The original from which this is made reposes in the Tulane University collection, New Orleans, and for this print we thank Ralph R. Du Pae who is doing so much for the University of Wisconsin's steamboat history in pictures at the Murphy Library, La Crosse, Wis.



SO FINE, it's not the BELLE OF ALTON, or the CITY OF ALTON or the BELLE MEMPHIS. It's not the CITY OF PROVIDENCE, not the side-wheel IDLEWILD. Yes, it was taken on the Mississippi River. We'll confirm the date to you--'75. Yes, no faking, a real steamboat. Note that the feathers are cut to imitate oak leaves. That's in the best steamboat tradition; oak hulls in the wooden days meant security, so oak leaves decorated smokestack tops, and oak acorns embellished flagpoles, davits, hogchain posts and the corners of pilot-houses. Now we've had our fun. Photograph taken by Michelle Kingsley A.D. 1975 (not 1875) on the JBS. Wunnerful.

CHRISTMAS DINNER 1866

Since printing the menu served aboard the MISSISSIPPI QUEEN on her initial Shakedown Cruise, we have been handed the menu placed before guests at the United States Hotel, Louisville, Ky. on Tuesday, December 25, 1866. This comes to us from Keith Norrington.

First you decide between oyster or mock turtle soup. Maybe you'd rather have oysters, in which case you decide whether you want them stewed, escolloped, fried, in small pies, stewed in fine herbs

or in batter. Fish maybe:- baked bass in claret wine sauce, or boiled white fish.

Before tackling the above, be sure to scan the "Hot Relievers," and there's a term worth reviving. Here are the Hot Reliever choices: Larded fillets of beef with mushrooms; potted leg of mutton, English style; baked pork and beans; turkey stuffed with oysters; beef a la flamande; stuffed breast of veal, champagne sauce.

The ladies will be more attentive to the Cold Ornamented Dishes next listed: ornamented ham, dec-

orated with jelly; argatte of buffalo tongue with jelly; round of beef glace, decorated a la believieu; gelatine of turkey, ovipedertah; gelatine of shoulder of lamb, decorated; chicken salad, decorated.

Some of these words are not in usual dictionaries.

Tuck in your napkin and survey the roasts: baron beef with potatoes; stuffed chicken, madiera sauce; leg and saddle of Southdown mutton; stuffed tame ducks; roast haunch of bear; turkey stuffed with oysters; stuffed loin of veal; green goose, apple sauce; roast pig; bear steaks.

Are you game for game? Hear this: Saddle of venison with jelly; roast prairie chicken; roast red head ducks; broiled squirrels; roast quails; roast grouse; broiled rabbits; roast opossum with sweet potatoes; roast teal ducks; roast grey ducks; broiled venison steaks; roast mallard ducks; broiled quails.

If the above sounds a bit filling, consider the Hot Side Dishes: stewed chicken, a la dauphine; calf's head, tartarine style; larded fricandeau of veal, tomato sauce; small turn-over of minced chicken; lamb cutlets, sonbise sauce; fillets of pork, piquant sauce; lamb tongue, with gardener sauce; forms of macaroni a la nivernaise; tendon of mutton, fried in butter; croquettes of chicken, queen style; larded sweet breads, tomato sauce.

Also popular are the Cold Side Dishes: gelatine of shoulder of lamb; charlotte of apple, a la Parisian style; calf's brains, decorated; sweet bread, a la financiere; salad of oysters with jelly; calf's head with vinegar; lobster salad with jelly; game pie, Parisian style; aspic of oysters.

There are fifteen vegetables on tap including hominy and mashed turnips. Eleven relishes are listed. Then come seventeen pastries, assorted nuts, figs, rasins, and oranges. You can wind up with coffee or buttermilk and hoe cake.

A separate Wine List is provided occupying a page. Another page lists railroad and steamboat connections. Packets depart twice daily for Cincinnati, at 11 a.m. and 4 p.m. via the United States Mail Line. The morning boats are the C. T. DUMONT, Capt. David, and the UNITED STATES, Capt. Whitton; evening boats are the GEN. BUELL, Capt. Philips, and the MAJOR ANDERSON, Capt. Carter.

No prices are mentioned on the menu.

THE BACK COVER The Event of the Year 1976

The President and his First Lady ride the NATCHEZ (see pages 20-21 and 24-25) down the Mississippi to New Orleans with Capt. Clarke Hawley. Note the Presidential Flag in the lower view.



Ladies and Gentlemen, The President of The United States

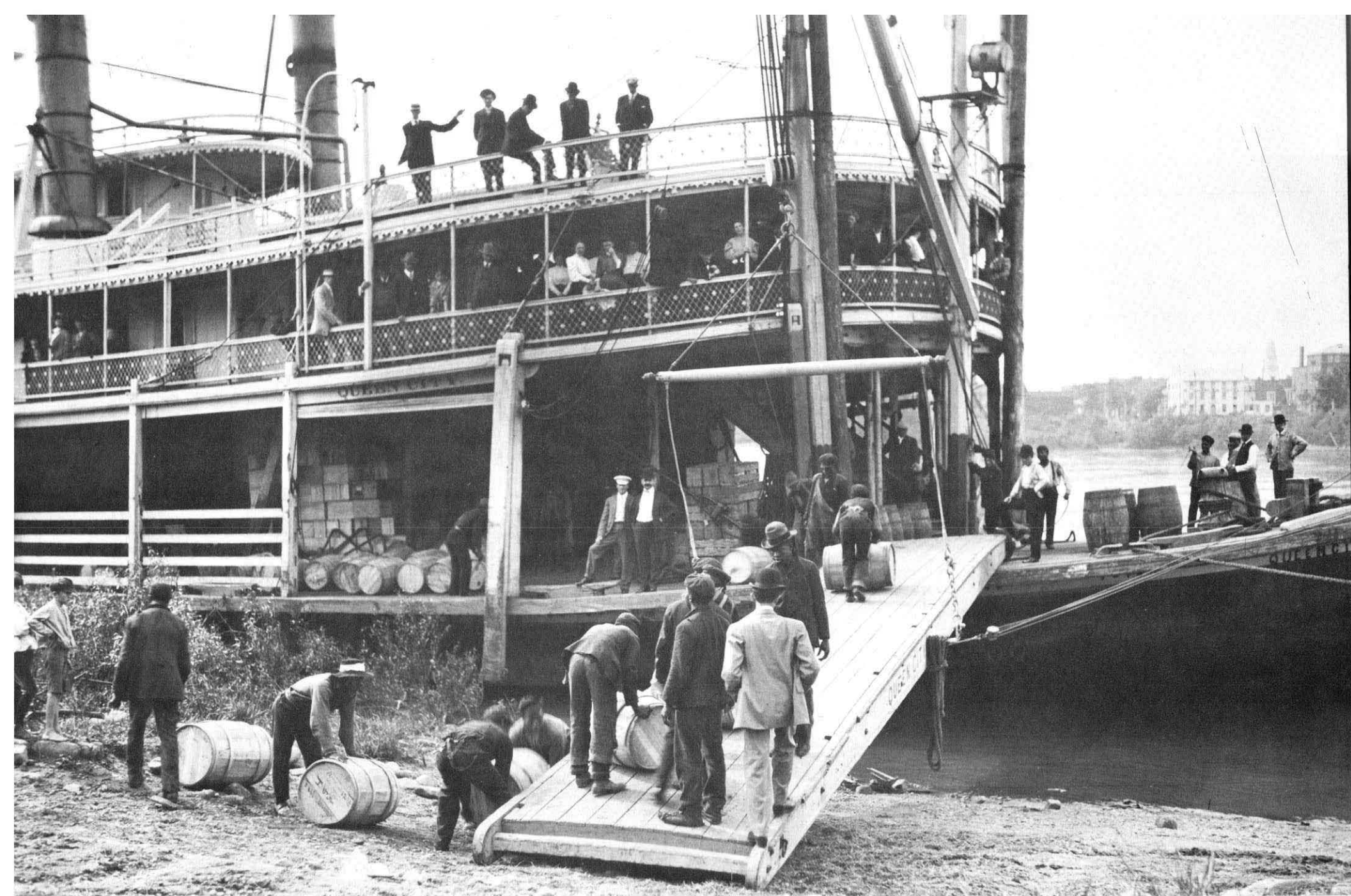


PHOTOGRAPHED from the levee at Destrehan, La. by Allen Hess on Saturday, September 25, 1976. The president of the United States, Gerald Ford, is standing on the hurricane roof above the "N" in NATCHEZ and just above the "F" in the sign "President Ford '76." On the prior Thursday Allen and friend Ronald Todd drove to Lutcher, Reserve and Destrehan, casing the prospects for a good vantagepoint. Capt. Doc Hawley had guessed that Destrehan would be the best place, as this picture demonstrates. During the brief ceremonies at Destrehan Ford was introduced by U.S. representative

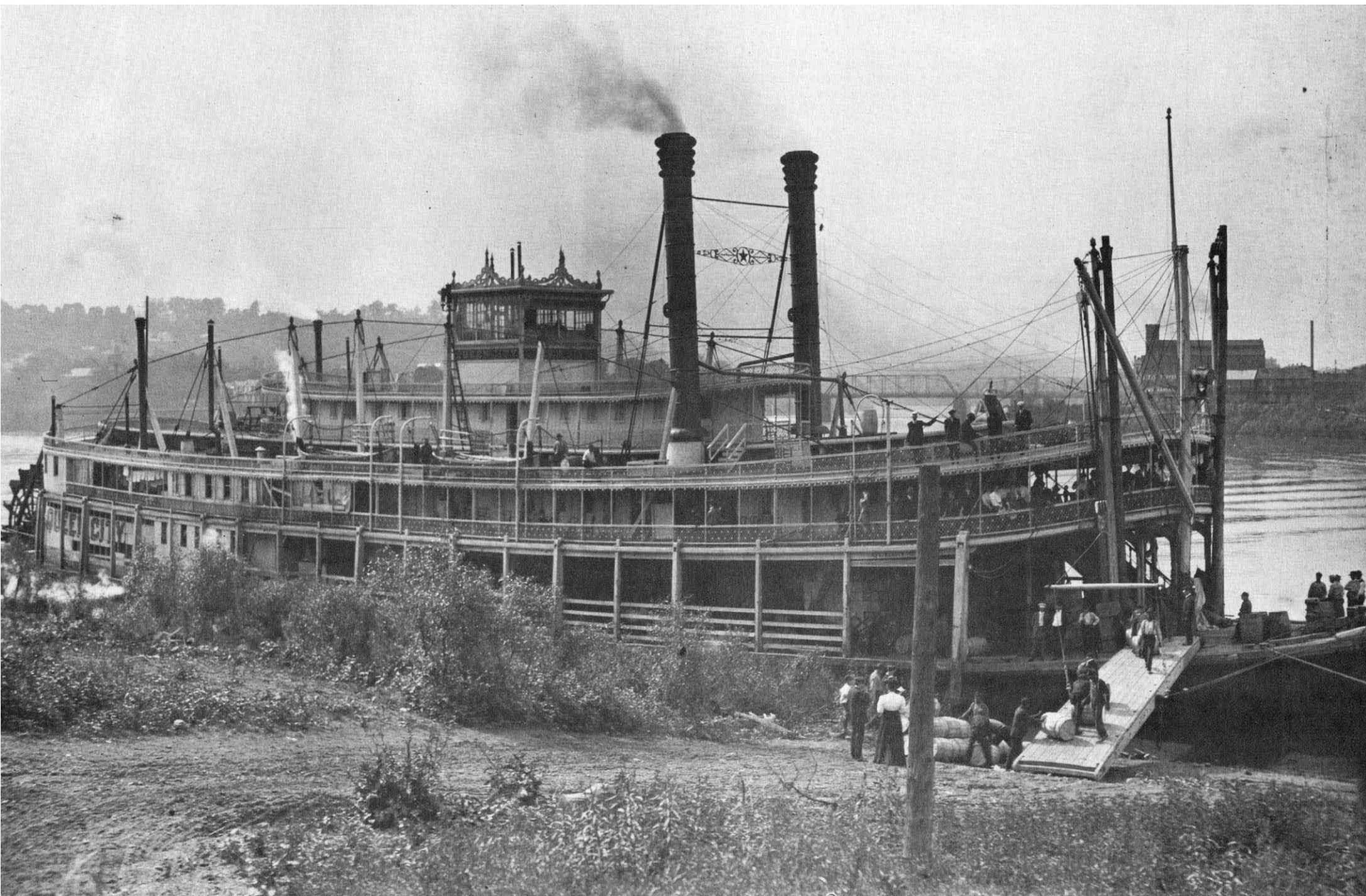
David Treen of Metairie. Among the dignitaries on board were former Louisiana governor Robert Kennon and former Mississippi governor John Bell Williams as well as judge Ernest N. Morial, highest elected black official in Louisiana. U.S. senator Howard H. Baker, Jr. of Knoxville, Tenn., who sprang to fame during the Watergate hearings, and who was on the high preferential list to become Ford's running mate as vice president in the recent election, also was aboard. During the trip Ford wore three sport shirts; he had on a white one at Lutcher, a blue one at Reserve, and a red one at Destrehan.



Taking on coal. These Pittsburgh-Cincinnati packets usually fueled at Ashland, Ky., Minersville (above Pomeroy), and Bellaire. We'd judge this is taken at the latter place. The coal was gravity-loaded from a tippel to a deck flat, then hand-shoveled aboard. She is downbound; see the hogshead and a tierce of straw-packed pottery from East Liverpool on the forecastle.



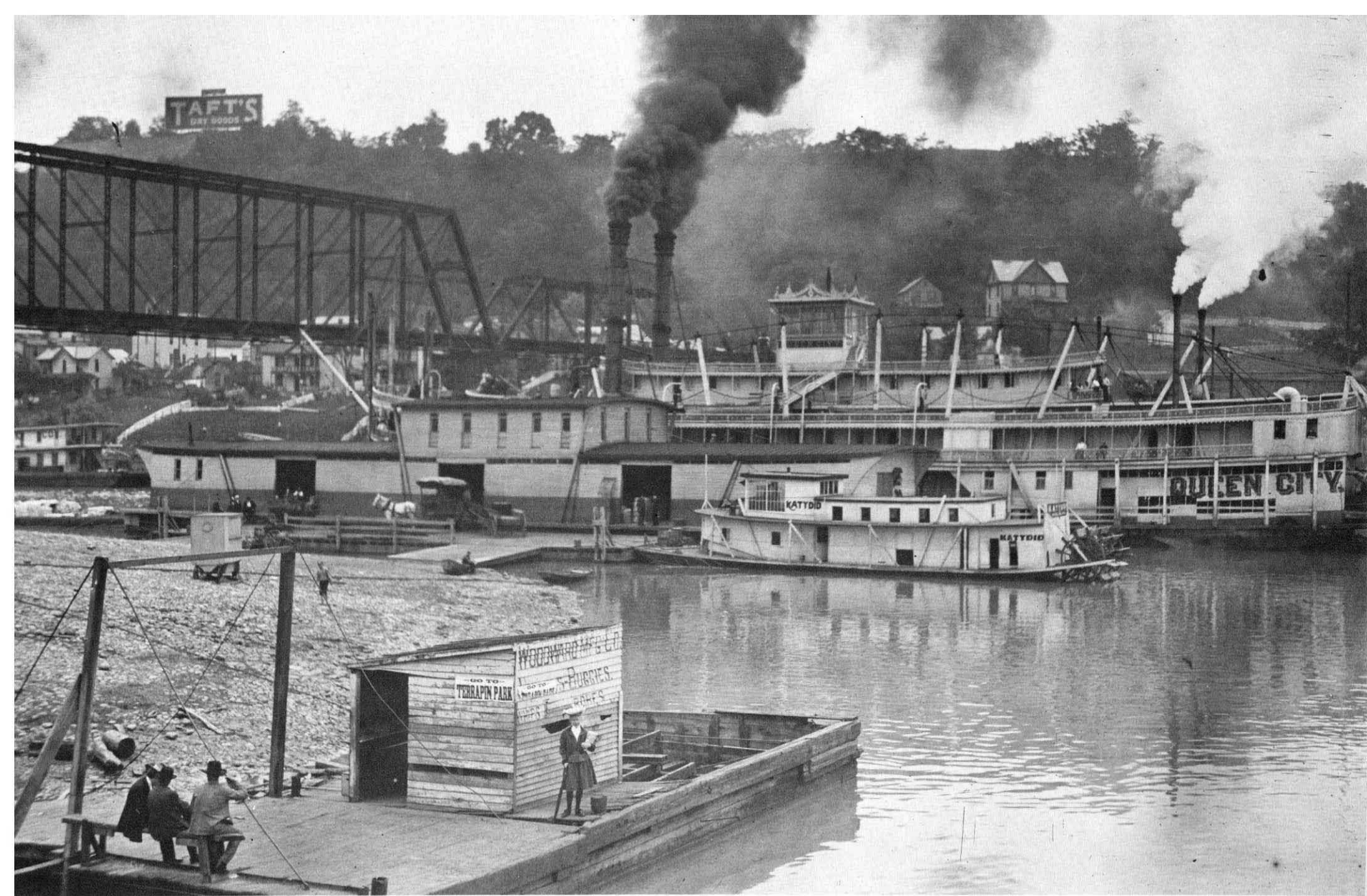
A very nice view of the QC taken at the wharf grade, Williamstown, West Va. She apparently is loading barrels of glassware; the one in the foreground is marked "Pittsburgh." Note the white wood pole surmounted with a gold-leafed metal eagle; there was a matching one on the port side; neither served any useful purpose that we ever knew. The davit just aft of it held a carbon-arc light.



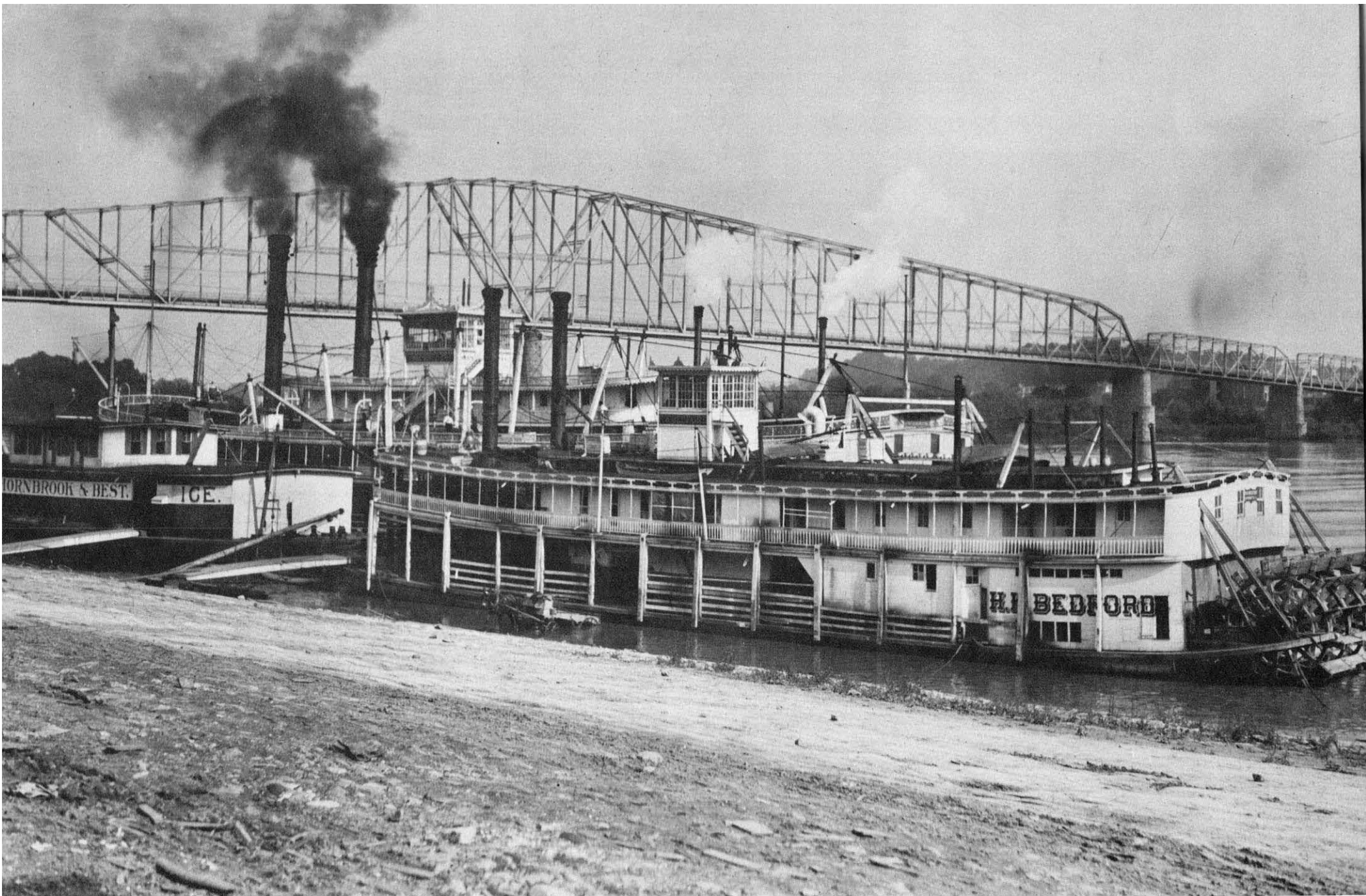
--And here is the whole boat, moored at Williamstown. Across the Ohio (forward of the stacks) is the Muskingum River's mouth, and to the right of that the old Nye Foundry. Harmar is off to the left background. A ladder footed on the roof rests on the top of the hogchain brace under the whistle; "sailormen" are probably scrubbing woodwork. These are the original stacks built for the QC in 1897.



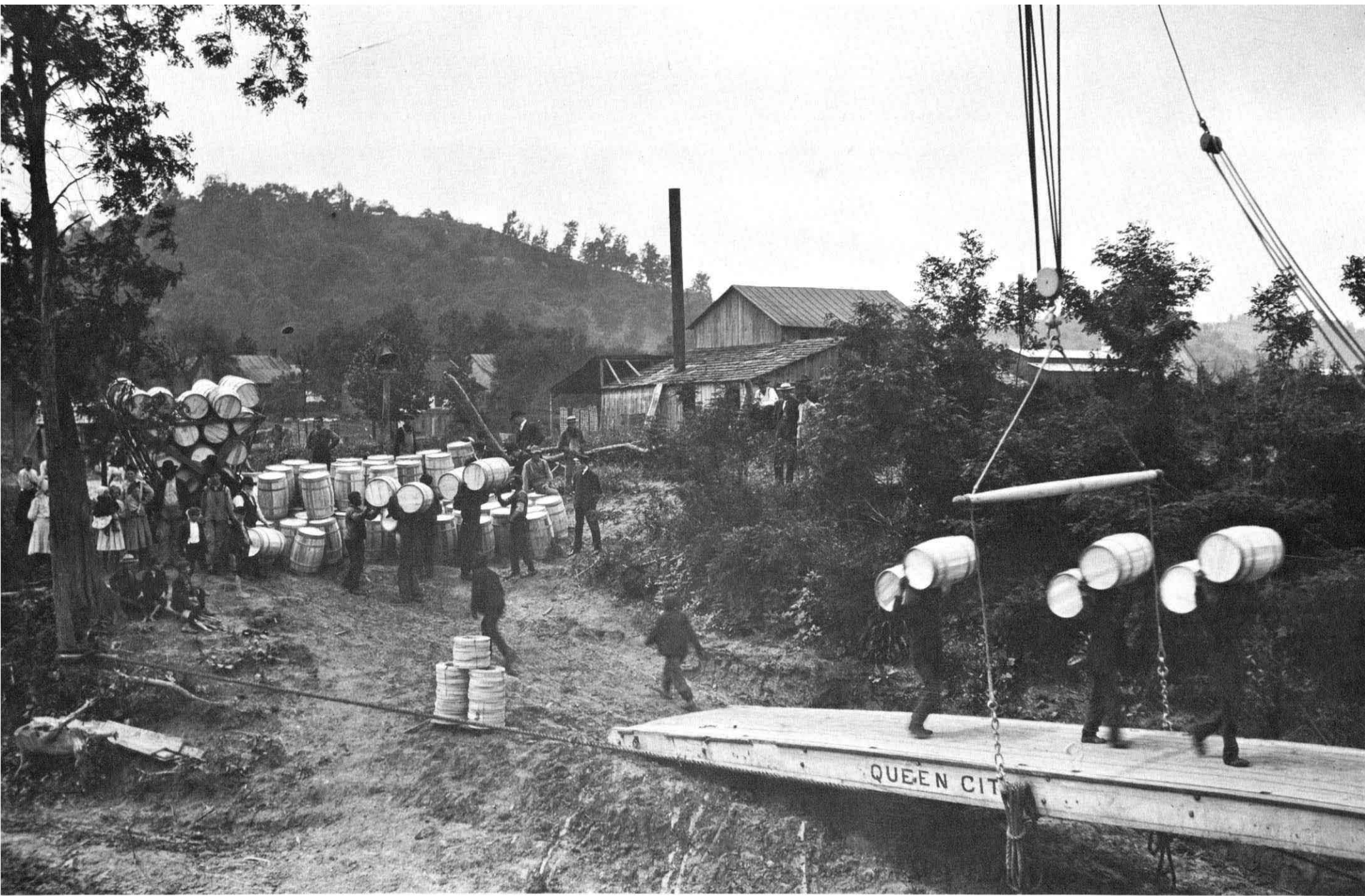
The roof bell long has been a favored place to take group pictures. Capt. J. Frank Ellison got this bell from the St. Louis Anchor Line. It had served on the side-wheel CITY OF ST. LOUIS. Today by a circuitous route it is on the DELTA QUEEN. The stacks are tipped back slightly in deference to a bridge. Deckhands await, extreme right and left, to wind the stacks back to the upright position.



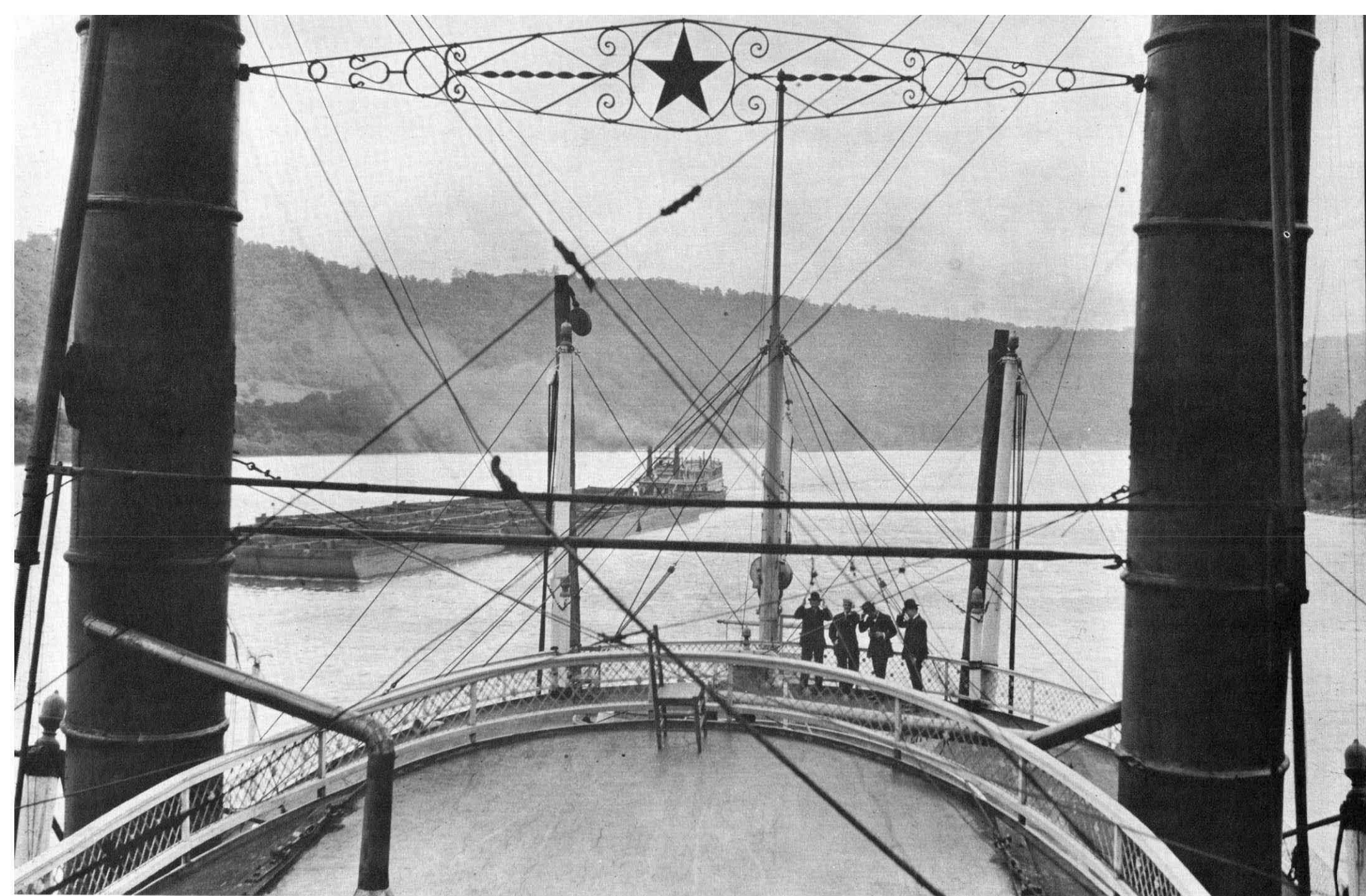
Landed at Parkersburg, West Va. The wharfboat is moored in the mouth of the Little Kanawha River. Note the deck float between it and shore; wagons handled freight backed up to the doors--did not enter the wharfboat. The gas packet KATYDID ran daily to Reedsville and Belleville. The photographer took this from the roof of the local ferry to Belpre, O., and the float is in the left foreground.



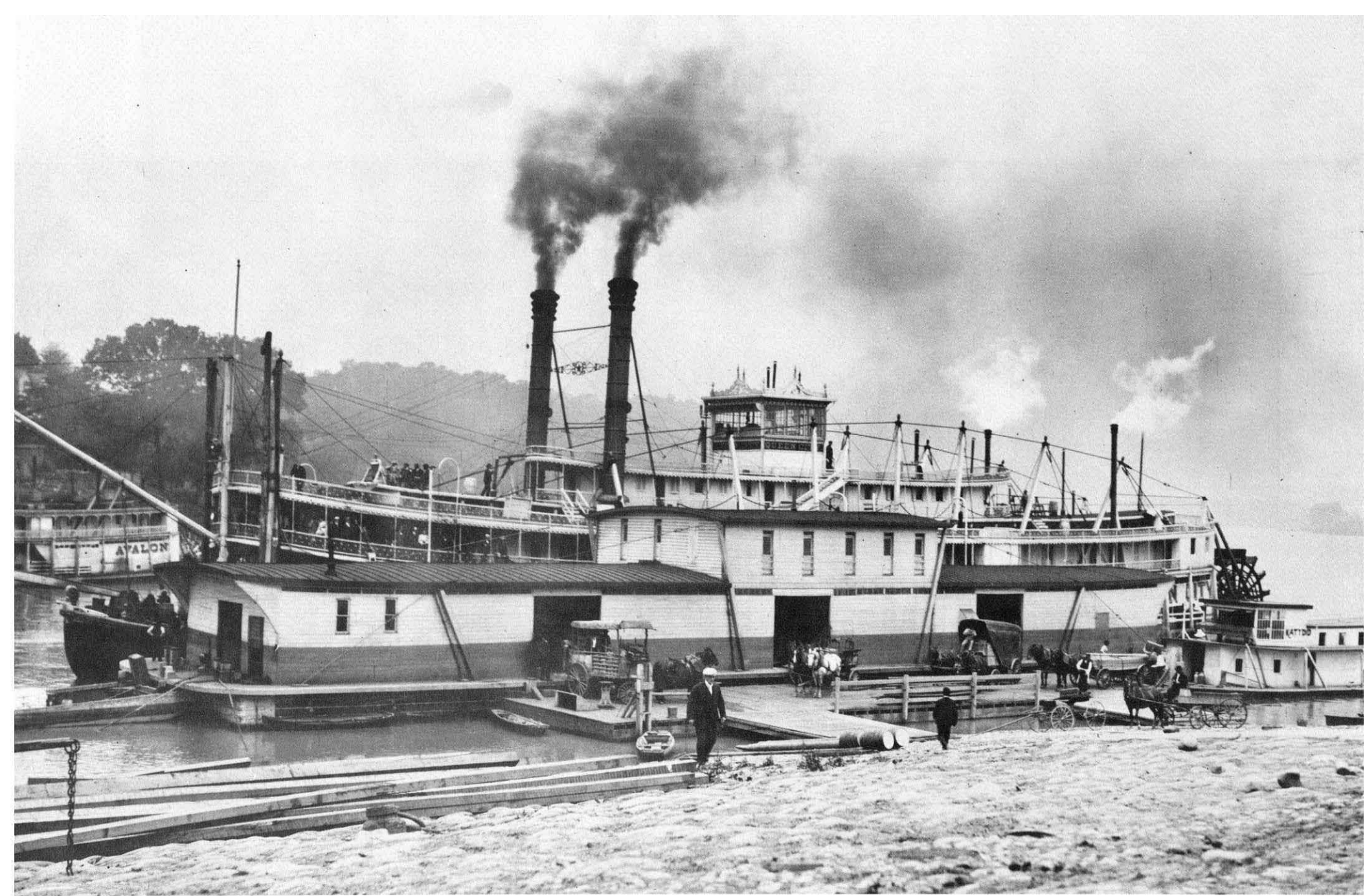
This location is readily familiar even today, taken at the Marietta wharf with the Williamstown highway bridge in the background. The QC is moored at the Hornbrook & Best wharfboat, a landmark for many years. The H. K. BEDFORD was the first packet in the Greene Line fleet, brought to the Upper Ohio from Nashville by Capt. Gordon C. Greene.



New apple barrels being loaded aboard, and wish we knew where this was taken. Note how light they are; each roustabout shoulders two at a time (right, on the stage). Orchards abounded, particularly along the Ohio shore from the Huntington area to Belpre, and on the West Virginia side opposite Yellow Creek. O. Capt. Jesse P. Hughes' father turned out apple barrels.



The QC is downbound, picture made from the pilothouse. Looks like she is entering Sliding Hill Bend above Pomeroy. The towboat A. R. BUDD, new at the time, is upbound with empty wooden coal barges. Looks like a collision is imminent, but all is well. The MARK TWAIN at Disneyland in California has an almost exact duplicate of the fancy smokestack spreader-bar.



The wharf at Parkersburg, West Va. This wharfboat, one of the best on the Upper Ohio, was built 1892 at Murraysville, West Va., 165 by 30 by 6. The QC was the largest regular packet after 1897 to Cincinnati and Pittsburgh. A large commerce was handled to points on the Little Kanawha. The lengthy timbers in the left foreground doubtlessly originated up that tributary.