

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 14, No. 4

Marietta, Ohio

December, 1977



OUR FRONT COVER

ON WEDNESDAY, Sept. 21st the DELTA QUEEN, downbound from Pittsburgh to Cincinnati, made a morning shore stop at Marietta. Many of the S&Ds aboard bee-lined to the TELL CITY pilothouse to discover it had received its final coat of white paint the day before. Gene Fitch and Lawrence Peters brought the nameboards from the workroom at Campus Martius Museum and helped tack them to place. Jim Swartzwelder was on hand and took some pictures of the occasion, one of which is our front cover. Gene Fitch stands at the left with Mrs. Seabrook, and her husband Paul and Bob McCann are at the right. Other celebrities on deck were Ann Zeiger, Tom Way, Pat Sullivan and Herb McKittrick down from Coal Run. Herb is an old showboater, 10 years on the PRINCESS with Norman Thom and others. Paul Seabrook steered on the TELL CITY with "Dude" and "Bo" Allen, detailed elsewhere in this issue.

The final operations of the PRESIDENT as a steam side-wheeler were rather spectacular at that. On Friday, Oct. 14 she ran a "Good Old Days" excursion at New Orleans at \$1 fare, beer at 25¢, and had some 1,900 aboard. On Monday, Oct. 17 she bagged a boiler, but ran her trip using one wheel, and with a towboat assisting. The next evening, moored at Canal St., she hosted a gala party celebrating the 75th anniversary of the Streckfus Line's entry in the excursion business at New Orleans, dating back to the first arrival of the sternwheel J.S.

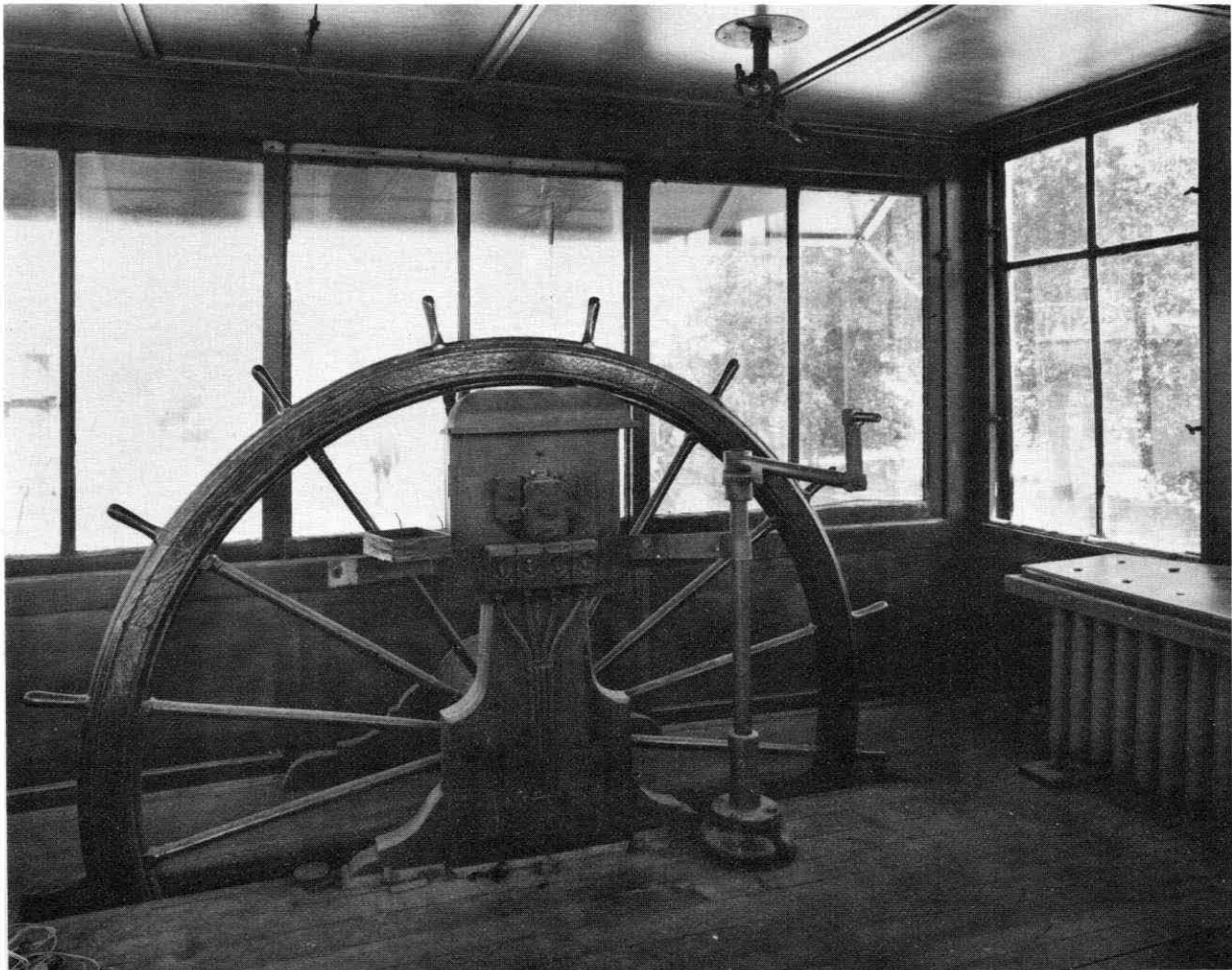
The ADMIRAL arrived at New Orleans in mid-October. The extensive office equipment aboard the PRESIDENT was transferred over. As we go to press the PRESIDENT is enroute to St. Louis to undergo conversion into a three-unit diesel excursion boat. Like the ADMIRAL, her original steam engines will remain aboard, museum pieces of her yesteryears.

Sirs: We are drawing up a list of confirmed corrections and additions for an early (hopefully) publication, as a supplement to

the Lytle-Holdcamper List. Thank you for the details of the demise of the MARION (last issue, page 43). I am changing the ms. to state loss of the MARION at Pablo Rapids, Missouri River, summer of 1866. Items in the S&D REFLECTOR have enabled us to fill numerous blank spots, especially with respect to losses and footnote data. Pray continue, good sirs. For example your pages have made possible the addition of "ferry" symbol to THOMAS CONNOR, to correct the building place of SILVER HEELS and NORTH MISSOURI (besides adding that the latter was the first transfer boat), and to sharpen the Loss List particulars on EUGENE, FANNY BULLITT and MOUNTAIN BOY.

Brad Mitchell,
7019 Shore Road,
Brooklyn, N.Y. 11209

THANKS, THANKS, THANKS
-To good friends like Eileen Daily who sent excellent pictures taken on S&D Day. We could use but a fraction of them in this issue. -Ed.



There now are three steamboat pilothouses at Marietta, O. The one above is on the BECKY THATCHER (ex-MISSISSIPPI), photographed in Sept. 1975 by Allen Hess. The other two are those of the W. P. SNYDER, JR. and the TELL CITY.

A GOOD LETTER

Sirs: Re the June '77 issue, my personal thanks to you for the cover reproduction of John Stobart's fine J. M. WHITE painting. I had seen other reproductions of the painting prior to S&D's publication, and am drooling to own one for our home, but it was really pleasing to know that everyone who sees the June issue has a chance to admire Stobart's work showing the WHITE in action.

Page 5 of the June issue depicts some manned models entitled "German battleships," and the article indicates the Kaiser had them built for maneuver training and sent them to St. Louis for the Exposition of 1904. The two prominent models in the photo, flying American ensigns, are of U.S. Navy vessels. That on the left obviously represents the USS COLUMBIA, a cruiser whose keel was laid in 1890, and that on the right equally obviously represents one of the INDIANA class battleships, USS INDIANA, OREGON or MASSACHUSETTS, whose keels were laid in 1891. Any reader interested in photos of the original warships is referred to "The American Navy," published by Geo. M. Hill & Co., Chicago, copyrighted in 1898 by Belford, Middlebrook & Co., and printed by R. R. Donnelley & Sons Co., Chicago.

Page 5 of the September '77 S&D REFLECTOR shows a most interesting photo of the racer ROBT. E. LEE. I am rather amazed that she shows no visible hogchains or braces, and just don't see how a steamboat of her size could maintain some semblance of structural integrity without such strengthening. Perhaps you or some of your readers would enlighten me on this point. Photos of the later LEE and NATCHEZ VII show hogchains and braces, but photos of the KATIE and FRANK PARGOUD do not. One might think they were used only on the largest of Western river boats, yet the GRAND REPUBLIC, largest of all, shows none.

The September issue article "The Search for White Oak" was thoroughly interesting. Perhaps the remarks that follow will put this statement in proper perspective. In July of this year Jack Leslie and I spent several enjoyable and very educational days at the Lilly Library of Indiana University. Our purpose was to get all possible additional definitive information on the J. M. WHITE (1878) from the Howard Ship Yard papers there before proceeding on our final (hopefully) redefinition of the WHITE. (In the September '75 issue you published my letter stating our plan to start our "final" drawings, hopefully in 1976). Thanks to wonderful cooperation from Ms. Taylor and Ms. Mauck at Lilly Library, we perused all of the Howard letters and daybook information pertaining to the WHITE but previously unread by us, and gleaned therefrom considerable additional definitive information as

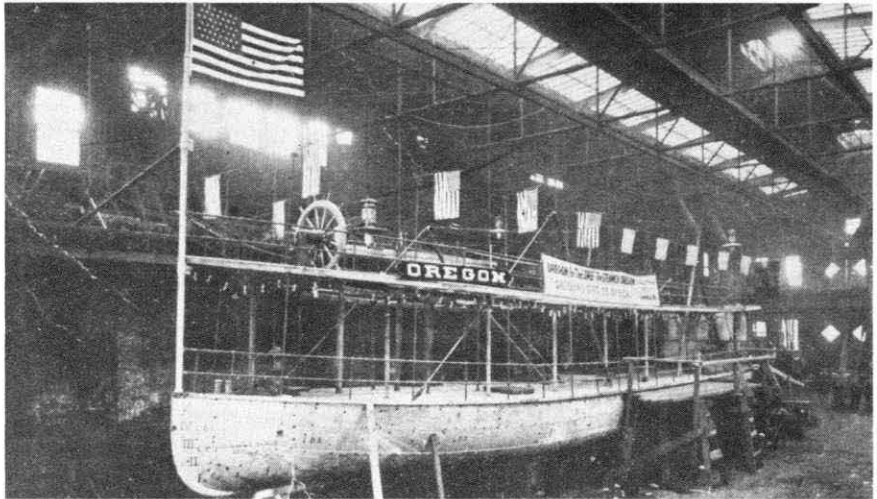
well as a lot of background information related to the problems encountered in building the WHITE, among which were the difficulties in acquiring the proper timbers and other wood shapes. There were many communications between the Ship Yard and various suppliers of these materials in the Lilly manuscript files. The principal result of our visit to Bloomington was our agreement that I should proceed with the layout and drafting redefinition work to complete a new set of principal-view drawings of the WHITE incorporating all the things we have learned about her during our 10-year involvement with her. At long last it is a pleasure to report that I am well under way with the preparation of these drawings, being made to the scale of 1/8" to the foot on mylar for durability and dimensional stability. While this is no guarantee, I am working toward completing at least one plan view, profile, and a composite section view by the end of 1977. While there are, in our minds, no big differences between the drawings I made to build the WHITE model and the new drawings now being prepared, this new reconciliation of all the WHITE's geometry incorporates many new bits and

pieces of information that have come to light since the model was completed, and we have been agreed for some time that it is necessary to leave with posterity the best definitive information we can possibly provide on the "Mistress of the Mississippi."

When the Lilly Library has completed its restoration and cataloguing of the Howard papers, hopefully in the next 3 or 4 years, students and researchers should have available a simply priceless gold mine of information about the many Howard-built Western River steamboats. There are literally thousands of letters, drawings, daybook sheets, etc., though unfortunately the drawings in particular are unavailable for study until restored to a handleable condition, and much of the remainder of the material remains to be catalogued.

Once again, thanks so much for all the work you're doing in editing the REFLECTOR. Each time a new issue arrives I start savoring all the information and stories I'll soon be reading therein. Keep up the great work!

Ralph C. Hitchcock,
2114 N.W. 94th St.,
Seattle, Washington 98117



Sirs: Shortly after returning home from the S&D meeting at Marietta I received the September issue of the S&D REFLECTOR. It took me two evenings to read it from cover to cover. Of particular interest to me was the story headed "African Queen" on page 31. This was the motivation I needed to send you the enclosed (reproduced above) photograph of the OREGON taken inside the James Rees & Sons shop at Pittsburgh. It is from my post card collection. Warmest regards, Roy V. Heatter, 14023 Gail Lane, Crestwood, Ill. 60445. Ed. Note:- the view of OREGON in the James Rees catalogue shows her in operation on the Congo River, Africa. Roy's is the first we've seen of her at the Rees shop, taken in 1909.

Sirs: Can you help me locate a set of prints for a steel hull (Coast Guard approved) sternwheeler about 85 by 24 by 3? We want to build one, and cannot find a designer in this area. Sure will appreciate your help.

Harold Dilling,
River Bend Recreation Park,
Usk, Washington 99180

=Usk is on a branch of the Columbia borth of Spokane. Take it from there. -Ed.

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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

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

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Bert Fenn
William Barr

Priming the stairs had progressed to this point when Allen Hess took the picture. Story at right.

MERRY CHRISTMAS, ALL! At least you won't be sitting down to a family dinner of rabbit hash (see page 41) and we join with the officers of S&D in sharing love and good wishes to all who read the REFLECTOR.

WE WERE SLAPPING a prime coat of white on the stern side of the TELL CITY pilothouse. The sash was in but the door had not been installed. It looked like a big empty crate with an elephant howdah roof. Tourists from Illinois, Indiana, Ohio and one party from New Jersey strolled by. Invariably they paused, not quite sure of what they saw. "Is that an old-fashioned bandstand?" "It's a gazebo, isn't it?" Nobody in the wildest of his dreams figured it for a pilothouse. Young Jeff Spear of 613 Washington Street appeared and had with him his manual training teacher. Jeff knew what it was. "Gee, that's great!" he enthused. Steve Hoag parked his car, strolled over, and asked "Where's your union card, mister?"

Overhead an employe of the contractor from Lowell was priming the fancywork around the eaves. "There's something I'd sure like to have," he called down, paint brush poised. "It's that old beat-up sawed-off nameboard with TELL CITY on it," he said.

"In heaven's name why? You are not a riverman. You have no sentiment about steamboats."

"I know I can't have it, but there's just something about it."

I told him it had been promised to Bert Fenn.

The weather was humid, the sun hot, and cumulus clouds reflected white in the Muskingum. "Better get all that prime on---it'll storm tonight," volunteered an elderly man who had been watching. The carpenters had departed and I was struggling on with this same idea in mind.

"Let me do that," he said.

"Really?"

"I'm a steamboat mate, and I want to."

After supper at the hotel I drove back up. Roy Hiney, that's his name, was finishing the rear platform and steps. He had done a thorough job.

Roy and I walked across the grass to see the whole pilothouse in better perspective. "It's so real," he observed. "You'd think for a minute that the boat is buried under the ground and just the pilothouse showing."

The rain did come down that night, and hard.



The Greatest

WOW! is about the only adequate description of S&D's annual bash at Marietta last September 10th week-end. Two weeks later, as this is written, your editor's impressions are still film clips in living color of bombs bursting in air, of hundreds of friends talking all at once, of colorful paddlewheelers paddling, of the blue-domed TELL CITY pilot-house growing on a lawn, of a Board meeting attended by a multitude beyond ken, of Alan Bates concluding his talk and the unprecedented roar of applause which followed, and over all and above all three or four crisp sunshiny days with placid balmy nights, a cusped moon in the west, Marietta at its best.

Nobody witnessed all of what took place, including Ye Ed. Best we can do is hit the high spots which commenced even as we sat down in the Lafayette's Gun Room Friday evening at a dinner party arranged by Chuck and Catherine Remley.

Before we had a bite we were informed that a car and driver were at the hotel's front door to whisk us to a Dignitaries Dinner then in progress at Marietta College's Gilman Student Center. This was going to take only 15 minutes and we were to be whisked back to the Lafayette dinner we had ordered.

As matters turned out we had been selected to present an award to Harry Robinson, which he didn't know he was going to get, and which we didn't know what it was, before these 170 Dignitaries. It all went off with the alacrity of a forward pass, a handsome miniature pilotwheel suitably inscribed with words we didn't get to read on a mounted gold plate, and then whiz-z-z-z back to the Lafayette dinner party just as the Golden Fried Chicken was being set at our place. Such timing.

It all happened so fast we never did get the straight of who these Dignitaries were. Jan DiCarlo gave us a lovely introduction anyhow. They had come to hear Heywood Hale Broun, former CBS sports "essayist." The diningroom at the Student Center is a very fine one indeed, first glimpse we had had of it.

The fireworks over the Ohio River that Friday evening made for a splendid spectacle, and at the climax terrifying. And while the din of this bombardment still rung in our ears the Duke Ellington orchestra struck up for dancers in the hotel parking lot loud as a calliope and twice as nice, flaking plaster off the ceiling of

Room 110 where we were ensconced with open windows. My dear departed father used to complain that people who like music should sit down quietly and read the notes, and not bother everybody else; a complaint to which I cannot honestly subscribe, for I went to sleep in the middle of it.

HOTEL MANAGER Bob Moseley and Board Chairman J. W. Rutter had arranged to transfer the Board of Governors meeting Saturday morning into the Riverview Room, and well they did. Every seat was taken. Eight of the nine Board members answered "here" to the roll call. Absent was H. C. Putnam, Warren, Pa.

S&D's Treasurer L. E. (Larry) Walker presented his report of the Operating Fund. The fiscal year started with a balance of \$7,479 on deposit and closed with \$7,430. Total receipts, largely from dues, amounted to \$9,918. Expenses came to \$9,213, largely printing expenses for the S&D REFLECTOR.

J. W. Rutter, Chairman of the J. Mack Gamble Fund, informed the Board that all securities and accrued income had been placed in keeping with the Ohio National Bank, Columbus, O. last February 7th. The capital is to be retained intact, and three projects have been approved for funding from the income. One of these is the restoration of the TELL CITY pilot-house in amount \$5,000. The other two are for the preparation of an extensive Packet Directory, and for a Towboat Directory, the work presently in progress by F. Way, Jr. who is to receive three payments of \$5,000.

S&D's Secretary Mrs. J. W. Rutter disclosed that the number of \$10 members is slightly in excess of 1,000, apparently having leveled off in that area over the last year or so.

The Committee for Branch Chapters reported that the Ohio-Kanawha Branch and the Middle Ohio River Chapter have met the requirements and certificates prepared by G. W. (Jerry) Sutphin were approved and issued.

A report of the Inland Rivers Library was given by Yeatman Anderson III, the curator. This adjunct of the Public Library of Cincinnati and Hamilton County has become the most important depository of inland river records in the U.S.

S. Durward Hoag requested the Board to sanction a bronze plaque to be placed on or in proximity to the restored TELL CITY pilot-house. The purpose, he explained, is to inform visitors of the story and the value of the exhibit. The Board gave approval, and Steve volunteered to supervise the manufacture and installation.

Briefly debated was the suggestion that during future S&D meetings memorial recognition be given to those members who have died within the current year. The general consensus was that the S&D REFLECTOR carries such notices to

the membership. Moreover the delicacy of the task is such that inadvertent omissions in such a list would prove embarrassing to the speaker and cause undue grief to relatives and friends.

MEANWHILE during the progress of the Board meeting a major crisis had developed. The usual 200 or more chairs for use at the noon luncheon, formerly furnished by local morticians, were not available. Bob Moseley rose to the occasion and discovered that chairs from Marietta College were being used on a barge at the waterfront in connection with the crowning of the Sternwheeler's Queen, a ceremony due to conclude at 11 a.m. This allowed 60 minutes to transfer them to the Marietta Boat Club. Thanks to Gene Fitch and the hotel crew, it was done. The Queen, by the way, was Denise Roll of Zanesville, where she had previously been dubbed "Queen Lorena."

Fran Mullen kindly volunteered to act as cashier at the Boat Club luncheon. We primed him with \$50 cash to make change. He took in about \$700 at \$3.50 a plate (less than that for kids) and, even so, S&D went in the red some \$200 when all expenses were paid, one more drastic proof of the high cost of living these days. The baked beans ran out toward the end, and the line awaiting was far too long and slow. For these slip-ups we now apologize in behalf of all concerned. The sun shone in an azure sky studded with fleecy clouds, a hint of fall in the air. The side-line attraction was Miss Jessica Lea Way, age barely four months, daughter of Jay and Lora Lea Way, and great-granddaughter of Lady Grace and Ye Ed.

There on the lawn C. W. Stoll introduced Leonard and Audrey Huber of New Orleans and many others of note. Dave Wilson, 47 Sherrell Drive, Jackson, Tenn. 38301 displayed and described some of the artifacts he and his partner Fred Johnsey Jr., also present and of Jackson, had recovered from old steamboat wrecks along the Tennessee River. S&D's president named a Nominating Committee headed by Irwin M. Urling, together with Lexie Palmore and James V. Swift.

The meeting was purposely brief to permit viewing of a superb display of boat photographs mounted and displayed by Mr. and Mrs. Paul L. Pryor, 10 Lonsdale Ave., Dayton, O. 45419. These were in the large lower level room at Campus Martius Museum.

Also the focus of much attention was the restored TELL CITY pilot-house, still under construction, partly painted and sans nameboards but well along. The blue fancy dome and finial excited much favorable comment. We noticed many huddled around the old engines built in 1890 for the CARRIE BROWN which were presented by David F. Thomas.

Temporarily displayed in the reception hall at the Ohio River Museum were three much traveled models exhibited by Mr. and Mrs. Roger Johnsen, Santee, Calif. They were the DELTA QUEEN (complete including the mint boxes), MISSISSIPPI QUEEN and ROBT. E. LEE.

M. G. Hartley, Gasport, N.Y. had with him his attractive working model of a steam sternwheeler named HARTLEY. Another model was of the chain-driven HELEN L, and on the stern splashboard she was marked "Port of Pipe Creek."

We should remark, and will, that Bee Rutter appreciated the able assistance of Ethel Walker in accepting dues and new members there at the Boat Club.

Various members availed themselves of opportunity to attend dedication exercises at the Willow Island Locks and Dam, 10 miles up the Ohio from Marietta. The program was highlighted with the presence of Brig. Gen. E. R. Heiberg III, Cincinnati District, and of Col. George A. Bicher, heading the U. S. Engineers, Huntington District.

As though Marietta lacked for attractions Saturday, the streets were thronged at 1 p.m. to watch and hear 20 bands marching and playing in Marietta's 16th Band-orama. Ancient cars carried the Sternwheel Festival Queen and her court.

DURING these proceedings we asked volunteers to pass around a Guest Book. Those who troubled to sign include John Fryant, Lloyd and Rita Ostendorf, Jane Curry, Sandra Miller, Jack E. Custer, Robert H. McCann, Robert Musard, Mr. and Mrs. William G. Patterson, Allen Hess, James V. Swift, Capt. and Mrs. William D. Bowell, Isabel Graul, C. Dana Eastman, Jr., William L. Talbot, LeRoy G. Pratt, Col. T. E. Tappan, Mr. and Mrs. Jim Paisley, Mr. and Mrs. Robert G. Thomas, Robert G. Booth, Susan H. Eastman, Robert K. Graul, Irwin M. Urrling, Judy G. Kirsch.

Carl Blaine Randall, Gene and Claire Fitch, Douglas J. Wetherholt, Guy C. Anderson, Yeatman Anderson III, Michael and Lena Muldowney, Lester G. Frank, Larry and Ethel Walker, Dorothy Frye, William and Darlene Judd, and William M. Judd II, Carl F. Zeffries, Delly Robertson, Fred N. Jr. and Edna T. Donsback, Mr. and Mrs. Paul L. Pryor, R. D. Somerville.

Dr. and Mrs. Phil Bettler, Garland and Helen Kimble, Stuart Talbot, Mr. and Mrs. Joseph B. Cook, Robert S. Barr, Lexie Palmore, Ann Zeiger, James E. Cree, R. Jerome Collins, John P. Bickel, Alan L. Bates, John C. Hartford, Capt. Donald J. Sanders, E. Jan DiCarlo, William Shelton, Jessie Hoyt, Mr. and Mrs. Charles H. Fuchs, Roy V. Heatter, Ralph R. DuPae, Carl J. Schnepf, Jr., Robert N. Kershaw, Tom Way.

Col. Spencer K. Creel, Wayne and Audrey Church, John Harrington, Robert A. Noah, Mr. and Mrs. W. R.

Prudent and sons Frank and John, Jerry Smith, Harry E. Pettit, Mrs. Lee (Lela) Dunham, Rita A. Bates, Jim and Virginia Webster, Mr. and Mrs. Goff Carder, Mr. and Mrs. Scott Schriver, Mr. and Mrs. Doug Wetherholt, Mr. and Mrs. Charles Arnold, Mr. and Mrs. John Campbell, William C. Massey, Jack and Alice Massey, Charles and Alta White, Patti Carter, Cori Reade, Roger and Edna Johnsen, Bob and Mary Masterson, D. G. Reed, J. H. Reed and family, Mr. and Mrs. R. C. Hendricks, Mr. and Mrs. R. P. Vetter, Mr. and Mrs. Nelson P. Gardner, Mr. and Mrs. Goff Carder.

Alan Gintz, Mr. and Mrs. Frank H. Layne, Mary Ruth Ballard, Patricia Ley, Mary O'Hara, Gordon Reed, Capt. Jim and Mary Closs, Fran Mullen, Mollie Calvert, Rosi Hickman, Tom Miller, Roddy Hammett, Mr. and Mrs. Mike Muldowney, Judy Kirsch, Carl Randall, Mr. and Mrs. B. E. Prater, Jeff Spear, Sue and Dana Eastman, James Cree, Mr. and Mrs. Jim Reed and family, Gene and Claire Fitch, Capt. and Mrs. Robert M. Lumpp, Phil and Ruth Bettler.

HARRY ROBINSON, recipient of the award at the Dignitaries Dinner mentioned earlier in these paragraphs, now owner of the Lafayette Hotel, and identified with the BECKY THATCHER, shared dinner with S&D at 6:30 Saturday evening. He informed us that architectural plans are about ready, and financing being arranged, for building a 450-person banquet hall and meeting room as an addition to the Lafayette. It will occupy a portion of the back parking lot and open conveniently into the existing kitchens. Hopefully construction will soon commence and it will be ready for S&D in 1978.

The hotel's manager Bob Moseley arranged with the Betsey Mills Club for the use of their hall for S&D's evening membership meeting, and also for the shuttle bus service coming and going. We confess unalloyed astonishment upon arrival at the Betsey Mills to witness so vast a throng, certainly the largest attendance at any S&D affair. All chairs on the main floor were filled, and a copious overflow had availed themselves of seating in the balcony.

In a brief business session presided by C. W. Stoll, Irwin M. Urrling of the Nominating Committee called for the reelection of existing officers, and it was so voted.

Also put to vote and passed was an amendment to S&D's constitution changing the wording of Article VII, paragraph 2, line 6, to read "in excess of one hundred and fifty dollars (\$150.00)" instead of \$25, for payment of invoices without approval of the Board, but with approval of the president and secretary. The Board had previously endorsed the change and had recommended it for membership approval.

The speaker of the evening, introduced by C. W. Stoll, was Alan

L. Bates who had been most secretive about his topic, and who had settled upon the shortest title of record, "Me." Alan recounted his adventures as a youth making a set of plans for the side-wheel INDIANA, a project which after frustrations galore had landed him at the feet of the one and only James E. Howard, not noted for bestowing favors on unknown underlings. But this instance proved an exception; Jim Howard condescended to look at the drawings and pronounced judgment; "Nice drawings but it's not the INDIANA." Cut to the core, Alan smarted with hurt. But he was to discover that he had won favor with Captain Jim, lord and master of the art of symmetry and sheer for river boat hulls and superstructures. Captain Jim passed on this genius to Alan, and the NATCHEZ is an end result.

The applause and whistling at the end of the talk was the most generous and prolonged ever accorded an S&D speaker.

John Hartford obliged with a first-hand delivery of his song "Miss Ferris," written for the Sweetheart of the Rivers, the words recounted in our last issue, page 4. The Monday edition of The Marietta Times (Sept. 12) carried on the front page a 2-column picture of John and an extensive interview written by city editor John Koenig.

An imp of Satan had goaded S&D's president into introducing the Eastman Kodak Company's new film "Legacy of the Mississippi" as though our late and dearly beloved J. Mack Gamble was performing. Incidentally, the part about the projector having wandered into an X-rated movie house, and Bob Stone having sent it back to the factory for cleansing, is true. S&D is indebted to Bob Stone for loan of the projector, and to Bob Moseley and hotel crew for the erection of the temporary screen.

Most of all, S&D is indebted to Frank S. Pallo, Coordinator, Special Events, Consumer Markets Division, Eastman Kodak Company, for making the film available. It was produced for the specific purpose of showing through public TV stations in Eastman's TV series "Legacy Americana." It is not loaned out, but an exception was granted for S&D. We stress this publicly to answer the many inquiries both in person and by mail which have come to us since S&D's showing.

S&D paid signal honor to Mr. and Mrs. Charles (Chuck and Catherine) Remley by acclaiming them Honorary Members for Life. Both are due to retire from the Ohio Historical Society the first of the year, and have been associated with the Campus Martius Museum, the Ohio River Museum and the W. P. SNYDER, JR. Catherine Remley became curator of the Marietta properties of the Society on January 1, 1960. Always during this tenure the Remleys have been friends and champions of the river people, and since the start have been an integral part

of the S&D family.

About the wind-up of the afternoon program a clown with cheery red nose and full regalia came wandering across the lawn from whence we know not, Bob Hamilton with his untieable yarn.

THE STERNWHEELERS ran their races and river events Sunday, having started the day with a buffet breakfast in the Riverview Room at the Lafayette. It was a colorful regatta. The surprise package was the sternwheel E. L. THUMPER, from Pittsburgh (see Dec. '76 issue, page 2) built by Jack Bedeck.

Clifford Deane gave us a tour of his BAYER ISLAND (Sept. '76 issue, page 21) into which he has installed the luxuries of Morgan's yacht on a practical river boat. Aboard the DONALD B was Capt. Ray Brookbank who says he was built the same year as the TELL CITY, 1889, which classes him as the dean of the Sternwheelers. His son Donald was doing the navigating. From what we gather by reading the newspapers John Hartford was deckhand on the DONALD B during Sunday's events.

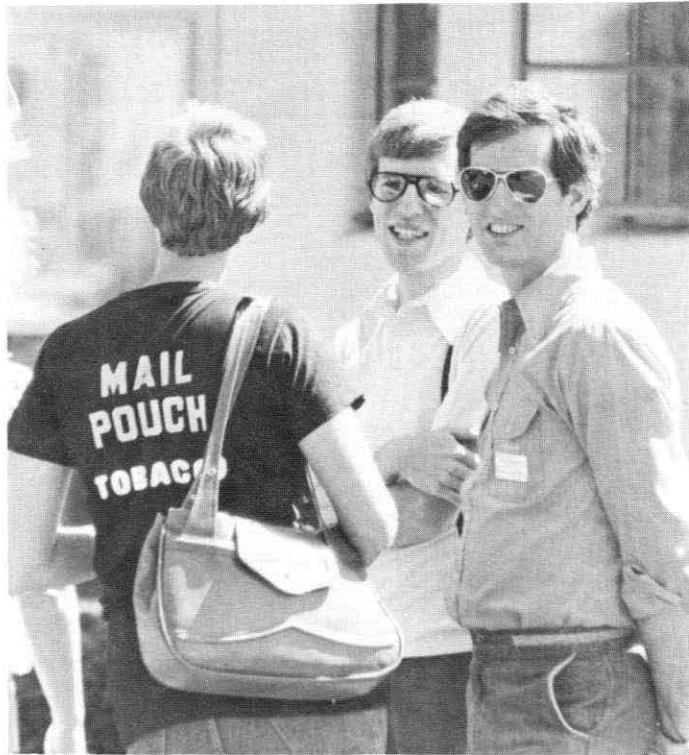
The most unusual scene perhaps was a water skier planing on the waves behind Gene Fitch's CLAIRE-E about the third wave back. Later we learned he was A. Ross Tuckwiler, representative for the excursion boat P. A. DENNY. Chief mate on the CLAIRE-E was Lawrence Peters, Coal Run, O., friend of all rivermen who has done many a good turn for S&D.

The one boat which we watched a bit longer than the others was the WINIFRED, owned and refurbished by Clyde Bryant. She's unspoiled and still very much the work boat she started out to be so many years ago. The BELLE OF RICHMOND looked quite natural and we would imagine that her former owners, Mr. and Mrs. William G. Patterson, felt some nostalgia coming aboard as guests of the Limleys.

At about the last moment before we cast off for Sewickley we shook hands with Nelson Jones who had appeared from somewhere. Nelson spark-plugged the original Sternwheel Regatta at Charleston, W. Va. seven years ago, which now has become an Annual Event of Consequence, and has become an attention-getter sufficient to attract the envy of Pittsburgh. Dame Rumor has it that Pittsburgh is aiming to emulate the show at its Golden Triangle on July 4, 1978. All well and good, but so far they haven't found a Nelson Jones, and that's what it takes.

--And thus it was at S&D. The scheduled events were over. But, so we hear, the momentum generated by all the above did not run down in the slightest. Parties, pictures, movies, slides--you name it --continued until the wee hours.

News reports of S&D's meeting were carried in The Waterways Journal, issue Sept. 24, authored by James V. Swift and Bob Kennedy.



Capt. Roddy Hammett (right) and friends converse at S&D. We have forgotten who was sporting the MAIL POUCH TOBACCO shirt and wish we knew. Incidentally R. Jerome Collins sent us a paragraph from the Oct. 8th issue of "Hillbilly" written by Nicholas C. Chriss, Lodi, O. (opposite Paden City on the Ohio) and we quote: "Mail Pouch Tobacco got its start in 1879 when two German immigrants, Aaron and Samuel Bloch, ran a store in Wheeling and a cigar factory upstairs. The store failed but the cigar factory made good money. The left-over clippings of the cigars were used to make chewing tobacco. It was named after the Ohio River packet MAIL POUCH." Maybe that's what Keith Norrington and Roddy are talking about, but we doubt it. A year's free membership in S&D to Nicholas C. Chriss or anybody else who turns up an Ohio River packet named MAIL POUCH.



-Both pictures by J. W. Rutter.

S&D

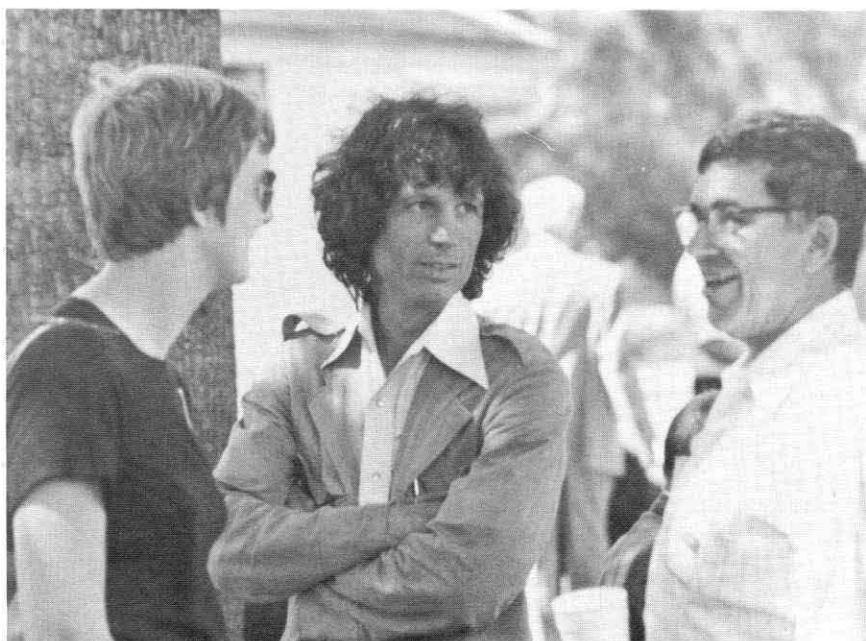
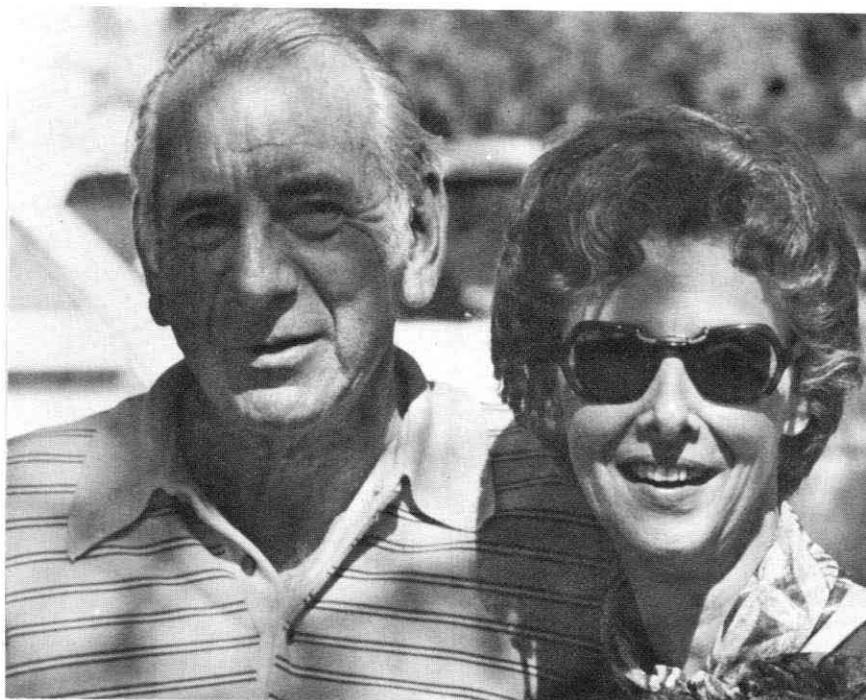


ABOVE Robert H. (Bob) McCann has just brought to our attention that the towboat identified in the picture, page 33 last issue, as the WILLIAM WHIGHAM is really the WILLIAM G. CLYDE. And he's right, of course.

UPPER RIGHT Charles G. (Chuck) Remley and Juanita Etter of the Ohio Historical Society's Marietta properties. Shortly before S&D convened the Pioneer Flatboat had become the Early American Submarine for the third time (see picture and story in this issue) and Chuck had to get it back afloat. Even so he found time to arrange details for S&D's noon buffet at the Boat Club, and when Ye Ed was seeking "smalts" to background the TELL CITY nameboards it was Chuck who took us to Dudley's in Parkersburg.

CENTER Mr. and Mrs. S. Durward (Steve and Della) Hoag formerly ran the Motor Hotel Lafayette and have been champions of S&D to these many years. Steve managed the details of creating and installing the bronze plaque (see elsewhere) now attached to the TELL CITY pilothouse, using six brass screws bought at Elston Lumber Co. @ 40¢ each (!). Later he ground off the screw-slots with a grindstone attachment of his electric drill.

LOWER RIGHT Three principal actors of S&D Day were Lexie Palmore, John Hartford (center) and Alan L. Bates. Lexie was on the Nominating Committee.



Leonard V. Huber addressing the delegates at the Marietta Boat Club after having been introduced by C. W. Stoll. Author of books beyond counting dealing with his home town and state, Leonard is known in the Crescent City as "Mr. New Orleans." He and his good wife Audrey after S&D were taken by the Stolls on a whirlwind tour of the Muskingum.



Maybe you can figure out who all of these good people are. Bob McCann towers above the heap, and we see Garland Kimble at the left.

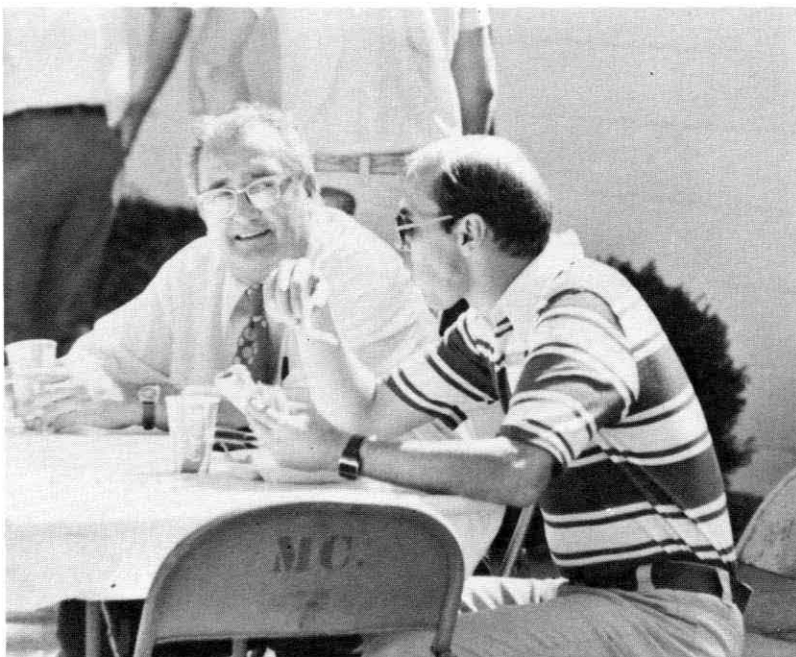
Big attention-getter at the Boat Club were the relics brought up from the bed of the Tennessee River. The board held by Ye Ed has mounted upon it trinkets from the CITY OF FLORENCE which went glug after colliding with the towboat TOMAHAWK on the morning of Feb. 11, 1913 below Coffee Landing. Dave Wilson and Fred Johnsey, both of Jackson, Tenn., were the scuba divers.



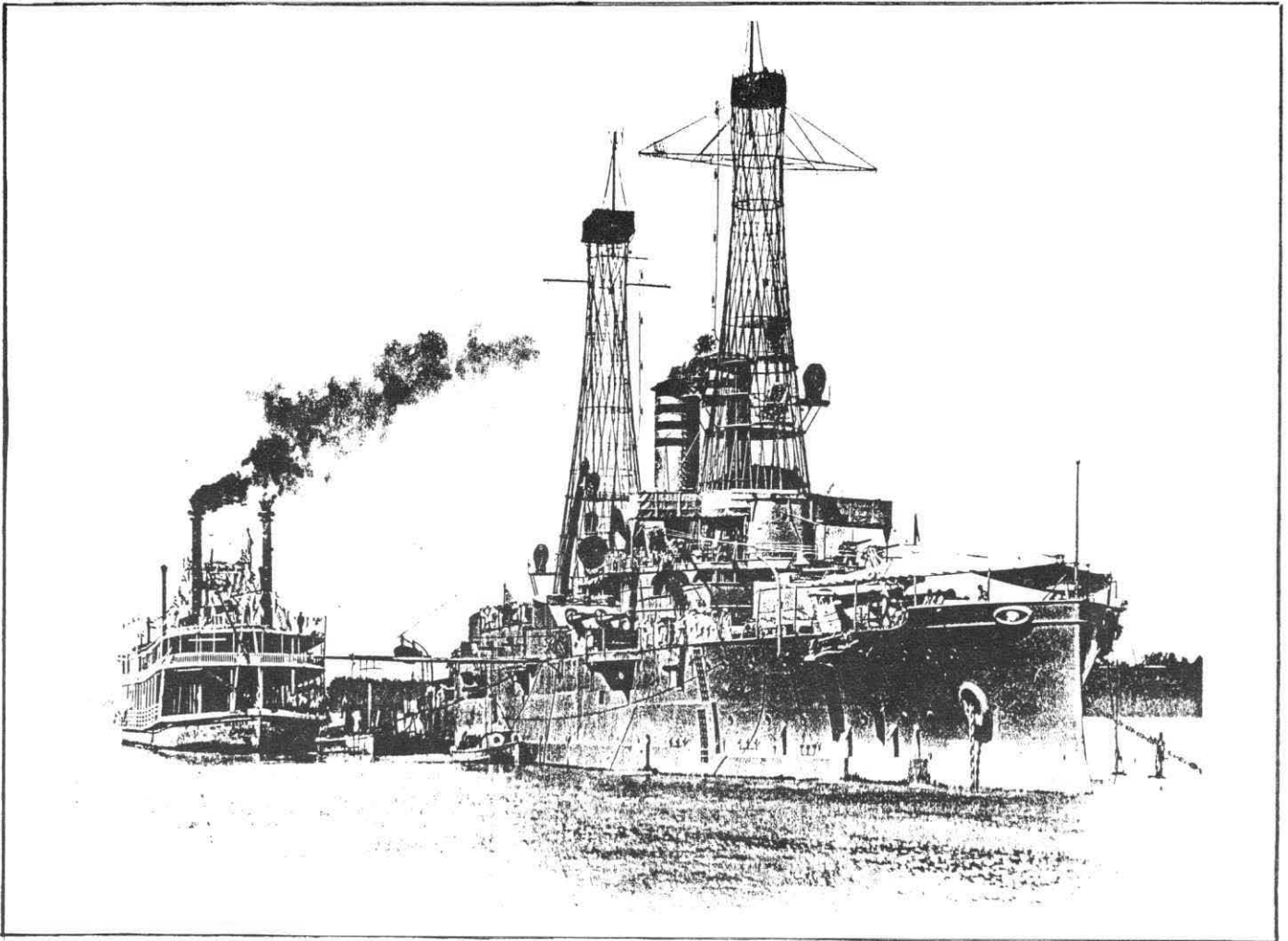


This is what you call "rapt attention" as Leonard V. Huber was addressing the gang at the Boat Club. Lawrence E. (Larry) Walker is S&D's treasurer with the unenviable job of explaining \$ and ¢ to the IRS as well as counting the dimes and nickels for the Annual Report. Dorothy Frye is at the left, and she would get a big laugh watching us squirm trying to figure the i.d. of the very familiar person at the right--if she'd take off those dark glasses we'd know her.

Jack E. (SPRAGUE) Custer (left), Tom Miller and Lloyd and Rita Ostendorf are making yak-yak with an unidentified v.i.p.



Ralph R. DuPae (left) is proving to be a real genius at finding old steamboat pictures for the University of Wisconsin's Murphy Library at La Crosse. With him is G. W. (Jerry) Sutphin of the U.S. Engineers, Huntington District. Between these two the S&D REFLECTOR is the recipient of many a fabulous photograph to enliven its pages.



WHILE in New Orleans this past summer, John L. Fryant was introduced to the "Mystery Photograph" gracing the cabin of the NATCHEZ. All of the experts had failed to identify the steamboat including y.t. The battlewagon was known to be USS IDAHO, so John went home and looked her up at the Naval History Division across the street from his office.

Paydirt. IDAHO was launched at the Cramp Yard, Philadelphia on 9 Dec. 1905, and was commissioned on 1 Apr. 1908. IDAHO sailed from Philadelphia 4 May 1911 for an cruise up the Mississippi River to Louisiana ports. This tid-bit fixed the date.

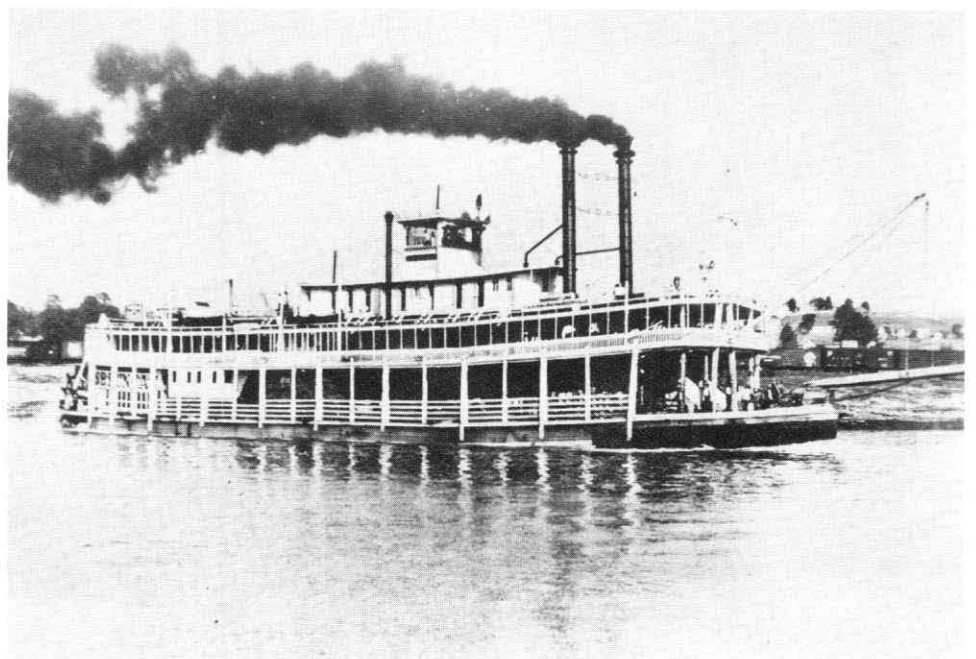
Final question:- What obviously Howard-built sternwheeler with her 'scapes alongside the pilothouse, with an A-frame mast, and with a texas, was on the lower Mississippi in the spring and summer of 1911?

Answer:- The S. B. DUNCAN. This packet was built at Jeff in 1898 for the St. Louis & Tennessee River Packet Co., named CITY OF MEMPHIS. Hull was 200 by 36 by 6. She was sold in 1910 to Capt. Tom Morrissey who renamed her S. B. DUNCAN to honor a wealthy Delta planter. She operated in the Vicksburg--Greenville trade, and burned at Vicksburg on January 21,

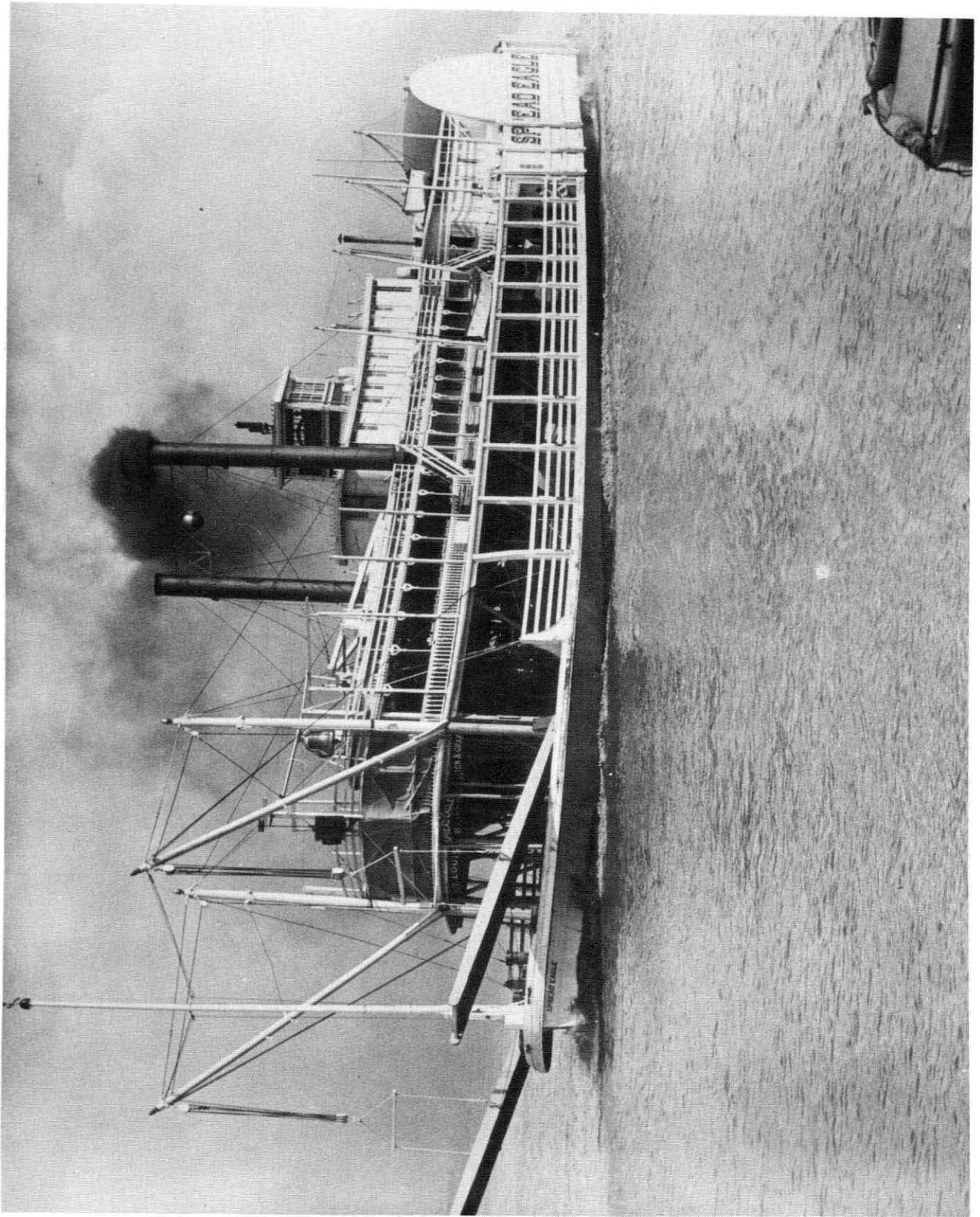
1912.

The above repro of the picture is made from a photostat furnished us by John Fryant. The original is much better, an actual photo-

graph. What stumped the experts was the fuzzy name on the bow, so indistinct that it turned into something different every time a person scrutinized it.



S. B. DUNCAN (ex-CITY OF MEMPHIS).



SPREAD EAGLE
Pictured on the opposite page.

WHEN THIS side-wheel packet left the Howard Ship Yard in 1892 her name was CITY OF NEW ALBANY. One of the curious vacancies in collections of old steamboat pictures is the absence of any photograph of her, not even in Capt. Jim Howard's noteworthy glass plates. True, she didn't keep the name a full year, only a matter of months, but somebody must have snapped a picture of this 225 by 35 by 6 steamboat. What we are making here is a pitch, and an invitation. Disregarding the instructions on page 4, send us one of the CITY OF NEW ALBANY. She had three boilers, each 42" dia. by 28 ft. long, working high pressure engines 20" bore by 7 ft. stroke. The Louisville & Evansville Packet Co. sold her in Feb. 1893 to the T. J. Moss Tie Co. who had been running the (sternwheel) IDLEWILD in the St. Louis-Cape Girardeau trade and had lost her at Kimmswick, Mo. in ice. The new owners promptly renamed her NEW IDLEWILD, entered her in the trade, and a year later (1894) she was acquired by the Eagle Packet Co. who ere now had not operated packets south of St. Louis. According to Capt. Roy Barkhau's book "A History of the Eagle Packet Co." Eagle Packet continued her in the Cape-Commerce trade until 1897 when they switched her to the St. Louis-Alton-Grafton run and again renamed her SPREAD EAGLE, the third of the name. She ran this daily trade until 1910 when she was switched to the Cape trade, again renamed CAPE GIRARDEAU. So the picture at the left could have been taken most anytime between 1897-1910. Lloyd Ostendorf handed the print to us during the past S&D meeting, for which he has our thanks. It's the best we've seen of her and there is distinct possibility that Dick Lemen or Jim Swift or Ruth Ferris may know something of its origin. The boat was lost by sinking at Fort Gage, below St. Louis, on October 21, 1915.

The towboat CLAIRTON now is at Biloxi, Miss. serving as a restaurant and lounge-bar. She has had a rather hectic career since Wilbur Dow bought her from Bill Engle at 10-Mile on the Monongahela River, took her to Braithwaite, La., took out the machinery for use on the NATCHEZ and then sold her. She then was taken to Florida's west coast to become a restaurant and night club. She sank, was raised, and was sold to Baton Rouge. There she was hoisted out high-and-dry on shore. Plans were changed and she was put back in the river for the journey to Biloxi. She now carries the name of GEN'L ROB'T E. LEE.

Sure enough. Like C. W. Stoll reported in the last issue, page 17, a dinner-theatre is taking shape on the riverbank at Canton, Mo. It is to be named GOLDEN EAGLE and carry the illusion of a steamboat afloat on dry land. The hull and first deck were pictured in The Waterways Journal, issue of Sept. 10th last. She measures 210 by 45. David W. Steinbeck, who took the picture and wrote a story accompanying it, says she's a Canton Community project. Part of the funds were raised locally, and the remainder was arranged with the Small Business Administration, through a 502 development loan. Canton is on the Upper Mississippi not far below Keokuk, location of Lock and Dam 20.

THE REES CATALOGUE
Scale drawings and photos of side-wheelers, sternwheelers, high and low pressure engines, et al. Remit \$3 to Ye Ed, address on page 4.



Woody Rutter's sharp-eyed camera picks out Julia Thomas at S&D.

Capt. Charles C. Stone died, 85, on Friday morning, September 16, 1977. He is best remembered by the modern generation as the operator of Stone's Harbor in the mouth of the Kanawha River on the Henderson side. He harbored and fleeted barges there from 1931 until the business was sold in 1966. Captain Stone and family resided in a large riverside home just opposite in Point Pleasant, West Va.

Prior to operating Stone's Harbor and dating back to 1915 Captain Stone ran the Point Pleasant-Henderson ferry, having acquired the rights from his father and mother, Mr. and Mrs. James H. (Henry) Stone.

During his Harbor days Captain Stone also operated towboats and barges on the Kanawha and Ohio. Two of his steam sternwheelers were the TU-ENDI-WE (ex-MERRILL) and the BESSIE E. MERRILL (ex-GENERAL CRAIGHILL).

He had an avid interest in the history of the rivers and in modern river improvement. He was never too busy to greet river friends, or to pause for a look at a steamboat photograph.

Of late years, in failing health he was admitted to the Morris Memorial Nursing Home, Milton, West Va. where he died on the date above at 4:30 a.m.

Captain Stone is survived by his wife Bessie M. Reynolds Stone; by two daughters, Miss Margaret Ann Stone of Point Pleasant, and Mrs. George (Evelyn) Merrill of Lockport, N.Y.; one son, Charles Henry Stone of Point Pleasant; by one sister, Mrs. Grace Stone Taylor of Charleston, West Va.; by six grandchildren, and seven great-grandchildren. He was preceded in death by three brothers and one sister.

Burial was in Lone Oak Cemetery.

C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711, says he whiled away the hours this summer aboard the towboat JACK BULLARD while waiting turn at Ohio River Locks 50 and 51 by reading old copies of The Waterways Journal that belonged to his uncle Henry A. Meyer. In the June 24, 1922 issue J. Mack Gamble was making a trip aboard the packet GENERAL CROWDER and noticed the pilothouse of the TELL CITY perched on shore at Little Hocking, O. in use as a summerhouse. Purser of the CROWDER (ex-R. DUNBAR) was 21-year-old Ye Ed.

John J. Rous, 3505 Thompson Dr., Ashland, Ky. 41101 got a phone call from Willie Wilson at the Merdie Boggs Landing, Catlettsburg, Ky. on Aug. 31st last inviting him to come see the refurbished LADY LOIS (ex-GRACO) at the landing. Merdie Boggs, Jim Bupp and Wilbur Tomlin took the sternwheeler to Charleston, W. Va. for Nelson Jones' annual Sternwheel Regatta. They were blowing the old steam whistle from the towboat CATHARINE DAVIS, a gift to Capt. Carroll Wilson from Mrs. Bill Whitaker whose late husband long worked for Island Creek Coal.

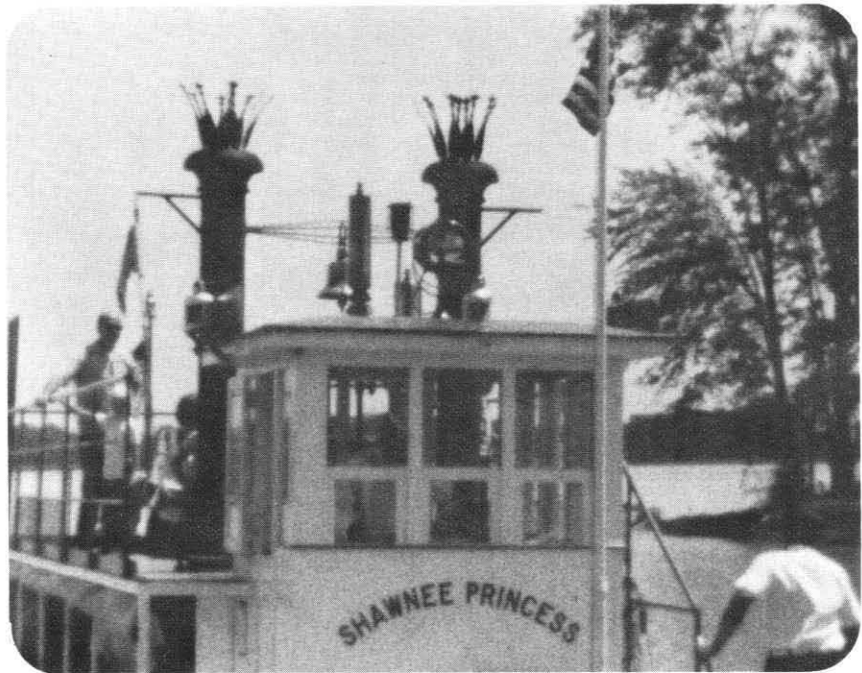
Sirs: I seek your permission to use in my forthcoming book, "The Ambulance---the Story of Emergency Transportation through the Centuries," the pictures which appeared in S&D REFLECTOR's June '70 issue in connection with the story of the FANNY BULLITT and the Civil War.

The book will be published by Exposition Press. I am very anxious to get the book on the market and consequently your prompt attention will be much appreciated.

Kay Barkley (Mrs.),
Jewish Hospital Medical
Library,
3200 Burnet Ave.,
Cincinnati, Ohio 45220

=Permission cheerfully granted.
-Ed.

The MISSISSIPPI QUEEN was featured in the August '77 issue of Popular Mechanics magazine. The article was written by John Hall. The most noteworthy part of the business is a double-page cutaway drawing, in color, of MISS-Q's mechanical anatomy, a project done in perspective and with surprising fidelity. Jack E. Custer took pen in hand after inspecting the drawing to fuss with Popular Mechanics over a caption which says the boat has "steeple" engines, which of course is not so. Jack also took exception to the author's statement that the MISS-Q is underpowered for upstream travel. Jack contends in his letter to PM's editor John A. Linkletter that the engines are sufficient in power and blameless. Jack lays the



SHAWNEE PRINCESS

ADELE R. (Mrs. Harvey S.) Ford, 314 West Harrison Ave., Maumee, Ohio 43537 has our thanks for the above candid shot of a real steam sternwheel excursion boat located in Ohio at Mary Jane Thurston State Park on the Maumee River, one mile west of Grand Rapids on SR 65, 20 miles downriver from Toledo, off US 24.

The hull was built in 1970 by Tucker Marine, Cincinnati, 50 by 10, for Lee Gaeke who completed her as a private steamboat. Since then the hull has been widened to 12 ft. for stability. In 1976 she was taken over by the Grand Rapids Excursion Line and since has been handling Saturday and Sunday excursions from Memorial Day to Oct. 1.

She is well supplied with whistles, three of them operative, and two others in reserve. And she may be the first and only steamboat to have the roof bell mounted between the stacks on the spreader bar. Her steam engines have 20" stroke, and the boiler is oil fired.

A comprehensive report of SHAWNEE PRINCESS appears in RIVER RIPPLES, Fall issue 1977, written by A. Willard Heimbeck after he and Lee Sisson had taken a ride on her.

cause of poor upstream speed to a badly balanced hull far too deep in the water.

James A. Wallen sends us an interesting item, a contract between Capt. James T. Campbell and the U. S., dated Sept. 1, 1864. On a sheet of paper about 5 by 8 inches called a "Military Obligation," Captain Campbell is entrusted to become captain or first mate of the gunboat ALICE at Cincinnati at \$155 per month, signed on by Charles Brooks, "Capt. & AQM."

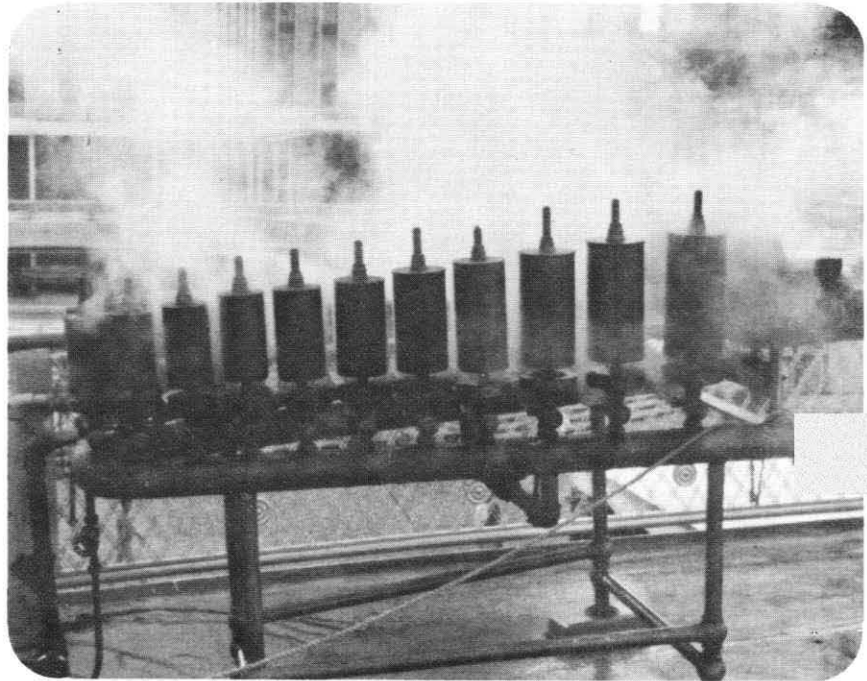
"I, James T. Campbell, do solemnly swear; that I will bear true allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies or opposers whatsoever, and observe and obey the orders of the President of the United States, and the orders of the officers appointed

over me, according to the rules and articles of the government of the forces of the United States, and all Government business entrusted to me shall be strictly and sacredly confidential, and I will use my influence to have good discipline in the service to which I belong, and continue well and truly to serve until I am discharged, provided the terms of service shall not exceed six months from the date thereof. So Help Me God."

Captain Campbell later was identified as master of various side-wheelers of the White Collar Line, among them the BONANZA, and lived at Huntington, West Va.

Mr. and Mrs. Robert Peterson of Riverside, Ill. attended S&D. You have to know something about Big Sandy River to appreciate that Mrs. Peterson's name is Thealka.

GOOD-BY, LITTLE GIRL, GOOD-BY



BERT SUAREZ, 218 N. Jeff Davis Parkway, New Orleans, La. 70119 sends these shots of Capt. Doc Hawley playing a farewell concert on the calliope of the PRESIDENT at New Orleans. Bert in conversation with Capt. Verne Streckfus learned that the instrument formerly was on the side-wheel J.S. as was the whistle she has blown the last few years. The PRESIDENT was slated to proceed under tow to St. Louis this past October to be dieselized. "A very sad ending to a brilliant career," says Bert Suarez.

Sirs: Mention of D. G. B. Rose and the side-wheel excursion boat ROSE ISLAND (last issue, page 47) recalls to me that Mr. Rose and the River Excursion Co., operating the side-wheel excursion steamer AMERICA, could not agree on terms for running the AMERICA to Rose Island in 1927. Accordingly, Rose acquired the VERNE SWAIN and brought her to Louisville for this service.

That year the AMERICA ran, instead of to Rose Island, down through Lock 41 to Sugar Grove, Ky. I was eleven years old and rode both boats on church picnics. While aboard the ROSE ISLAND (the new name for the VERNE SWAIN) I recall standing in the engineroom watching those inclined cylinders bob up and down with engineer Tommy Latham keeping his eye on them. There was a lady piano player on the ROSE ISLAND and the bandstand was on the starboard side just forward of the wheel. This gal had a rather bored and blank look and hit the bass notes and then a chord in her left hand never looking at the keys. I'd been taking piano lessons for two years, and was amazed how she did this.

David G. B. Rose was quite a remarkable fellow. I did not know him until quite late in his life when we were both members of the Howard Museum Board, before the

Museum became a reality. Mr. Rose was a convert from Judaism to Christianity and had been an ardent supporter of water and navigation causes for many years. His principal business had been the Standard Printing Co. in Louisville which had turned out many historical monographs and pamphlets. He was also one of the heavy stockholders in the Louisville-Jeffersonville ferries. His calling card carried his name in bold type on its face, with the word "OVER" in small print beneath. The flip side listed the organizations in which he served as officer and board member. Modesty was not his long suite.

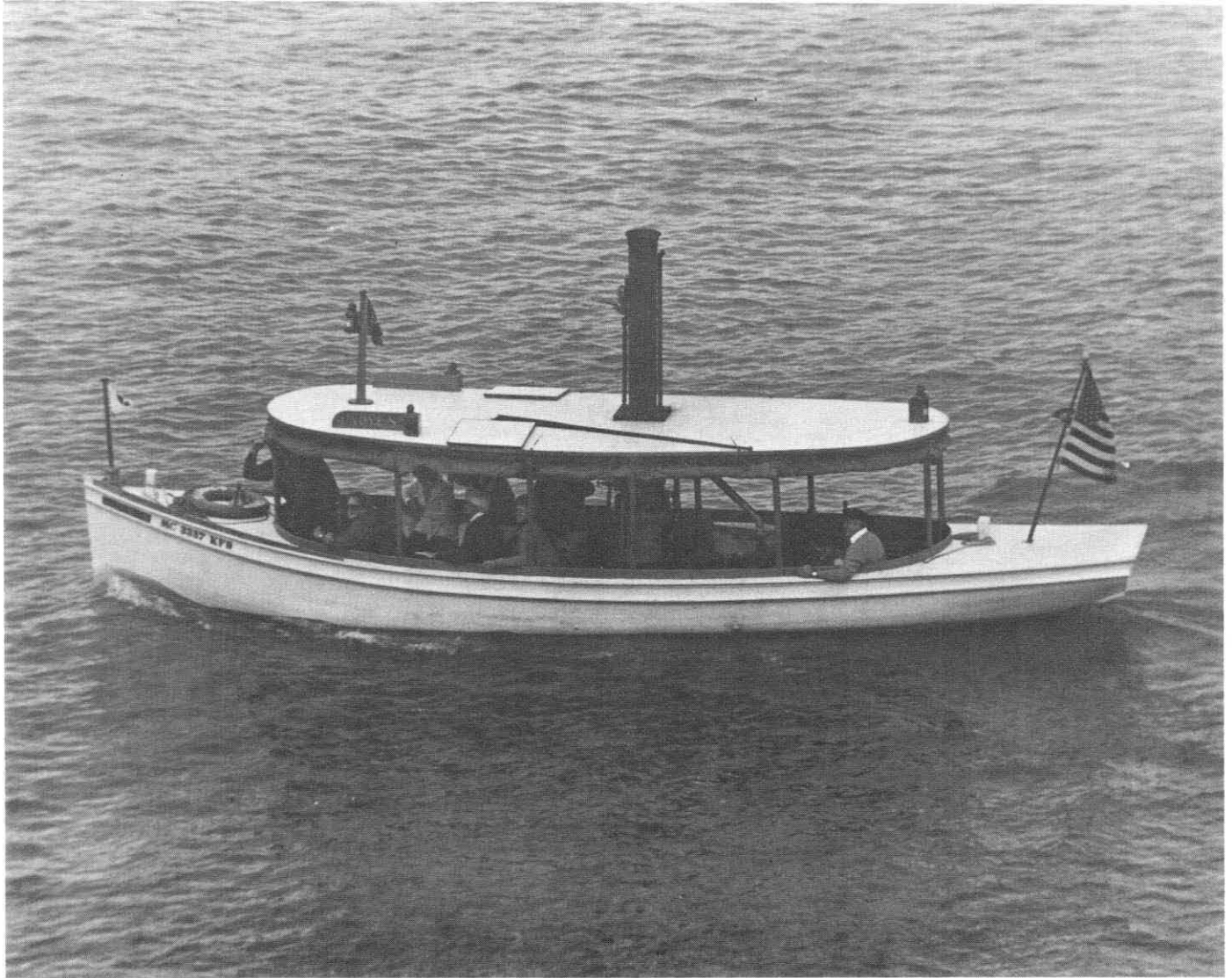
This 1927 arrangement vanished for in 1928 the AMERICA was back in the Rose Island run, and the ROSE ISLAND was off to Pittsburgh with new owners and renamed ROOSEVELT.

C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

Capt. Nelson Brown reported to us in latter August that his excursion boat LORENA, operating at Zanesville, O. on the Muskingum, had handled 22,000 passengers since the first of May.

An attractive paperback titled "The Three Towns," originally published in Sept. 1883, has been reissued by the Brownsville (Pa.) Historical Society. The editors have added a 56-page section of old photographs taken in the West Brownsville-Bridgeport-Brownsville area. Brief biographies of people identified with Monongahela River traffic make this a valuable river source book. We have just noted a sketch of the career of Capt. J. M. Bowell appearing on page 46, ancestor of Capt. Bill Bowell of River Excursions, Inc., St. Paul, Minn. The off-set photographs are well reproduced and include good views of the GERMANIA, JAMES G. BLAINE, ADAM JACOBS, I. C. WOODWARD and others. Our thanks to J. W. (Bill) Kisinger for mailing us a copy. You can get yours by addressing the Brownsville Historical Society, Brownsville, Pa. 15417. Price is \$5 a copy.

On deck at S&D was Capt. Gene Simpson who heads up Mid-Hudson Navigation, Violet Ave., Hyde Park, N. Y. 12538. Gene operates two cruise boats, PACKET I and the UNCLE SAM III in the Poughkeepsie area and serves meals aboard. As we understand it, this operation is the only one of its sort on the Hudson River.



LADYE S.

Has been steaming near Detroit since 1913.

WOODY RUTTER took this picture last Sept. 5 at Harsens Island, St. Clair Flats, from the excursion boat COLUMBIA. The LADYE S., 32 ft. long, was built in 1913 at the Stokey Boat Works, Harsens Island. Her original owners met the ferries from Detroit and carried people, groceries, etc. around the island. On Sundays she took wor-

shippers to church (25¢ fare) and took in more cash than the collection plates. At that day and time the island had no road. In 1972 Joe Hepsworth, Newark, O., bought LADYE S., renovated her, and now uses her as a private yacht. He's had her to Detroit, and keeps her at Peter Henkel's St. Clair Flats marina on Harsens Island. Joe Hepsworth is v.p. of E-Z-Way Systems (inventory control systems) located at Newark.

Capt. Irven Travis was pilot on the Muskingum packets OELLA, J. H. BEST, CARRIE BROOKS, LIZZIE CASSEL and others to and including the LORENA. The old gentleman, born on Aug. 17, 1849, was still hale & hearty, living at McConnellsville, O., when Christmas rolled around in 1935. The local express office delivered to him a box of Ponderosa and Chinese lemons from Pasadena, Calif. One of the Ponderosas tipped the scales at 1 pound 10 oz., the largest lemon ever seen in McConnellsville.

The present had come from General Lansing H. Beach USA (Ret.) who in younger days had been in charge of the Zanesville office of the U. S. Engineers. Captain Travis and his wife had attended the wedding

of Lieut. Col. Beach and bride at Zanesville in 1888. One of the last of Muskingum packets was the GENERAL BEACH, named for him. The two had become friends when Travis was Federal storekeeper at the McConnellsville lock, a position he kept for 41 years, retiring in 1928. -Thanks to Jerry Devol.

A description of a pair of tackle blocks used on the steamer BUCKEYE BELLE on the Muskingum in 1852 turns up in a letter.

"The shell is of mulberry, five by four inches, the sheaves are of lignum vitae, turning on pins of the same wood, instead of steel or iron. The hooks are secured in the blocks by cordage passing a-

round the block instead of straps of steel as in modern blocks. They are for $\frac{1}{2}$ or five-eighths rope."

The letter was written in 1935 by J. H. Brokaw, Spickard, Mo., who owned the blocks and was still using them. "I have used them twice in the last year to pull my neighbor's car out of the ditch," he said. He acquired them from his grandfather James S. Brokaw who picked them out of riverbank trees along the Muskingum after the BUCKEYE BELLE had exploded her boiler.

Our thanks to Jerry Devol, Route 3, Devola, O. 45750 for the item.

Dr. John Calhoun Ewing, 73, died Wednesday, August 4, 1977 at home, 410 Sulgrave Road, Chatham Village, Pittsburgh. He retired in 1968 as surgeon at the Western Pennsylvania Hospital, Pittsburgh. Doctor Ewing was justly proud of his maternal grandfather Captain Thomas S. Calhoun, long part owner and master of the Pittsburgh-Cincinnati packets KATIE STOCKDALE, KEYSTONE STATE and VIRGINIA, with a background of Missouri River experiences during the "mountain boat" era. Doctor Ewing was preparing a book-length manuscript of his grandfather's adventures when he was taken. Aside from numerous medical affiliations he was a member of the Scorpions Club, and had been a regular attendant at S&D meetings since 1973. His mother, the late Harriet Calhoun Ewing, and his aunt, the late Mary Elise Calhoun Taylor, both were ardent S&D members.

Doctor Ewing is survived by his wife, Mrs. Kathryn Lenart Ewing; by two daughters, Nancy Ewing Boya, of Pittsburgh and Ann Ewing Crail of St. Louis; also by a sister, Lois Unger of Pittsburgh. Burial was in the Homewood Cemetery.

"Cal" Benefiel, known to thousands who have traveled the rivers on the GORDON C. GREENE and DELTA QUEEN, died at the Methodist Hospital, Louisville, Ky., at eight o'clock p.m., Wednesday, August 3, 1977. He retired as chief engineer from the DQ a few years back due to illness.

He was 69, and lived at 1800 Cragmont Street, Madison, Ind. He had been with Greene Line Steamers for a number of years, and was second and chief on the EVERGREENE and CHRIS GREENE in addition to the above mentioned.

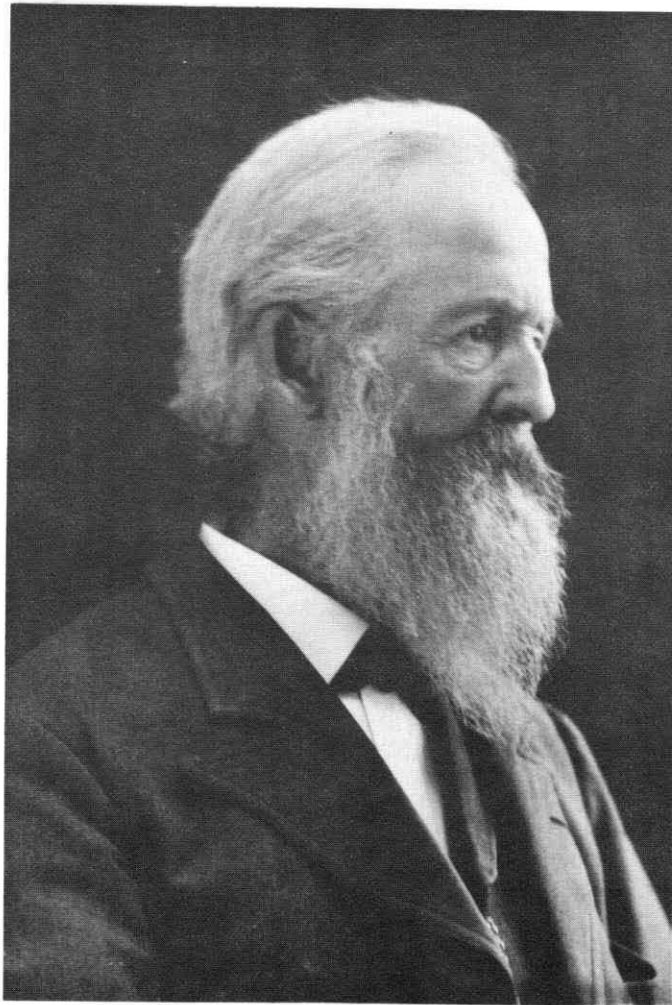
James C. Benefiel, Sr. is survived by his wife Eloise; by four sons, two daughters, one brother, one stepbrother, two sisters, 12 grandchildren and one great grandchild.

Services were held at the Gans Funeral Home. Burial was in Fairmount Cemetery.

Sirs: Matthew Lyon was a pioneer riverman who founded Eddyville, Ky. on the Cumberland River. He was my (4 greats) grandfather. I think I qualify for membership in S&D. The check enclosed is for myself, for my wife Carroll, and for my step-daughter Lizzie Waller.

Daniel M. Taylor, Jr.,
Box 161,
Leetsdale, Pa. 15046

=Matthew Lyon did indeed found Eddyville, Ky. and did engage in river commerce on the Arkansas and Mississippi in early times. Dan Taylor and family are welcomed to S&D, not necessarily because of 4-great grandpa Lyon, but because of their genuine interest in what S&D is all about. -Ed.



EMIL BOTT

This portrait is the only known likeness.

EMIL BOTT, before and after the Civil War, devoted much of his artistic talent to decorating steamboat cabins with original scenes he painted in oils on stateroom doors and bulkheads. As a pastime he occasionally did oil portraits of famous Pittsburgh-built packets and towboats.

S&D member Dr. C. V. Starrett remembers Emil Bott. The old gentleman was living in Monaca, Pa. where C.V. was brought up. In fact it was Dr. Starrett who was instrumental in finding for us the above portrait. The picture was taken by Frank Javens, a photographer who had studios in Pittsburgh and Beaver Falls, Pa. The photographer's daughter Mrs. Donald R. (June) Hughes today resides at 126 Oak St., Vanport, Beaver, Pa. 15009 and the Bott portrait was in her family's collection, identified by her mother some years ago. Mrs. Hughes kindly granted permission for the use of the portrait in this issue of S&D REFLECTOR, and we are further indebted to Mrs. John Maples Horter, 1480 Corporation St., Beaver Pa. 15009 who passed it along to William Pardini, Sr., Mt. Lebanon, who had it copied for Dr. Starrett.

Emil Bott was noticed in our June '74 issue after Pittsburgh historian George Swetnam had deplored almost total lack of information and facts about the celebrated steamboat artist. Following this, Paul Reiger, Sylvania, O., brought to our attention (Sept. '74 issue, page 45) the fact that Bott had contributed to Leslie's "Illustrated Famous Leaders and Battle Scenes of the Civil War" a view of six troop-laden packets at Benwood, W. Va. in Civil War service. Capt. and Mrs. William S. Pollock visited at the Merrick Art Gallery, New Brighton, Pa. (Dec. '74 issue, page 25) where an original Bott painting is hung, and there learned that the artist is buried in the old cemetery at Monaca, Pa., having died in 1908.



THE MARE's name is Beulah, for the Land of Beulah, in Bunyan's "Pilgrim's Progress" a country of peace and rest near the end of life's Journey. Nothing bothers the progress of this venerable Amish horse, even when set upon by a pack of yapping dogs, as she draws this surrey with the fringe on top at Augusta, Ky. Beulah and rig are owned by Bill Parker of that place. This past summer, when this picture was taken by Lloyd Ostendorf, Lloyd and crew were invited to ride about town, and did. In the Ohio River, at anchor, is the Ostendorf pleasure boat ABRAHAM LINCOLN. Rare is such a scene, equally timely and timeless.

Back in the dim distant past we were exposed to voyages on the Great Lakes aboard the 358-foot steamer NORTH WEST and others, and recall the three sister ships then in passenger service, JUNIATA, TIONESTA and OCTORARA of the Anchor Line. Our eyebrows arched and eyes magnified when reading, recently, that the same old JUNIATA, now 72 years young (built 1905) has been extensively repaired at Sturgeon Bay, Wis. and will be running daily excursions out of Chicago. You youngsters remember her as the MILWAUKEE CLIPPER of Wisconsin & Michigan Steamship Co.

Now she's plain CLIPPER, of Great Lakes Transit Co. She was built at Cleveland and measures 361 by 45 by 28. A steamer, no less, still.

The recent wedding aboard the JULIA BELLE SWAIN (Sept. issue, page 5) may have set a precedent. On Saturday, Sept. 3rd at Mayville, N.Y. a wedding was staged aboard the sternwheel CHAUTAUQUA BELLE when Bonnie Rae Hotchkiss and Laverne Brown plighted their troth before Judge Lee Towne Adams forward on the boiler deck. A brief excursion followed.

R. Jerome Collins has sent us a snapshot of Dr. Claudius M. Pitrat (March '77 issue, pages 6-7, and this issue see pages 31-32) and has our thanks. He's partly concealed in a cellar hatchway engaged, apparently, in taking in two watermelons. The Dr. is wearing a straw hat with fairly wide brim, causing a deep shadow over most of his face. But he seems to be about 5'10" and sports a moustache and goatee. The original print is in the possession of Miss Caroline Frazier, Buffalo, West Va., who lives in one of the Pitrat homes there. Fine!

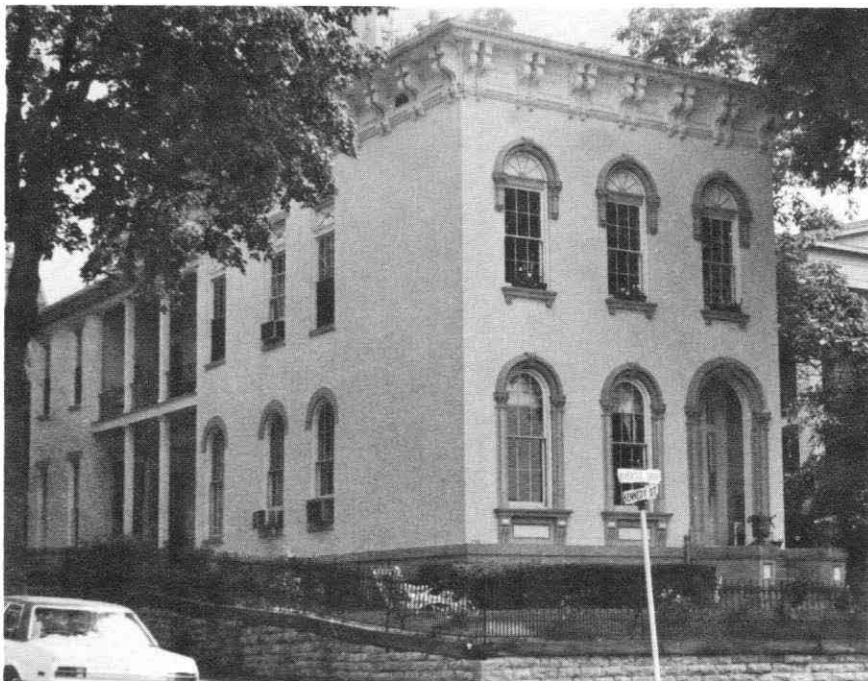
A STROLL IN COVINGTON, KY.



BUILT by Thomas Carneal, a founder of Covington, the Carneal House is built on land purchased in 1814 from Thomas Kennedy. It dates about 1815 and was the first brick house built in the city. Georgian in concept, the style reveals influence of Italian architect Andrea Palladio. In 1825 Lafayette visited here as guest of owner William W. Southgate. Other famous visitors were Henry Clay, Daniel Webster and Andrew Jackson. Located at Second and Kennedy, the premises flank the Licking River.



HERE IS the Capt. Fred A. Laidley mansion fronting on Second and across from Carneal House. This French Victorian was built about 1865. "Commodore" Laidley ran the White Collar Line and the Louisville & Cincinnati Packet Co. He died here in December 1931. A schematic drawing of famous Covington homes appeared in our March '69 issue and a photograph was shown in our Sept. '71 issue, taken by Dale Flick, of the Laidley homestead.



FACING the Ohio River, the Pendery-Solar House is at the corner of Kennedy and Riverside Drive. Some while back these homes and others equally interesting seemed doomed when pressure was brought to tear them down in an urban renewal program. Concerted protest saved them. One of the largest, torn down to make room for the Booth Hospital on Second Street, was the Shinkle Castle. These pictures were taken this past summer by J. W. Rutter.



ACCORDING to The Marietta Times, issue of Sept. 14th last, S&D is responsible for the above. The Page One story and photograph says that "playful members of the Sons and Daughters of Pioneer Rivermen, evidently knowing the history of the Ohio River Museum's flatboat, attached an appropriate name sometime during the S&D convention last weekend." What the "Times" did not say was that the much publicized \$56,000 flatboat had sunk for the third time (see June '77 issue et seq. for the first two times) a week before S&D convened, and had been raised thanks to generous aid from the U.S. Engineers, Huntington District.

While S&D was in progress person or persons unknown attached the sign showing in the photograph reading EARLY AMERICAN SUBMARINE and also troubled

to attach to the chimney (hard left) a plastic periscope. We have no solution for this Whodunnit and least of all can we conscientiously deny S&D authorship. Some of the members in our bin have ingenuity ample for such gentle ribbing, and have artistic talent capable of Old English lettering. It's the sort of thing we wish we'd had a hand in.

The flatboat was still carrying the sign as we close this chapter of its submerged career. Harry Zubik was called in to fill the hull area with plastic foam. The estimated cost to the Ohio Historical Society has soared from \$56,000 first cost to somewhere around \$63,000, no thanks to its soggy seams. In a career of three years the flatboat has yet to serve its first day of practical use.

Sirs: Although there have been rumors and expectations for a long time, I nevertheless read with consternation the news in the last issue (Sept. '77) of the S&D REFLECTOR, that the steamer PRESIDENT is going to be dieselized. This action by Streckfus Steamers is unbelievably lacking in foresight in an age when steamboats are being built again rather than destroyed. Further, this is much more than simply unfortunate conversion of one boat from steam to diesel power. It is truly the loss of a great National treasure, since, as you very well know, the PRESIDENT, ex/CINCINNATI, is the last side-wheeler on the Western river system, and a former packet as well.

Streckfus Steamers' incredible policy of pursuing a course of "1940 modern" has already cost them immeasurable losses of which they are probably not even aware. If, 10 years ago, the PRESIDENT had been glamorized with a period redecoration, there would be no NATCHEZ today, and while the

NATCHEZ is something very beautiful and wonderful to have, a handsome and permanently preserved PRESIDENT would be of far greater historical value.

I am writing to John H. White, Curator of Transportation at the Smithsonian, and to Frank Caddy, President of the Henry Ford Museum and Edison Institute, in a probably futile effort to try to preserve the PRESIDENT's magnificent double expansion engines.

Thank you for an always wonderful and interesting magazine.

Arthur E. La Salle,
President,
American Railroad Equipment
Association, Inc.,
Springfield Plantation,
Route 1, Box 116,
Fayette, Miss. 39069

=And this from a railroader! -Ed.

Jack E. Custer was guest speaker before The Louisiana Historical Society on the evening of Sept. 29

last in the auditorium of the Presbytere, New Orleans. His subject was the towboat SPRAGUE (what else!). Those who have noted resemblance between Jack and pictures of Gen. George Armstrong Custer have cause. Jack is a direct collateral descendant. The audience, which included Capt. Doc Hawley and Allen Hess, also greeted Sandie Miller, Louisville, direct descendant of Capt. Mary M. Miller. On the return to Nashville Jack once again climbed over the wreck of the SPRAGUE at Vicksburg, found the JULIA BELLE SWAIN at Florence, had dinner there with John Hartford and Michele Kingsley, then free-loaded John L. Fryant to Nashville.

Sirs: Hey, I didn't know the Clyde was a tributary of the Mississippi!

James Wilson,
414 Pelton Ave.,
Staten Island, N.Y. 10310

Mrs. Bettie Barkhau, mother of the late Capt. Roy L. Barkhau, died on Tuesday, August 30, 1977 at the Maple Knoll Senior Citizens Center, just outside of Cincinnati. Mrs. Barkhau was 98.

Mrs. Barkhau was an institution on the GORDON C. GREENE, and later on the DELTA QUEEN. She operated the refreshment stand on the GORDON and the souvenir stand on the DELTA QUEEN, starting with the period when the GORDON first began to operate out of St. Louis, or about 1948.

Because of her sweet disposition and her sympathetic nature she had literally thousands of friends among the passengers and crew members who made her acquaintance on the boats. She was widely known as "Grandma Barkhau," among family and friends alike.

Her steamboating son Captain Roy preceded her in death by a year and two months. She is survived by two daughters; Mrs. Irene Cosbey of Cincinnati, and Mrs. Audrey Shaller of Golden, Colo., and by a son Lester of Cincinnati. Burial was on September 2nd in the family plot in the German Evangelical Church at Florence, Indiana, overlooking the Ohio River.

Attending the burial services were her three children above-mentioned, two of her spouses, two granddaughters, three great-grandchildren and one great-great granddaughter, in addition to several friends and relatives.

The new sternwheel steamboat ELIZABETH LOUISE is actively under construction. The steel hull is 125 by 20 x 6. Overall on deck is 141 by 28, and total length including paddlewheel is 161 feet.

When we talked with the builder, Harold Wilmunder, last Sept. 25th, the hull work was about 80% completed. He is building her along the shore of the American River, trib to the Sacramento. The hull weighing 62 tons will be transported by truck 18 miles to a launching site at Sacramento.

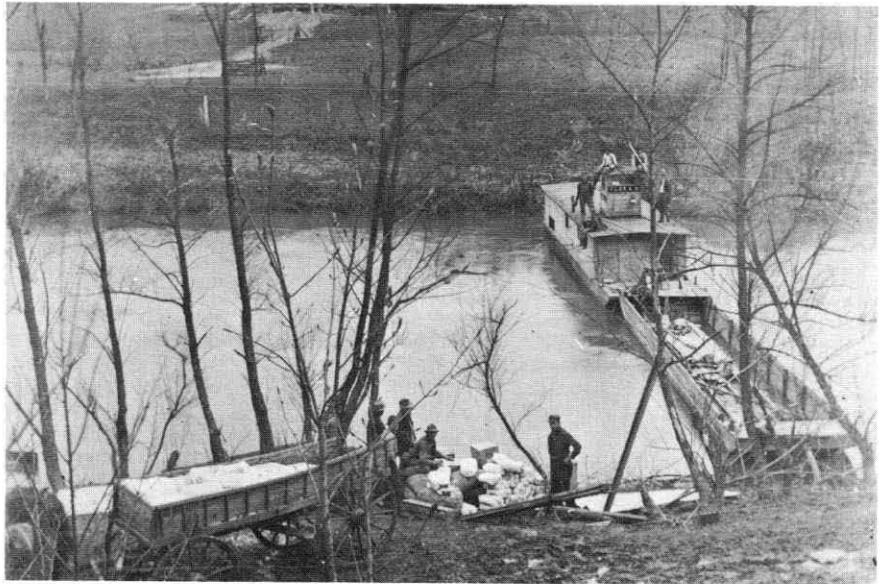
The ELIZABETH LOUISE, named for Mrs. Wilmunder, will handle 399 excursionists. The hull is built of ½-inch selected steel and has seven compartments.

The engines are from the Ohio River towboat DETROITER, 10" bore by 3 ft. stroke, procured from Crown Metal Products Co., near Elizabeth, Pa. a few years back (see June '75 issue, page 6).

Her power will come from a Clayton E-201 boiler certified for 300 psi, but pressure will be reduced to 200 psi. The paddlewheel with steel arms and wood buckets is 14 feet "square," and works 10 buckets, each with 20" dip.

She will be certified by the Coast Guard, and will carry ABS classification.

The ELIZABETH LOUISE will be launched sometime this winter, and completed in time for the 1978 excursion season on the Sacramento, operating both below and above



IN OUR JUNE '77 issue, page 33, we remarked that the gasboat FLORA B "seems to have escaped photography." This was the boat, maybe you recall, that ran out of Burnsville, W. Va. on the Little Kanawha River using gasoline bought from the local druggist, two 55 gal. drums per season. So now comes a letter from Mrs. Nellie Engelke, Glenville, W. Va., enclosing the above photo. "Here is Nomic Beckweth Boyles' FLORA B, from the King collection" she says. Our guess is it's taken at or near Gilmer Station above Glenville, certainly a dramatic portrayal as to the narrowness of the river; she's using all of it to get that flat turned around.

Sacramento. In general her upper cabin plan is somewhat like that of the JULIA BELLE SWAIN and, like the SWAIN, she has a model bow. Her lines are shapely, with 27" longitudinal sheer.

As far as we know this is the only sternwheel steamboat under construction in the U.S. at this time.

Sirs: I am a member of S&D and have enjoyed the article of Steve Mackinack concerning the sinking of the MONITOR (Sept. issue, page 32). My uncle Capt. Thomas R. Cowan was pilot that morning and was off watch, in bed, when the crash occurred.

Charles S. Storer,
734 Third St.,
Elizabeth, Pa. 15037

Sirs: The hull of the old packet ABNER O'NEAL (1884-1892) was located in the Missouri River back around 1958 up in the Painted Woods, N.D. area. This past summer some friends of mine dived down and brought up pieces of wood, some brick, an old beer bottle and an engine.

Calvin Bertsch,
618 Avenue E,
Bismarck, N.D. 58501

=The ABNER O'NEAL, built at Freedom, Pa. and completed at Wheeling, ran Wheeling-Steubenville un-

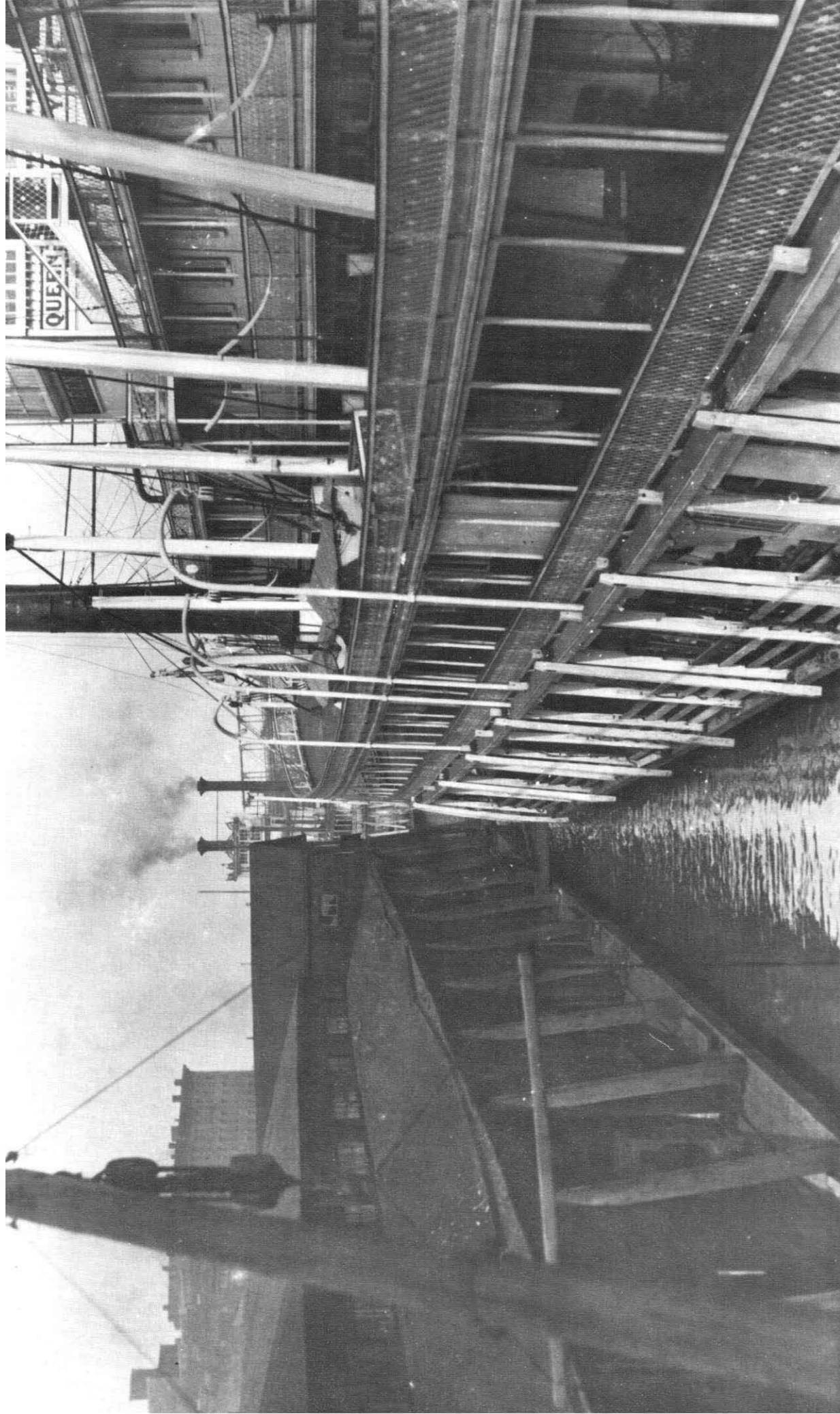
til 1890 when she was sold to the Missouri River. Two years later she was lost at Painted Woods, N. D. -Ed.

S&D member Charles D. Alden, Sr. died, 82, at Marietta, Ohio, on Sunday, September 4, 1977. He was born at Marietta and lived there all his life, and for 32 years had served with the U.S. Engineers as a towboat pilot and later fleetmaster, having retired in 1962. His last piloting was on the NEMACOLIN, 1940-1947, same boat now renamed LAURA J and currently owned by Charles T. Jones, Charleston, W. Va.

Mr. Alden had the distinction, rather unique these days, that he was born in the home at 513½ Seventh St., Marietta, and lived there all his life with the exception of the last few years. He was a resident at the Marietta Convalescent Center when he passed on. His wife Esther Baker Alden preceded him in death in 1970.

Surviving are two sons, Arthur R. Alden and Charles D. Alden, Jr. both of Marietta. There are three grandchildren. It was C. D. Alden, Jr. who a few years back made a very creditable model of the NEMACOLIN (see June '76 issue, page 9).

Services were held at the First United Presbyterian Chapel, Marietta, and burial was in Gravel Bank Cemetery, near Constitution, Ohio.



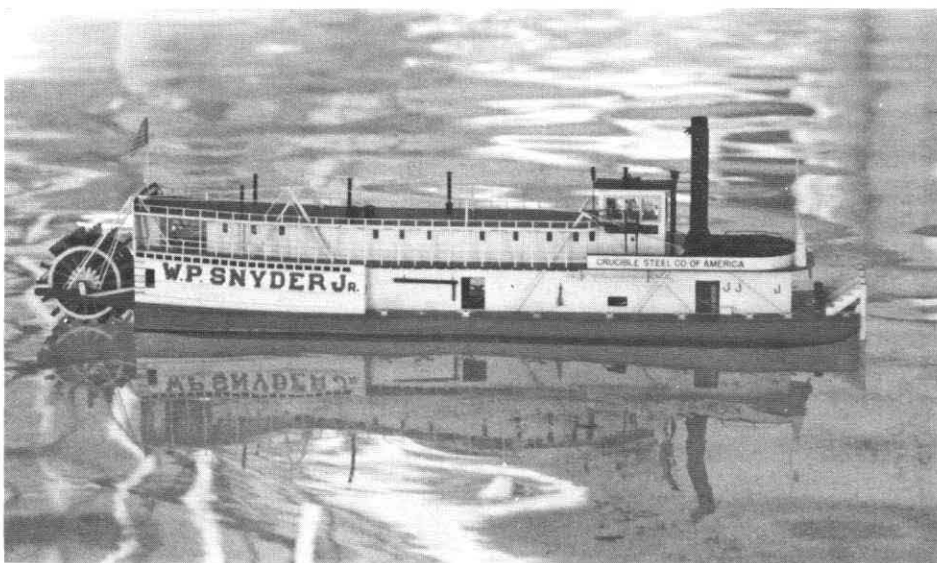
WHARF SCENE at Cincinnati, taken early spring of 1921. The QUEEN CITY was being loaded for New Orleans, her principal cargo largely bathroom fixtures shipped by the Standard Sanitary Manufacturing Co. She is tied at the same wharfboat appearing in the Cincinnati scene shown in our last issue, on page 46, and that's the same TACOMA partly visible in this picture's center. The stage boom and rigging at the left are that of the L&C packet KENTUCKY. Over top of the wharfboat and partly concealed by the stage blocks is the old Spencer House, one-time leading Cincinnati hotel. Picture was taken by Ye Ed with a Graflex $3\frac{1}{4}$ x $5\frac{1}{2}$ roll film camera. The enlargement from which this is made is from the talented Michelle Kingsley.

Sirs: Can you assist me in finding out something about Capt. Zack Sherley? I do want to know more about this ancestor. There must be something written about him somewhere!

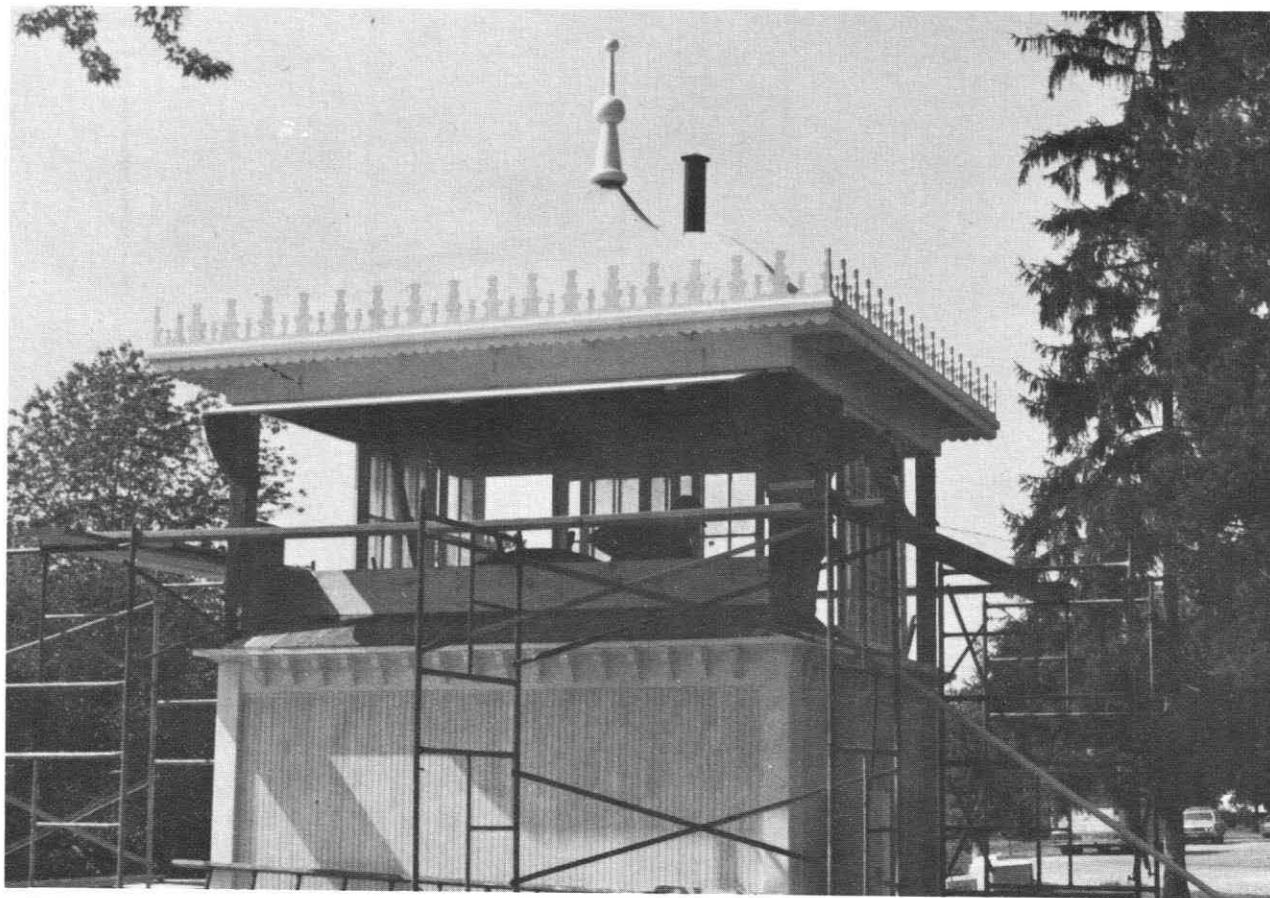
Mrs. Charles L. Smith,
2500 Wisconsin Ave. N.W.,
Washington, D.C. 20007

=Capt. Zachary M. Sherley was the president of the U.S. Mail Line Co. 1853-1865, had a prominent career otherwise, and when he died on Feb. 17, 1879 the Louisville Courier-Journal pulled all stops, ran a two column obituary on its front page, and every steamboat in the area half-masted its flag. -Ed.

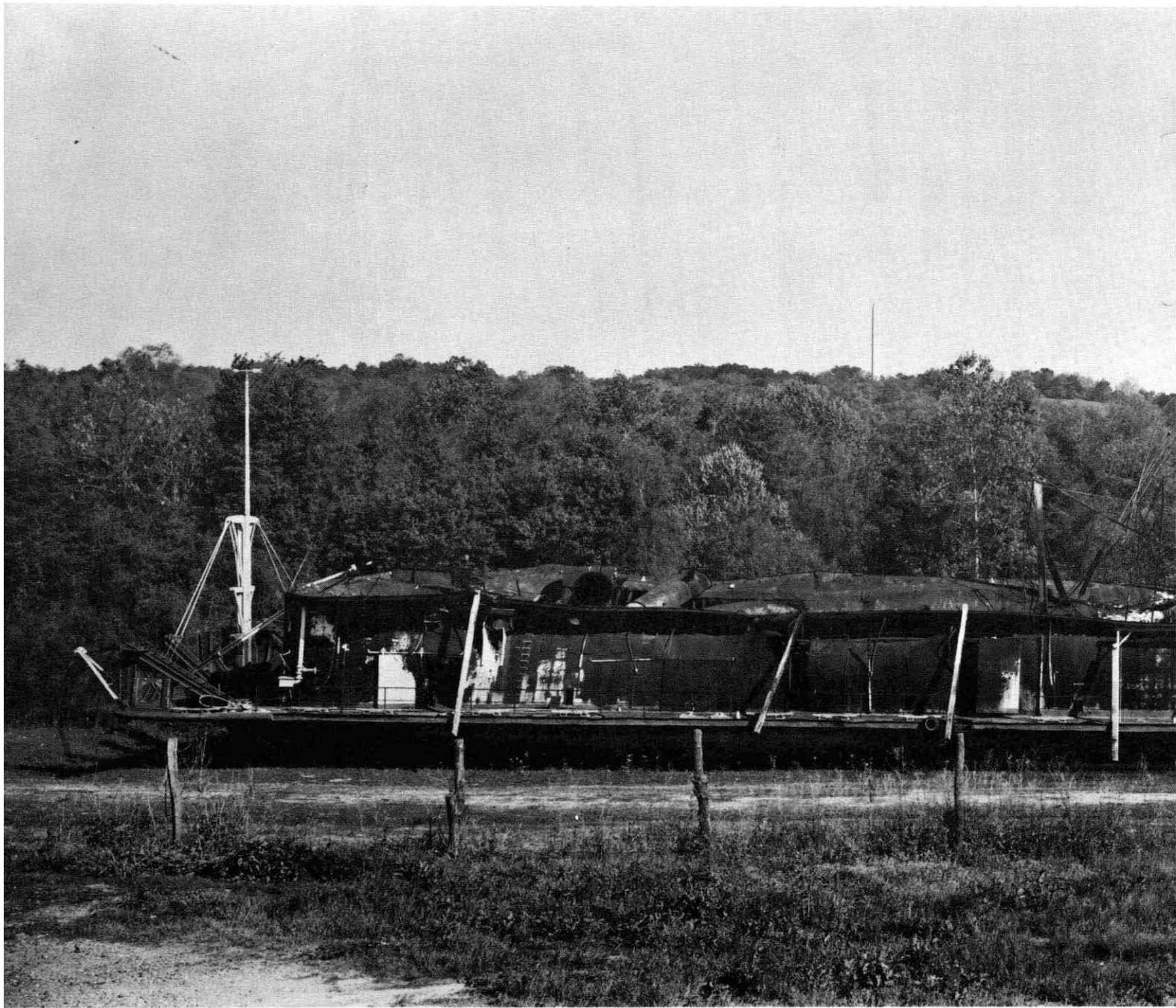
Capt. Doc Hawley of the NATCHEZ has bought a home in New Orleans in the French Quarter on Barracks between Chartres and Royal. It is a Creole Townhouse built 1831, two floors plus a huge attic, arranged as two apartments. At the rear is a cozy patio and a smaller building formerly the slave quarters, also fitted out as an apartment.



Where was Ye Ed on S&D Day! Jerry Sutphin declares he took this picture of the self-propelled radio-controlled model of the SNYDER at the Reflection Pool, Ohio River Museum, Sept. 10, 1977. Who built it? Why, where, when?

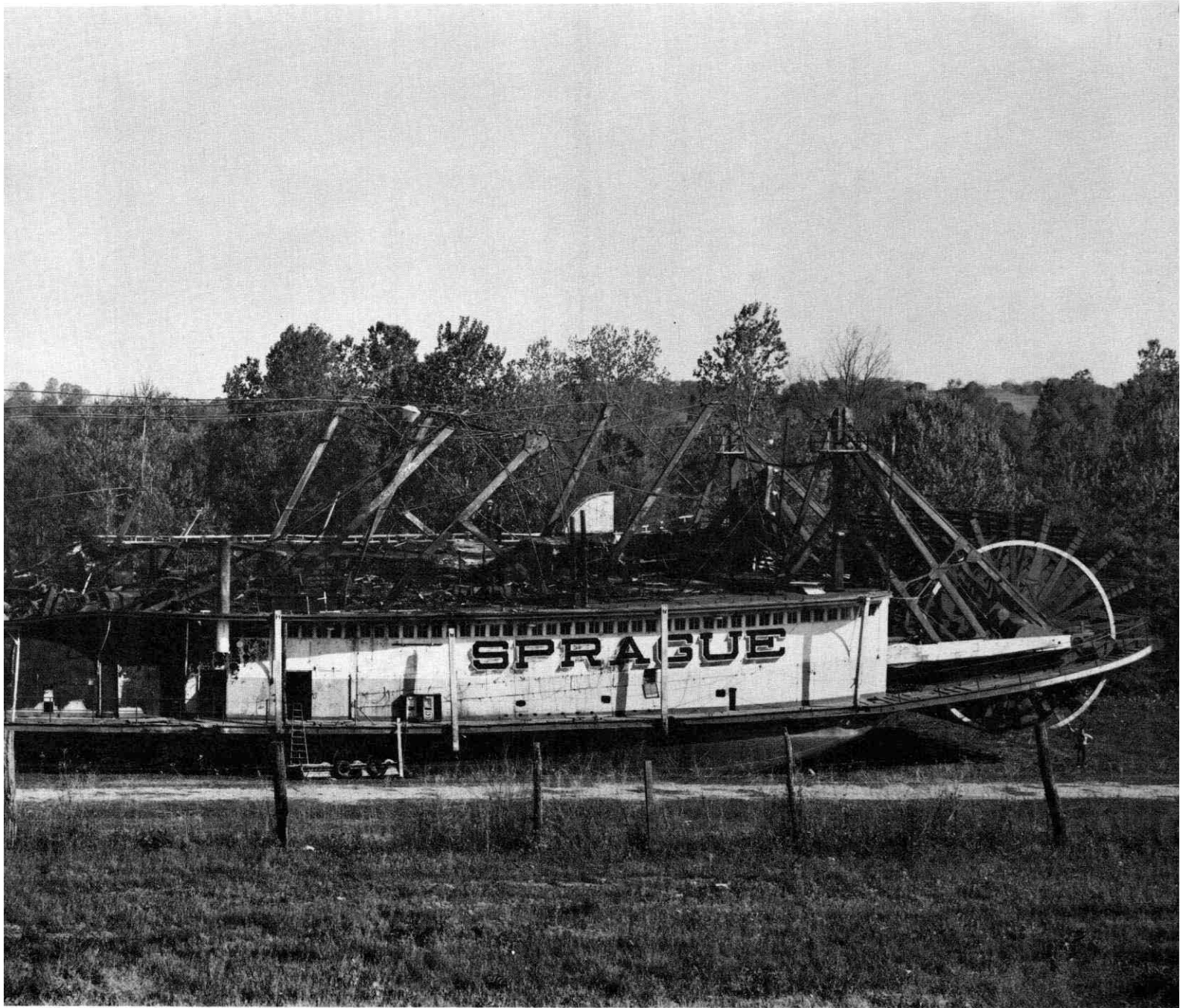


The TELL CITY pilothouse as it appeared on S&D Day showing to good advantage the Bates-Fennial finial. The original one, according to the late Capt. Fred Hornbrook, would not clear the Kanawha & Michigan RR bridge at Pt. Pleasant during high water in the spring of 1917. "Saw it off!" said Capt. Fred. The boat's carpenter proceeded forthwith, then stowed the wooden ornament in the catch-all area under the pilothouse. That's the last it was seen. Photo from Jerry Sutphin.



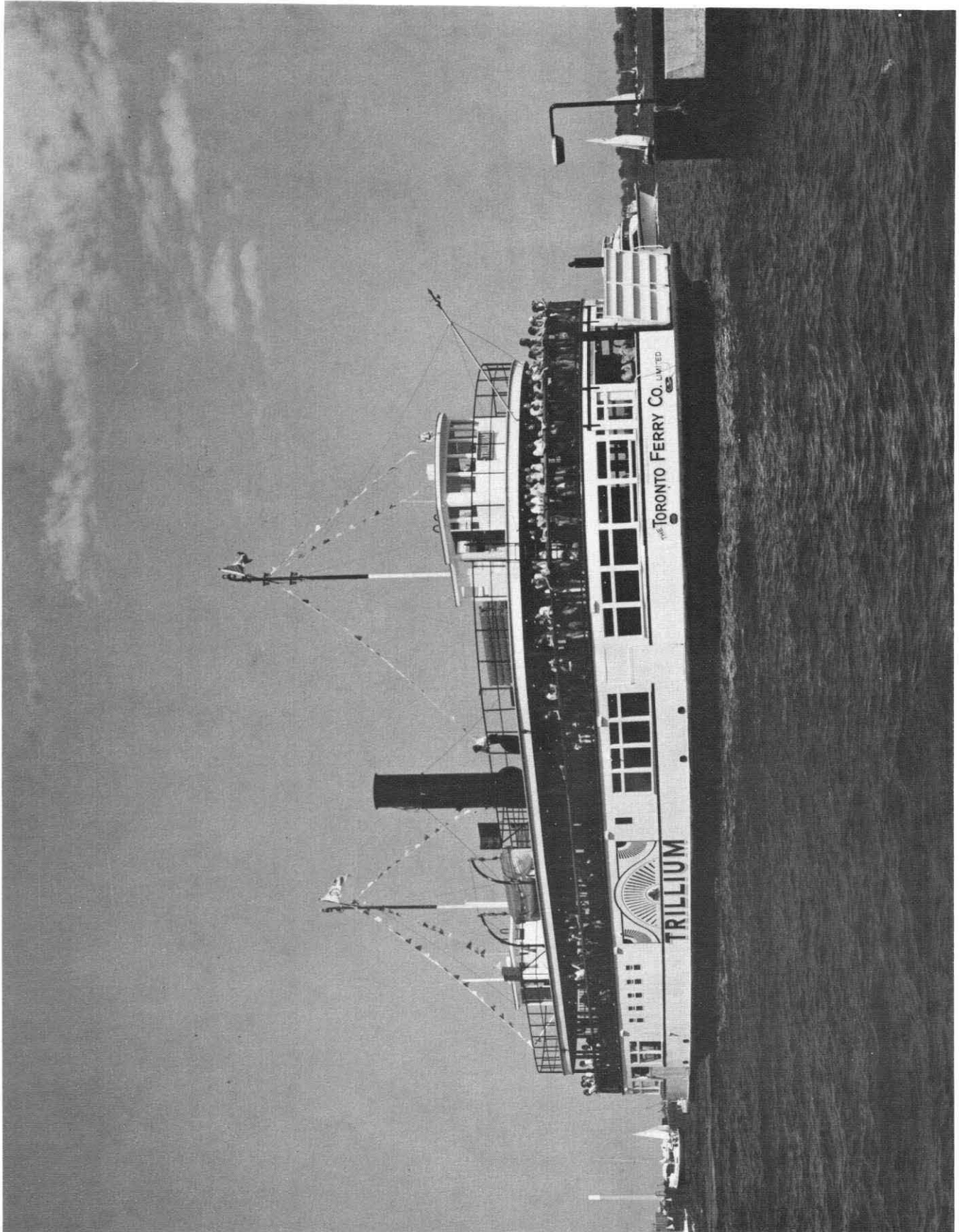
THE LOST AND V

ALLEN HESS took this dramatic picture of the *Sprague* which has been very little change since. The *Sprague* has lately shifted to a new location of considerable magnitude and geographical importance transferred some years ago to Pascagoula. The efforts of restoring the *SPRAGUE* have been thwarted. Meanwhile she's a pretty sad spectacle.



ENHANCING SPECIES

at Vicksburg in April 1976. There has been a focus of historic attention at Vicksburg in restoring the U.S. gunboat CAIRO, a project of the National Park Service. Much of CAIRO's mortal remains were buried in a field near Vicksburg, Miss. Several ambitious plans for the restoration of the CAIRO were introduced in the Mississippi State legislature. But the CAIRO is even worse.



PICTURE ON THE OPPOSITE PAGE

GIVE ONE, TAKE ONE. While S&D steam buffs lament the modernization of the PRESIDENT, thus removing from the Mississippi that last of the side-wheel steamboats paddling upon its starlit waters, our Canadian friends have added one. The steam side-wheel TRILLIUM has been revitalized and runs.

The above photograph comes to us from John M. Bascom, editor of Great Lakes oriented SCANNER, publication of the Toronto Marine Historical Society. This venerable ferry, built in 1910 at Toronto, had been dozing amongst the lily pads at Lighthouse Pond, Gibraltar Point, for 19 years. She was completely rebuilt and reentered service in 1976. Now she takes out charters regularly and fills in occasionally on warm Sundays in the ferry run to Harlan's Point.

She is the only steam side-wheeler on the Great Lakes.

John Bascom, noted above, round tripped with his father, Cincinnati-Pittsburgh, on the DQ this past June. We met the two of them for the first time. John had acquired at Marietta a huge framed photograph of the old P&C packet VIRGINIA and lugged it home to Toronto on a plane.

For more of the early story of TRILLIUM see our June '75 issue, page 45.

THE GLADIATOR

Sirs: In the last issue, page 7, is a poster advertising the steamboat GLADIATOR. Although no credit is given, I am certain it is made from the one I saw several years ago at the Missouri Historical Society's exhibits in the Jefferson Memorial, St. Louis. The handwritten dates match the photocopy I had made.

The GLADIATOR was a 425-ton side-wheel packet. First enrollment was issued April 8, 1857 at Pittsburgh. She had a wood hull 227 by 34 by 5'9", built at Belle Vernon, Pa. Original owners were Capt. George D. Moore, Ross W. Doyle, William Ackley (each with 3/15 interest) and Clarke & Thaw. A year later, April 8, 1858, Ackley sold his interest to Andrew Ackley.

On July 20, 1858 Capt. John Simpson Klinefelter took stock and became master. He borrowed \$7,000 from Andrew Ackley and the percentages of the owners were shuffled to make the change. At that time the stockholders were Capt. Klinefelter 14/84, Capt. Moore and Doyle and Ackley 15/84 each, and Clarke & Thaw 25/84.

As matters turned out this was the last command of Capt. John S. Klinefelter, the prominent master frequently mentioned in "Life On the Mississippi." The GLADIATOR, under his command, ran St. Louis-New Orleans as part of the Railroad Line.

By June 1859 Andrew Ackley had acquired the interests of Capt. Moore and Doyle. A year later Klinefelter had satisfied the note held by Andrew Ackley.

It is interesting to notice that Klinefelter's eldest son, James H. Klinefelter, served as clerk and pilot on the GLADIATOR. Both were aboard when the boat served in

Grant's Tennessee campaign, and both were aboard when Donelson was captured and saw the surrender.

In Dec. '61 and in Aug. '62 the GLADIATOR under Federal contract made trips carrying government goods St. Louis-Cairo-Paducah.

Capt. M. W. Beltzhoover, Pittsburgh, bought the Clarke & Thaw interest. That year on Oct. 19th the GLADIATOR was handling U.S. Mail on the Mississippi and was fired upon by Confed guerrillas. As a result Lieut. Cmdr. Meade burned the settlements at Bledsoe and Hamblin's Landings in reprisal.

Enroute from Helena to Memphis, the GLADIATOR was again exposed to guerrilla fire at Hamson's Landing. One cannon ball went through the clerk's office, and the pilot-house was riddled. Nobody was injured. This encounter happened on Aug. 22, '63. She had passengers aboard at the time, and in this period she also carried U. S. troops and wounded soldiers.

Joseph H. Reevey, St. Louis, on June 17, '63 bought the GLADIATOR

S&D PINS

Bronze S&D pins finished in blue enamel are available @ \$6.50.

Two types, lapel and pin-on.

These have been made to order by a Chicago firm, finest quality.

Send orders to our Secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Please state type desired.

entire, at which time Capt. John Klinefelter retired from the river and soon bought a farm near Bunker Hill, Ill. The command went to Capt. Samuel H. Boyce.

In Feb. '64 Reevey shared his ownership with Capt. Dan Able, Edmund Dix and Capt. B. N. L. Bowen, and the latter took command.

That July the boat was again sold, to Hampton L. Lee ½ and W. A. Thornburgh and William Smith, each with ¼ interest. Capt. William S. Hawkins took command.

She was sunk and lost at Willard, Ill., August 14, 1864. The location is 65.6 miles above Cairo on the Mississippi, at the location of Willard Hurdle Light.

John William Penhorst, Jr.,
201 Merrifield Drive,
Greenville, S.C. 29607

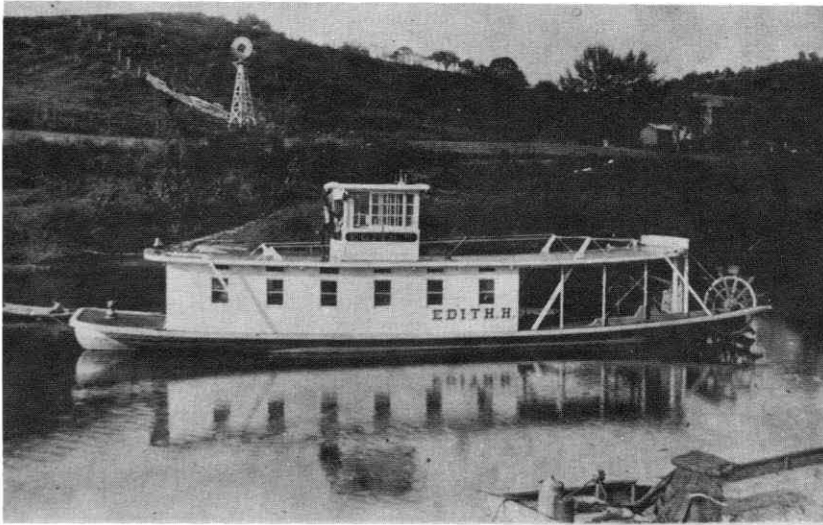
Capt. Charles Hook, who built and operated the towboats I. N. HOOK and CHARLEY HOOK, was a son of Capt. Isaac N. Hook of Hooksburg, O. His mother was Lucinda Dearborn Hook.

The obituary of Capt. Charles Hook appeared in the McConnelsville (O.) "Democrat," issue of July 18, 1935. He had passed away a week prior, July 11th. He was born on Dec. 13, 1846. In his early years he had taught school, but for the most of his life he was a riverman, and he lived in Pittsburgh over 40 years. His wife Jennie Kraps Hook had died 15 years prior at Pittsburgh.

Burial was in the McConnelsville Cemetery.

The towboat CHARLEY HOOK was built at Marietta, O. in 1897. In January 1907 she was sold to the Rodgers' Sand Co., Pittsburgh and was renamed ALICE. On August 30, 1913 the ALICE exploded her boilers soon after having left old Lock 2, Ohio River, Neville Island. Eight of the crew were killed and two others injured.

We've heard from Dr. Carl R. Bogardus, Sr., P. O. Box A, Warsaw, Ky. 41095. He and his wife Sue are in their new riverside home they call "Belle Riviere." One day recently the town jailer was stumbling around in the attic of the Warsaw courthouse and discovered a large bell. It used to hang in the belfry before the building was remodeled in the 1930s by the WPA. Dr. Bogardus says the original courthouse dates 1838 but the section surmounted by the belfry was built in 1868. The jailer, Donnie Moore, scraped the dust away, flicked on his flashlight, and thought he read Alton--Pittsburgh on the old bell. Now what does that mean? asks Dr. Bogardus. Our hunch is to send Donnie Moore back to the attic for another look. It probably reads A. Fulton--Pittsburgh, the name of the founder.



EDITH H. AT GRANTSVILLE

MRS. NELLIE ENGELKE, 218 Court St., Glenville, West Va. 26351 has located for us yet another photograph of a sternwheel packet in the upper reaches of the Little Kanawha River. This one appeared in "The Calhoun Chronicle," published at Glenville, in the issue of Sept. 8, 1977. The EDITH H. was built at Parkersburg, West Va. in 1907 for J. B. Huffman on a wood hull 64.6 by 12.3 by 3. This same picture was used on an advertising card saved by W. O. Umstead. The card was addressed to W. O. Umstead & Co., Mt. Zion, West Va. and the message reads: "The boating season is here and we solicit your business this winter. Yours truly, J. B. Huffman." The boat was operating between Creston and Grantsville. Later on she was owned by John C. Righter (1917) and then George M. Righter (1919) both of Sanoma, West Va. She was used to haul U.S. Mail, light freight and passengers between Creston and Owensport, W. Va. for a while. When we last knew the boat she was owned at Parkersburg by John H. Neel of the Foundation Dock Co., this in 1928. The windmill in the background of the picture was on Zack Stump's farm and pumped water for his cattle. The Stump home, at extreme right, still stands along the north side of the Little Kanawha across from Grantsville. The gentleman standing in front of the pilothouse may be Jake Huffman, or possibly Ora Campbell.

"The Times of the Hornbrooks" is the title of a new family book authored by Thomas Lloyd Bush and Louise Hornbrook Bush. This family's first emigrants to America settled in Indiana during the pioneer days of the Ohio Valley. Historical significance of the Ohio River is highlighted in the experiences of the Hornbrook descendants, and of their relations to the era of steamboats into the present century.

This illustrated volume is now ready at \$15 the copy. Orders should be accompanied by a check payable to Thomas L. Bush, 3580 Shaw Ave., Cincinnati, Ohio 45208.

On the eve of the 50th anniversary of the American Barge Line Company, Jim Swartzwelder has prepared a tabulation of the towboats built or acquired by the firm in the past half-century. The total

comes to 118. This figure also includes two steam sternwheel towboats owned by the Calhouns prior to ABL days, DIXIE and SEA LION. ABL and affiliated companies today operate 54 towboats.

Marine artist John Stobart who painted the J. M. WHITE displayed on our front cover of the June '77 issue was in Hannibal, Mo. this past fall planning a painting of that place to include the boyhood home of Mark Twain and a view down the street to the steamboat landing. He coincided with the arrival of the DELTA QUEEN, went aboard and made himself known to Capt. Jim Blum. "Captain Blum took me to the crew's diningroom and absolutely filled me up with a fine dinner," enthused the artist in recounting the adventure to us over the phone from his home in Potomac, Md.

Sirs: I would like to sell my 9 year file of the S&D REFLECTOR. Have all issues Vol. 5 #1 through Vol. 13 #4.

Robert Phillips,
3901 Oak St.,
Cincinnati, Ohio 45227

Sirs: Some years ago I acquired the whistle from the packet TACOMA which burned at Cincinnati in 1922. Recently Don Brookbank had his steam derrick at Aberdeen unloading sand. We rigged up the whistle and greeted passing towboats with salutes. This evoked quite a bit of interest. Sorry I didn't get to the S&D meeting this year; will try harder in 1978.

John A. Breslin, Jr.,
Court Square,
Maysville, Ky. 41056

=May be so. The TACOMA wore three or four whistles during her career. -Ed.

Sirs: Am delighted with the waterfront pictures of Natchez Under the Hill (Sept. issue, pages 14-15) supplied by Bert Fenn. They are very important. I would like to procure a set of the originals for my collection, place another set in Tom Gandy's Norman collection and save another set for some future public archives here.

Howard B. Peabody,
Box 700,
Natchez, Miss. 39120

=The negs are owned by Bert Fenn. We missed daughter Margaret Peabody when making the recent jaunt on the DQ (see elsewhere in this issue). She is now back at her job in the boat's office. -Ed.

Sirs: On page 9 last issue the caption under the JOHN DANA identifies the location as Norse's Landing, 5 miles below Patriot, Ind. I can find no mention of Norse's Landing in that area. I am also a postal history collector specializing in the southeastern part of Indiana and would be very interested in any information on the above.

Am in the process of researching a letter dated Nov. 1, 1838 concerning the loss of the steamboat HERALD below Cincinnati the previous August 7. The letter lists the owner of the boat to be a Col. James from my home town of Rising Sun, Ind. from which it is post-marked. Any information?

Russell G. Ryle,
3627 South Rogers,
Bloomington, Ind. 47401

=A fair portion of the information supplied in the JOHN DANA picture was written by hand on the back of the original print by an unidentified scribe many years ago. Yes, he wrote Norse's Landing, 5 miles below Patriot. Like you we have no means of identifying the location. Also, sadly, total blank from us on the accident to the early steamboat HERALD. -Ed.

RESTORATION of the TELL CITY's pilothouse on the premises of the Ohio River Museum, Marietta, is about 90% finished. The two pictures on this page were taken on October 7th last by S. Durward Hoag immediately after the bronze plaque had been installed at the rear.

S&D contracted the work on July 14th last with J. A. Schwendeman & Sons Inc., Lowell, Ohio. Cecil Schwendeman of the firm was in direct charge. Concrete was poured in the oval, crowned 4" to simulate the Texas roof curvature. The old structure then was moved to place, jacked up 4 feet to its original height (the base had been sawed short at Little Hocking) and the corner posts scarfed to meet the new position.

This required new bulkheads below the sills on all four sides. Happily the Lowell firm had lumber in stock, a perfect match for the original siding. The bracket-work below the sills on the sides and rear are originals. Those on the front were missing, so Bob Thomas made new ones of redwood to the exact pattern.

The scrimshaw faced on the roof eaves was all missing. Fortunately some of the originals were saved for patterns. New ones were cut from seasoned poplar. The original fancy-domed roof was intact, was stripped bare, and new canvas stretched on it. All of the window sashes are originals, paned with the original glass save for two or three lights which had been broken and were replaced with new.

The pilothouse floor was too far gone. New flooring was laid on the original joists. The entrance door (surprisingly only two feet wide) had disintegrated, so a new one was made using the original as the pattern.

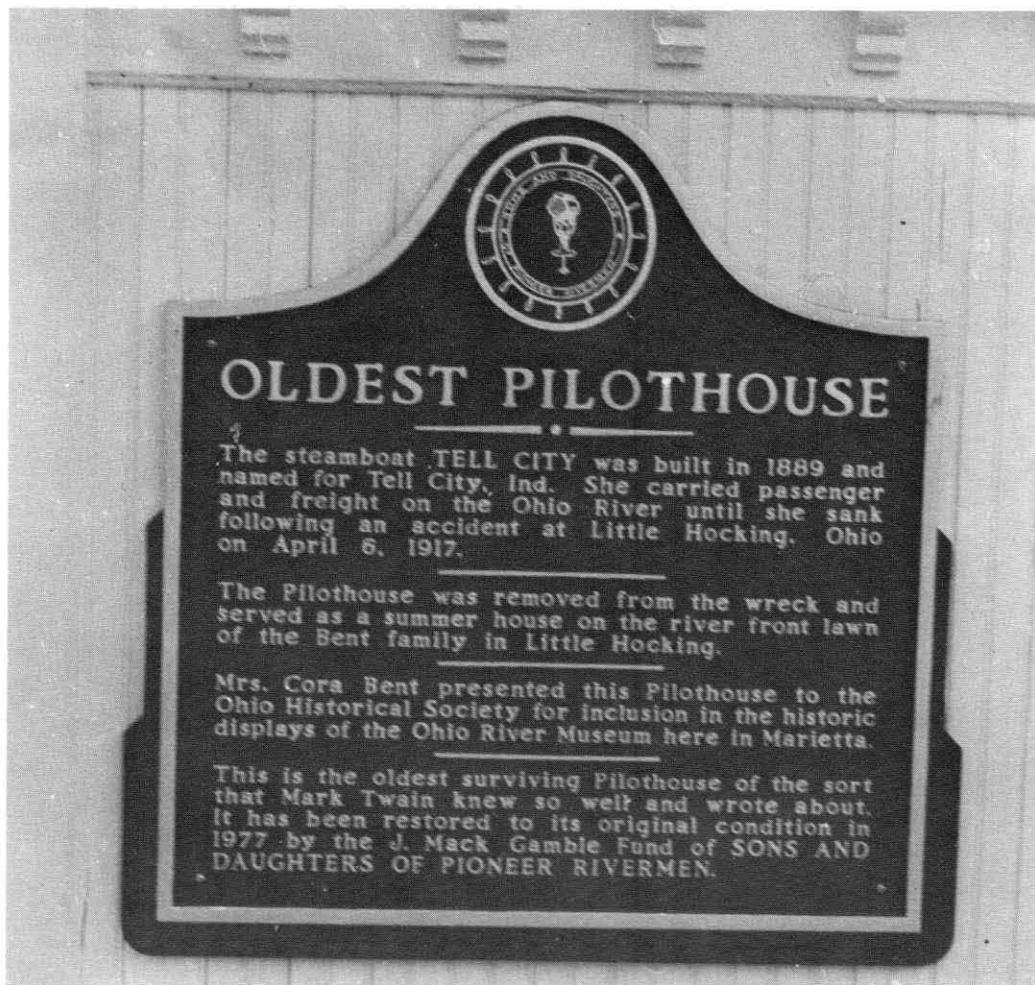
Cecil Schwendeman noticed on a picture furnished by Bert Fenn that the scuppers angled out and around the sash sills, so he made new ones to conform. Bert Fenn made the decorative finial at the roof's peak from a drawing prepared by Alan L. Bates.

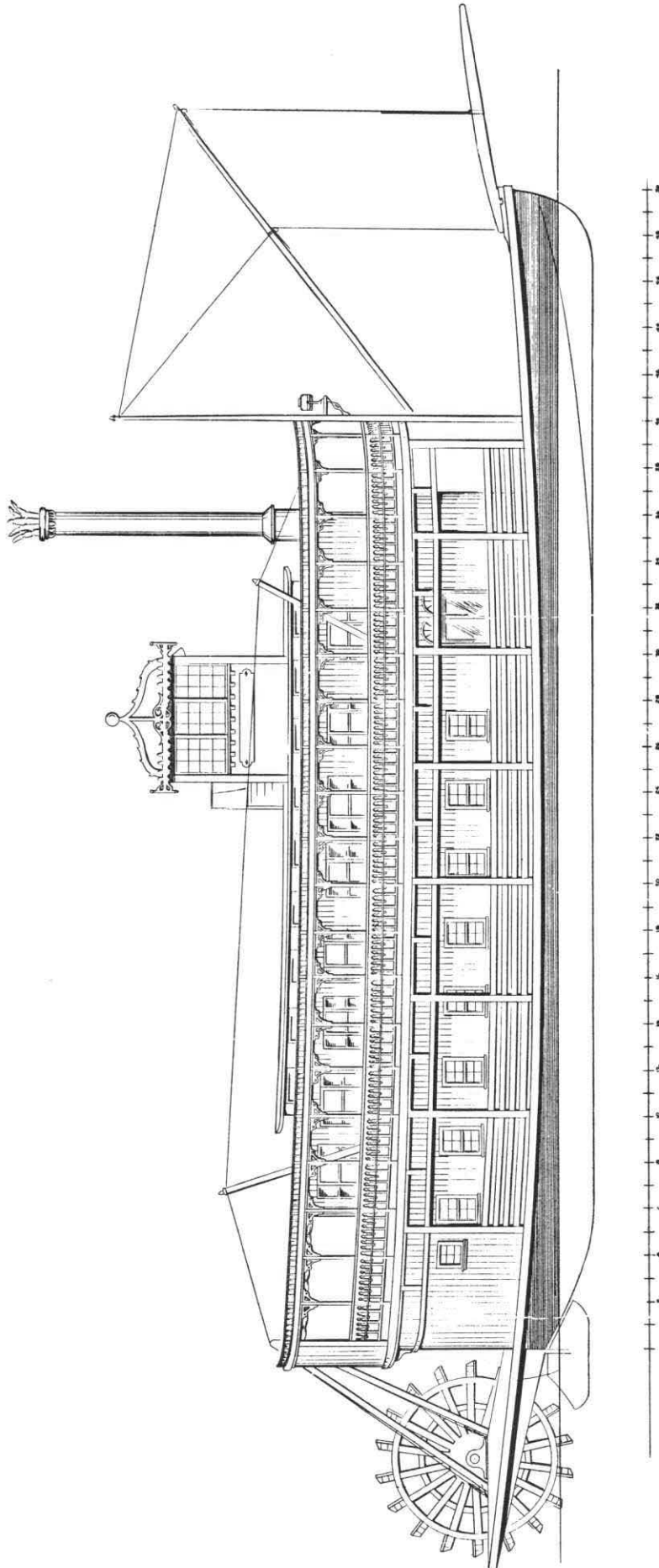
The pilotwheel, 8-ft. diameter, came from the former Huntington ferry OWEVA, quite similar to the original. Nobody knows the fate of the original wheel. Ye Ed did the nameboards attached to the sides and front. The two at the sides are originals and the front one is new. The lettering is 23 karat Kurz-Hastings gold leaf on a background of Tribal Art No. 191 blue art sand marketed by Bernard Industries Co., Chicago.

The original steps at the rear came down straight to the Texas roof. These had to be modernized to meet requirements of the Ohio Historical Society.

The original lazy bench built for the boat in 1889 is inside. Chuck and Catherine Remley bought a #3 Burnside stove at an auction held this summer at Ravenswood, W. Va. and donated it to the cause. Bob Thomas has made a bell board.

Further work includes tiller boxes at the sides, a whistle, and sundry tackle & apparel usually found in a pilothouse of the era.





PLEASURE BOAT UNDER CONSTRUCTION
Coming events cast their profiles before.

STEEL is being cut at the yard of Strange & Coleman, contracting firm at East St. Louis, Ill. for the steel hull, model bow sternwheeler shown on this page. The hull will measure 100 by 27, and her over all width will be 30'6". This makes her almost as large as the JULIA BELLE SWAIN which has a hull 108 by 22.

The yet unnamed pleasure craft will be diesel powered. Consideration is being given to using split sternwheels each with a hydraulic drive mounted on the wheel shafts, a method which has proven satisfactory on some sternwheelers in the South.

The owners are Mike and Karen Strange who presently own and live aboard the ADMIRAL JONES moored at Portage des Sioux, Mo., about 10 miles above the mouth of the Missouri. Mike Strange is a partner in the contracting firm, Strange & Coleman. Karen Strange formerly was a dispatcher with Mid-America Transportation Co. They share the JONES with two children and with Shana, a golden "alley dog" with sorrowful brown eyes.

They acquired the JONES in 1974 by submitting the low bid \$37,000, at a sale. Since then they have put an estimated \$60,000 into refurbishing. The horrible truth is that the JONES is far too narrow, built on a hull 72 by 18. She was built as a pleasure boat at the former Marietta Manufacturing Co., Point Pleasant, West Va. in 1962 for Ed Jones, Jackson, Ohio.

Mike Strange is an airplane pilot and first considered buying and remodeling a DC-6 or a DC-7 and living on an airstrip. He is 33 years old.

Architect for the new boat is Marine Power Inc., 10 South Brentwood Blvd., St. Louis, Mo. 63105, a firm sparkplugged by river-minded William G. Preston. Bill says when he's finished with this project he hopes to design for somebody a side-wheel excursion boat, a type he believes has pat advantages for diesel power over the sternwheelers.

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IN OUR MARCH '77 issue, pages 6 and 7, we were privileged to introduce to our readers a French MD, Dr. Claudius M. Pitrat, who lived on the Kanawha River at Buffalo, West Va. and took photographs with a lens he had brought from France and a camera he had made himself. Through the good offices of R. Jerome Collins and Herschel Burford we reproduced examples of the Doctor's art, pictures of the ANNIE LAURIE and the MOUNTAIN BELLE. We also wondered, optimistically, whether these two perhaps had unlocked a Pandora's box of other exciting finds. The answer is yes. Now we have pictures of the R. W. SKILLINGER, ACTIVE and KANAWHA BELLE, all taken by Doctor Pitrat.

Inasmuch as Doctor Pitrat has emerged as one of the important pioneers of steamboat photography, we are transcribing here the dual obituaries run in a Gallipolis, O. newspaper when Doctor Pitrat and his wife Elise died at Buffalo within days of one another. The text follows:-

On Thursday last, December 21, 1891, the sad news came to her friends in Gallipolis that Mrs. Elise Pitrat, wife of Dr. C. M. Pitrat, of Buffalo, W. Va., had been claimed by the dread messenger, death, and that her husband was lying dangerously ill.

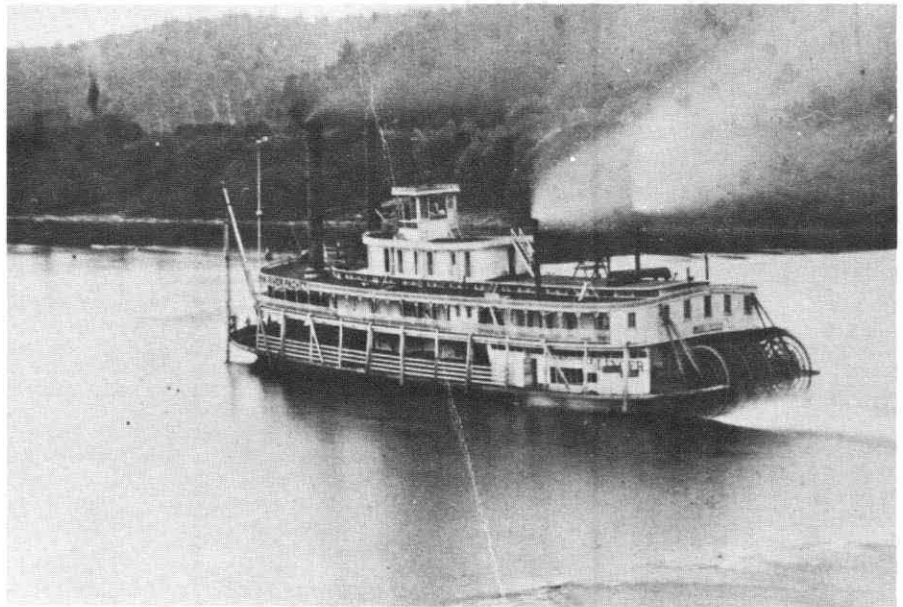
On Friday, the glad Christmas day, came the intelligence that Dr. Pitrat had yielded up all that was mortal, and joined his life companion on the shores of immortality.

Mrs. Pitrat was taken ill on Thursday, December 17, with la grippe, which, on the following Sunday, developed into pneumonia. Dr. Pitrat was seized with la grippe on Sunday, December 20. In both cases the most skillful care of physicians and loving friends was given, but the strong hand of the fell destroyer had marked them for his own, and all was unavailing.

On Sunday the steamer CLARIBELL brought the two, who were "united in life and not divided by death," to Gallipolis, and they were buried at Mound Hill. Many friends accompanied the funeral cortege from Buffalo and other points along the Kanawha River, and at Gallipolis had assembled a very large congregation, drawn together to do honor to those whom in life had been their privilege to respect and revere.

The occasion was a very sad one. Husband and wife, after nearly a half century of devotion to each other, were borne at the same hour and by loving hands to their last earthly resting place. The tenderest emotions were evoked by a scene so touching, under circumstances so unusual.

Dr. C. M. Pitrat was born April 5, 1811 at Lyon, France. At an early age he became a student of medicine at Lyon and Montpellier, and was graduated with distinguished honor. Such was his high standing in his chosen profession that he was appointed Surgeon in



R. W. SKILLINGER

DR. CLAUDIUS M. PITRAT photographed this packet on the Kanawha River at Buffalo, West Va. in 1871 (see story in the left column). The hull was built at Murraysville, West Va. and she was completed at Wheeling. Upon initial arrival at Pittsburgh, mid-February 1871, she was announced for the Pittsburgh-Portsmouth trade, Capt. F. M. Flesher, master. She ran there regularly until June, when she was sold "for the Kanawha River trade" to Capt. S. C. Farley and others. In this picture she is aground in midstream and her spar is set. The blurred paddlewheel, steam and smoke is due to slow photographic emulsions which required long exposures. The next year, 1872, she was taken to the J. H. Stuart yard, Madison, Ind. and lengthened. The next we hear of her comes in a dispatch from Shreveport, La. in April 1873: "Early in the forenoon the R. W. SKILLINGER, Capt. McCoy, master, and Coffin and Burns, clerks, arrived here direct from Pittsburgh with a good freight trip and a fair list of passengers. This is the first arrival of a packet direct from Pittsburgh. The SKILLINGER literally covered the wharf with furniture and other freight from Pittsburgh and Cincinnati. She will sail for home on Monday and this is the first time it has ever been our duty to announce departure of a steamer direct to Pittsburgh." On May 9, 1873 she was back at Pittsburgh and Capt. G. W. McCoy was advertising another expedition to Shreveport. That fall she was in the Wheeling-Cincinnati trade, Charles B. Russell, clerk, and George Littleton and Jos. D. Alexander, pilots. She sometimes came through to Pittsburgh, and by 1875 was running regularly Pittsburgh-Cincinnati, Capt. J. T. Russell, master, and C. B. Russell, clerk. That June she was halted at Cincinnati by low water and was moored alongside the MARY MILLER and ERA NO. 9. There were financial troubles and the SKILLINGER was put up for public sale to be conducted on the 22nd of June. On the night of June 21st a severe thunderstorm passed through the area and the SKILLINGER caught fire and burned. Only with great effort were the two adjacent packets saved. The word got about that she had been struck by lightning. Her wheel shaft was used in 1876 on the COTTON VALLEY built at Ironton, O. R. W. Skillinger, Esq. was the yard superintendent at the Flesher operations at Murraysville, W. Va. For this unusual photograph we are first of all indebted to R. Jerome Collins who negotiated the loan through Carl F. Zeffries, Carrollton, Ky. from the owner, Louis N. Baer, 421 E. Market St., Washington Court House, O. Both Mr. Zeffries and Mr. Baer are descendants of Dr. C. M. Pitrat. Herschel Burford, St. Albans, W. Va. made the copy picture. Our thanks to all concerned.

the Franch army, and his services were of such character that, had it been permitted him to remain, he would have attained eminent promotion. While on duty at the Military Hospital in Paris, in 1832, he was attacked by the chol-

era, which was prevailing at the time. This so injured his health that he was compelled to resign. He came to this country in the fall of 1839, with his sister, the late Mrs. Dr. Naret, having been preceded here by his father and

younger brother. He located at Buffalo, West Virginia, in the spring of 1840, and his home has been there ever since. He was a respected citizen, honored by all who knew him.

Mrs. Elise Pitrat, nee Stark, was born in Hanan, Germany, August 28, 1824. She came with her parents to this country in 1832, and resided in Philadelphia until 1839, when the family removed to Pittsburgh.

The Doctor and his wife first met at a musicale in Pittsburgh. As the former could then speak only French, they could only converse by means of music, in which both were proficient. Mrs. Pitrat was 15 years old at this time. They were married at Pittsburgh on the 13th of September 1849, and went direct to Buffalo. Part of the wedding trip was made on a flat boat, on account of low water.

Three children were born to them; Kate, Charles and William. The former married Mr. C. W. Henking, of this city. She died in 1887, at her home in Gallipolis. The two sons survive, and were summoned from their home at Kansas City, Mo., but the strides of death were too rapid to permit them to reach home before their mother's death. They were beside their father during his last hours.

Sirs: The stately Dunlap home on Market Street, Bridgewater, Pa., has been purchased by me, and I intend restoring it. The place is best known as the home of Senator William Dunlap who served in the Pennsylvania State Senate in 1890. The home was built by his father Samuel Dunlap, an early Beaver County, Pa. settler. Senator Dunlap before entering politics was a river captain. Historians report he brought back from one of his trips down the Mississippi a young black girl, Lena Keller. When the last Dunlap died in 1924 the house and contents were willed to her. Lena Keller died in 1949 and lies buried in the Dunlap family plot in the Beaver, Pa. cemetery. I am curious to learn more of the Dunlap river story. Associated with Senator Dunlap on the Ohio was his brother Joseph Dunlap. Can you shed a ray of light?

J. J. Provich,
The Dunlap House,
1298 Market St.,
Bridgewater, Pa. 15009

=The Dunlap mansion is an imposing structure of brick, built not unlike the Abishai Way homestead in Edgeworth, Pa. The main floor is elevated and is entered by high steps leading to a portico'd front porch. For those not familiar with Bridgewater, Pa., the town parallels the Beaver River opposite Rochester, Pa., well loaded with interesting examples of architecture. We have no news to impart of the Dunlap river connections but will keep an eye peeled. -Ed.

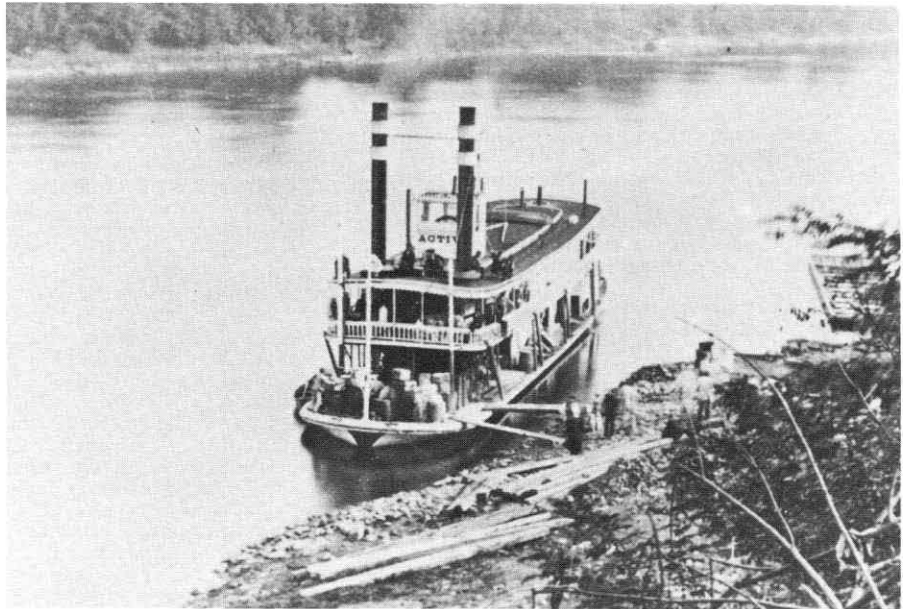
Sirs: Every time I read the expression "Western Rivers" in the S&D REFLECTOR I do a slow burn. My hope is that someday a brave explorer will eventually discover the real western half of the U.S. out here in a world of many navigable rivers, one or two of which still have steamboats. West of the "Big Muddy" we have the Columbia, Willamette, Yukon, Sacramento and others, plus various lakes in the real west and northwest.

Walt Thayer,
Wenatchee, Wash. 98801

Wood burning steamboats 1820-1860 get a going over in the July issue, 1977, in Journal of Forest History, an attractive quarterly issued to members of Forest History Society, Inc., 733 River St., Santa Cruz, Calif. 95061. The author David E. Schob has researched his subject, citing contemporary accounts of these itinerant "woodhawkers" who sold cord-

wood to passing steamers. He concludes that wood yards passed from the scene about 1880 when coal, a cheaper fuel, was being used almost entirely.

In 1898 there was built at Columbus, Miss. on the Tombigbee 333 miles above its junction with the Alabama, a packet (no texas or stage) named VIENNA, 155 by 26 by 4.5. She ran Columbus-Demopolis, reshipping with the MARY S. BLEES and others for Mobile. Our information about the VIENNA was not much more than these bare facts until the Parkersburg (W. Va.) "News" ran a story last July 18th datelined Columbus, Miss. telling that the wreck of the VIENNA is being explored near Columbus where she sank in 1907. Bill Furr, Jr., an electrical engineer of that city, and something of a boat buff to boot, has blazed a two-mile access road through a swamp. He and a crew have been salvaging hull timbers and other goodies.



ACTIVE

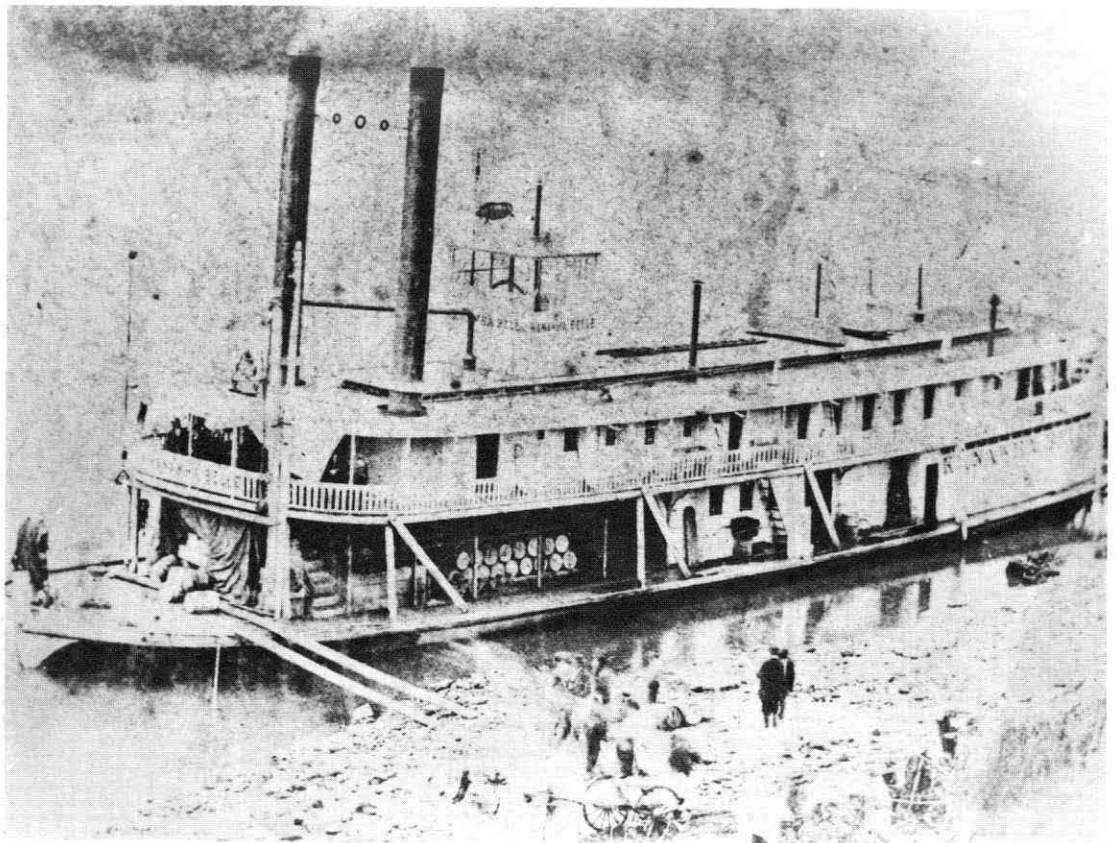
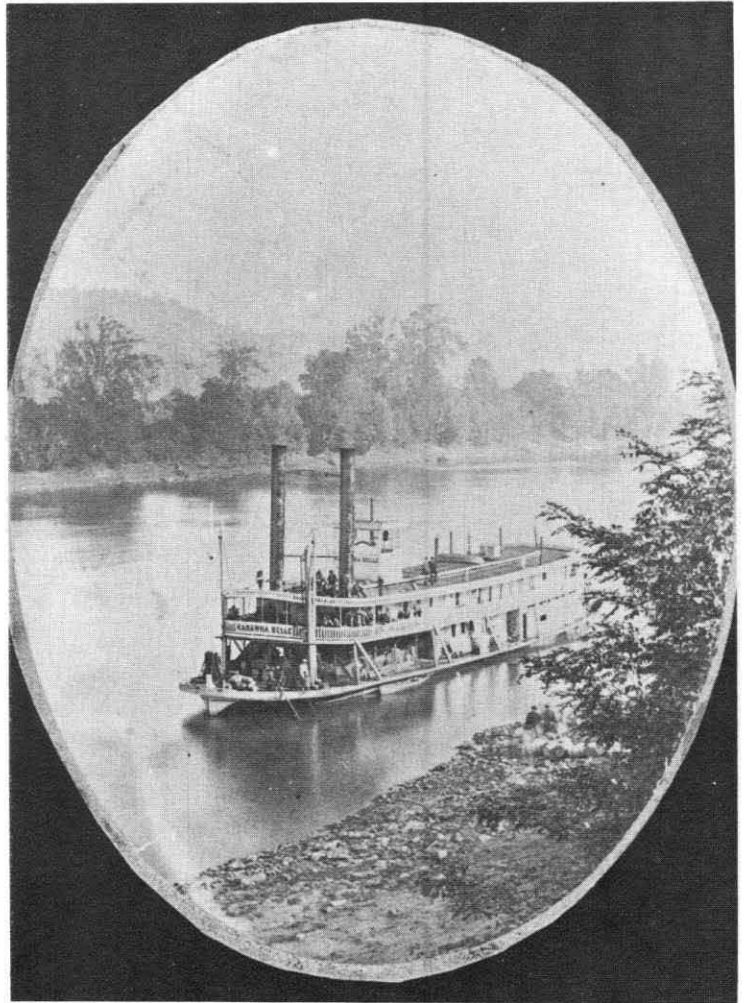
THIS LIKELY LOOKING short trader was built at Brownsville, Pa., 1867. She is pictured at Buffalo, West Va. on the Kanawha River. The earliest positive information we have of her dates Nov. 10, 1869 in the form of a freight bill in the collection of Herschel Burford, St. Albans, West Va. At that time she was listed as owned by the Kanawha and Gallipolis Packet Co., J. W. Oaks, president, H. N. Bailey, superintendent. Capt. William Hicks was master, and W. Ira Oaks, clerk. Similar freight bills dated July 30, 1872 and Aug. 10, 1872 list Captaan Hicks, master, and William Rock, clerk. She left Gallipolis Tuesdays, Thursdays and Saturdays at 3 a.m. for Charleston, often going through to Cannelton, West Va., located opposite Coal Valley (later Montgomery). Rather odd, in 1874 her freight bills spelled the captain's name Hix rather than Hicks, and the clerks were J. B. Dudding and C. N. Coleman. When the Kanawha was "up" she ran Charleston-Cannelton and connected with the MOUNTAIN BOY for Gallipolis. There were no locks and dams in the Kanawha at this early time. We have seen mention that her engines were 9" bore by 30" stroke. The Lytle-Holdcamper List disposes of her by cause undetermined at Brashear, La., January 29, 1877. This photograph has come to us through the same happy circumstance mentioned in the accompanying write-up of the R. W. SKILLINGER. and again our thanks to all concerned.

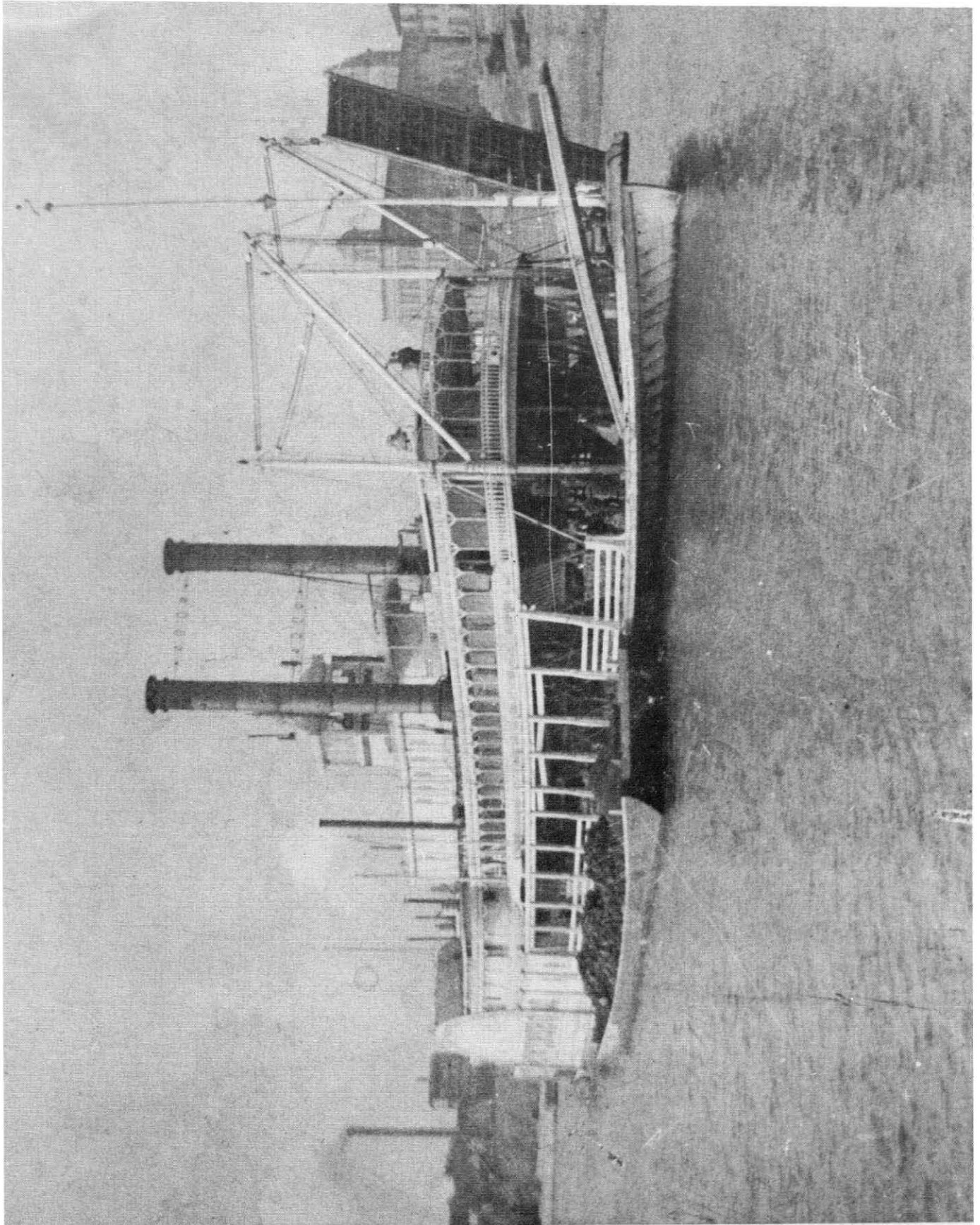
THE OVAL PICTURE of the KANAWHA BELLE at the right is probably familiar to a number of boat picture collectors. But we have just lately learned that it was taken at Buffalo, West Va. by Dr. C. M. Pitrat, thanks to the endeavors of the same persons thanked in the caption accompanying the picture of the R. W. SKILLINGER shown on another page. Let us hasten to say to latecomers in this mysterious and fascinating hobby of old-time steamboats that this KANAWHA BELLE is NOT the one which plunged over Dam 3 above Charleston the night of Dec. 13, 1901. Oh, no, this one is really ancient--built at Cincinnati in 1865 for the Gallipolis-Charleston trade.

We have come upon another photo of the early KANAWHA BELLE, shown below. We'll bet you our last summer's hat that Doctor Pitrat also was behind the lens to take this one. There are some differences 'tis true; in the oval view she's stuck--two men with sounding poles on the forecastle and a skiff tied alongside--and in the lower view she's snugly at shore with two planks in place. In the lower view three tiers of barrels are plainly seen alongside the boilers, while in the oval view there appears to be general cargo. The boiler deck curtains don't show in the oval, but seem to be partly raised below. Otherwise all details jibe, even to the fenders being pulled up. This lower view came from the collection of the late R. K. Wells.

The Lytle-Holdcamper List reports that the 1865 KANAWHA BELLE quit running in 1868. Our fragmentary notes indicate that she ran in the Gallipolis-Charleston trade with Capt. Sam Christy, master, and William H. Truslow, clerk in 1867, and likely until 1870 when she was reported sold, in March, to four gentlemen of Gallipolis, George W. Cox, James S. McClurg, F. L. Leclerc and A. W. Kerr, with a partner from Portsmouth, William Ripley. She tried out the Cincinnati-Maysville trade, as an independent, but by June 1873 was forced to tie up at Maysville due to cut-throat rates, particularly on tobacco. Then we read that in June, 1876 she still was tied at Maysville "where she has been for some time." It was reported that Capt. Wash Williamson had bought her with the idea of dismantling her, and transferring the engines to a new boat being built at the Springfield (where is that?) wharf for a Captain Herbert.

Venturing a look into our clouded crystal ball, would it be too much to predict that this present train of events may at last turn up a good likeness of the CLARA SCOTT? She was a contemporary of the ones thus far found, and we know with certainty that she was photographed, probably by this Dr. C. M. Pitrat. Some years ago a "cut" of her was run in an edition of the Huntington "Herald Dispatch." Does this ring bells with Jim Wallen?





CITY OF OWENSBORO
Pictured on opposite page

BERT FENN recently uncovered this posed photograph made in mid-river at Evansville, Ind. This big double-stage side-wheeler ran Louisville and Evansville with the RAINBOW (some larger) as her partner until 1889 when the RAINBOW was sold. The new TELL CITY then became her partner, and this combination continued until 1895 when CITY OF OWENSBORO was sold. The sternwheel TARASCON was built as the replacement.

The CITY OF OWENSBORO was built at the Howard Ship Yard in 1885 on a wood hull 245 by 37.6 by 6.3. The TELL CITY was also built at Howards, in 1889, and even as her old pilothouse is being restored at Marietta, it is interesting to notice how similar it is to that of the CITY OF OWENSBORO, even to the domed top capped with a fancy finial.

When the CITY OF OWENSBORO was sold to the Lee Line, Memphis, her name was changed to CITY OF OSCEOLA, motivated by the diningroom equipment, all marked "City of O." At least that's the story passed down. For some reason, doubtlessly good, the roof bell you see in the picture was replaced when the name was changed. Capt. Rees Lee still had it in 1940, and it was 6 ft. dia. at the base and weighed 1,080 pounds. She finally sank below Tiptonville, and we've never nailed down the exact date or the circumstances.

The fall 1977 issue of RIVER RIPPLES, sponsored by Midwest Riverboat Buffs, and edited by A. Willard Heimbeck, is a joy to look upon, 12 pages loaded with well prepared material. On page 4 are pictures of three contemporary excursion boats, the TALISMAN, SHAWNEE PRINCESS and the WHIPPOOLWILL. Most of the following pages are devoted to minute descriptions of these three craft. We had often wondered how in double-ell Dennis Trone persuaded the TALISMAN into Lincoln's New Salem State Park, Ill. on the Sangamon River. It's quite a story. She tore off her rudders in Muscooten Bay, poked a hole in her hull running afoul of an abandoned bridge, knocked down a stack on a tree limb, then had to be shorn of the other stack and part of the pilothouse to clear low bridges. But she made it.

The SHAWNEE PRINCESS is a real steamboat and there's more about her on another page in this issue.

The WHIPPOOLWILL operates on Pomona Lake, Vassar State Park, 35 miles southeast of Topeka and is the only operating steamboat in Kansas. She was built 1965 by Missouri Valley Steel at Leaven-

worth, Kan. Pardon the smile, Mr. Editor Heimbeck, but one sentence in your description of the boat is any editor's treasure. It reads, "The paddlewheel measures 80 feet in diameter and 11 feet in length and commands the attention of both young and old." Can't speak for the young, but if the figures are right this old coot plans to fill up with gas and go take a look before that wheel gets struck by Kansas lightning.

On page 11 Bob Miller, Keokuk, takes a look-back at steamboating on the Des Moines River which once had locks and dams.

Our congrats to all concerned.

Sirs: Re the CAPTAIN ALPHIN, last issue, page 38:- River Terminals Corp. was an off-shoot of Anderson-Clayton. RTC ran the ALPHIN up the Ouachita River, and bought the rival line that ran the CITY OF MONROE. Then the ALPHIN turned the CITY OF MONROE (soon renamed CARIOLA) which stayed on the upper end.

Anderson, Clayton was to the TENNESSEE BELLE what John W. Hubbard was to the packets on the Ohio. They supplied the barges and gave her business both ways. The poorly managed BELLE could not have operated without this help. She was part of AC's scheme of things, moving cotton, etc. The ALPHIN and CARIOLA were a part of the picture, too. Many of the passengers on the BELLE were deadheads, guests of AC and other shippers. The staterooms were there; food was cheap.

Dick Lemen,
1161 46th Ave.,
East Moline, Ill. 61244

Sirs: The photograph of the Cincinnati waterfront shown in the last issue, page 46, sent me to my file of inland rivers post cards. I have that identical scene on a color card published by Detroit Publishing Co. Well, not quite identical. There are some slight differences amongst the persons and teams visible on the levee. Obviously two separate exposures were made. I would send my card to you save that I have noticed on page 4 the admonition not to send unsolicited photographs on loan. If I learned nothing else during 25 years in Uncle Sugar's Army it is "do not violate written instructions." I enjoy the REFLECTOR and the photos are marvelous.

Robert E. Kennington,
2533 Acacia Ave.,
Sonoma, Cal. 95476

We thank John A. Breynaert, 8 Regatta Road, North Weymouth, Mass. 02191 for a handsome color slide he took this August past at Vancouver, B.C. of a gorgeous liner named LADY GRACE. This 297-ft. steamer was built 1903 named ASBURY PARK, went west in 1912 to the San Francisco area, and was renamed CITY OF SACRAMENTO in 1925. Then she was rebuilt and dieselized in 1953 and again renamed KAHLOKE. The B. C. Ferries acquired her in 1961, renamed her LANGDALE QUEEN in 1964, and she ran through 1975. For her subsequent career, now LADY GRACE, see the forthcoming issue of SSHSA's STEAMBOAT BILL. Any resemblance to Ye Ed's little LADY GRACE is purely coincidental. -Ed.



Two ex-cub pilots. Paul Seabrook (left) steered on the TELL CITY, and Ye Ed's first experience in piloting a steamboat was on her in 1916 for Capt. Charles H. Ellsworth. Ann Zeiger took the picture on Sept. 21st last.

THE SEARCH FOR HARD CASH

Fifteen months before he died in 1905 John C. Howard, younger brother of Howard Ship Yard's founder James Howard, wrote his recollections. In our last issue, pages 30-31, he recalled locating and rafting timber to Jeffersonville from the stands in West Virginia and Indiana. Now we follow him down the Mississippi and up the Missouri collecting money. John was a partner in the Yard from Civil War days until 1884, but these trips were made in the 1850s. In preparing his manuscript for publication we have taken leave to do a bit of editing. In no case have we tampered with his story.

MY FIRST TRIP down the Mississippi was in the summer of 1854. I went from Louisville to Memphis on the FANNY BULLITT, reaching there about ten o'clock at night.

Two men were fighting as I entered the lobby of my hotel. The unlucky one received a slit across his abdomen, letting out his bowels; he died. This happened right before my eyes even before I had registered at the desk.

The next morning on the way to the diningroom I bought a local newspaper. As I sat down to breakfast I saw by the headlines that cholera had been declared epidemic in the city.

As consequence I had to remain in Memphis for a week, and then took passage on the NATIONAL for St. Louis. She had a very light trip of passengers and freight.

Eight persons died of cholera during this voyage. No coffins were available so the carpenter made them using dunnage from the hold. The victims were buried on shore, care being taken to dig the graves above the high water marks, but not at all careful about the depth underground.

I was an apprentice in Cincinnati during the cholera epidemic of 1848-1849, but never missed a day's work. But the year after my Memphis excursion, in the summer of 1855, I fell excessively ill, culminating in brain fever. My brother Jim and Uncle Billy Lackey were twice sent for to attend my last gasps, but such was not to be.

Among the boats built at the Yard that year of 1855 was the CARRIER, a side-wheeler intended for the Missouri River. I needed to recuperate from my sickness, so Captain Draffin, in charge of the boat and a particular friend of mine, took me along. When we got to St. Louis the owners advertised for Council Bluffs. I was well

enough to help receive the freight and we loaded 300 tons at \$2.50 per cwt. for all cargo destined above St. Joe.

Council Bluffs at that time was considered about out of the world. We departed about October 1st, running daylight only. At night the boat was moored at points where firewood was accessible, at drift piles if possible, where the wood was dry. Our gang of wood choppers would work all night to supply the furnace with enough fuel to run the boat the next day.

Kansas City, under the hill, was a good shipping point. I well remember the remark being made that a city was going to be built "up on the hill." The boat was crowded with passengers, many of them Mormons on their way to Utah. They departed the boat with their wagons and plunder at St. Joe for the hard and uncertain trip across the plains. I felt sorry for the women and children.

We got to Council Bluffs, then considered the head of Missouri River navigation. On the return, on the first day of the downbound run, we backed into the bank injuring the stern post, but made repairs of a sort and went on.

That round trip required 32 days back to St. Louis. Repairs to the stern post came to \$1,650 after she'd been pulled out on the dock. Even so, the profit for the trip was \$5,200. Now stack this up with the fact that the boat, new, came to \$34,000. Captain Draffin then put out his shingle for a round trip to New Orleans, and after making a second round he sold the CARRIER for \$5,000 more than the original cost. That's the way boats made money those days.

LA TE IN 1855 business affairs in New Orleans required attention, and it fell my lot to make the trip. I boarded the JULIA at Louisville on Dec. 19. The weather was cold, the river high, and ice was beginning to form.

At Memphis I transferred to the FANNY BULLITT. She was loaded deep but had very few passengers because of the intense cold. Snow was falling at Vicksburg. On the night of Dec. 26th we tied in at Algiers. Early the next morning I came on deck to look across at the panorama of New Orleans, her tall spires, and stretching as far as the eye could see the forest of ships, masts, steamboats. The traffic at the New Orleans wharves was so congested that not only the FANNY BULLITT, but twelve other packets, were awaiting at Algiers for space to land across the river. It was six days before we got space and could do business over there.

That morning I crossed on the Canal Street ferry to find the levee completely gorged with freight, and so dense was the throng of people it was hard to get about. About ten o'clock I came aboard the CARRIER and there

was great rejoicing. Here and elsewhere I came upon plenty of friends and acquaintances, some that I had not seen for years. It was all river and steamboats those days. Being a steamboat builder, everyone knew me.

New Orleans that winter was at the height of her glory, a principal seaport of the world and the distributing port for the whole South. Ocean commerce was handled almost entirely by sailing ships. One steamship arrived at anchor while I was there, a great curiosity. The sailing ships were towed by powerful side-wheel towboats to and from the Jetties. The draught over the bars was about 14 feet at Balize.

Business complications arose causing me a great deal of trouble and worry. I was young and inexperienced, alone, no one to advise me, and continually afraid of making blunders. But Lady Luck favored. The cold weather that January and February was intensely severe, so much so that navigation above Memphis was suspended for two months.

I boarded the CARRIER in latter February and we came to Cairo in six days, arriving there on the 3rd of March, the day the ice broke up in the Ohio. As we could not go up the Ohio I was forced to get off the boat there at Cairo and continue to Jeffersonville by rail.

At that time Cairo was crowded with the toughest element I ever saw, and held her own as the wickedest city in the world. It was not safe to cross the levee at night, and we had to travel in gangs. Before arriving at Cairo there was great preparation among the men passengers, oiling their pistols and cleaning their knives.

I traveled north on the Illinois Central to Sandoval, Ill., and thence eastward on the Ohio & Mississippi Railway to Vincennes, and from there northward in a round about way to Indianapolis. The O. & M. was not then completed. Then on the Jeffersonville, Madison & Indianapolis Railway home. It took me three days from Cairo to Jeffersonville.

WE FINISHED a side-wheel packet in the spring of 1857, the SOUTH WESTER, for the Boonville Steamboat Co. on the Missouri River. The Company consisted of farmers and business men who thought they could carry their own freight and make money. The enterprise was caught in the financial panic, and it fell my lot to go there from Jeff to collect payment for the steamboat.

About the time I arrived the Bank of Missouri had suspended at Lexington, Mo. and the countryside was wild with excitement. Nevertheless the stockholders of the Boonville Steamboat Co. convened at Boonville, some of them arriving in wagons from 200 miles away. The meeting was held and I was in-

formed that payment was impossible due to the bank situation. We adjourned on this distressing note.

In discussing with Boonville citizens I learned there was a supply of Kentucky money in town. I called on some of the SOUTH WESTER people and agreed to accept it. They called back the stockholders and paid me in full.

One of those they called back was an old farmer who had driven 200 miles in a two-horse canvas-covered wagon and had brought with him a Negro slave, a good-looking girl of 28. While she sat on the sidewalk curbstone there at Boonville the farmer was inside a store wrangling with a man over her price.

These two came to terms, \$1,500, but the purchaser was offering bank notes and the farmer wanted gold and silver. The deal was off and when this farmer was recalled for the second meeting he still had the slave with him. When he heard the news that I had agreed to accept Kentucky money he took me aside and said, "Young man, you are a damned fool and you need a guardian--take nothing but gold and silver."

But I had given my word, although I was fearfully uneasy about the Kentucky banks. There was no way to ascertain the facts, as the nearest telegraph west of St. Louis was in the offices of

the Railroad at Jefferson City, only for railroad use. In 1857 the banking laws and currency conditions were fearful. Any little town or village could start a bank and issue notes which fluctuated in value, and in this time of panic there was much depreciation and some were worthless.

The steamer CATARACT was running in 1857 in connection with the railroad. I boarded her one evening about sundown and took passage. Just about departure time a merchant of Boonville, also connected with a firm in St. Louis, asked me to take a package to his St. Louis connection, and I said I would. What he handed me was \$5,000 in gold. This came as something of a surprise.

I was loaded with money and very uneasy. I took the measure of the clerk and the captain, neither of whom looked promising, so I decided to stay awake until the boat landed at Jefferson City. At near 10 p.m. I stretched out on my bunk with both stateroom doors open, with my overcoat and boots on, and idly watched a group of toughs play poker for high stakes at a cabin table nearby.

The next I knew the boat's whistle was blowing for Jefferson City. It was just daylight and the poker party was still in progress. I had slept the whole night

through and, incidentally, this was the only overnight run ever I made on a Missouri steamboat. Mostly they were laid up at night, especially on the downstream run.

My cash had not been bothered. Then I took the cars from Jefferson City to St. Louis, and not until arrival there did I ascertain that the Kentucky banks were all right.

The Boonville Steamboat Co. was not so fortunate. The stockholders did not realize the profit they had envisioned with the SOUTH WESTER and had to sell out at a bad loss.

READY BY MARCH FIRST

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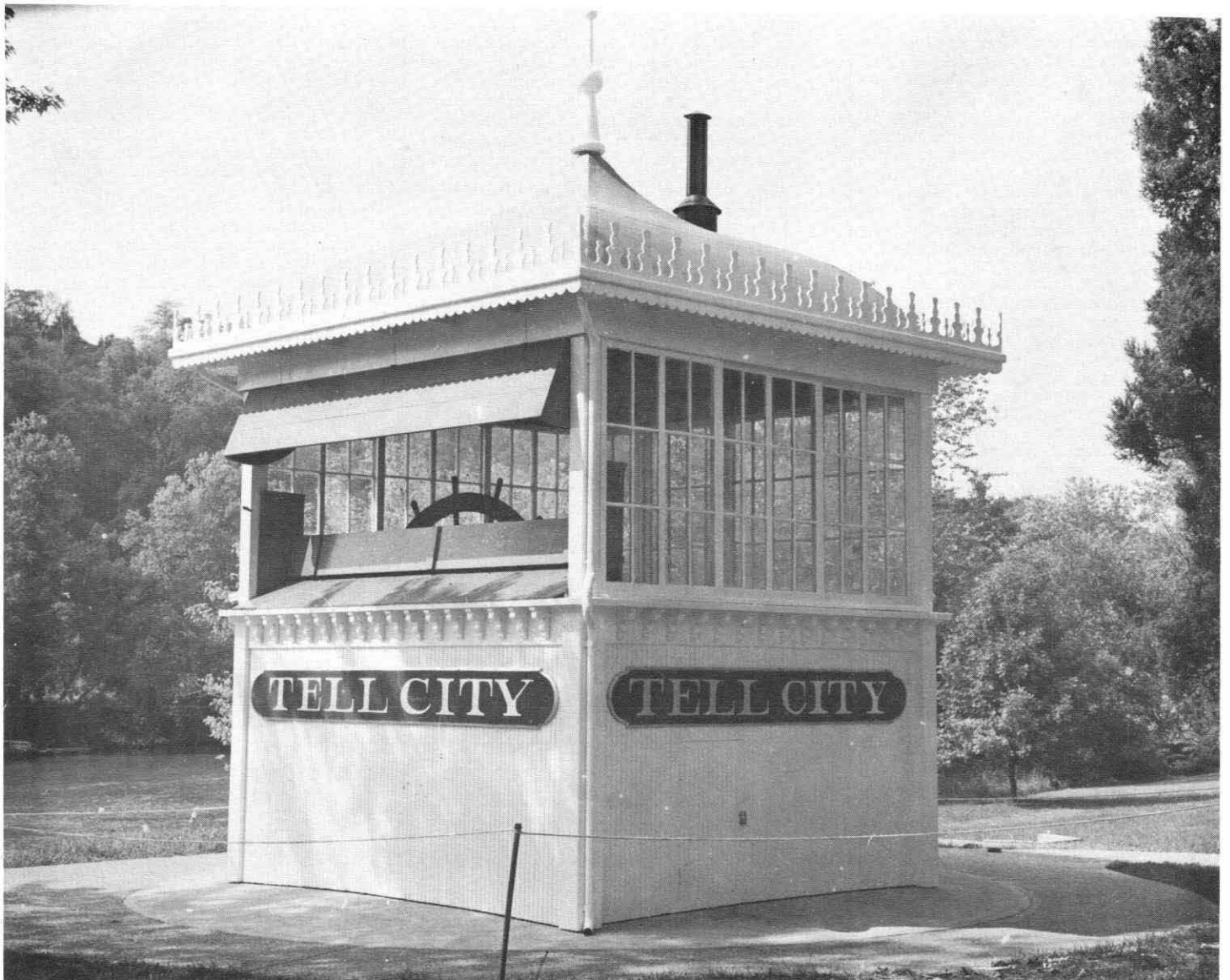
Sirs: The Sturgeon family, the descendants and corollary family members of Capt. Edward T. Sturgeon had their reunion aboard the BELLE OF LOUISVILLE on Saturday, July 30th last. Capt. Greg Menke was in charge and procured the printed program enclosed. Also passed around to the Sturgeons was a Xerox of the extended article about the ECLIPSE and Captain Sturgeon which appeared in the S&D REFLECTOR, issue of Sept. '75.

C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

=The program C. W. mentions above announces the Fourth Annual meeting of the Sturgeon and Allied Family Association. The president of the group is James Hensley Logan, descendant of Simpson Sturgeon. The vice president is Hugh Alfred Sturgeon, descendant of Henry Sturgeon II. Secretary-Treasurer is Ruby Sturgeon Ledford, descendant of Robert Sturgeon, and Historian For Life is Edith Louise Wood, also descendant of Robert Sturgeon. The cruise on the B/L was dedicated to Capt. Edward Tyler Sturgeon and Capt. John Scott Elder, "our riverboat ancestors." A family council was held prior to the excursion in the offices of Gilbert E. Sturgeon, Foreign and Domestic Veneers, Inc., 108 South 10th St., Louisville, Ky. -Ed.



Standing, from the left:- Robert H. (Bob) McCann, F. Way, Jr., Paul Seabrook, Jim Swartzwelder, Mrs. Seabrook, Lawrence Peters and Herb McKitrick. At rest, West Virginia style, Gene Fitch (left) and Tom Way. For the picture we thank Ann Zeiger, 6167 Fairway Drive, Cincinnati, O. 45212. This was taken on Sept. 21st last when the nameboards were placed on the TELL CITY pilothouse.



MOST RECENT PORTRAIT

Taken by S. Durward Hoag on September 23rd last.

Plans are afoot in Hermann, Mo. to build on the bluff overlooking the Missouri River a full-scale replica pilothouse. The project is being handled by Historic Hermann, Inc. They have procured a handsome pilotwheel from Mrs. Dorothy Heckmann Shrader, daughter of the late Capt. Ed Heckmann. This wheel came from the packet JOHN HECKMANN which was lost in ice at Hermann in 1928. Prior to being on the HECKMANN the wheel had been in the pilothouse of the U.S. Engineer towboat GEN. J. H. SIMPSON, originally named GEN. H. L. ABBOT, built at Jeff in 1895. The historical group at Hermann has raised about \$1,000 and, according to A. A. Schweighauser, will be needing a total of about \$5,000 to do the job. Those interested in furthering the worthy cause may contribute cash to Historic Hermann, Inc., Hermann, Mo. 65041. Mr. Schweighauser, a retired steel

executive from the St. Louis area, resides at 432 E. Third St. in Hermann. He is a past president of the group and now serves as the Director of Public Relations. The pilothouse project is being handled by a committee headed by William Coe, formerly with the U. S. Engineers.

Sirs: THANKS to that wonderful bunch of steamboaters who sent me Get Well cards from the recent S&D meeting. Cards and strings of cards arrived at our house all day Sept. 15th. That's the opening day, too, for the oyster season on Chesapeake Bay so I was doubly blessed. I like oysters raw, stewed, fried, steamed or in a pie. Good luck to all and hope to see you at Marietta next year.

Frank L. Teuton,
9102 Riverside Drive,
Washington, D.C. 20022

Harlan and Anna Hubbard certainly need no introduction here. Nor does Payne Hollow, Trimble County, Kentucky. What's happened is that Harlan's "Shantyboat," first published in 1953 and long on the "want" list of many a river oriented reader, has been republished and now is available. This paperback, 368 pages, profusely illustrated by the author, may be procured at \$4.95 the copy from The University Press of Kentucky, Lexington, Ky. 40506. Kentucky residents please add sales tax (total cost \$5.20). Here is a text book for those unfortunates who contract the incurable disease of wanting to float down the Ohio and Mississippi. Harlan and Anna did not know boodely-boo about the river, yet they built their own craft, acquired wisdom, and did their thing. Harlan writes as well as he paints.

A REPORTER AT LARGE

TOM WAY terminated six years in the U. S. Navy at Homestead, Fla., hopped on his motorcycle (Bavarian Motor Works 60/6), went to New Orleans, rode the NATCHEZ, then attended S&D. From Marietta Tom putt-putted to Sewickley, put the BMW in the garage at 121 River, and drove his Granddad back to Marietta in the Way's '75 Nova. Objective: to ride the DELTA QUEEN from Marietta to Pittsburgh and return to Marietta.

We got to the fabulous corner fernix the Ohio River at 12 noon Sunday, Sept. 18 and no DQ in sight. Karen Hoge at the Lafayette said the ETA was 2:30 so Tom and I got behind a couple of those three-decker Lafayette club sandwiches and were crunchin' and munchin' on potato chips when who sails in but Eloise Hendricks, recently retired from the force at Campus Martius Museum. "Can you beat it," she said, "I'm elected to conduct these DQ passengers on a bus tour scheduled for 1 o'clock and now the boat won't be here til 2:30; oh, I'll wait; I'm fool enough to want those good people to hear the straight historical facts about the pioneers and the places in Marietta; they deserve that much, don't you think so?"

We said we thought so, and invited her to sit down and take off her shoes, which she didn't. After a little bit Lawrence Peters popped in to report that the DQ was in sight down the river, and so Tom and I came aboard the CLAIRE-E there at the landing to find a TV crew interviewing Gene Fitch as the DQ's stage was swung shoreward, lowered, and the ropes tied.

We tippy-toed through and over the wharf cobbles to discover Bob McCann coming shoreward on the stage. Bob had been invited to round-trip Cincinnati--Pittsburgh on the DQ by Betty Blake, no less, the president of the company. If ever there was a happy mortal he was Bob McCann. Following close in Bob's wake were Paul Seabrook and his good wife, New Albany, Ind. and little use right now recounting who all poured off that stage, a virtual S&D convention.

The DQ would remain at Marietta until 6 p.m. and all of the river gang had but one idea in mind, to go see how the TELL CITY pilot-house was getting on. Paul Seabrook particularly, for he had not been on deck for S&D, and Paul had steered for J. Alfred (Dude) Allen and cousin Lawrence (Bo) Allen when they piloted the TELL CITY in the Louisville-Evansville trade. Scratched with a diamond ring in one of the rear sash panes in the pilot-house is the very legible signature of J. A. Allen. "Yes,"

recalled Paul. "Dude lived on a fine farm along the Kentucky side at Upper Blue River Island."

Well now imagine, here we are sixty-odd years later standing in that same pilot-house looking at Dude's signature scratched in a sash light, the whole works planted along a shore of the beautiful Muskingum thanks to J. Mack Gamble.

So we went back to the Ohio River landing there at Marietta and climbed aboard the DELTA QUEEN commissioned in California ten years after the TELL CITY became defunct and never intended to be at the wharf at Marietta, O. Never sell the river short.

THE PASSENGERS aboard numbered about 165, just right for a single serving at mealtime. Tom and I were assigned to the round table, forward on the port side, sharing bread with H. Irene Steller and Mrs. Gene Cox of Trinway and Dresden, O. respectively, lovely ladies who were adding herbs to their tea. They told us it was ginseng, invited us to have a try in our coffee. The tiny tan particles, odorless and tasteless, dissolved readily. This is supposed to tone your system, whatever that means, but maybe I was too old to start. The experiment didn't do any harm, and its virtue I would suspect lay in the act of sharing. We had a happy table.

Luminaries of course abound on the DQ anytime, anywhere. Taking their wedding trip were Mr. and Mrs. Charles E. Arnold, Parkersburg, W. Va., who also had attended S&D, and who were married only a matter of days before S&D convened. Charlie Arnold is assistant v.p. of the Geo. D. Bernard Co., St. Louis, engravers and printers. We were a mite astonished when presented to Mrs. Amelia G. Wheatley, making her 71st trip on the DQ, daughter of Esther G. (Bobbie) Meyer, also aboard for her 21st trip accompanied by her husband William John Meyer. This family lives in St. Louis and Mr. Meyer is a nephew of the late George Muns who enlivened the 1955 trip to Marietta aboard the W. P. SNYDER, JR. with his music. One of the unforgettable features of that fabulous voyage was the musical trio, George Muns, Bob Schmerltz and Bill Dugan---not the Vanceburg Bill Dugan---the Mary Frances Riddle Bill Dugan. Lord protect us all three have passed on.

Then there was Jane Curry, the girl of Easton, Pa. who gets up in the morning with a tape recorder under her arm, and lugs it around all day, collecting oral history and lore of rivermen. Jane was at S&D but we hardly got to know her there. Mr. and Mrs. George E. Heekin of Cincinnati visited the Ohio River Museum to see the whistle collection, for the most part due to the zeal of Mr. Heekin's father Dan Heekin. Oddly enough George had not seen nor heard of the two "Whistle Echoes" platters, and gathered up an armload to take

home and play.

Mr. and Mrs. Charles T. Jones were aboard making their first "real" DQ trip. Charlie said they had once made a Derby trip, which hardly counts, and now he was fast learning what he's been missing. Also from the Charleston, W. Va. area were Mr. and Mrs. Lawson Hamilton, Pratt Mining Co., Hansford, and Mr. and Mrs. A. Ross Tuckwiler. Ross acted as intermediary in presenting to S&D a brass door fixture from the P. A. DENNY, sent by Capt. Don Sanders, originally installed on the SCOTT when built by Wards in 1930.

Harold H. Nichols, of Barboursville, W. Va., who owns and plans to rebuild the WINNIE MAE, had his first indoctrination into the rarefied atmosphere of the DQ's pilot-house. Pilot Harry Loudon said to us, "Glad you're here, we're needing a striker pilot the worst way." He sure got the Worst Way, for we never touched the levers. Lexie Palmore was doing just fine.

We lay at East Liverpool all of Monday afternoon, and there dropped off Paul H. Zehnder, reporter for the Youngstown "Vindicator." He lives at East Liverpool, is a DQ buff, knows Stu Wilson, and Dan Owen's dad, and has a son Jeff who has river water in his system. Eva Wasbutsky came a'calling, long secretary of the Chamber of Commerce, and said she made her first river trip on the CINCINNATI in 1925, and again in 1929.

Late that night when all Christians are in bed we were shooting the breeze with Charlie Jones and the Charleston contingent when there came a tap on our shoulder. Someone was asking for us out there on the wall at Emsworth Dam. They were Mr. and Mrs. Roy E. Hegner, Sewickley, DQ fans and members of S&D. When the fire horse hears the bell, etc. Roy furnished the typewriter which prints these lines, and keeps it in repair.

BETTY BLAKE, fresh in from a European tour of duty, president of Delta Queen Steamboat Co., joined us at Pittsburgh on Tuesday morning, September 20, and we emphasize the date for it also is her birthday. Betty has had several birthdays but none of them aboard the DQ, so this was an occasion. But before we celebrate let's get the boat backed out.

Steamboat artist Bill Reed paid a call there at Pittsburgh but didn't go along. He brought to us the startling (shocking!) news that the Hotel Lafayette has every room engaged to S&Ds for the 1978 meeting. We told Bill we would check this out as soon as the DQ got there, and did. Hotel manager Bob Moseley brought forth a bundle of advance reservations, every room taken, and a stand-by list in case of cancellations. Ten years ago such situation would have been catastrophic, but with the new and convenient Ramada and Holiday Inns and others a comfortable spread is possible. The Sternwheelers live on their boats, and some arrive in

house trailers.

Jim Swartzwelder had been working in Johnstown, Pa. for the last month helping alleviate the housing problem following the disastrous flood of July 19-20 last (see Sept. issue, pages 7 and 33). Capt. Gabe Chengery looked at Jim archly and said, "Why don't you go down the river with us?" Jim hesitated only a fraction of a second and answered, "Thanks, guess I will." Jennie McNally was having a problem getting a reservation to Marietta until Bob McCann, an old hand at cutting office red tape, got her firmly booked.

Amid such uproar about a thousand and sight-seers were being escorted on tours of the boat there at Pittsburgh. A TV crew was hard at work getting up a national DQ special, their sequences constantly interrupted by the bell ringing, the whistle blowing, the calliope playing, ad infinitum. Two, maybe three, cars must be driven to Sewickley for which service Lexie Palmore and Tom Way volunteered--turned out delightfully, too, with Lexie getting her first visit at 121 River with Lady Grace and Wrecks. Noble Beheler, retired U.S. Steel executive, wanted to take pictures aboard so we squired him around fantail to the roof bell.

Three whistles as a multitude of well-wishers waved from the Monongahela wharf, and pilot Fountain M. Johnson waltzed the DQ around in a lively upstream breeze without aid of bowthruster. The bowthruster has been busted for some time. Fountain told us he was born aboard the NETTIE JOHNSON at Osceola, Ark., at least that's our recollection of what he said, and if it's wrong charge the mistake up to our ginseng-spiked coffee.

Betty Blake's birthday party occupied a long table stretched half the length of the diningroom. She got a present! The crew had gone cahoots to get her a beautiful gold bracelet. She sure was shook up and it isn't every day you see the president of a steamboat line dab tears from her eyes. She got on the speaker and introduced to the passengers Cap'n Gabe's mother Mrs. Albert E. (Barbara) Chengery, and Gabe's sister Eleanor (Cookie) Chengery, guests of the occasion. There were flowers galore, and champagne, and everybody was talking all at once--subject river experiences. Betty now is a veteran and she's loaded with priceless tales, and unloaded herself of three or four of these with gusto, completely relaxed, and you sort of got the impression she felt she was amid the best friends she has in the world. Too bad she had to leave the DQ at Sewickley and taxi to the Greater Pittsburgh International Airport.

MARGARET SIMONTON was running the Gift Shop happy as a lark, and was having quite a run on sales of "The Saga of the Delta Queen." So much so that we set up shop in the after main cabin at tea time and did some autographing

with a pen borrowed from Lloyd. The book is hopelessly out of date ending as it does with a comma at the time the DQ entered tourist service for Greene Line Steamers. But it sells and sells. Yearly about when we start worrying about the horror of NSF checks a nice one arrives from Young & Klein, the publishers, to bolster our chronic financial vacuum. So as long as the DQ runs (most of the sales come from that source) we have this pleasant tributary income.

Consequently we keep tab on the welfare of the DQ with enthusiasm to match that of the shareholders. The latest disturbing news is that on top of all of the MISS-Q's expensive career, the DELTA QUEEN may again be heading for something of a crisis. Despite constant renewal of hull knuckles, stem, etc. she's come to the point where her bottom plates must be renewed, and that doll baby has some acreage of bottom. The projected cost of such repair is of a magnitude sufficient to give pause even to firms like Coca-Cola and Prudential Lines. The agonizing decision must be made this winter.

We have not said much about the MISS-Q in this recital. The reason, if one is required, is that very little was said. Come to think of it, not much was said at S&D although Capt. Don Sanders did bring down the house when he formally presented Ye Ed with what is called a "Mississippi Queen YoYo," goes down but doesn't come back up. Ingenious. Then, too, some S&D wag, or wags, had troubled to make a tape recording of the flushing of a MISS-Q toilet which, amplified, at night, in a Hotel Lafayette third floor corridor, is something of a thunderclap.

Cap'n Gabe declared a shore stop at Marietta on Wednesday morning (Sept. 21) inasmuch as rain in the Allegheny River valley had created a current in the Ohio, and the DQ was running ahead of time. Gene and Claire Fitch got aboard to ride down to Parkersburg, and Jennie McNally and Tom and I went ashore with our baggage.

The DQ went 'round the bend, her calliope playing "Auld Lang Syne."

Robert P. Mellinger, 908 Crestview Drive, East Liverpool, Ohio 43920 this past summer took along his daughter on a canoe trip from Wheeling to Newport, O. down the Ohio. This worked out so well he has joined S&D.

Our thanks to Helen Hughes Praeter for a lengthy manuscript entitled "River Experiences of Capt. Austin D. Butler." This was written out longhand in 1942 by the author himself expressly for Capt. Jesse P. Hughes. Austin Butler lived 1851-1947 and we remember him well. Are we going to run some of this in future issues? You are allowed two guesses, and they're both right. Yes.

A special excursion was arranged on Saturday, Sept. 17th last. The P. A. DENNY ran a trip from Pt. Pleasant to Huntington, many of her patrons having come from Charleston by bus. Upon arrival at Huntington the DENNY continued down the Ohio a few miles, met the upbound DELTA QUEEN, and escorted the Pittsburgh-bound tourist boat to Huntington's new 11th St. landing recently completed by the U.S. Engineers.

In recounting this event Jim Wallen says he was "taken aback to see a slender young girl leap ashore and scramble up the bank with the line." He was referring to Diane Harmony pictured in our last issue, page 34. "I'll have to say the mate did give her a hand at one difficult point," adds Jim.

Ben Gilbert of Huntington renewed acquaintances with pilot Harry Loudon. Capt. Donald J. Sanders, master of the DENNY, brought down a souvenir for S&D, transferred it in keeping of A. Ross Tuckwiller, who rode up on the DQ and delivered it to Marietta. That brass door fixture is further mentioned elsewhere in this issue. Our thanks to all concerned.

Our thanks to Jeff L. Yates, who is branch manager for The Waterways Journal, with offices at Suite 111, Gretna Plaza, 1500 Lafayette St., Gretna, La. 70053, for a copy of "Dixie" magazine of the New Orleans "Times-Picayune," dated Sunday, Oct. 16th last.

The lead story is "The Captains Streckfus," complete with full color cover showing pilot Don Summers on watch aboard the PRESIDENT with Capt. Verne Streckfus by his side. Under this view is another showing chief engineer Wilford Woods at the throttle of the port engine.

The story by Larry Bartlett explores the complete Streckfus story. The Streckfus river operations date back to 1884 when Capt. John Streckfus Sr., son of German immigrants, ran the FREDDIE in the "Quad-City" area on the Upper Miss.

Streckfus's entry into the excursion business started with the sternwheel CITY OF WINONA which towed a barge alongside. The success of this operation led to the building of the sternwheel J.S. She was brought to New Orleans in the late fall of 1903 and the Streckfus family has been involved in the excursion business at the Crescent City ever since.

"The Streckfus family tradition has produced so many steamboat captains that they have always been referred to by their first names to avoid confusion--Capt. John Sr., Capt. John Jr., Capt. Joe, Capt. Verne, Capt. Roy, Capt. Roy Jr., Capt. Bob, Capt. Bill, Capt. Curran Sr., Capt. Curran Jr. and Capt. 'Streck' Clark," says the author.

Nancy Campbell Fales embarked in an 19-foot outboard at Pittsburgh together with Mrs. Link Jewett, Darien, Conn., whose husband owns the boat, and another lady whose name escapes us, for a journey the length of the Ohio River. They departed on the morning of Wednesday, Sept. 28th last. Nancy's father, Capt. Tom Campbell, was in Bermuda at the time. Robert E. (Bob) Scatterday, president of Campbell Barge Line, Inc., supplied the boat with a radio and navigation charts. Time was a limiting factor, but the voyagers hoped to get to Paducah. Nancy said she and Mrs. Charles T. (Estelle) Campbell had recently visited at New Matamoras, O. where they were guests in the old home of her grandfather, still standing and occupied overlooking the Ohio River. After the Campbells sold the place it was long occupied by the late Capt. Mel Erwin, remembered as master of the SENATOR CORDILL and others. Ray Spencer, publisher of The Waterways Journal, answered many of Nancy's questions about navigating the Ohio below Louisville.

Later: In conversation on the phone with Estelle Campbell we now learn that the voyageurs went to Cairo. The weather was rainy and on the cool side most of the trip. All three ladies were high in

praise for the many courtesies they received enroute.

A couple of issues back we made mention that Rabbit Hash, Ky. is no ball of fire these days. Now, Bob Hill of the Louisville "Courier-Journal" has gone there for a look-see. How he got there is not clear but he says you can make it by bus to Rising Sun, Ind. and then swimming due east across the Ohio River. Or you can follow KY 338 due west past Big Bone Lick State Park. Bob stopped in to see Cliff and Lib Stephens who run the General Store and who don't see much future to it. They told Bob the location (it's hardly a town) got its name after the 1847 Flood when the natives congregated on Christmas Day to commiserate. There wasn't much to celebrate about, nor to eat, either. One wag said even rabbit hash would go good. Now the people are gone and these 130 years later all's left is the Rabbit Hash. The Post Office used to be in the General Store, but now it's gone. What the place needs is a promoter; get back the P.O., bumper stickers (RABBIT HASH IS JUMPING), music festivals and T-shirts (Do It In Rabbit Hash). Bob Hill envisions a Rabbit Hash Hilton. Any settlement which has produced Capt. Har-

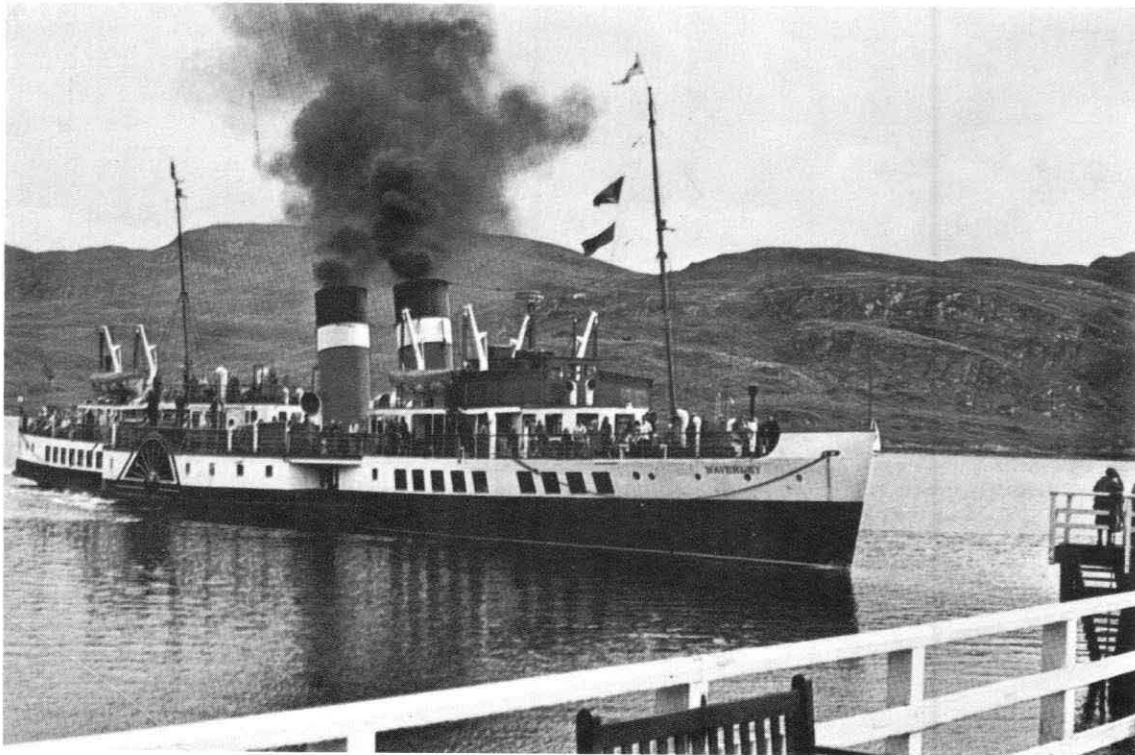
ry Louden of the DELTA QUEEN, who was born there, has possibilities.

"My Life In New Orleans" is the title of a paperback issued in 1955 by Signet Books, and authored by Louis (Satchmo) Armstrong. We got a smile in reading, page 146, of Satchmo's recollection of Capt. Verne Streckfus. "Captain Verne reminded me, smile and all, of my favorite movie comedian, Stan Laurel. At our very first meeting he gave me such a warm smile that I felt I had known him all my life. That feeling lasted as long as I was on the boat. Lots of people made a good living working on the boats of the Streckfus Line," he wrote.

The boat Satchmo was on, playing in the band, was the SIDNEY, and he was a member of the group led by Fate Marable.

Our thanks to Capt. Doc Hawley for a look-see. Incidentally, Armstrong spells it SYDNEY, Capt. Vern Streckfus and Fate Marabel.

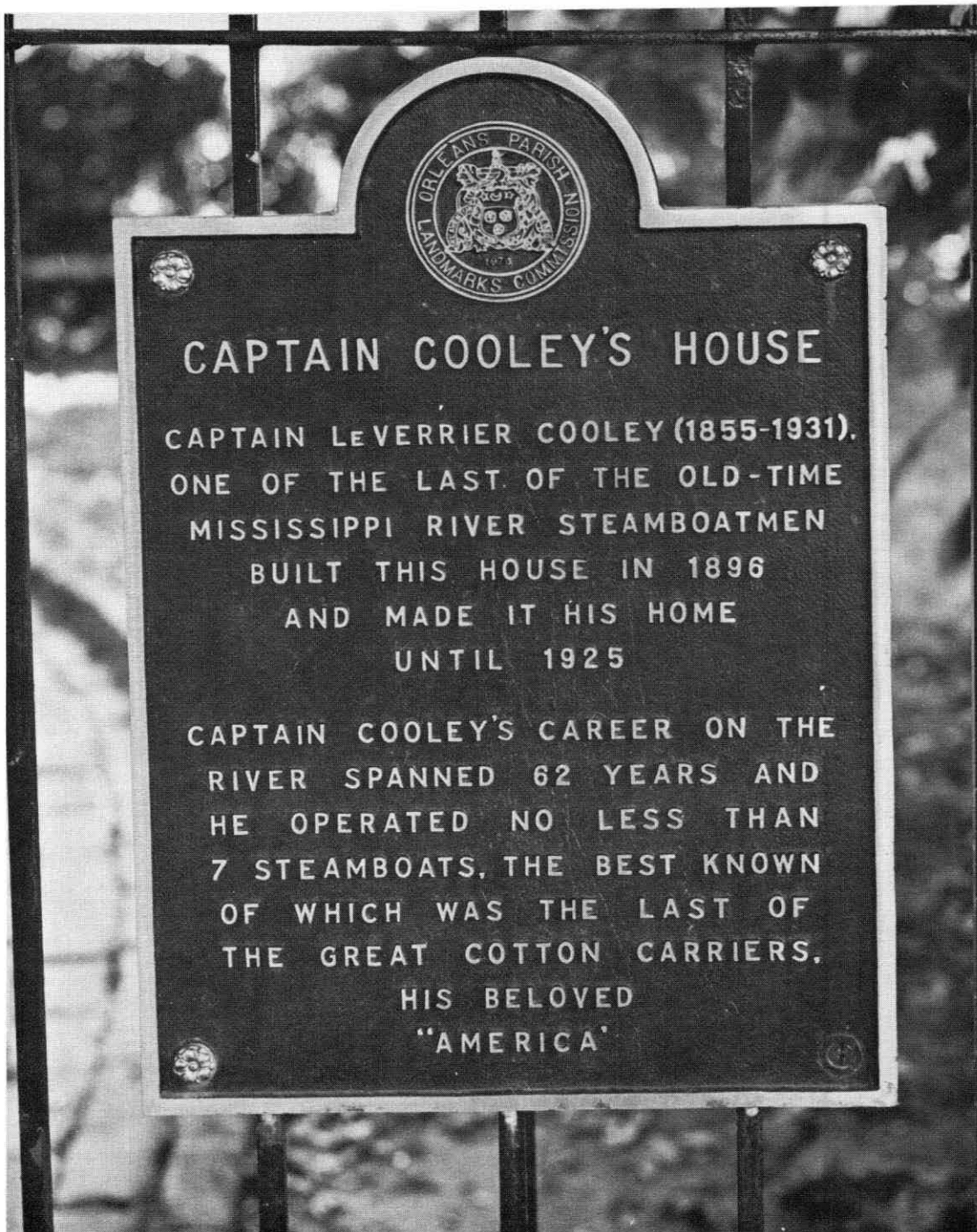
Jimmy Reising, Louisville, is a dispatcher with American Commercial Barge Line. His sister Harriet is salad girl on the MISS-Q.



THIS COMES to us from Capt. Roddy Hammett who last Sept. 22 was cruising aboard the WAVERLEY doing 17 knots up the Clyde. Also this view serves well to settle an argument arising since WAVERLEY was shown in our last issue. In the Sept. issue her stacks seemed to be set one forward and one aft, an optical illusion. Plainly shown here is their placement like on a Mississippi steamboat, lined up thwartship. Even so, looks like the starboard stack (foreground) is a bit shorter than the other. The picture was taken at Tighnabruaich, Scotland.



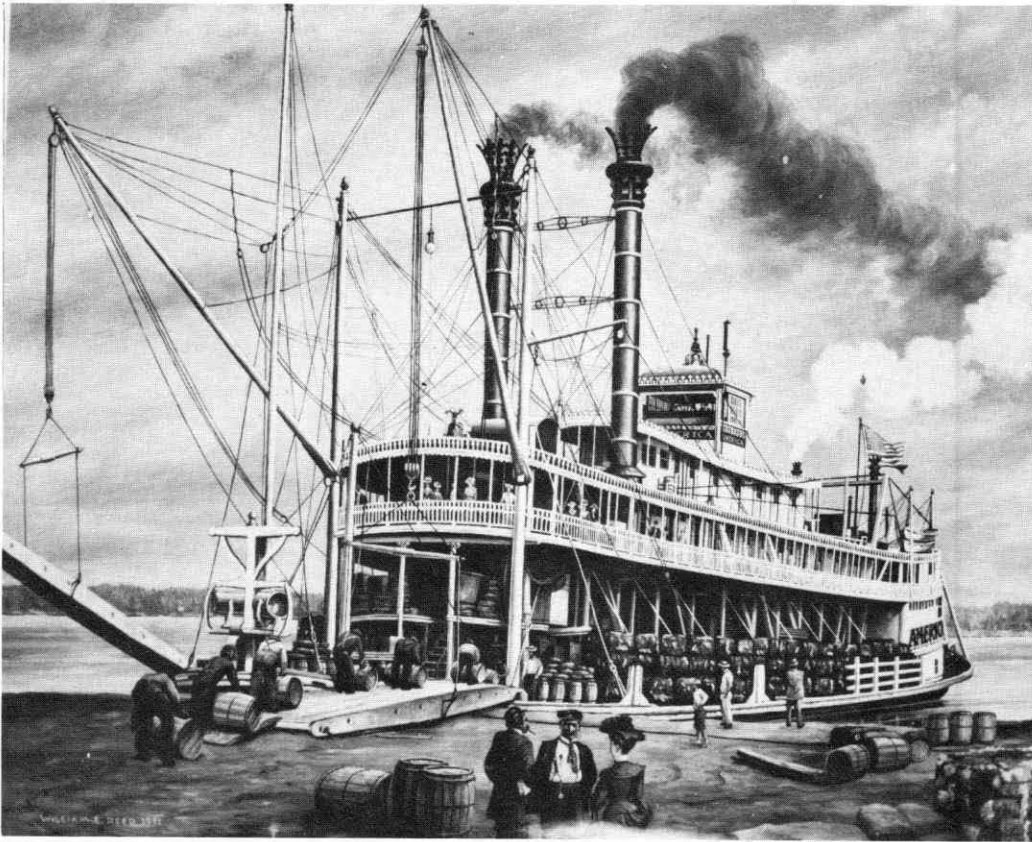
RESIDENCE of Mr. and Mrs. Eugene B. Vickery, Jr., 5526 Chestnut Street, New Orleans. The home was built by Captain Cooley in 1896 and he and family resided there until 1925. At the time the home was built Captain Cooley was running the (big) OUACHITA in the weekly New Orleans, Camden and Monroe trade. He later sold the cotton packet and had built the larger AMERICA with which he is usually identified.



THE ORLEANS PARISH LANDMARKS COMMISSION, of which Leonard V. Huber is president, placed this bronze plaque at the former residence of the celebrated Capt. LeVerrier Cooley this past September 25, 1977. Attending the dedication ceremonies honoring their grandfather were Capt. LeVerrier Cooley III of Slidell, La. and Mrs. Marion (Dorothy Cooley) Gallup of Zachary, La., shown above.

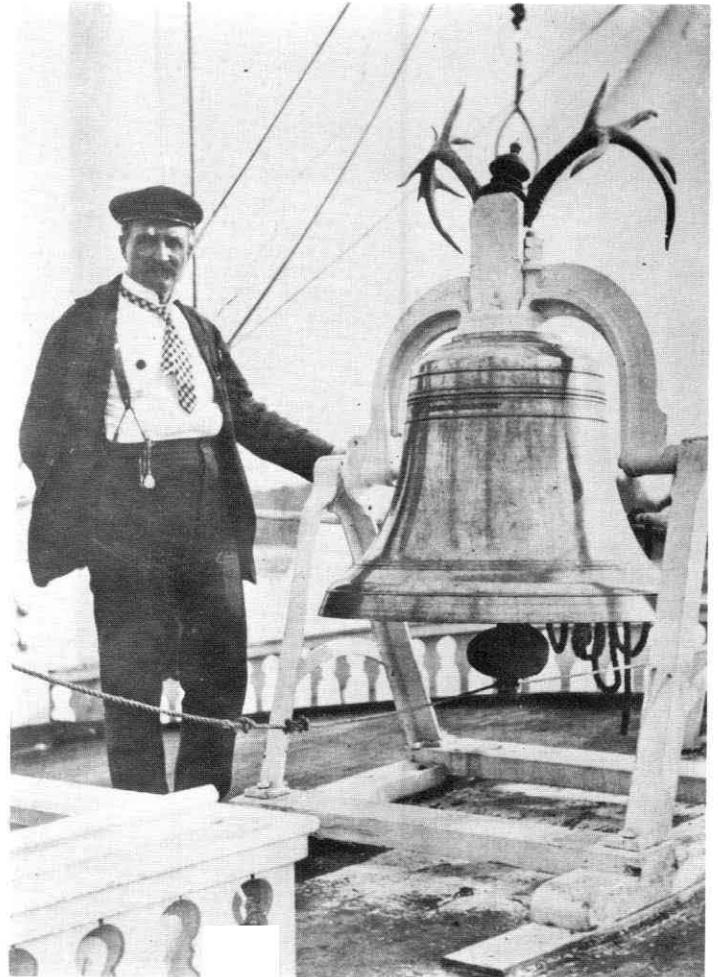


CLOSE-UP of the bronze plaque fastened to the iron fence at the former Cooley residence. The Orleans Parish Landmarks Commission also placed the identification plaque displayed at the former home of Capt. Thomas P. Leathers, 2027 Carondelet Street, New Orleans (see March '77 issue, page 23), presently occupied by Mr. and Mrs. George J. Mayer.



ABOVE Oil portrait of Capt. LeVerrier Cooley's sternwheel cotton packet AMERICA painted by steamboat artist William E. Reed in 1971. The original oil is owned by Mr. and Mrs. H. N. (Ray and Harriet) Spencer and hangs in their St. Louis home. The AMERICA was built in 1898 at the Howard Ship Yard, Jeffersonville, Ind. on a wood hull 200 by 38 by 6.5. She had three boilers, each 44" dia. by 32 ft. long, working high pressure engines 18" dia. by 8 ft. stroke. Captain Cooley ran her on the Ouachita River out of New Orleans until about 1904 when he switched her to the New Orleans, Vicksburg and Greenville run. She was chartered to make a movie in 1924 and was temporarily renamed WINFIELD SCOTT while the flick "Magnolia" was taken. In April that year she made a trip to Monroe, La. after an absence of some 20 years. Her one geographical adventure came in April 1923 when she went up the Mississippi to East Alton, Ill. with a cargo of smokeless powder. On the return she was loaded at St. Louis with five carloads of Anhauser-Busch beer, four carloads of soap, some autos and a camping outfit for delivery south. She was laid up at the foot of Walnut St., New Orleans and foundered there on August 13, 1926.

AT RIGHT Capt. LeVerrier Cooley pictured beside the roof bell on the AMERICA. When he died on Saturday, December 19, 1931 this same roof bell was still in his possession, and was mounted later over his grave at New Orleans.





LLOYD OSTENDORF is the discoverer of this rare dodo, a daguerreotype taken at St. Louis, identified as a "group of steamboat pals" in the 1850s. Second from the left is Thomas C. Fulton, Sr., engineer on the FANNY FERN running between Pittsburgh and St. Louis. We would presume the other worthies are also members of the crew celebrating shore leave. Daguerreotypes of captains, owners and pilots of that early time are fairly numerous, but seldom do we see the rest of the crew. The FANNY FERN was a 153-foot side-wheeler originally owned at Steubenville by Capt. M. E. Lucas and others, named for a popular Boston writer. Let us hope this crew was not aboard when the middle boiler of her battery of three sailed overboard at Lawrenceburg, Ind. on January 20, 1858 killing twenty.

Perched high on a bluff at Savanna, Ill. is a two story mansion surmounted with a cupola and widow's walk. It's a 10-room pale yellow brick with extensive porches. The occupants are Mr. and Mrs. Ralph Higgins. They have learned that it is the former residence of Capt. Stoughton Cooley, and they'd like to know more.

What goes on in Marietta is of interest to S&D. The Marietta "Times" reported in its Oct. 10th issue that bids were opened for the repaving of the city's parking lot in the 200 block of Front St. near the showboat BECKY THATCHER. On a low bid of \$33,266 Shelly & Sands, Inc., Marietta contractors, will repave the lot, landscape it,

install a new lighting system, and put in a new entrance drive.

Study is in progress to build a \$2.5 million two-story library in Flat Iron Square, at Greene, Ohio and Second Streets. The Washington County Library, now on Fifth St., will occupy it. Planning is being handled by Baxter, Hodell, Donnelly & Preston, Cincinnati.

The area facing the Ohio River from Front to Fourth is undergoing a transformation. A public park is in the making, accented on the 1890-1900 era. Concrete sidewalks have been installed by the Marietta Noon Lion's Club and will get a brick overlay. Phase 2 includes a performing area to seat 1,000 with a concrete deck 170 by 28. An old gazebo presently at the American Legion Post 64 will be moved to

the park and rebuilt. Period lighting will be installed.

The new Days Inn Motel across the Ohio River at the outskirts of Williamstown, I-77 interchange and W VA 31, will open early in 1978. It has 122 units. Guests will dine at the nearly Dutch Pantry operated by Hospitality Inns, subsidiary of Boron Oil.

The Gateway Clipper people in Pittsburgh have approached S&D with an offer to supply their LIBERTY BELLE for an afternoon cruise in connection with S&D's meeting set for Saturday, Sept. 9, 1978. No decision will be firmed until we hear from Capt. Dennis Trone who may be there with the JULIA BELLE SWAIN.

Sirs: Regarding the final fate of the ferry THOMAS PICKLES (Sept. issue, page 26) the enclosed pages from Merchant Steam Vessels of the U.S. will answer the question. Hurricane Betsy was a whopper! I thought about you S&Ds at your annual week-end. My trip to Marietta last year with the Wilsons is remembered with fond pleasure--such friendly, hospitable people!

Laura F. Brown,
SSHA Library,
University of Baltimore,
1420 Maryland Ave.,
Baltimore, Md. 21201

=MVUS '68 disposes of the THOMAS PICKLES as victim of Hurricane Betsy Sept. 9, 1965 on the Mississippi River approximately 100 miles above the head of the Passes at New Orleans, La. We have since learned that Thomas Pickles, Esq. headed the New Orleans-Algiers ferry operations. His son-in-law was Capt. Alexander M. Halliday, originally of Gallipolis, O., who was chosen Rex, King of Carnival, for the Mardi Gras of 1906. Halliday's daughter Josie was Queen of Carnival, 1904. -Ed.

Capt. Gabriel Chengery, master of the DELTA QUEEN, recently became owner of the calliope from the excursion steamer AVALON (now BELLE OF LOUISVILLE), having purchased it from Ernest Wilde, Cincinnati. It is believed to be one of the last ones manufactured by the Thomas J. Nichols firm of Cincinnati. Mr. Wilde acquired the instrument by purchase when the AVALON and apparel went to sale at Cincinnati in 1962, and has consistently refused all offers for it since that time.

A harkback to the river operations of the American Rolling Mill Co. came Wednesday, September 7, 1977 when Calvin W. Verity died, 87, at his home in Middletown, O. He was the son of George M. Verity who founded the firm.

In 1940 the towboat S. S. THORPE was purchased and renamed GEORGE M. VERITY, and in the following year the IROQUOIS was bought from the U. S. Engineers and renamed CALVIN VERITY. Coal was transported from Huntington, W. Va. and transferred by rail at North Bend, O. for use at the Middletown works of the Rolling Mill. Manager of river transportation was Capt. Phil C. Elsey. There were other towboats in the fleet. The CALVIN VERITY was dismantled, and the GEORGE M. VERITY is preserved as a tourist attraction at Keokuk, Ia.

The American Rolling Mill Co. today is Armco Steel. Calvin W. Verity retired as a director and general manager in 1948, and became president of the First National Bank of Middletown. He is mourned by his wife, two daughters and a son; also nine grandchildren and ten great-grandchildren. Memorial services were held at the First United Presbyterian Church, Middletown.

See the back cover.

RAND, McNALLY & CO., Chicago, produced this map in 1888 and it continued to be used on passenger folders near as long as Pittsburgh-Cincinnati packets ran. This particular one is reproduced from the 1892 folder issued by the Pittsburgh & Cincinnati Packet Line when every week day at 4 p. m. a boat was scheduled to Cincinnati.

The towns and landings of 1888 are interesting to notice. Some have completely disappeared; some have new names. New towns have sprung up since, such as Ambridge, Pa. and Shadyside, O. Cochranville, O. and Haskelville, O. were victims of flood waters. Coney Island Resort, not far above Cincinnati, was the latest to disappear. Shousetown, Pa. now is Glenwillard, Pa. Phillipsburg, Pa. today is Monaca, Pa. Kate's Rock, below Benwood, W. Va., some while back collapsed into nothingness. What happened to Wineburg, Ky., between California and Dayton?

Most antique are the railroads. The Bellaire, Zanesville & Cincinnati was a narrow gauge between Bellaire and Zanesville, popularly called the "Bent, Zigzag & Crooked." The Baltimore & Ohio took over the Cleveland, Lorain & Wheeling; also took over the Cincinnati, Washington & Baltimore, and the Wheeling & Cincinnati. The Norfolk & Western was operating in 1888 as Ohio & North-western, and the Scioto Valley. Chesapeake & Ohio trackage shown on the map as the Columbus, Hocking Valley & Toledo, and as the Newport News & Mississippi Valley. The Eastern Kentucky RR, out of Greenup, Ky., has ceased to exist. The Kentucky Central out of Maysville, Ky. and Covington, Ky. became the Louisville & Nashville. The Cincinnati, New Orleans & Texas Pacific out of Cincinnati still retained its identity a few years ago as part of the Southern.

Most of the islands are named. Some of these have sunk without a trace; Deadman's, Montgomery, Line, Belleville, Goose and Conoconque. No new islands have sprouted to replace them.

The sole highway bridge spanning the Ohio between Pittsburgh and Cincinnati in 1888 was the suspension bridge at Wheeling, and next below there was the Cincinnati-Covington suspension bridge. All others indicated on the map are railroad bridges. Standard equipment at every town worth its keep was a ferry boat and the wharfboat.

Our thanks to Jerry Sutphin for sending us this excellent map.

Mr. and Mrs. Thomas L. Bush invited friends to a reception held at The Marjorie Lee Home, Cincinnati, last Sunday, October 23rd to honor their 50th wedding anniversary. Mrs. Bush is the former Miss Louise Hornbrook, daughter of the late Capt. and Mrs. Fred Hornbrook. Tom Bush, native of Gallipolis, is presently assisting his wife in the preparation of an extensive biography of Capt. Fred and the Hornbrook connections.

Sirs: In the last issue, page 17, appears a photograph of the transfer steamer W. B. DUNCAN. This could have been taken at Helena, Ark. where the DUNCAN operated 1918-1930. The DeKOVEN also operated here. I took a picture of the DUNCAN at the foot of York St. in Helena in 1927.

Thanks for the plug for our Phillips County Historical Quarterly and the First Federal S & L boat pictures. Mrs. Lorena Conno-way is the person responsible for

the historical picture series. She is doing another on boats to include one of the IDLEWILD taken at Helena by C. W. Stoll.

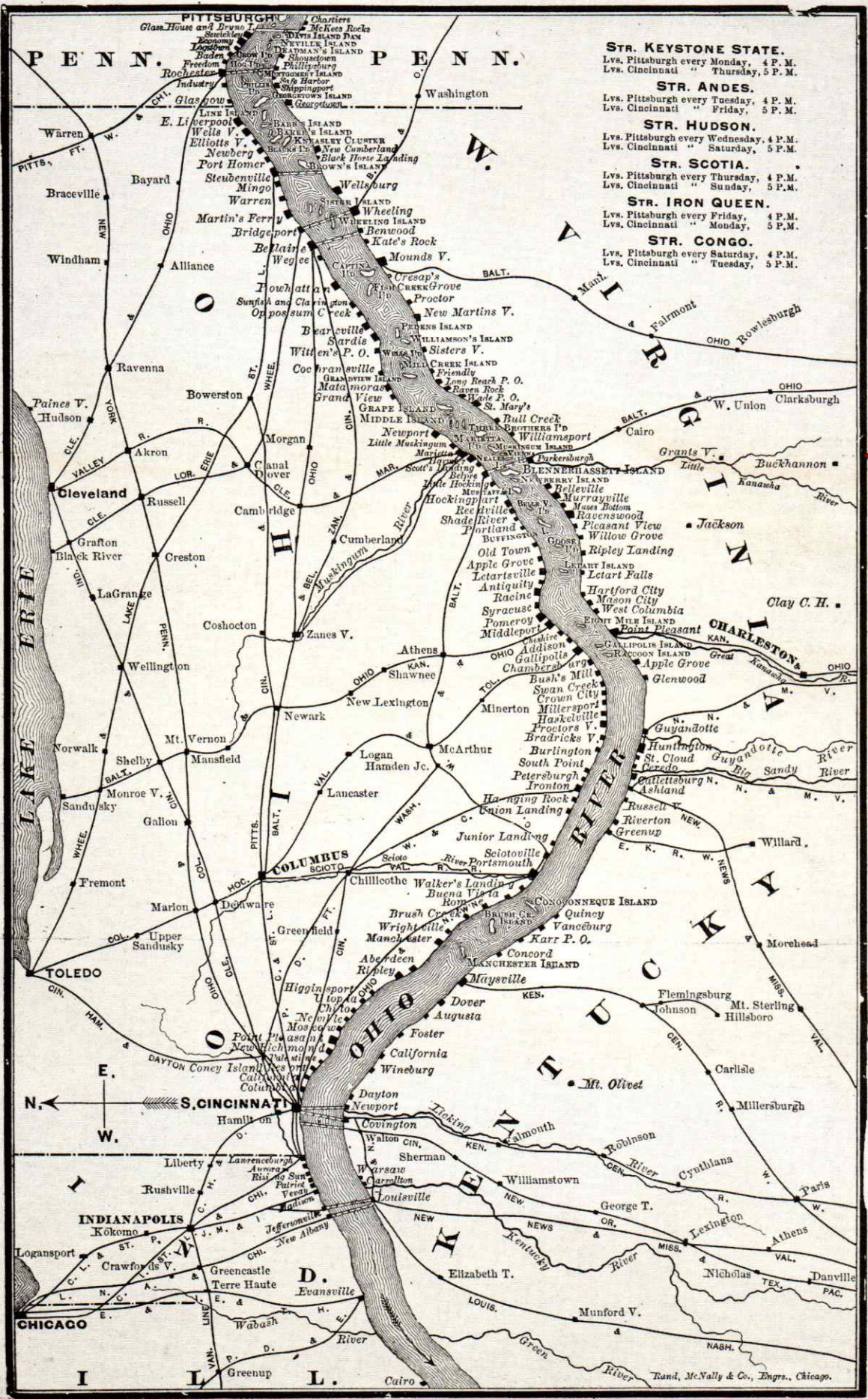
T. E. Tappan,
1226 Audubon,
Helena, Ark. 72342

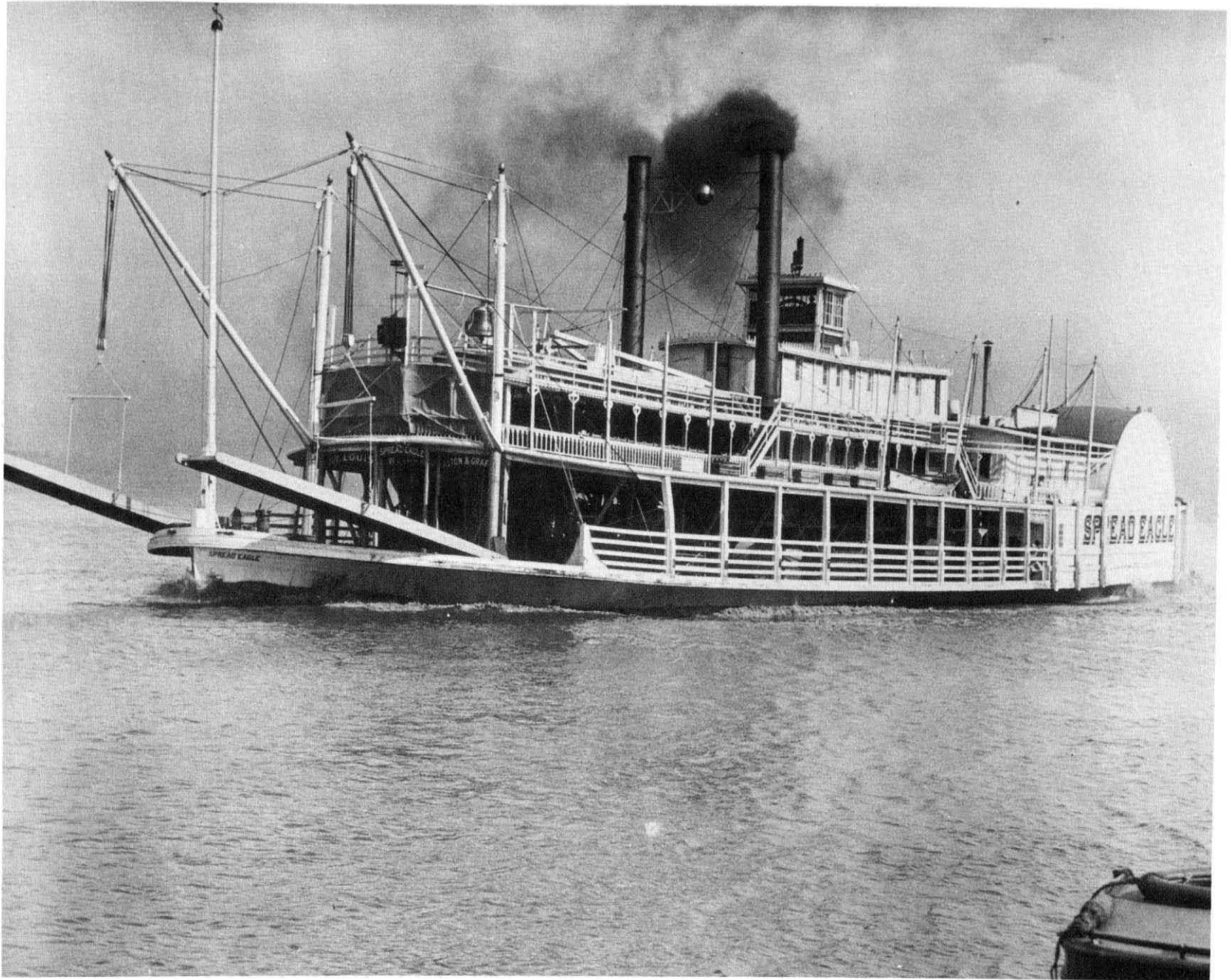
Sirs: I am a two-year member of S&D and have been enjoying each issue of the S&D REFLECTOR. My grandfather Capt. Roland E. Dewey was master of the Carnegie-Illinois towboat DUQUESNE until he was killed in an auto accident in 1936. Hopefully I would much like to find a photograph of the DUQUESNE and of my grandfather. Presently I am in a more modern phase of transportation, with Pan American World Airways.

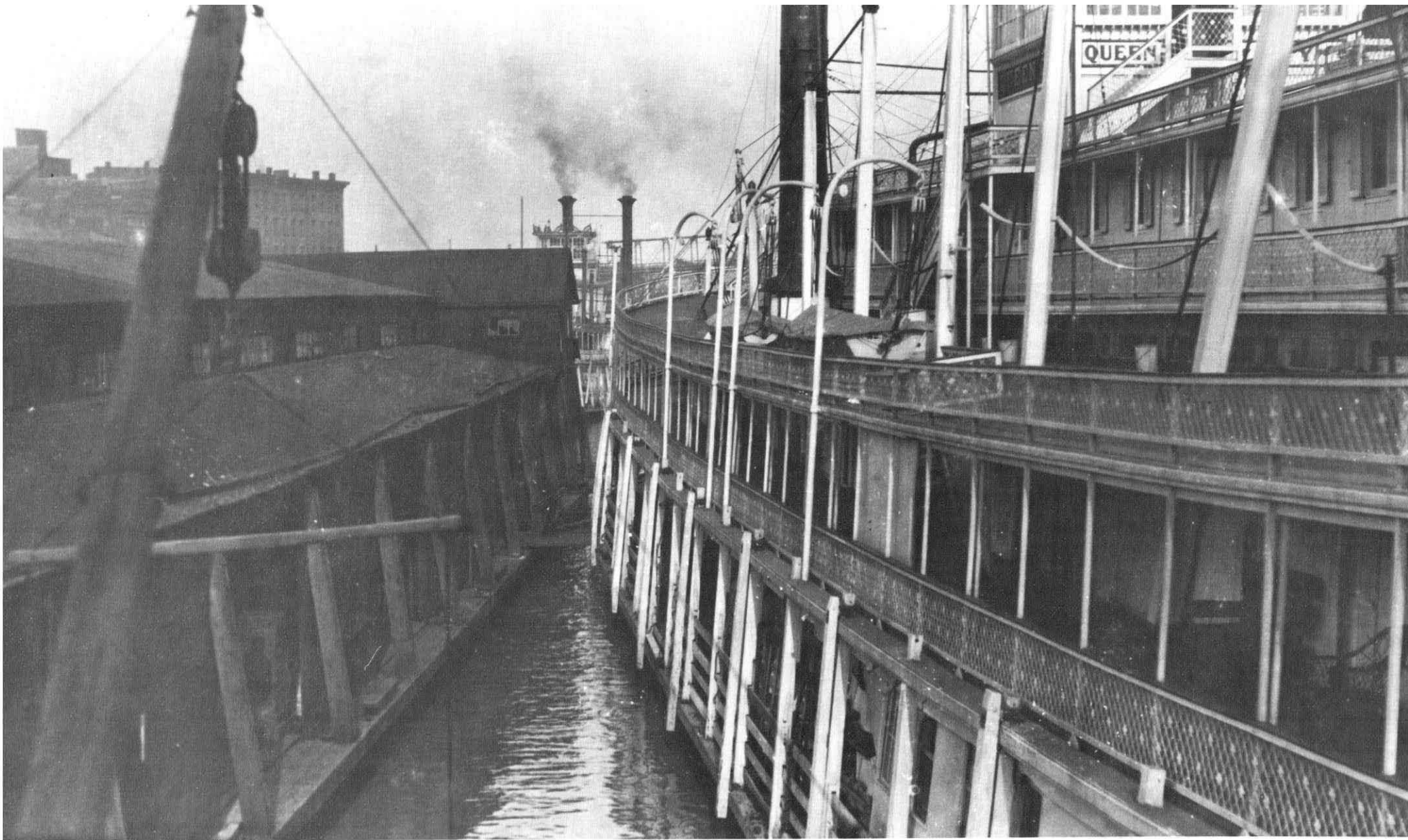
Thomas W. Gibson, Jr.,
210 Piccadilly Downs,
Lynbrook, N.Y. 11563

=Will some kind soul oblige? -Ed.

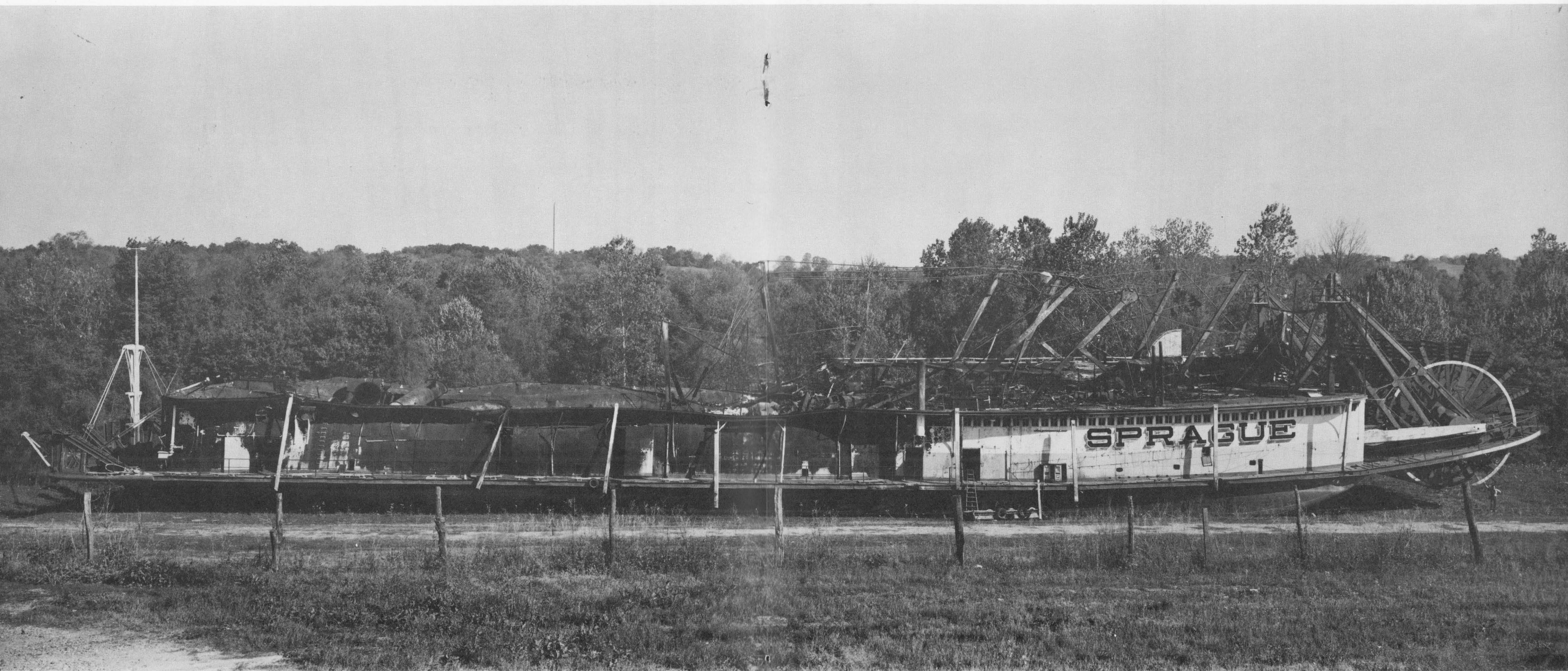
The Pittsburgh & Cincinnati Packet Line.







WHARF SCENE at Cincinnati, taken early spring of 1921. The QUEEN CITY was being loaded for New Orleans, her principal cargo largely bathroom fixtures shipped by the Standard Sanitary Manufacturing Co. She is tied at the same wharfboat appearing in the Cincinnati scene shown in our last issue, on page 46, and that's the same TACOMA partly visible in this picture's center. The stage boom and rigging at the left are that of the L&C packet KENTUCKY. Over top of the wharfboat and partly concealed by the stage blocks is the old Spencer House, one-time leading Cincinnati hotel. Picture was taken by Ye Ed with a Graflex $3\frac{1}{4} \times 5\frac{1}{2}$ roll film camera. The enlargement from which this is made is from the talented Michelle Kingsley.



THE LOST AND VANISHING SPECIES

ALLEN HESS took this dramatic picture at Vicksburg in April 1976. There has been very little change since. The focus of historic attention at Vicksburg lately has shifted to rebuilding the U.S. gunboat CAIRO, a project of considerable magnitude and geography. Much of CAIRO's mortal remains were transferred some years ago to Pascagoula, Miss. Several ambitious plans for restoring the SPRAGUE have been thwarted in the Mississippi State legislature. Meanwhile she's a pretty sad spectacle. But the CAIRO is even worse.

