

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 16, No. 4

Marietta, Ohio

December, 1979



About the same time S&D was in session at Marietta a lamentable accident befell marine artist John Stobart at his home, 10820 Stanmore Drive, Potomac, Md. In the absence of his wife, who was visiting in England, he was helping prepare a deep-fry dish on the kitchen range when the grease took fire and splattered over his body, hands and legs. He was taken to the Fairfax Hospital and treated for second and third degree burns, requiring skin grafting. In a phone conversation with him Oct. 3rd last, he was convalescing, still hospitalized, and making plans for a gallery showing of his paintings at the Kennedy Galleries in New York scheduled for mid-November last.

The ex-WILLOW, once a side-wheel lighthouse tender on the Mississippi, was taken to Pensacola, Fla. this past summer. She had been beached near Panama City, Fla. in a 1974 hurricane. She was purchased by Bob Snow, creator of Pensacola's Seville Quarter and a similar attraction in Orlando. Upon arrival at Pensacola workers commenced stripping away her wooden superstructure in preparation of building on the steel hull a combination lounge, restaurant, and theater. Locally known as THE GOOD LIFE, her ultimate destination is undisclosed. Nor have we heard how she fared in Hurricane Frederic.

THE S&D MEETING

Saturday in Marietta was the best day I've had in quite a long while. What lively and interesting people---and such wonderfully good friends! There couldn't possibly be another such bunch of people anywhere. --Jim Wallen.

Marietta was great! It was so good to see all my old friends again and to be able to take a small part in the program. --Doc Hawley.

The best S&D yet. I am still aglow from the finale of torch-baskets. I had never seen a real one before, much less seen one blazing. --Ruth Ferris.

Wow! What a meeting! This one was extra special; Betty Blake's great talk, the slide show, John Hartford's music---the presence of such river notables as Ruth Ferris, Doc Hawley and all. --Keith Norrington.

Believe the latest river family reunion (S&D) was our best to date. Only have one regret, perhaps shared by others too, and that is we never seem to have enough time to talk to everyone attending. Betty's speech and the old-time slides of the past years brought memories to most of us, laughs, and yes; even some tears. --Delly Robertson.

Mrs. Alice M. Vandergrift, of Smithville, W. Va. attended S&D's Marietta meeting and enrolled as members her sons James Barrett Vandergrift, president of Hanna Rubber Co., Inc., Kansas City, Mo. and Frank Mossman Vandergrift, Oak Creek, Colorado; also her daughter Mrs. M. D. (Christie Vandergrift) Haney III, Waynesburg, Pa. Her sons and daughter are great grandchildren of Capt. Jacob Jay Vandergrift who built the side-wheel towboat CONESTOGA which became one of the first of the U.S. Civil War gunboats. Later when he built a modern office building at Wood and Water in Pittsburgh he named it the Conestoga Building, and it so remains today.

Everything was ambrosia from start to finish. Betty's speech was a classic...I've never seen such a rapt audience. --R. Dale Flick.

This last S&D meeting will always be special to me. Thank you. --John Hartford.

The 40th annual meeting was a very fine one and most enjoyable. --Bill Talbot.

We enjoyed the Marietta pow-wow. --Charley Arnold.

Always friendly and congenial, but at this meeting it seems to me that everyone was exceptionally so. --Herschel W. Burford.



WATER-BORNE MUSIC on the Little Kanawha River at the turn of the century. The Richards family played for square dances, weddings and shivarees in the Creston area. Frank Richards, the father, with guitar on the left. Daughter Ghela plays banjo; Frank Jr., bass viol, and Roy Richards the fiddle. The homemade johnboat carries them over the ripples and the umbrellas are rain insurance.

DURING AUGUST the name DELTA QUEEN became a morpheme in the American lexicon universally recognized; a special Mississippi River System paddlewheel steamboat. National news commentators no longer bother to explain; the viewing audience knows DELTA QUEEN in context with Jimmy Carter. It's the boat he rode from St. Paul to St. Louis "on vacation" with his wife Rosalynn and daughter Amy, a full week's "relaxation" while campaigning for reelection with but scant surcease, punctuated at one point with a rousing storm of rain and wind during which the President of the U.S. hied to the pilothouse better to observe how the captain and pilot handled such situation.

The rooms occupied by the Presidential family were #340 and #338, on the starboard sun deck, hard aft, the calliope overhead. Such choice would have perplexed the late Capt. Tom R. Greene who went to great lengths to create swanky cabin deck rooms #101-#110 for the posh carriage trade. But up there on the sun deck the Carters had a modicum of privacy and the security people breathed easier. Those who know steamboats will automatically foresee excessive vibration in quarters hard aft on the usual sternwheeler, but the DELTA QUEEN is no usual sternwheeler, please to remember, and never since her inception has she had such problem. The Carters pleasantly trembled.

If there was any vibration problem it was when Jimmy elected to pursue his jogging at godawful early morning hours tromp-tromping over the wooden canvas-covered decks, resulting in complaints at the office.

Big question of the hour was why since Carter was campaigning the Delta Queen Steamboat Company did not take advantage of the hoorah and schedule him down the Mississippi on the MISSISSIPPI QUEEN in desperate need of such tonic? The answer is sort of crazy: Carter was "sold" on riding the DELTA QUEEN by his aspiring presidential rival Howard Baker (R) of Tennessee who had cruised aboard Her Ladyship in 1978 with rather estatic impressions of crew and cuisine. So there never was any question; the DQ was selected, although the MISS-Q had covered the same route the week prior. Hence and no small dividend, the DELTA QUEEN won national endorsement from leading Republican and Democratic leaders with a grim U. S. Coast Guard which for years has been condemning the DQ as unfit for human habitation looking on, powerless. The impact of the President riding the "fire trap" boat, with wife and daughter along with him, no less, and spurning the USCG-endorsed "safe" boat--all at the recommendation of Senator Baker---will be thunder in the hills for some time to come.

It could only happen on the river.



PRESIDENT JIMMY CARTER and wife Rosalynn wave at crowds of well wishers from the port bridge of the DELTA QUEEN, somewhere between Lock 26 and St. Louis. Lexie Palmore dreamed up the sign STEAMBOAT I and stayed up all night painting it, including the Great Seal, and by the time she had the 48 stars rimmed in Lexie was tuckered. It then was 4:30 a.m. and by 5:30 she managed to get it mounted. Jimmy Carter saw it and wanted to be photographed with the artist pronto. "I wasn't in any shape...but what could I do?" said Lexie later. -Thanks to Betty Blake for the photo.

Andy Peruzzini, a likely young man who plays a tuba and hails from Buffalo, N.Y., paid a call at 121 River this past October representing the American Wind Symphony Orchestra. He brought tidings from Robert Austin Boudreau, the music director, general factotum and founder. Seems that Bob's POINT COUNTERPOINT II, as his ambitious 195-foot music barge is named, was getting hull surgery at Crain Bros. landing in the mouth of the Beaver River--not too serious fortunately--but that's not what Andy came to talk about. He wanted to talk about 1981. Bob has plans to cruise the Caribbean Sea with his POINT COUNTERPOINT II that summer with an eye on paying a call at Fidel Castro's Cuba. That Bob Boudreau would wish to involve us with Castro comes as no surprise to those who know his penchant for making impossible schemes work. His Music Barge looks like a figment of Captain Nemo's imagination or a leftover prop from 'Star Wars' as one way puts it realistically, it is self-propelled, and conceivably could bounce over the ocean blue to Cuba and maybe get back again in one whole piece. Andy Peruzzini's eyes lit up at the thought of playing sweet music in the harbor where the MAINE exploded. He and Bob have a feeling they ought to develop a special brand of rapport with the river community before they venture into the Gulf. They may be right about that.

Cornelia L. Reade is drumming up a charter cruise from Cincinnati to Chattanooga and return on the DELTA QUEEN in 1981, July 24-Aug. 7. The Delta Queen Steamboat Co. is holding open the week until December 15, 1979 by which time assurance must be had that enough reservations are firmed to warrant the scheduling. Advance deposits of \$350 per person are required by that date. One-way prospects may send \$225 and will be held on stand-by. Reservations are being handled by Pat Cronenberg, Cruise Control, 2619 Erie Ave., Cincinnati, O. 45208. For particulars Pat may be reached by phone at 513-871-7447. Repeat: Get in your advance reservations by Dec. 15 and that's almost upon us.

Lee and Dianne Woodruff are now at home, 127 Manning Road, Greenwood, South Carolina 29646.

The hull of the former steam towboat ROBERT F. BRANDT now is operated as the Barge Restaurant at Inland Marine, Inc., 1400 Washington Ave., Evansville, Ind. 47717. She's single deck, and also is utilized for an apartment and storage. Ron and Gail Reicken of the Marina are considering restoring her to something of her original appearance.

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Mrs. J. W. Rutter, secretary,
964 Worthington,
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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 the current issue at \$2.50 each postpaid are available from the editor. Back issues are listed and priced on another page.

Capt. Frederick Way, Jr., editor
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OUR COLORFUL CHRISTMAS FRONT COVER

These were taken, all save one, at S&D last Sept. 15th by Sandie Miller. The one at right center of John Fryant's model boat comes from Ann Zeiger. Never since the REFLECTOR started have we received so many beautiful picture offerings and thanks, thanks to all who volunteered them. Maybe some will appear in March. Best wishes to all of our S&D friends from the elected and appointed officers listed on this page. Happy New Year!

HISTORY BOOKS OF THE U. S. ENGINEER DISTRICTS (Abridged for the Mississippi River System)

MEN, MOUNTAINS AND RIVERS An illustrated history of the Huntington, W. Va. District, by Leland R. Johnson. Write U. S. Engineers, Box 2127, Huntington, W. Va. 25721.

TAMING THE MIGHTY MISSOURI Story of the Kansas City District, by Robert L. Branyon. Write U. S. Engineers, 700 Federal Building, Kansas City, Mo. 64106.

A HISTORY OF THE LITTLE ROCK DISTRICT By Floyd M. Clay. Write U. S. Engineers, Box 867, Little Rock, Ark. 72203.

THE FALLS CITY ENGINEERS The Louisville District, by Leland R. Johnson. Write U. S. Engineers, Box 59, Louisville, Ky. 40201.

A CENTURY ON THE MISSISSIPPI The Memphis District, by Floyd M. Clay. Write U. S. Engineers, 668 Clifford Davis Federal Building, Memphis, Tenn. 38103.

IMPROVEMENT OF THE LOWER MISSISSIPPI RIVER AND TRIBUTARIES This dates 1931-1972, by Norman R. Moore. Write Mississippi River Commission, Box 80, Vicksburg, Miss. 39180.

A HISTORY OF THE MOBILE DISTRICT Dates 1815-1971, by Virgil S. Davins. Write U. S. Engineers, Box 2288, Mobile, Ala. 36628.

ENGINEERS ON THE TWIN RIVERS Story of the Nashville District, by Leland R. Johnson. Write U. S. Engineers, Box 1070, Nashville, Tenn. 37202.

LAND'S END The New Orleans District, by Albert C. Cowdrey. Write U. S. Engineers, Box 60267, New Orleans, La. 70610.

A HISTORY OF THE ROCK ISLAND DISTRICT Story by Ronald Tweet. Write U. S. Engineers, Clock Tower Building, Rock Island, Ill. 61201.

RIVER ENGINEERS OF THE MIDDLE MISSISSIPPI Story of the St. Louis District, by Frederick J. Dobney. Write U. S. Engineers, 210 N. 12th St., St. Louis, Mo. 63101.

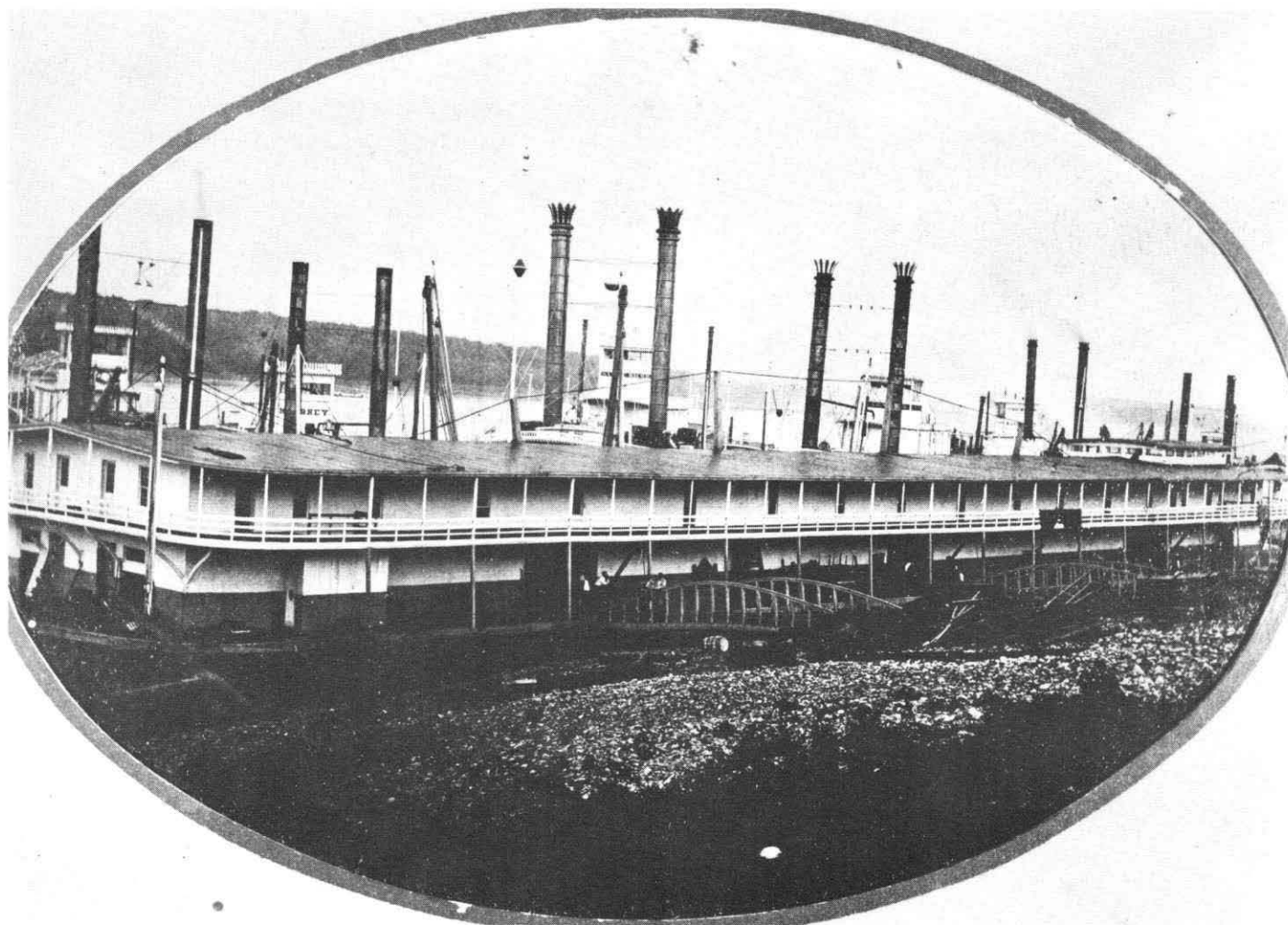
OF MEN & RIVERS Story of the Vicksburg District by Gary B. Mills. Write U. S. Engineers, Box 60, Vicksburg, Miss. 39180.

Editor's Note: Of these we have been presented with the Huntington, Louisville, Nashville and Rock Island volumes, all profusely illustrated with photographs and drawings, the writing both scholarly and readable. The authors obviously were given free rein, tell many fascinating stories, and in no sense are these books vanity press U. S. Engineer laudation exercises. The four we have examined are surprisingly good. The prices are not mentioned on the original printed list furnished to us. Let us also note that there is one called HISTORY OF THE ALASKA DISTRICT but it ranges only 1946-1974. Two other West Coast volumes with promise are THE HISTORY OF THE PORTLAND DISTRICT, by Henry R. Richmond III, available from the U. S. Engineers, Box 2946, Portland, Ore. 97208; and HISTORY OF THE SEATTLE DISTRICT, from 1896 through 1968, by Sherman Green, available from U. S. Engineers, Box C-3755, Seattle, Wash. 99362.

Identifications appear on page 17

OLDTIME STEAMBOATS

CAPT. SAM G. SMITH COLLECTION



CAPT. SAMUEL GRANVILLE SMITH had been a clerk, purser and captain on the Mississippi, Arkansas, Ohio, Green and maybe other rivers. He had come ashore to become an editor of The Waterways Journal in St. Louis when we first shook hands in 1925. He was 57 and for some years had been advertising his 'Marine Photo Co.,' offering a printed list of selections, asking prices too exorbitant for my meager funds. We got along tip-top despite the age-gap (I was 24) due to mutual interest in steamboats and dark-room techniques. If Cap'n Sam ever snapped a shutter and took a steamboat picture I've not heard of it, although he had in his cellar at his home and I quote his words, "the largest collection of steamboat negatives in existence." Every last one of them had been copied. Most of this copy work was done on glass plates, the bulk of them 6½ by 8½" and he had started when a brand known as Seed's Dry Plates were high quality. He had garnered old steamboat photographs since he

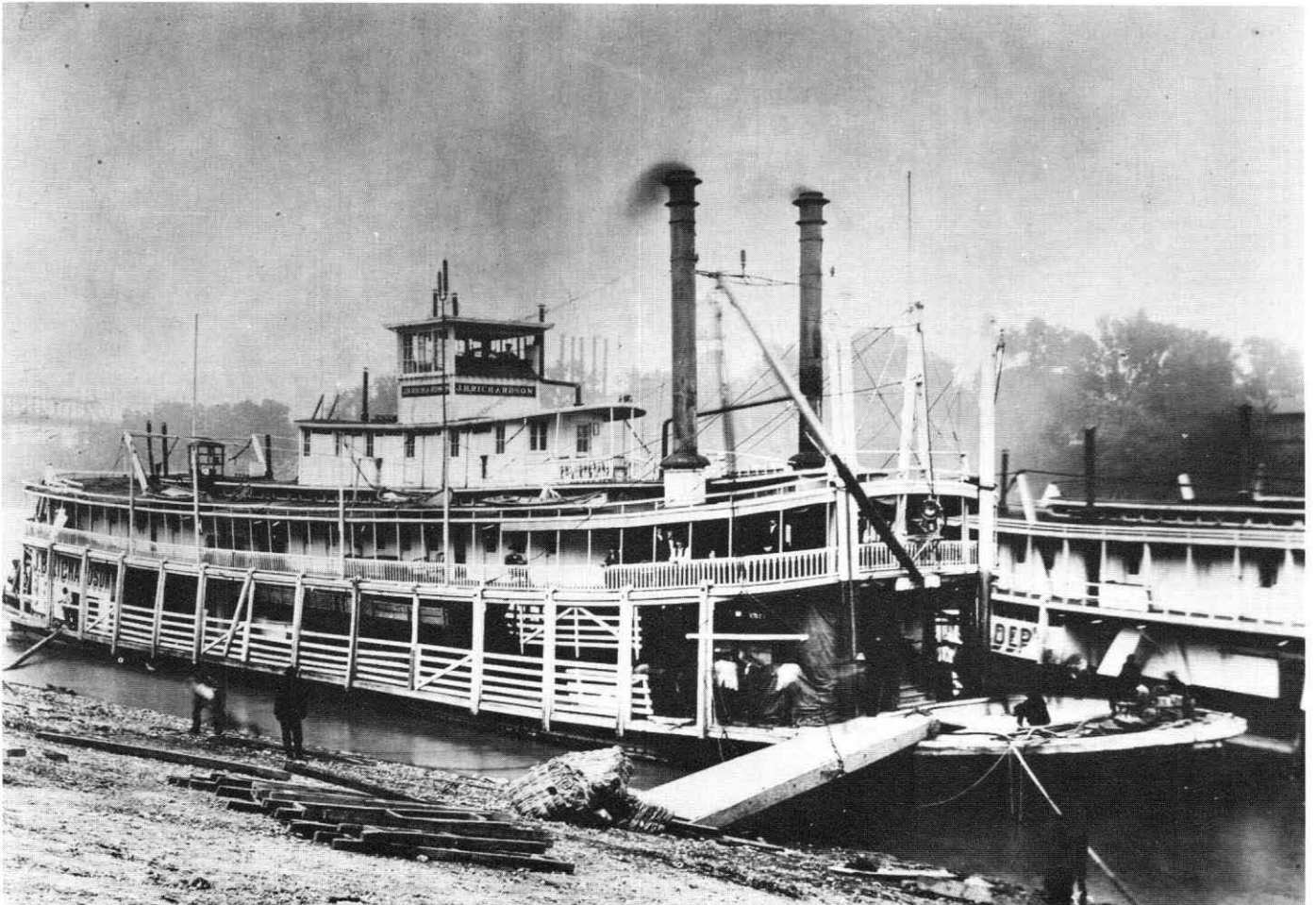
was a young man, which means back in the 1880s, picking them up here and there, his original interest whetted when his parents lived along the Arkansas River below Pine Bluff. He remembered riding on the KATIE HOOPER when he was ten. His first river job was with the Anchor Line. What Cap'n Sam accomplished, dating back into the 1890s, was an effort, and probably the first one, to build a collection of negatives--a solo enterprise--much on the order of what the University of Wisconsin is doing today. He did this as an avocation spurred on when the mailman occasionally delivered to him a 'big order' with check enclosed. When Marine Photo was getting started many commercial photographers also prepared lists and sold original prints. They observed a code of ethics and did not pirate one another, and Cap'n Sam honored this rule. The most of his copy prints were from sources abandoned due to the death of the photographer or other real cause.

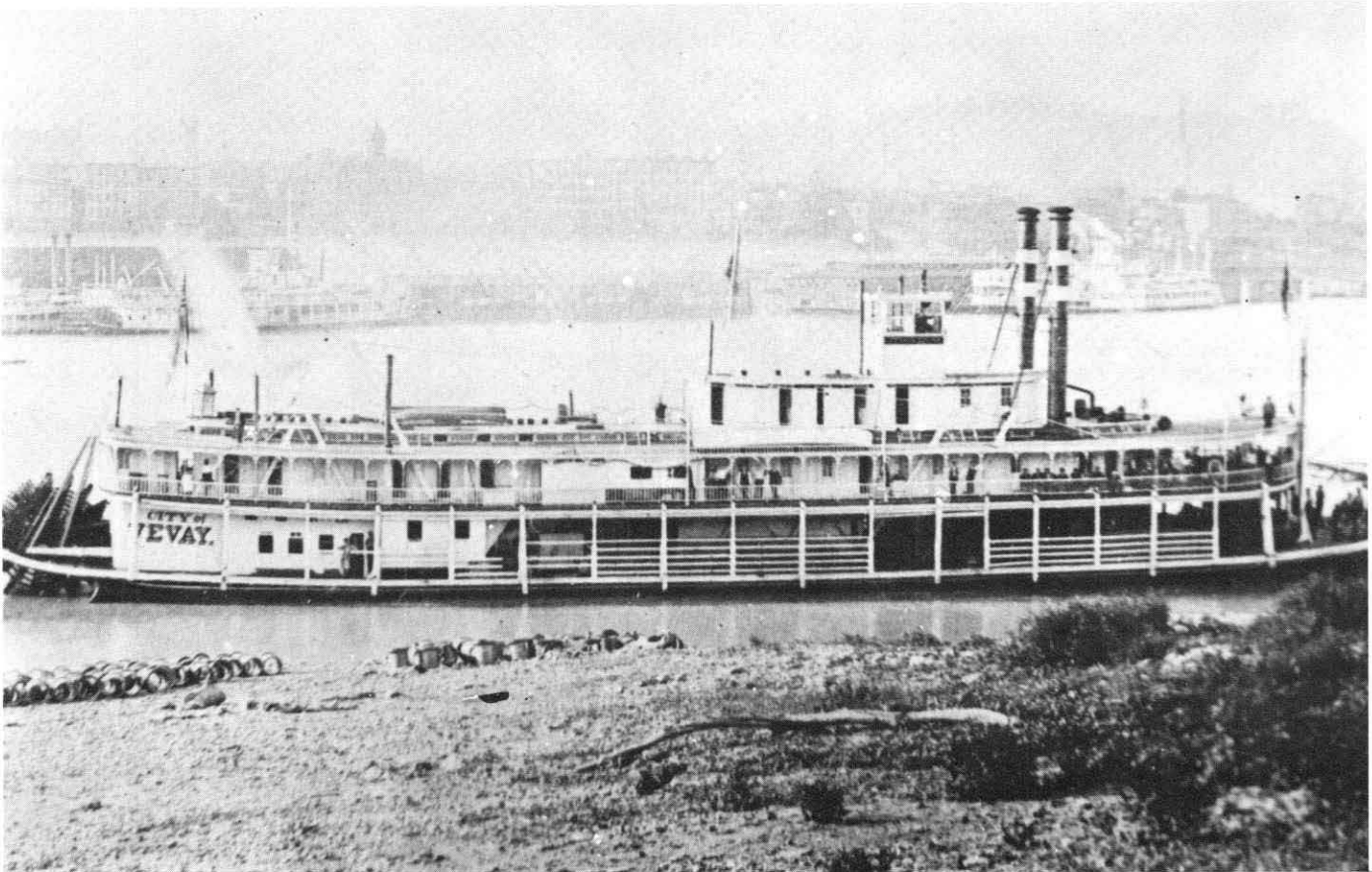


Capt. Sam G. Smith
1867-1948



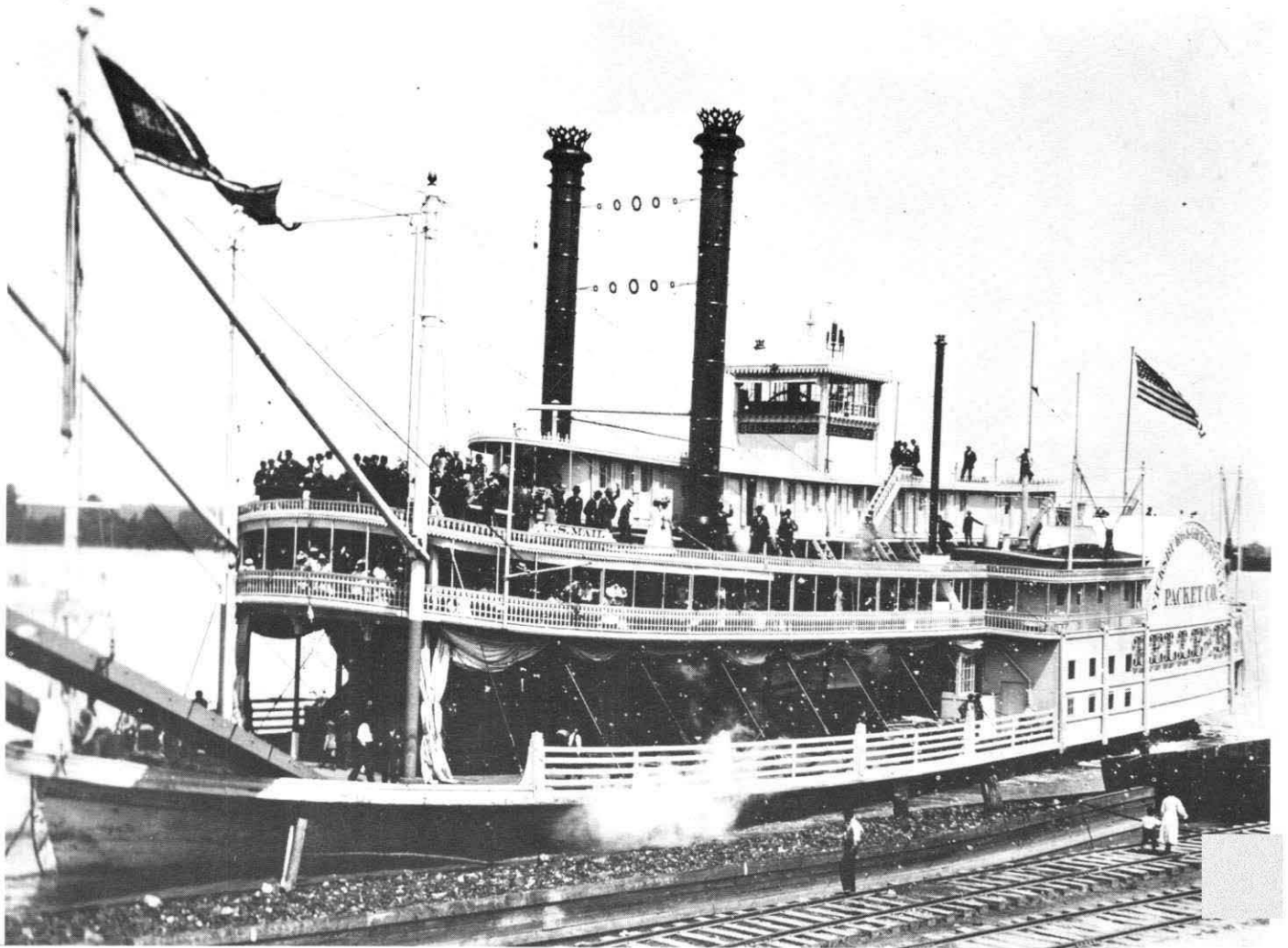
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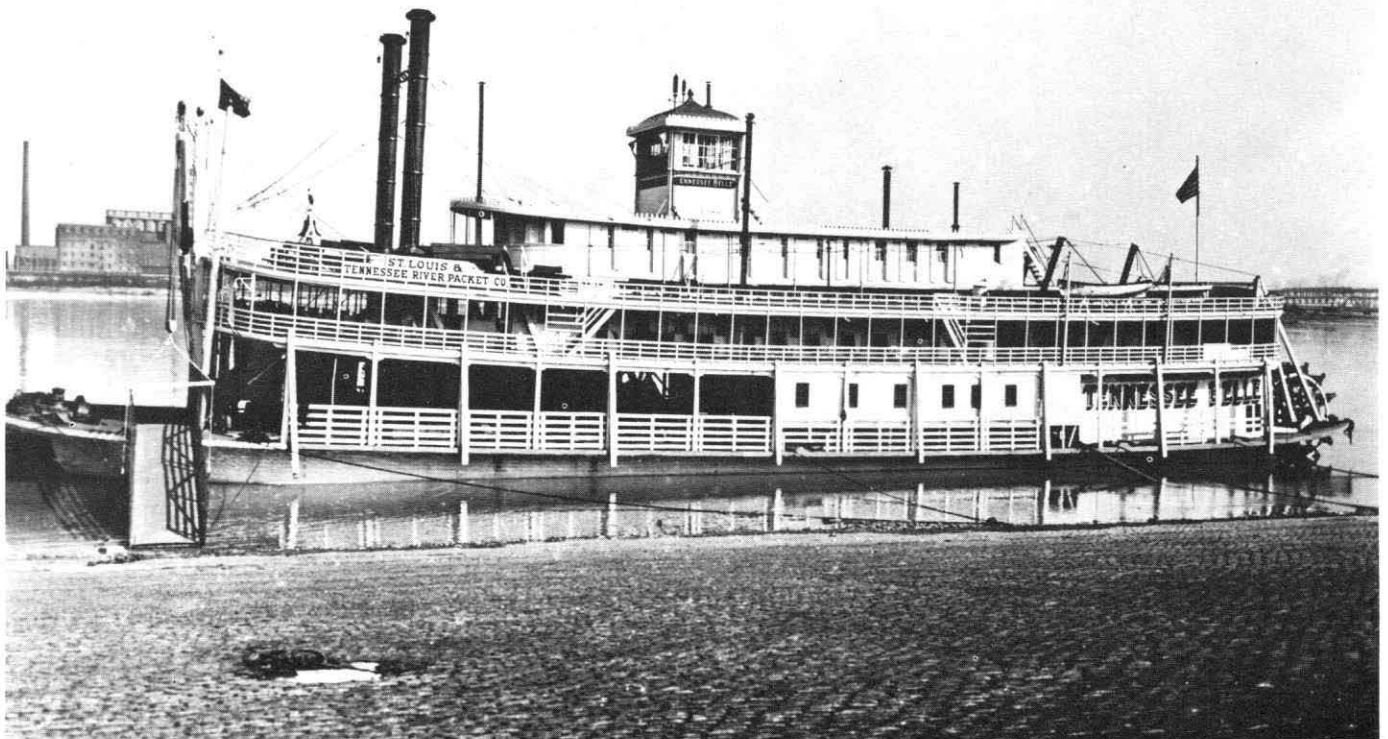


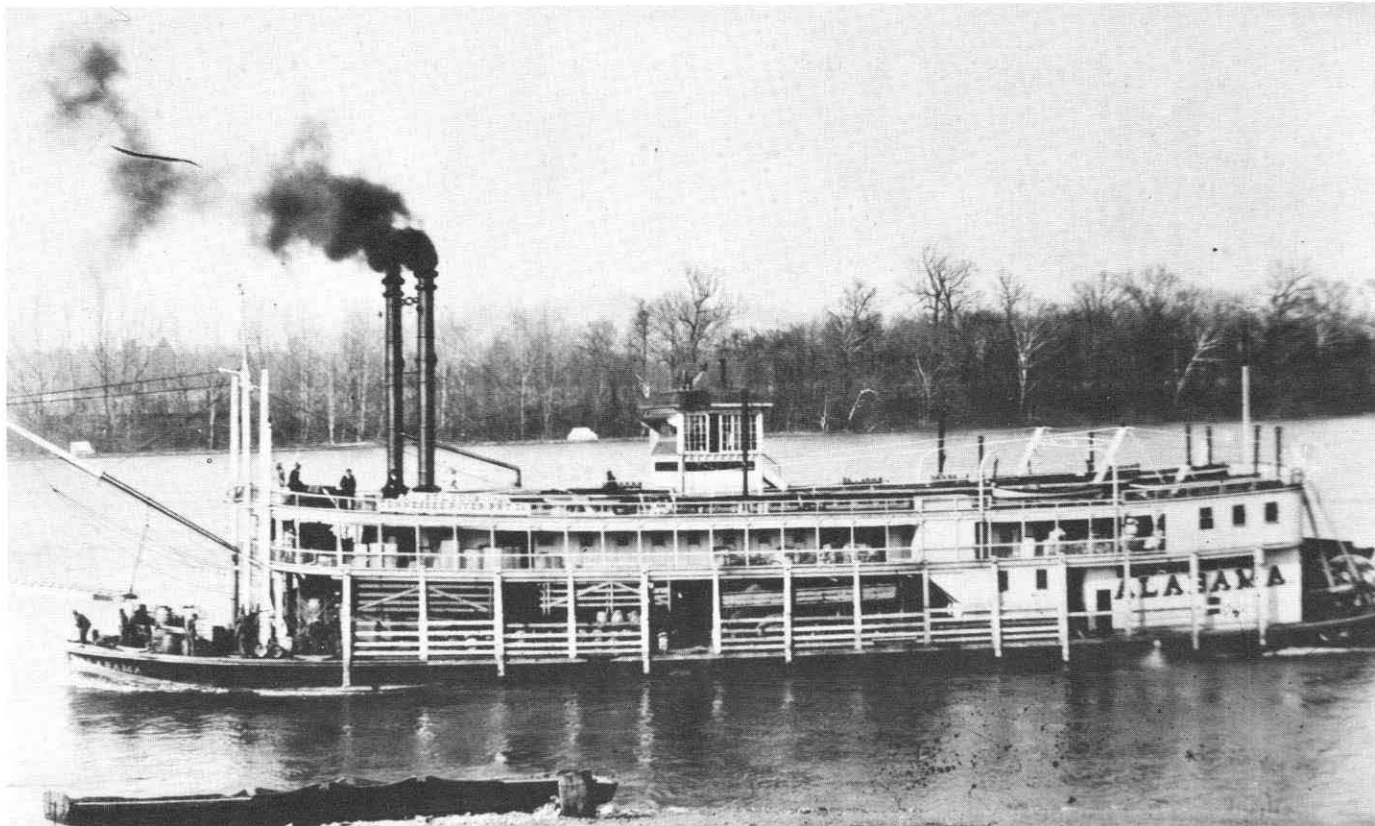
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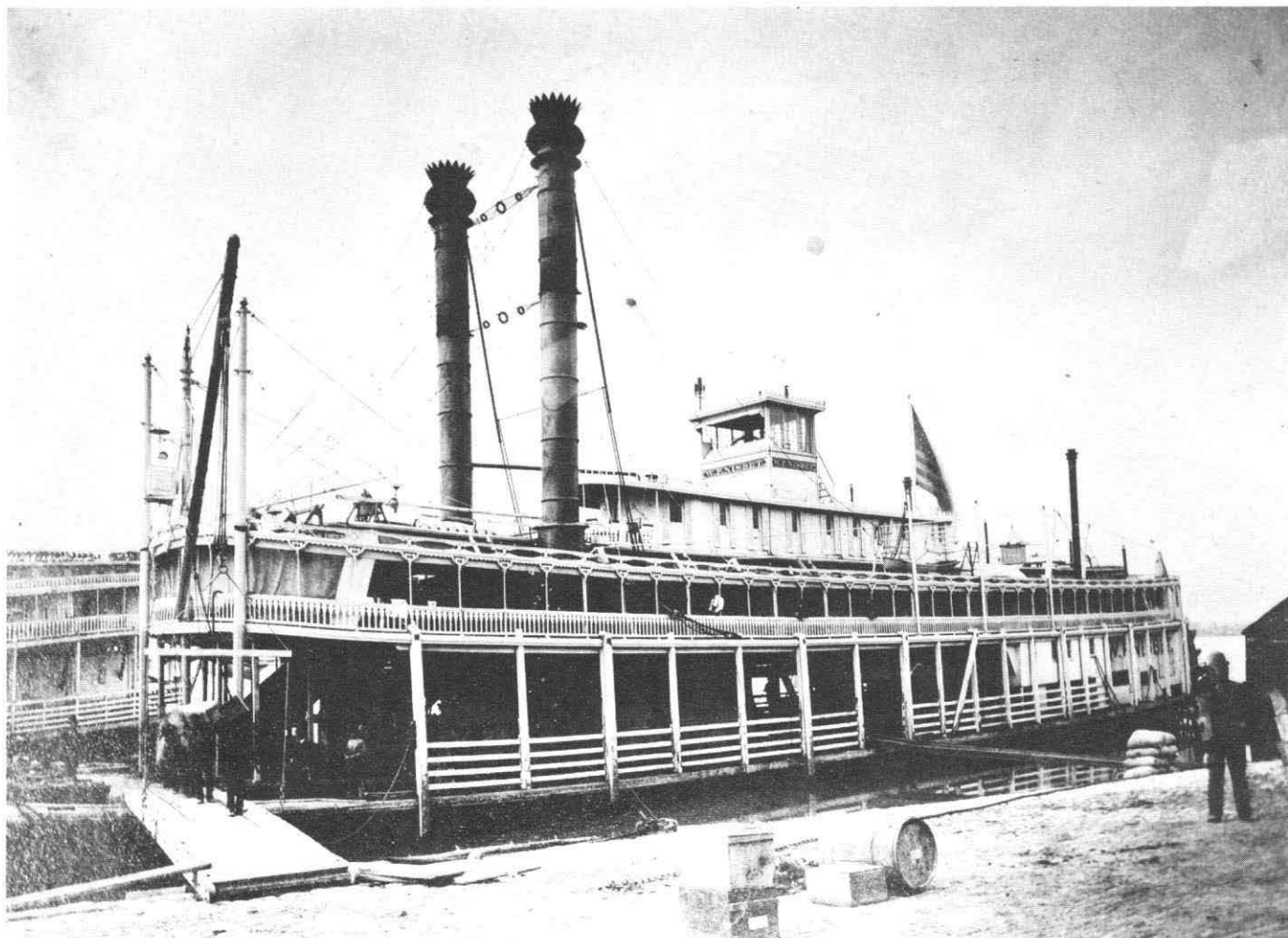


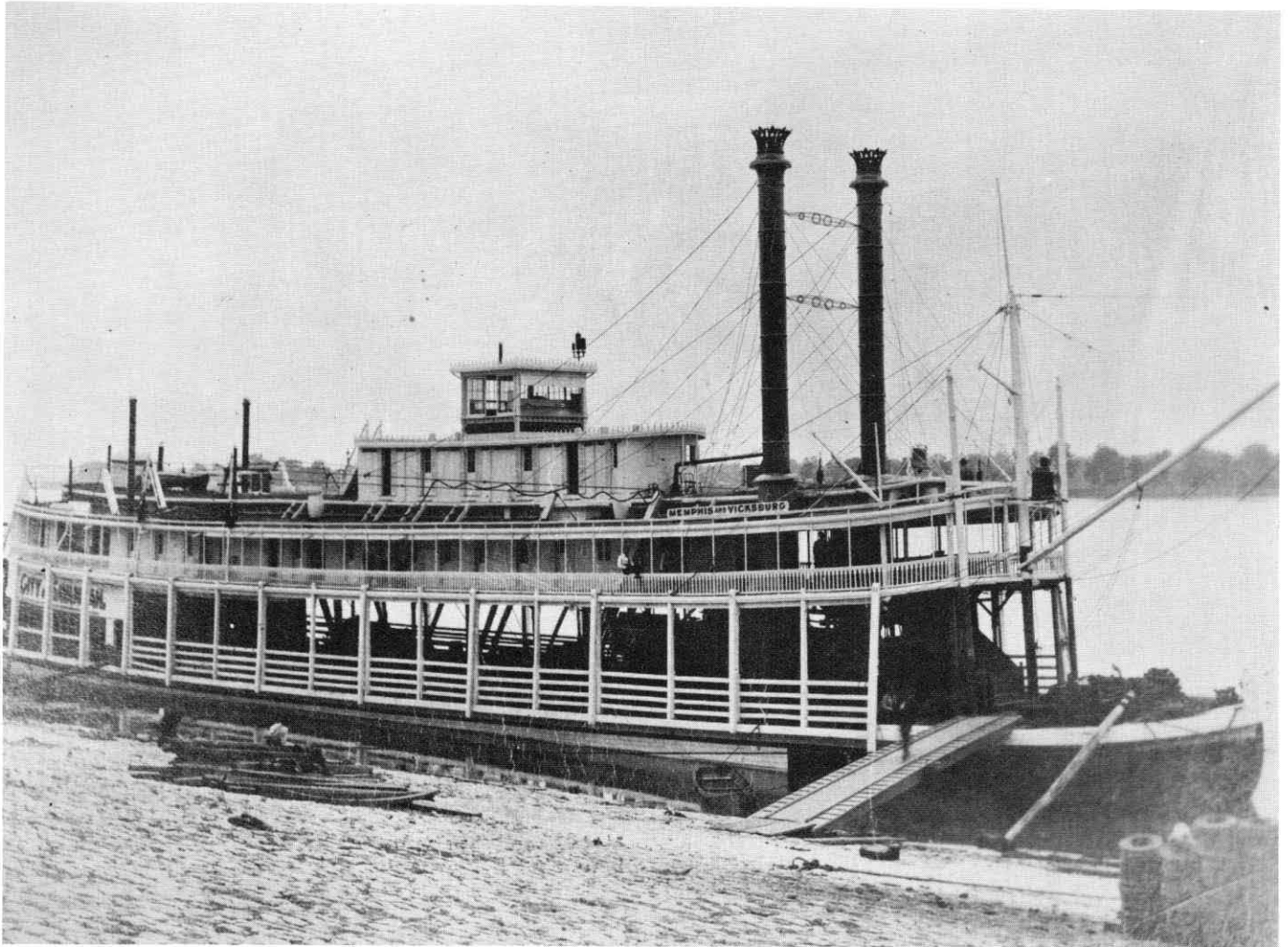
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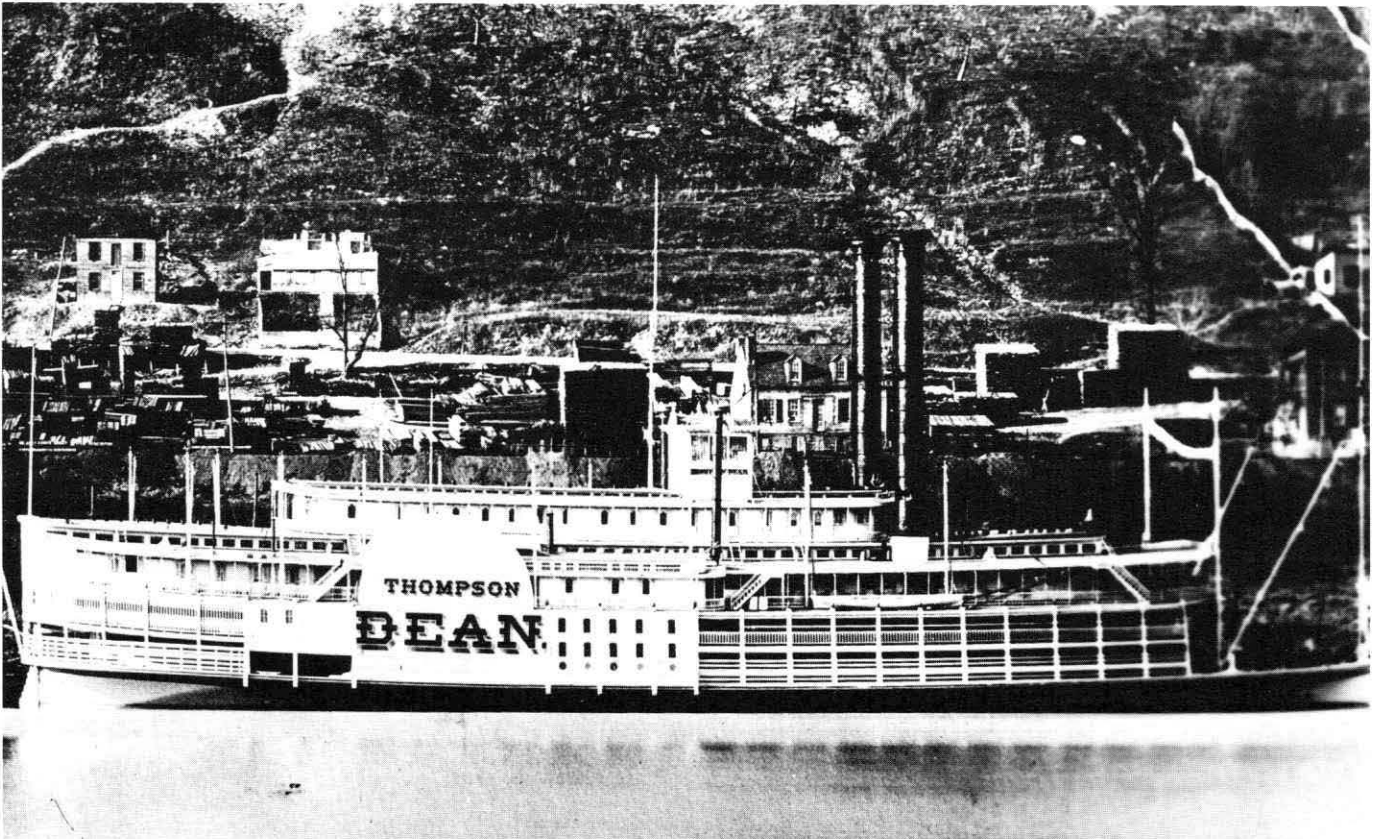


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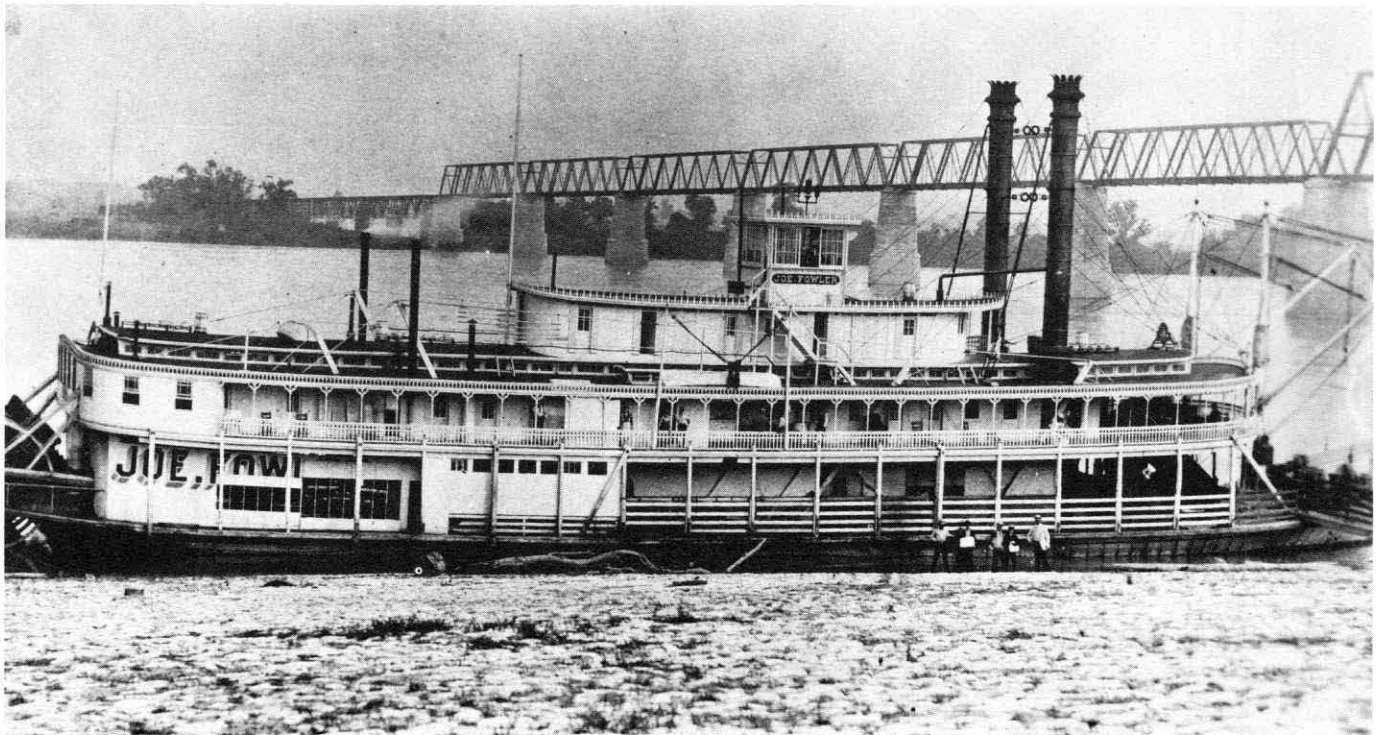


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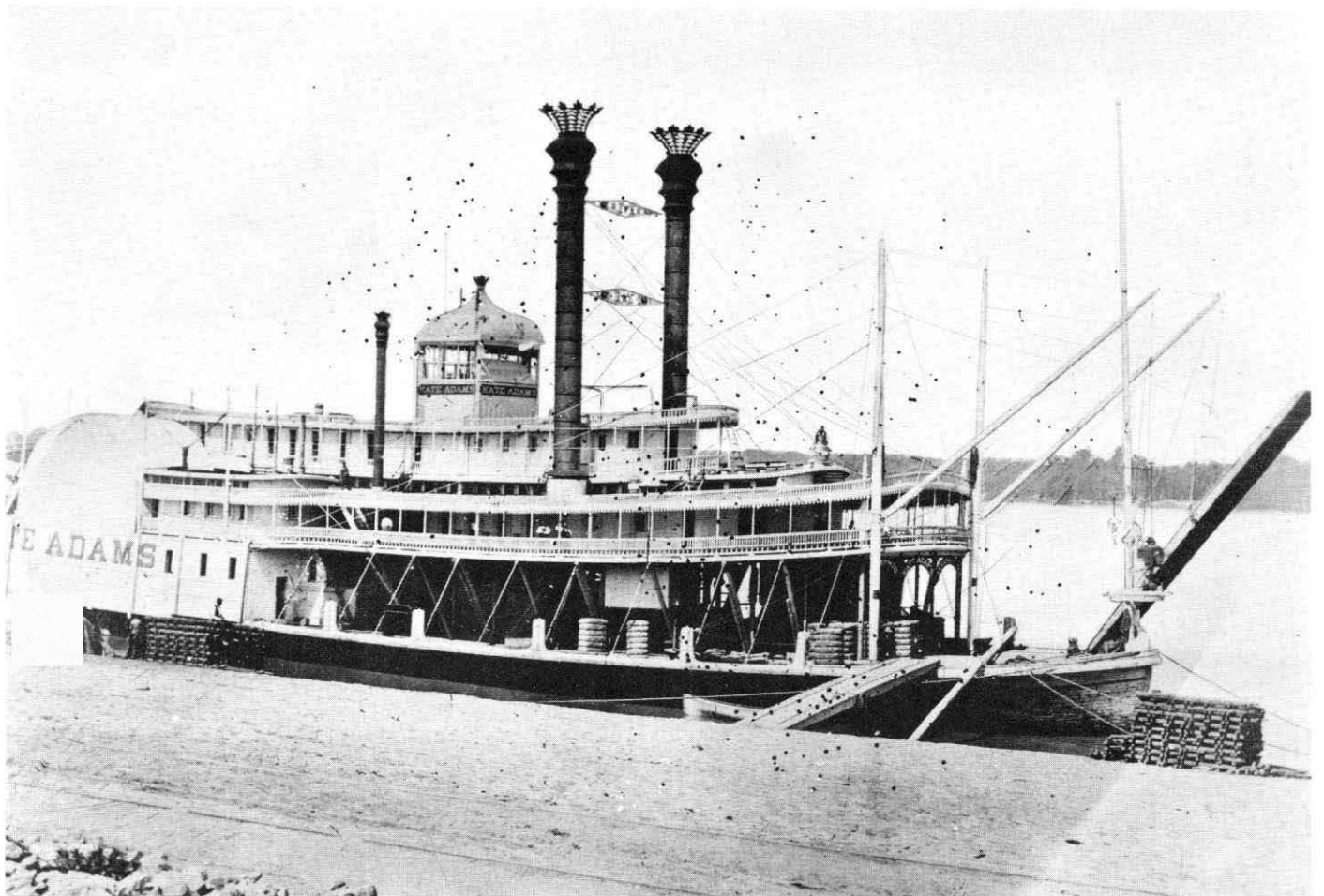


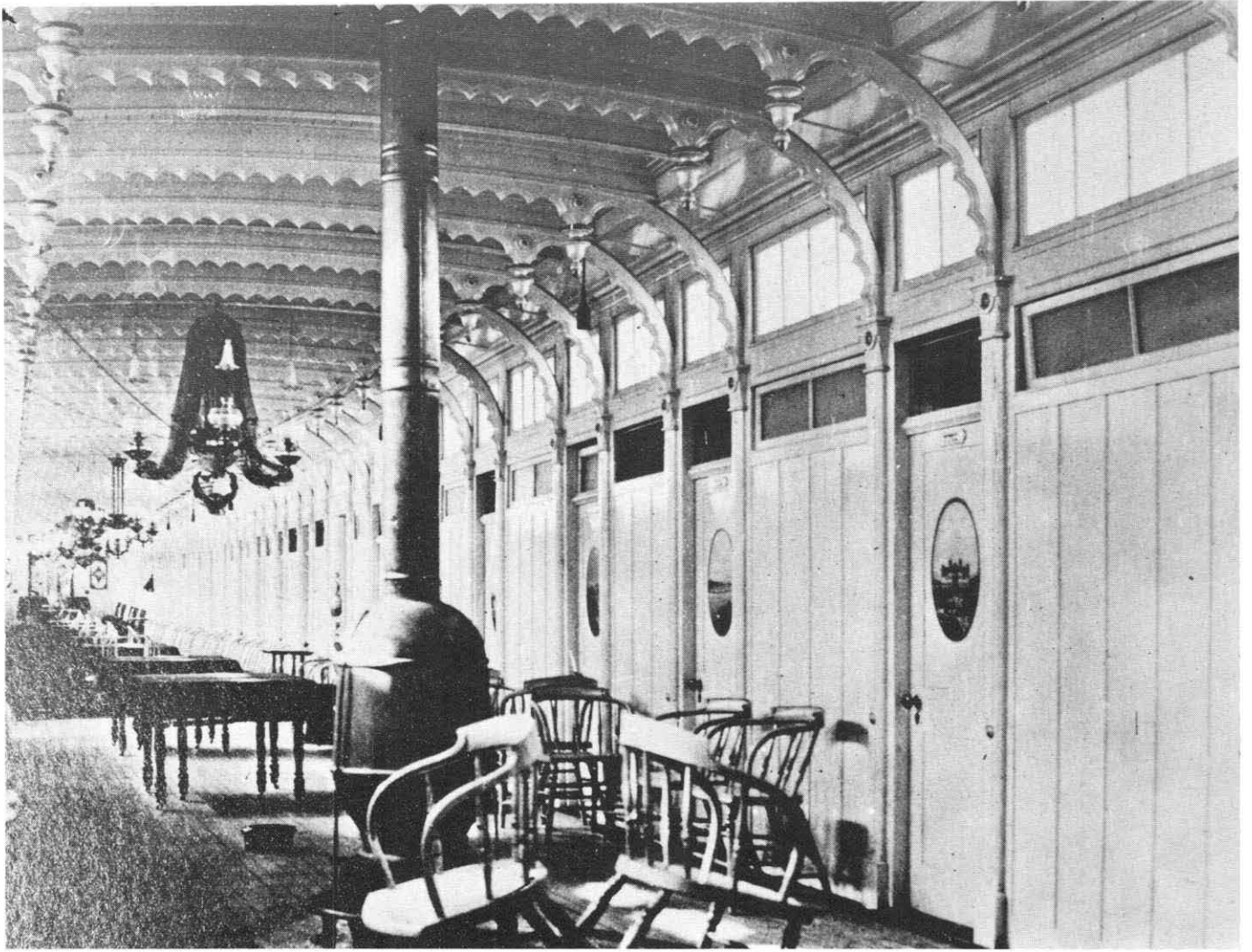
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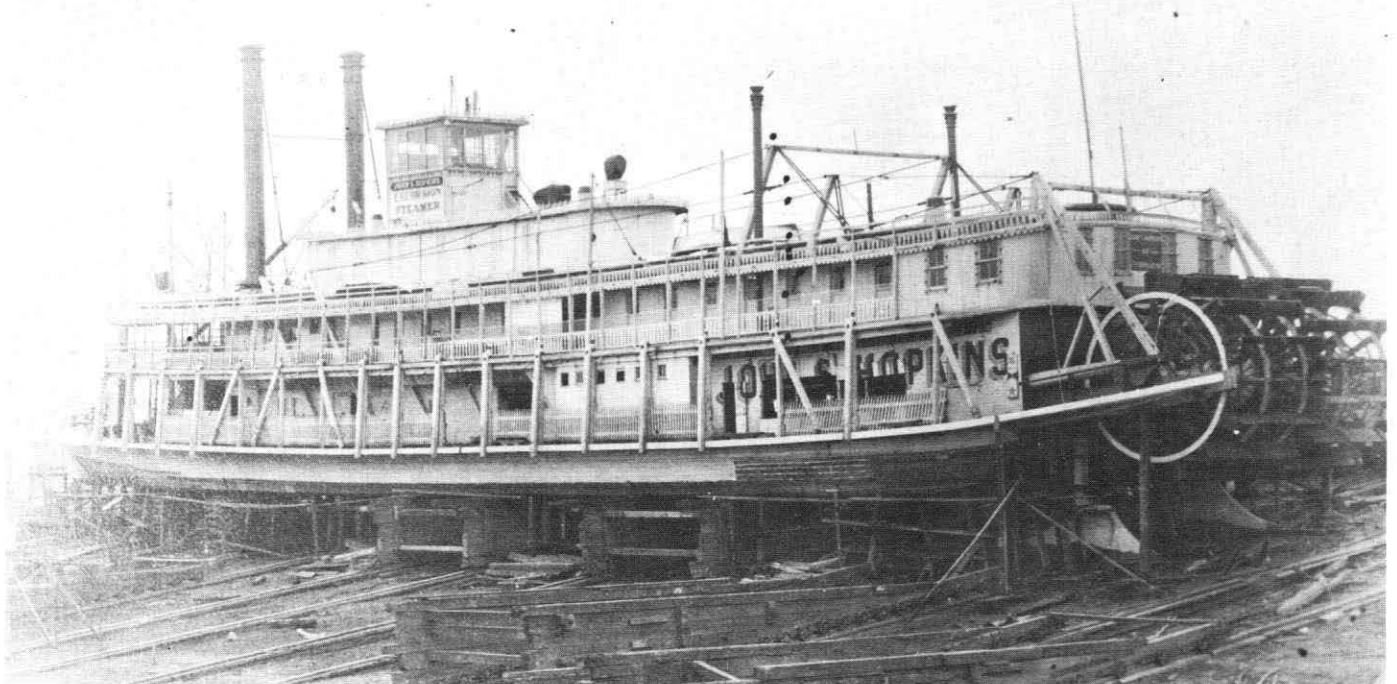


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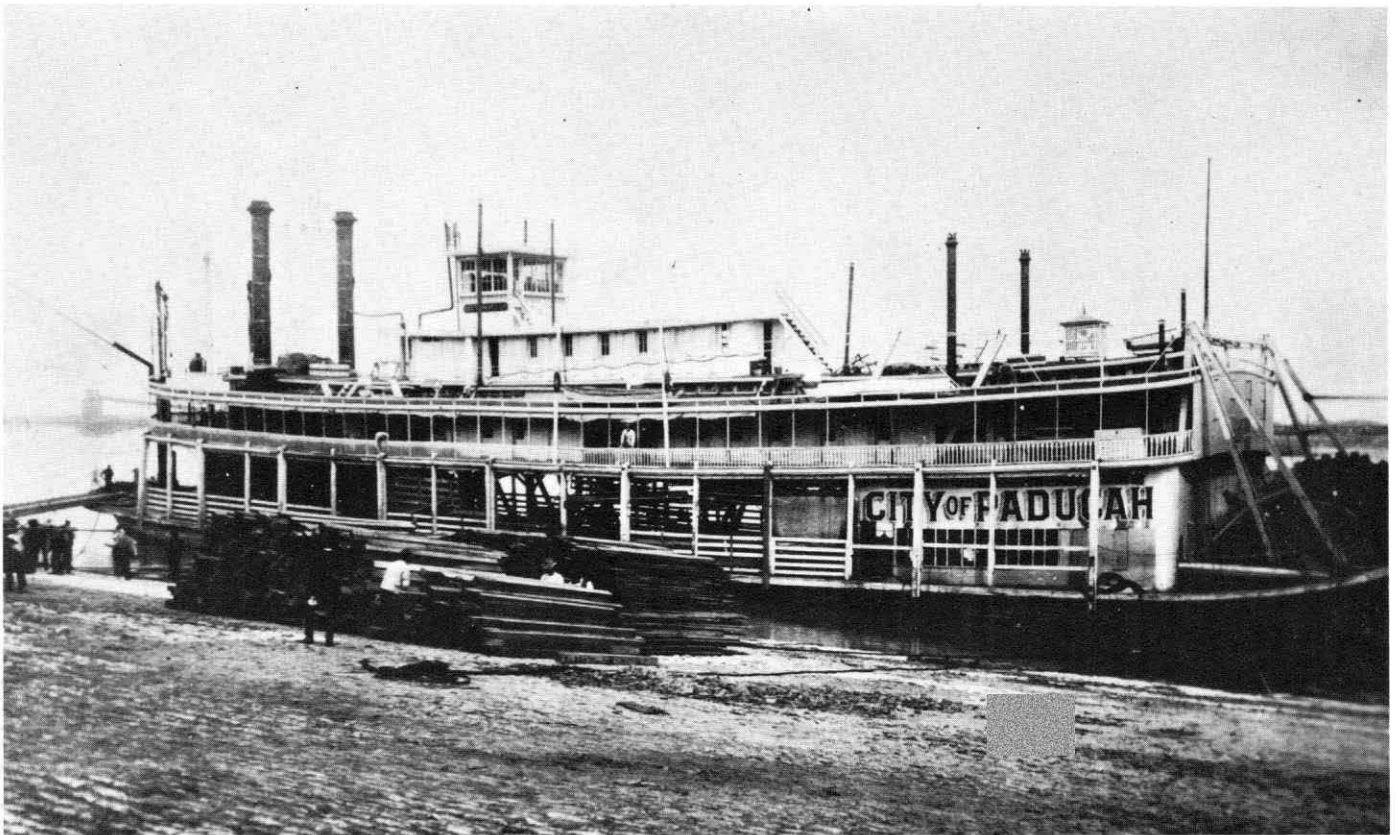


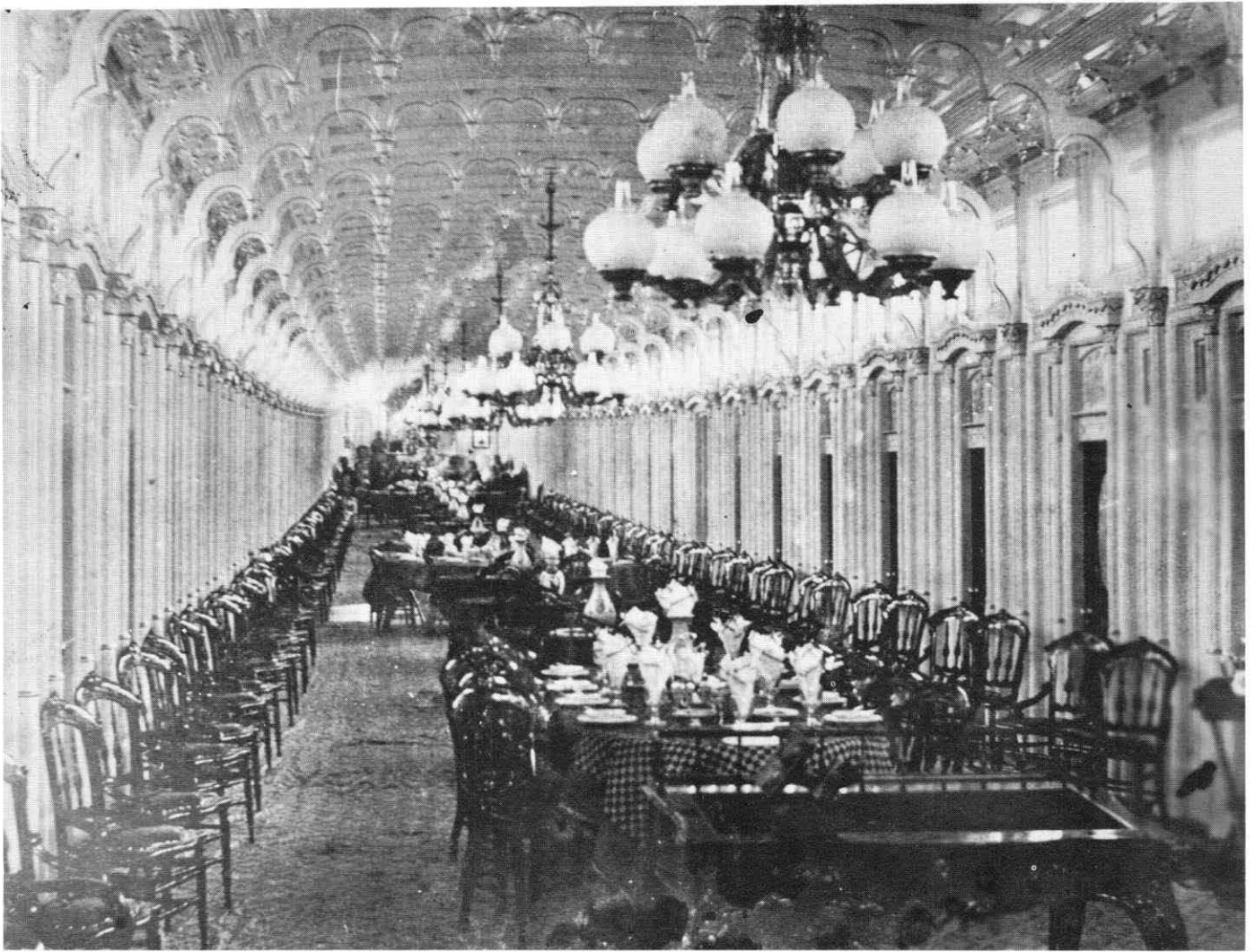
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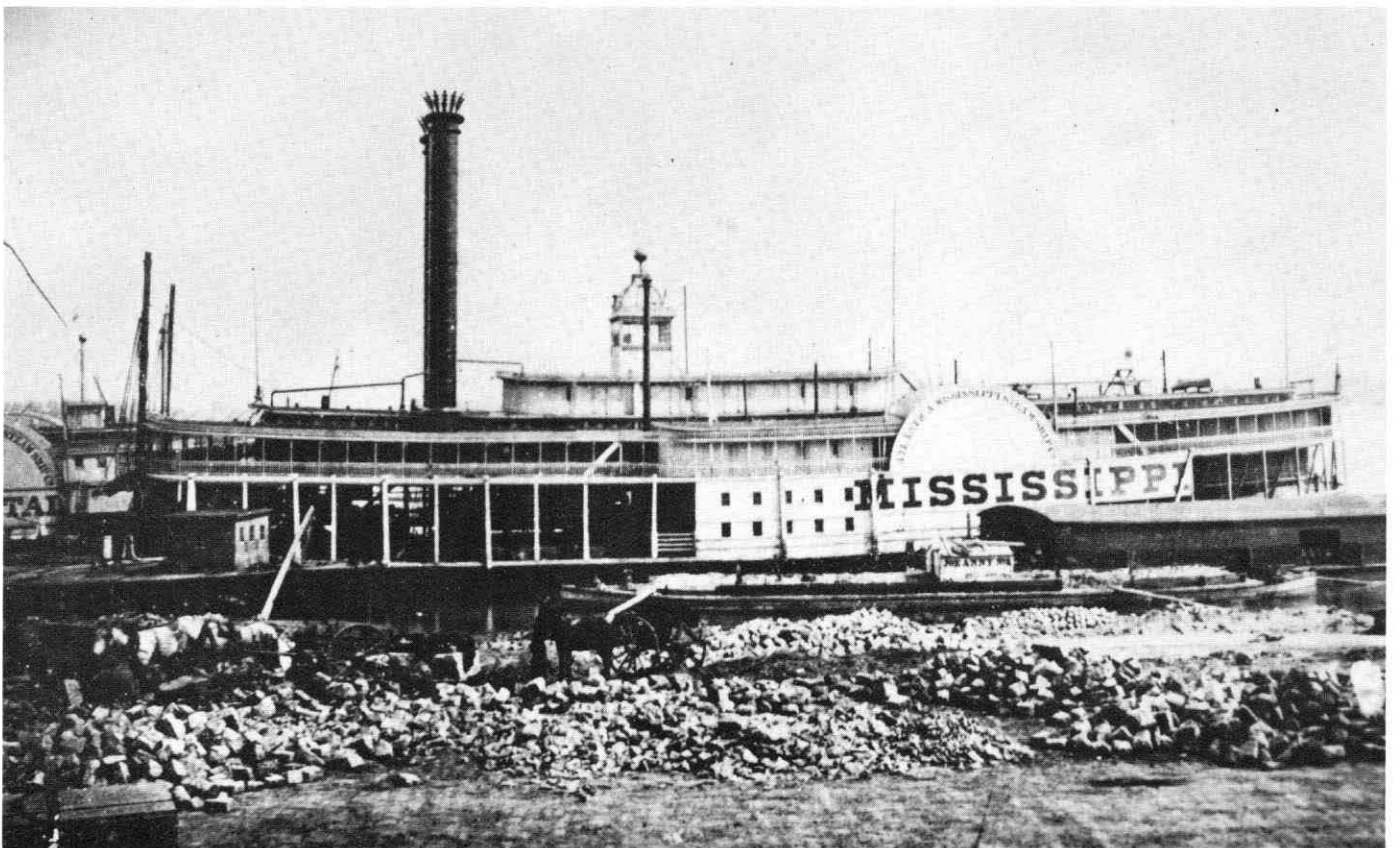


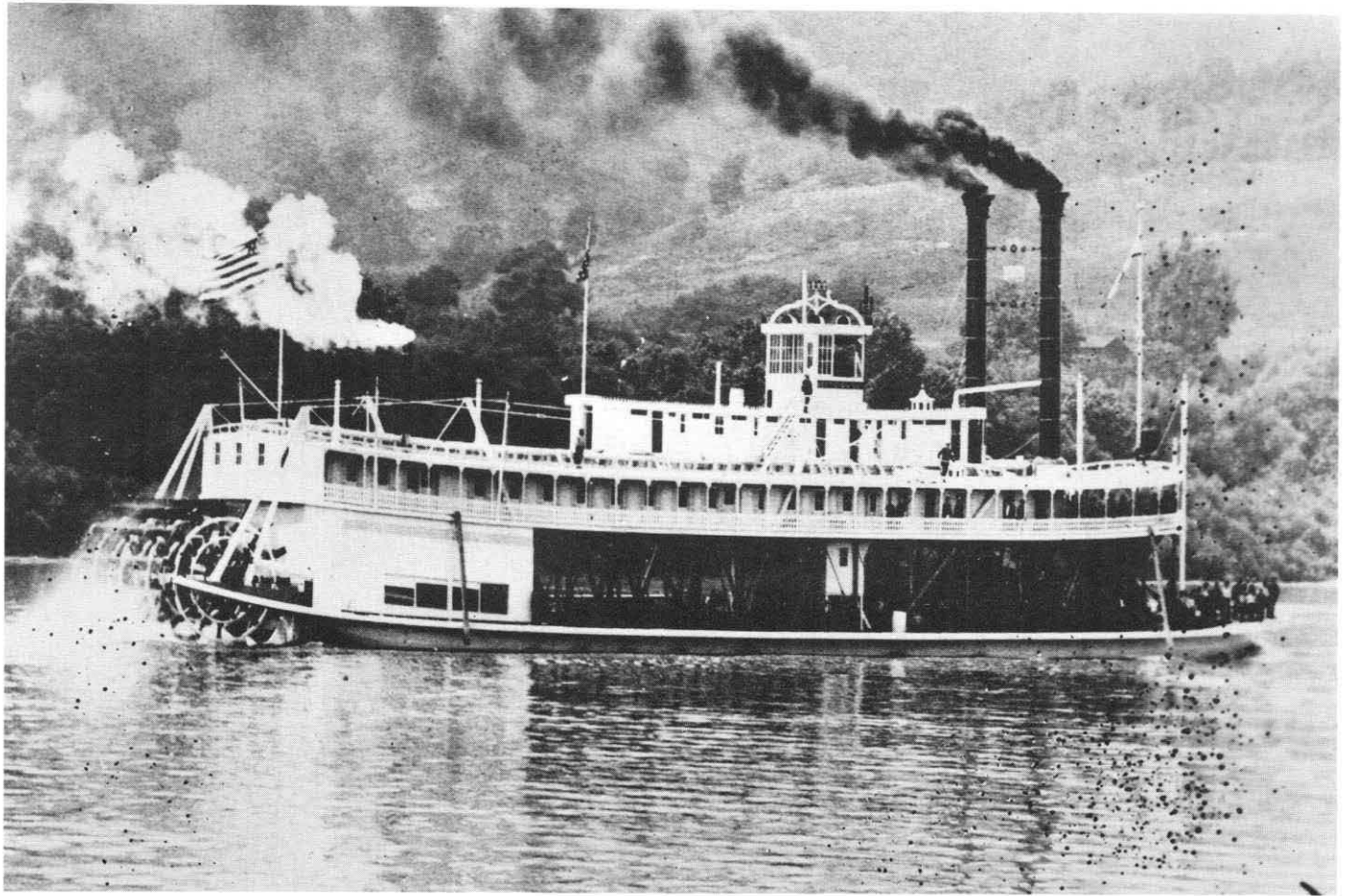
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Identifications and commentary on the Capt. Sam G. Smith photographs, pages 5-17

TOP PAGE 5: Cairo, Ill., about 1870. From the left: KENTON built at Shousetown, Pa. 1860, long operated by Capt. J. H. Dunlap, Bridgewater, Pa.; MILBREY, built at Mound City, Ill., 1863; SUSIE SILVER (tallest stacks) built St. Louis 1870; ARMADA built California, Pa. in 1863, running 1870 Paducah-Cairo; R. J. LOCKWOOD, running St. Louis-Shreveport--and last one at right unidentified.

TOP PAGE 6: At Nashville, Tenn. Boats from left: J. B. RICHARDSON, BOB DUDLEY and H. W. BUTTORFF.

BOTTOM PAGE 6: The J. B. RICHARDSON at Nashville when new, 1898.

TOP PAGE 7: The CITY OF VEVAY moored at Covington, Ky. Originally the CITY OF FRANKFORT, enlarged and renamed 1884.

BOTTOM PAGE 7: DES ARC on White River, Ark. during the Civil War.

TOP PAGE 8: BELLE OF THE BENDS obviously when she was new in 1898.

BOTTOM PAGE 8: TENNESSEE BELLE at St. Louis when created from the KENTUCKY in 1923.

TOP PAGE 9: ALABAMA new from the Point Pleasant Dry Dock Co. in 1912.

BOTTOM PAGE 9: W. F. NISBET at Evansville, Ind., new from the Howard Ship Yard in 1883.

TOP PAGE 10: CITY OF SAVANNAH (1st) after her Texas was added and she was running Memphis-Vicksburg in 1897.

BOTTOM PAGE 10: THOMPSON DEAN new at Cincinnati in 1872.

TOP PAGE 11: LUCY BERTRAM of the St. Louis & Keokuk Packet Co., built at Madison, Ind., 1863.

BOTTOM PAGE 11: JOE FOWLER at Henderson, Ky. when new in 1888.

TOP PAGE 12: LEGAL TENDER built in 1867 at an Arkansas River landing.

BOTTOM PAGE 12: KATE ADAMS (1st) built 1882, hull and framing at Sewickley, Pa. and completed at Pittsburgh.

TOP PAGE 13: Cabin of SCOTIA built at Harmar, O., 1880. The oval inserts in the stateroom doors frame oil paintings by artist Emil Bott.

BOTTOM PAGE 13: JOHN S. HOPKINS pulled on Mound City, Ill. marine ways in her latter days as an excursion boat.

TOP PAGE 14: Cabin of the 260-foot long sternwheel packet WILL KYLE 1879-1881.

BOTTOM PAGE 14: CITY OF PADUCAH built by Howard in 1891 for Paducah-St. Louis trade.

TOP PAGE 15: Cabin of side-wheel KATIE, 1871-1878, Capt. J. M. White.

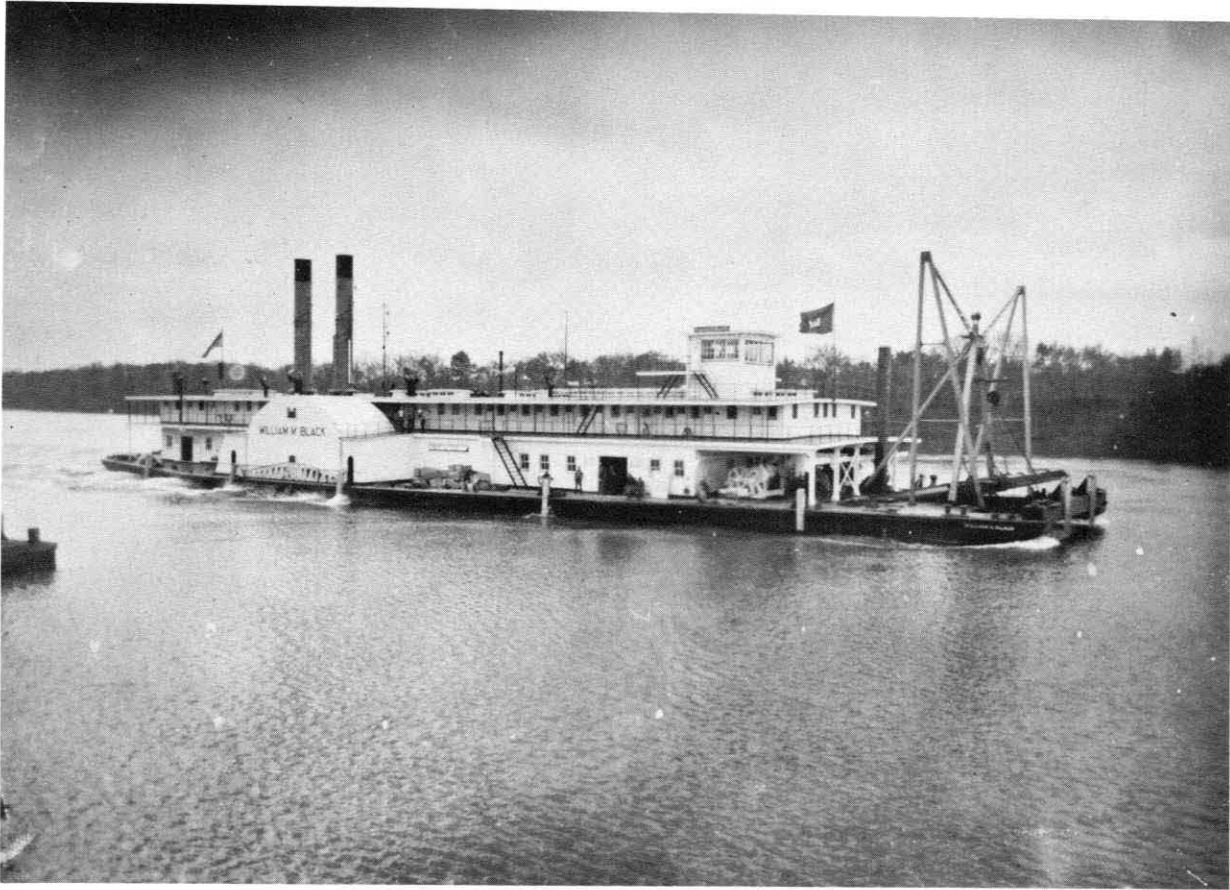
BOTTOM PAGE 15: MISSISSIPPI built at Cincinnati 1864, 304 feet long.

TOP PAGE 16: NETTIE QUILL on her trial trip near Wheeling, W. Va. in 1886. She went to Mobile.

BOTTOM PAGE 16: LIGHTWOOD while running Pine Bluff-Rosedale on the Arkansas River, 1919.

TOP PAGE 17: Cabin of the HENRY FRANK, the sternwheeler which took record load of cotton into New Orleans in 1881.

How Dubuque 'won' a steamboat



The former U. S. Engineer dredge WILLIAM M. BLACK, pictured new at Pt. Pleasant, W. Va.

THE DUBUQUE (Iowa) County Historical Society has procured a real side-wheel steamboat for permanent inclusion in its Upper Mississippi Riverboat Museum. The 277-foot dredge WILLIAM M. BLACK, decommissioned in 1973 after having served two score years on the Missouri River, was delivered from Gasconade, Mo. into the Dubuque harbor Sept. 30th last.

There were problems. The 85-foot width BLACK was too wide to fit the 74-foot opening in the concrete Dubuque floodgates. On the delivery trip she stopped in at Clinton, Iowa and there, in the Beaver Channel, one of her wheels was lifted off, placed on a deck barge, and the overhang stripped off.

Having been slimmed, the towboat TIGRE had no difficulty nudging the craft into her Dubuque landing adjacent to the Historical Society premises.

First order of the day will be to restore the paddlewheel and housing, no small matter, as the paddlewheel is 25 feet in diameter.

On the delivery trip from the Missouri River she was towed all the way to Dubuque. She has her engines and boilers, but the idea of live-steaming her would have

entailed expensive preparations. For one thing, her oil burners had been removed.

The acquisition of the BLACK is quite a coup for the Dubuque historians. They learned last February that the dredge was up for grabs, and also learned that Kansas City was organizing a historical group bent on locating her at nearby Riverside, Mo. A political offensive was immediately launched using the persuasion that Dubuque already had a museum building and curator, had raised \$400,000 cash, had a suitable harbor, and--maybe the clincher--that Dubuque reeks with river history. Iowa Governor Robert Ray, two Iowa senators and others carried the day.

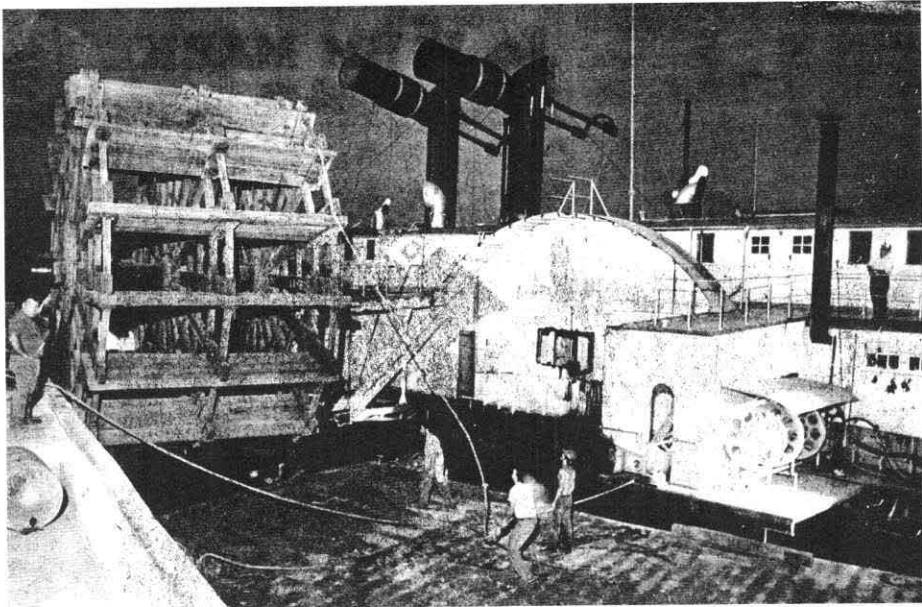
Project head Ed Ryan is quoted having said "There are enough artifacts on this boat to fill half of our museum." Apparently very little equipment was removed. Even the coffee cups, enough to supply her crew of 45, were still aboard.

Alan S. Caldwell, the promoter who hoped to keep the BLACK in the Kansas City area, was a good and cheerful loser. He rode the boat into the Dubuque harbor and offered to make his extensive knowledge of the dredge available. Well does he know that another such

dredge, the WILLIAM S. MITCHELL, isn't going to be working forever. Another such dredge, the CAPTAIN MERIWETHER LEWIS, was acquired by the Nebraska Historical Society in June 1976, and is being preserved at Brownville, Neb. (See issue of March '77, page 13.)

Another model slated for the new Mississippi River Museum, Memphis, is that of the side-wheel GEORGE WASHINGTON vintage 1825 built at Cincinnati. Commissioned for the task is Robert J. Carter, 9457 N. Keller Ave., Skokie, Ill. 60076.

Rich Brown, Bakersfield, Calif. has inquired of us whether any of the Mississippi System ferries operated double-end; i.e., did any of them back out, turn around, cross the river, and then back into the other grade or slip? Yes, standard practice on all double-end ferry flats, with the towboat turned about. Most (probably all) side-wheel double-enders did likewise. Whether the double-ender railroad transfers followed this procedure is something we've not thought about--does someone know for sure?



Dredge WILLIAM M. BLACK at Clinton, Iowa where one of her side-wheels has been disconnected, hoisted up, and a deck barge is being brought underneath to receive it. --Telegraph Herald photo, Dubuque, Iowa.

The September '79 issue of MOR's quarterly RIVERVIEW was accompanied with a message from the Chapter's president Jack E. Custer apologizing for late delivery. He also announced that no fall meeting of the Middle Ohio River Chapter would be held.

Editor Michelle Kingsley turned out a 12-page illustrated edition featuring the story of a small side-wheel ferry named MAID OF IOWA which ran Nauvoo-Montrose in the early 1840s owned by the Mormon Church, and sometimes ran excursions carrying Joseph Smith and flock to Burlington and Quincy.

Two pages are devoted to communications received by the Editor, signed by Delly Robertson, Lloyd Ostendorf, Ruth Ferris, Mickey Frye, Doc Hawley and Keith Norrington. Lloyd tells of enlarging his pleasure boat ABRAHAM LINCOLN to 50-foot length this past winter at Cincinnati, and of plans to convey the Good Sisters of Charity of Mount St. Joseph this past Oct. 27 into Yeatman's Landing, Cincinnati, celebrating an anniversary of their original arrival from Pittsburgh. Ruth Ferris says she has been into "a stupendous job" of organizing her steamboat pictures into albums, captioned and indexed. Also she has been indexing the George B. Merrick articles which ran serially many years ago in the Burlington (Iowa) Saturday Evening Post.

The MISS-Q gets a good ribbing in an abridged dictionary of caustic "steamboat terms." Sample: BULKHEAD---The Britishman who designed the MQ. Editor Kingsley identifies her source as "via my very special correspondent from New Albany, Ind." and professes ignorance as to the identity of the author. "If any of our members know, please advise," she adds. Glad to oblige--contact

Judy Patsch, 921 21st Ave., Rock Island, Ill. 61201.

Jack Custer's vivid account of the sinking of the SPRAGUE is recounted in full from the July 5th, 1979 issue of The Waterways Journal. Page 12 winds up with one of the numerous cartoons inspired by Jimmy Carter's DELTA QUEEN cruise, this one lifted from the Washington (D.C.) Star.

It's a right breezy and altogether merry issue.

Capt. Raymond E. Pritchard died, 73, hospitalized at Rochester, Minn., Monday, August 20, 1979. He started his river career in 1926 when he shipped aboard the "Candy Boat" POLLY at Prescott, Wis. in 1926 (see Sept. '73 issue, page 7.) Eventually he obtained license to pilot over 4,000 miles of river. He was a trip pilot on the DELTA QUEEN and won "Honorable Mention" on Cap Wagner's Honorable Pilots Honor Roll (Sept. '79 issue, page 38), although his name, like that of Capt. Philip Ritchie (elsewhere in this issue) was misspelled. His wife Ann survives him, at home, and may be addressed at Box 50, Prescott, Wis., 54021.

As it must with all excursion boats the time comes when fog shuts down while a trip is in progress and the merrymakers are marooned. The VALLEY GEM joined the club the night of October 30-31 last.

Jim Sands hosted aboard the Daytime and Evening Newcomers clubs at Marietta for a cruise up the Ohio through the lock at Willow Island and return. Departure was made shortly after 7 p.m. and all went smoothly until, on the return, the lower lock gates spread

wide to reveal a peasoup fog ahead.

The boat's nose was poked into the willows along the Ohio shoreline. The VALLEY GEM carries no radar. Presently some of the male passengers went exploring ashore, located a telephone, and brought cars to the vicinity. In such manner about 20 persons departed through the weeds. Others elected to stay aboard.

The A. V. CRISS, downbound, came pop-pop-popping along, running on radar. Capt. Jim followed along behind, in constant radio contact, and also he had Elizabeth Stiers on the air waves, the local Marietta marine operator. It was about 7 a.m. Sunday when the VALLEY GRM got back to town with the 20 or more die-hards who had stuck with the ship. Outside of some baby sitters' earning unexpected extra pay, some mighty muddy shoes and loss of sleep, the trip was described as a lark. "The Newcomers always get a special deal," said Jim Sands to 'Times' reporter Sue Miller. "They have lots of guts."

William W. (Bill) Willock, Jr. came a'callin' at 121 River from his home in Chestertown, Md. one cheery day October last. The conversation got around to the quest and squirreling of useless artifacts which reminded Bill (anything mechanical grabs him) that he had sifted through some junk and had turned up with several new mouthpieces for speaking tubes, button whistles intact. Sure, made of tin. Ye Ed nearly fainted dead away. We had searched vainly for such an item this past year. The TELL CITY pilothouse is needing two of them, and Ruth Ferris wants a third for the GOLDEN EAGLE pilothouse in St. Louis. Soon as Bill got back to Chestertown he mailed us one, and we promptly addressed it to George Schotten, Hubbard, O. who prayerfully had petitioned us to locate one of these rare dodos. George, a tinner by trade, had allowed if he once saw a sample he could duplicate the thing. So now we'll see. Meanwhile blessings upon thee, Bill Willock.

Feature article in the September issue of THE WORK BOAT is a story of the W. P. SNYDER, JR. from her beginnings until the present, the facts accurately supplied by John B. Briley. Our thanks to Bud Daily for sending us a copy.

The building of a historically accurate model of the Ellet ram SWITZERLAND has been awarded to W. G. Ballenger, Central Specialties Co., 6030 Northwest Highway, Chicago 60631. It goes to the new Mississippi River Museum, Memphis. John H. Hessen, 1886 Cornelia Lane, Memphis 38117 has been commissioned to build models of Billy Bryant's Showboat and the VALLEY BELLE, we would suppose for the same destination.

BOB EVANS AND HIS RESTAURANTS

Sirs: Mrs. Bob Evans is delighted that S&D REFLECTOR is interested in the Chicken Fly. As to the restaurants Bob's first one, 1945, is the Bob Evans Farms Steak House located at 1530 Eastern Ave. on Route 7, Gallipolis, O. The second, close-by the first, is the Bob Evans Farms Drive Inn, 1528 Eastern Ave., now remodeled and enlarged with a Sternwheeler Room, steamboat motif. Neither of these featured the sausage for which Bob became famed, and don't now.

Here's how the sausage business got started: Customers ordered sausage and frequently remarked of a fact that Bob well knew--what he was dealing out wasn't like that grandpa and grandma made. He undertook experiments, pork, herbs and spices, and when he and his wife were satisfied that they had a product of which grandma and grandpa would approve, the third restaurant, and first of the sausage chain, was opened as the Bob Evans Farms Sausage Shop on Route 35, Rio Grande, O. At that time the Evans family was living on a 27 acre farm there. Today this one has been remodeled and remains a little different from the ones which followed. There are 45 now, and 11 on the drawing boards.

Mrs. Evans supplied these facts to us when we called on her. Her husband, just home from the Ohio State Fair, was out riding. Their mailing address is Mt. Zion Road, Gallipolis, O. 45631.



Sherwood Costen, proud owner of LOLA B, lives on Ohio River Road, Pt. Pleasant, W. Va. 25550.

Marga and Bill Smith,
1228 Glenmore Drive,
Springfield, O. 45503



Bob Evans (left) whose adventures started as a boy at the Gallipolis, O. wharfboat capturing chickens which had escaped from crates, presents awards to Sherwood Costen. Sherwood is holding the smaller ribbon awarded for "first of class" as Bob Evans hands him the larger ribbon awarded to the "grand champion of all classes." Sherwood's bantam hen also took two cash prizes, in amounts of \$25 and \$500 which went with the ribbons.

Sherwood probably was more surprised than anybody when LOLA B, prodded from a mailbox with the assist of a toilet plunger, fluttered into the national spotlight via TIME Magazine. Since that event LOLA B and her ribbons were featured at the Ohio State Fair.

All of which caused Sherwood to reflect that his 91-year-old aunt, for whom LOLA B is named, has the trait of pursuing tasks she undertakes until she gets her way and they are accomplished.

Sherwood Costen of Pt. Pleasant, W. Va. holding his nationally famous chicken LOLA B, winner of the 1979 Great Chicken Fly (described in our last issue.)

Sherwood was talked into entering the bird on the morning of the Fly. He adopted the name LOLA B honoring a 91-year-old aunt who recently had deplored that nobody or anything had been named after her. The bird is quite pretty with her bronze, red, white and black feathers and has been further described as "friendly, clean and affectionate" by our reporters Bill and Marga Smith who recently called on their friends Sherwood and Mabel Costen.

Sherwood for many years was in the engineering department of the Marietta Manufacturing Company plant at Pt. Pleasant. His interest and experience with birds includes raising and breeding of peacocks, ducks and pheasants.

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S&D

The photographs accompanying this article were taken by Eileen Daily, 162 Sunset Drive, Toronto, Ohio 43964.

THE 40th anniversary meeting of S&D was really enjoyable. A lot like we'd been practicing for 40 years to bake the perfect cake, and did. Maybe it was the new Sternwheel Room, maybe the mix, maybe the blending; more likely a combination which just up and happened.

Three days prior to the meeting anybody who said a warm sun would shine on Saturday, September 15th was just a plain ordinary cross-compound double-distilled optimist. Doc Hawley phoned from New Orleans doubting seriously that he could make the meeting what with Hurricane Frederic raging across the Gulf on a course with less system to it than a goose picking corn in the moonlight. Doc was tying up the NATCHEZ getting ready for the worst, roping her up like in Gulliver's Travels. Presto the storm switched, and Doc came. On the other hand torrential rains flooded the Muskingum at Zanesville preventing the LORENA from



S&D REFLECTOR editor Way told Santa Claus he could do with a new typewriter. These picture captions are the first use it was put to. Thanks to Bill Patterson.



The sylvan setting on the lawn of the Marietta Boat Club spawned newsworthy pictures any direction a camera was aimed. In this one John Hartford (center foreground, seated) and Allen Hess (far right) decorate the landscape.

passing under the bridge, a circumstance which permitted Nelson Brown and his wife to get to S&D.

A fact of life about S&D is that no matter how early the president and Lady Grace arrive, in this case Thursday noon, other members already are there. This time Dr. Phil and Ruth Bettler met us in the Gun Room at the hotel, their sternwheeler RUFUS B. II moored at the Ohio River landing alongside of Gene and Claire Fitch's CLAIRE-E. Jim Elliott had just arrived from Wabasha, Minn. to join them. We asked Jim if he had shaken hands with Jimmy Carter when the DELTA QUEEN (Steamboat I) had visited there. "No," said Jim, "but I had the honor of helping cart off the garbage."

Organizing an S&D meeting is plumb easy. Everybody helps and all the president has to do is to make up his cotton-pickin' mind and mesh the fifty-odd details into as foolproof a pattern as he can. Mrs. Robert (Betty) Pottmeyer is cooking up beans at her home for the Saturday noon buffet and wants to know where to deliver them. So call her at 749-3070 and tell her this decision must be delayed until 8:30 Saturday morning due to the 50-50 chance of wet grass at the Boat Club and cloudy skies. In which case the noon buffet will be switched to the new Sternwheel Room at the hotel, with Bob Moseley already primed. Chuck Remley has arranged for two ½ brl. beer which can't be dispensed in the Sternwheel Room in such case, illegal. An alternate plan is worked out. Hotel rooms for this shindig were sold out last March and last minute switcheroos are negotiated to accommodate the speaker of the evening, Betty

Blake, and an elderly couple with no car who must be at the Lafayette. Doc Hawley is primed to present roses to Betty B. after her talk so Lady Grace visits Becker Flowers across from the Courthouse and rigs the deal. Michelle Kingsley rolls in with a whopping 4x8 ft. display board hanging out of the car trunk which must be brought indoors out of the rain (for it's raining now--everybody from every direction has come through rain, some of it heavy) and it is stashed in a hotel supply room. Jeff Spear wants positive id's on steamboat whistle parts stowed at Campus Martius and is prepared to mark them; Jeff will be around when he's the only one with answers, so Bill Reynolds helps, and we play with whistles. Catherine Remley phoned for a table in the Gun Room to seat 14, time 6:30 Friday p.m. Better confirm with the hostess; check. John Hartford hauls in with a van too big for the hotel parking lot, what to do? Bob Moseley gets police permission to anchor her off Boiler Corner. The Marietta Times wants a story for their Friday edition so we call at their news room and hand them five or six typed yellow sheets prepared in advance. Somewhere along the line (while driving to the news office, I think) the idea hits me that we have two torchbaskets at the Ohio River Museum--why not light them up! So we bend Gene Fitch's ear and Lawrence Peters is on his way to pick 'em up. Saturday at 7:45 a.m. the sun was streaming in the windows of Room 210, the makings of a beautiful fall day. Mrs. Pottmeyer will bring her beans and goodies to the Marietta Boat Club; Chuck will do likewise with the

beer and things; Bob Moseley and crew can have the Sternwheel Room at 11:30 to set up for the evening S&D banquet. Promptly at 9:30 a.m., Saturday, September 15th, 1979, Woody Rutter raps for order in the Sternwheel Room. The Board of Governors is in session. Oh, what a beautiful morning.

LAURENCE E. WALKER presented the annual treasurer's report, something of a surprise. The cash balance on hand in the Citizen's National Bank, Middleport, Ohio, Sept. 15, 1979, stood at \$9,875.73. This compared to a balance of \$7,750.95 at the beginning of the fiscal year showed an increase of \$2,124.78 on deposit.

A share of the increase was due to a gift received from the Ohio River Historical Society, Cincinnati, in amount \$264.93. ORHS decided to disband and voted to give its funds to S&D.

During the fiscal year Treasurer Walker wrote checks in amount of \$10,911.09, most of this sum spent in connection with the preparation and publication of the S&D REFLECTOR.

Although S&D is a non-profit Ohio corporation with tax exempt status, IRS requires annual reports. The firm of Ellerman & Heffron, Cincinnati, was retained to prepare IRS Form 990, and S&D paid them \$130.00 for their services.

This Board meeting was the first S&D affair to be held in the new Sternwheel Room at the Motor Hotel Lafayette. All Board members were present, and a generous number of members attended.

Bert Fenn reviewed the J. Mack Gamble Fund of S&D, for which the Ohio National Bank of Columbus, O. is investment agent. Under consideration for funding is a com-

plete index of the S&D REFLECTOR. In active preparation is the vastly expanded "Way's Directory of Western Rivers Packets," with the vessel listings now completed through "S" with expectation of completion by year's end through

"XYZ." Publication will follow.

Jan Clement spoke briefly of the progress of the multi-million Mississippi River Museum, Memphis, now under construction, and with which she is associated. Contracts have been let for the construction of a number of steamboat models, two of which, the ROBT. E. LEE and S. S. BROWN, will be furnished by S&D member John L. Fryant.

John B. Briley, manager of the Ohio Historical properties, Marietta, gave a progress report on maintenance and repairs to the W. P. SNYDER, JR. which during the past year has received a new paddlewheel (see Sept. issue, page 3) and extensive work on the pilot-house sash and slides. Application for a grant in amount \$20,685 for needed hull sandblasting and painting had been made to Capt. Harry Allendorfer's Maritime Preservation, National Trust for Historic Preservation. Note: Since then the grant has been awarded in full and matching funds are being sought.

Michelle Kingsley reported to the Board the details of her part on Dec. 8, 1978 when she met with the National Conference of State Historic Preservation Officers in Washington, D.C. representing S&D. (See March '79 issue, page 5.)

Andy Anderson III, curator of rare books, Cincinnati Public Library, in charge of the Inland Rivers Library, reviewed the past



Steamboat artist William E. (Bill) Reed sits for this pleasing portrait.



Reaction of the audience as President Way gets an electrical shock when he attempts to adjust the amplifier. The Messrs. Anderson (foreground) came to attention when the program commenced. Louise Meldahl Carley, Memphis, is seated at the right. Holding up the flagpole, rear, is James V. (Jimmy) Swift of The Waterways Journal, St. Louis.

year. He brought greetings from Mrs. Dorothy Powers, the first curator of the Inland Rivers Library when it was formed in 1955.

William E. Reed, recently honored when named "Steamboat Artist of the Year" displayed the plaque he received at ceremonies held in the Hilton Hotel, Pittsburgh. Bill was generous in praise for the S&D REFLECTOR and suggested to the Board that a reward of some type should go to the editor.

Whereupon the editor said he needed a new typewriter.

Whereupon Bill Patterson volunteered an IBM machine and said he would deliver it to 121 River Ave. forthwith. (Within seven days he rang the doorbell and had the machine with him.)

On such happy note the Board adjourned.

STANLEY L. HANSON, president of the Marietta Boat Club, was on deck to welcome S&D to the noon buffet luncheon served in the tastefully redecorated Clubhouse. The skies were sunny, the temperature balmy, and the only visible remnant of the storm was a swift flowing, muddy Muskingum. Mrs. Robert (Betty) Pottmeyer had prepared a luscious fare, served in double lines. Bill Barr and his crew of volunteers collected the fare (\$4 a plate) and labeled the participants with name tags. Harry Robinson and Bob Moseley arranged for the extra chairs and tables necessary to seat the 170 who attended. Juanita Etter, and Catherine and Chuck Remley were vital to the smooth service of food and drink.

Lexie Palmore & Michelle Kingsley, Inc. had an art exhibit going, down by the river, their wares displayed on large panels. Ralph C. Hendricks, Reno, O., had a bevy of steamboat models in the back of his station wagon, including a recent one of the BETSY ANN. Old-time steamboat pictures were being admired every direction you looked. Ladies you'd suspect had better sense played with mechanical bugs and things, while Dr. Stewart Way, Columbia, Md., played his accordion. Della Hoag had her dog Jolly Roger on the tow line, and Dusty Dog Way had come all the way from Ashton, Ill. Alan Nicols Rutter, born January 2nd last, qualified as the youngest S&D member at the party.

Not the oldest, but inasmuch as this was his 81st birthday, Dr. C. V. Starrett, Pittsburgh, won applause after making a brief address. The Hawley family was celebrating the birthday of Grace Hawley, a prime reason that Capt. Doc had made special effort to arrive from New Orleans, culminating in a gala dinner party Friday evening at which both Doc and C.W. took turns playing the air callope in the Lafayette's Gun Room.

A reluctant Lexie Palmore was literally dragged to the speaker's table to recount her command audience with President Jimmy Carter on the DELTA QUEEN in August. C.

W. shot the questions which Lexie parried or answered with modesty and occasionally with the barbed Texas wit with which she is amply endowed. This impromptu act was so completely insane that everyone ended up in stitches.

There were brief talks, presentations and announcements and a half hour later a majority were clustered at the shores of the Ohio River Museum reflection pool playing steamboat. John Fryant's new live steam radio controlled sternwheeler, devoid of upper works, was the Miss America of the moment.

What an occasion--S&D in High C! For one day a year the W. P. SNYDER, JR. comes back to life; the TELL CITY pilothouse once again is gently shaking its way down through Troy Reach; whistles long silenced are heard in the night; voices so familiar speak softly.

TWO HUNDRED AND SIXTEEN were seated at 6:30 in the Lafayette's new and elegant Sternwheel Room, the tables clothed in Rosemary White, candles sparkling in White Hobnail, gleaming Onieda-craft silverware, flowers, stemmed crystal glasses; a far cry from the finery of the R. DUNBAR's coffee crocks and overhead rotary blade fans.

The steward in charge was Don Burke of practiced eye. Wicker baskets of hard rolls, melba toast and breadsticks; hobnail dishes of preserves and jellies; iced silver trays of Kalamazoo celery, flowered radishes, olives and carrot

sticks. Chilled V-8 juice; prime tenderloin, french fry onion ring, garnished with spiced apple ring. Baked Idaho potato in foil, So-Kream and chive dressing in remekins. Buttered limas. SDH tossed salad (retained from the days of S. Durward Hoag) in wooden bowls, with sweet and sour and blue cheese dressing in silver tureens. Cheesecake with strawberries, coffee. Nuts and mints in hobnail dishes.

Jan Clement, Alan Bates and Ruth Ferris composed the nominating committee charged with bringing to the membership a slate of officers for the ensuing year. Ruth, acting as spokesman (S&D yet has to be converted to a spokesperson) came to the dias and declared for a clean sweep reelection which, conducted by C.W. and by Henry Martyn Robert's Rules of Order and the Rules and Regulations Governing the Navigation of the Mississippi River and Its Tributaries, Including the Red River of the North, found not one dissenter.

With the fable of the Kilkenny cats acutely in mind, who fought until nothing was left but their tails and nails, the decision of the program chairman to persuade C.W. and Doc and Betty Blake together on an S&D program, one to introduce, one to talk, and the third to honor the speaker, required abandonment of caution. Nobody in the history of steam navigation with the good sense to know that charcoal, sulphur and saltpeter combined, and sparked, explodes, had tried it. We decided to give it a go, seated



John M. Bickel, 116 Main St., McGregor, Iowa 52157, commodore of the McGregor Upper Mississippi Yacht and Boat Club, awards Doc Hawley (right) with an official cap. C.W. is partly hidden at left.

safely on the far end. It did. It went off in a set piece of pyrotechnics, a spell-binder. We have had a few great performances at S&D over the years, but this one set a record. Betty, the speaker, zoomed right into the air and rained gold, silver, blue, red and green stars.

John Hartford, on a plateau of international attention, serenaded his fifth grade school teacher, Miss Ferris. And that grand lady Miss Ferris demanded equal time. She came to the speaker's desk and pronounced judgment on her former pupil. Who serenaded who? There was another handclasp over the years when C.W. recognized Harry Robinson, present skipper of the Lafayette. Then, clear across the banquet room, Steve Hoag was called to take a bow, the veteran who had shaped the destinies of many a successful Marietta enterprise, the Lafayette included.

Woody Rutter had borrowed pictures and from them had made slides, a scrapbook of the S&D family since the beginnings; Ben and Fannie Richardson, Bill Richardson, Sandbar Johnny Zenn, Jesse P. Hughes, Capt. Mary B. Greene, Red Schletker, Harold (Putty) Putman, Harry Maddy, J. Mack Gamble, Bob Thomas, Bill McNally, Jake and Edith Reiter, Marijane Stoll, Bob Schmertz and on and on, all dearly beloved, each a priceless patch in the quilt.

S&D then gathered by the river in the darkness, the scene illuminated by two glowing torchbaskets slung from the bow of the CLAIRE-E thanks to Gene Fitch and Lawrence Peters. The larger one came from the packet KATIE STOCKDALE, and runs in our mind the smaller was from the SONOMA, although this will bear checking.

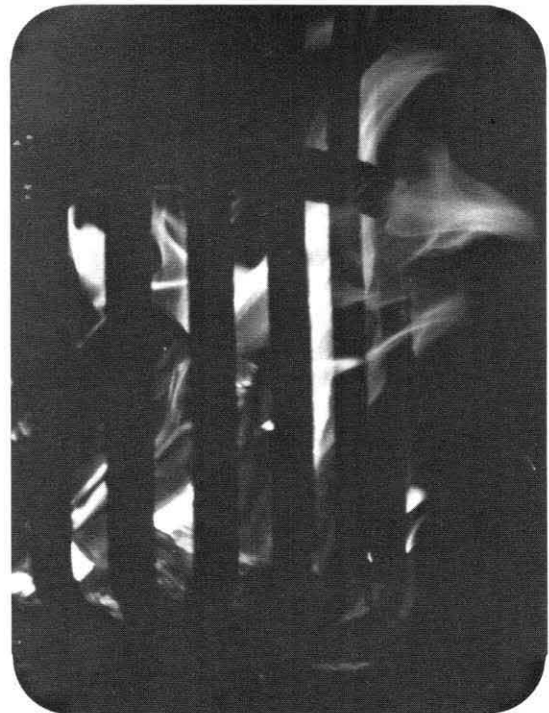


On the table is John Fryant's new steam-powered sternwheeler. Inspecting it from the left: Bud Daily, Ralph DuPae, John Fryant and Bob Latta. The two gals at the right are Kay Kenny and Jenny McNally.

Delly Robertson told us later that an estimated 100 S&Ds were in and out of her splendid party which is well on its way to becoming an S&D tradition.



Lexie Palmore telling how she painted the huge sign STEAMBOAT 1 for Jimmy Carter's DELTA QUEEN voyage down the Mississippi. The starry border of the Great Seal nearly floored her. "Hear, Hear!" exclaims C.W.



The old torchbasket from the Pittsburgh-Cincinnati packet KATIE STOCKDALE. First time it had come alive since 1899.

THE RITCHIE RIVER CLAN

Sirs: Just received my copy of the September 1979 issue of the S&D REFLECTOR. As usual it is excellent reading. I was pleasantly surprised to find a picture of Capt. Ernie Wagner's Honor Roll on page 38. This is the first time I have seen it since the list was expanded. Lo and behold, I made the "Honorabull Mention." However my last name is misspelled. Hopefully this can be corrected.

Perhaps a little history of the Ritchie family might interest you, since it is one of the largest river families around. Let's begin with my grandfather Philip Wayne Ritchie, better known as P.W. who operated towboats and gasboats on the Tennessee, Cumberland and Ohio Rivers. My father, Philip Arthur Ritchie, worked on these boats in a partnership with his father. My grandfather raised five sons and two of his deceased brother's sons. My father was the eldest of these seven boys. Sometime in the 1920s my father and Capt. Louis Igert, Sr. formed a partnership and incorporated the towing firm known as Igert, Inc. in Paducah, Ky. My father's four younger brothers, two cousins, and I received our early towboating experience aboard this firm's sternwheel towboats.

My father's generation, listed according to age, consisted of six pilots and one engineer: Philip A. Ritchie, William L. Ritchie, George Ritchie, Lawrence Ritchie (cousin), Clarence Ritchie, James Ritchie (cousin), and John B. Ritchie. The engineer was William L. Ritchie. Of the original seven only Clarence and John survive.

At age 53 I am the eldest of the next generation. There are seven Ritchies in this generation also, who have followed the river. They are all licensed pilots. In order of age: Philip A. Jr.; William L. Jr.; John B. Jr.; Larry, Charlie, Martha, and Paul. The last five listed are children of Capt. John B. Ritchie, Sr.

Yep, that is a correct name, Martha. She is the latest of the Ritchie clan to receive her license. She pilots towboats for GRANCO Marine out of Paducah. GRANCO is owned by her father and brother, Charlie. Most of the family lives in the Paducah-Cairo area. I am the maverick. I came to Florida during WW II, met and later married a local lass, and settled here. We now have four daughters.

I make my living as a towboat pilot. Occasionally I serve as a trip pilot aboard the DELTA QUEEN and the Streckfus excursion boats ADMIRAL and PRESIDENT when they hop between St. Louis and New Orleans. It has not yet been my privilege to pilot the MISSISSIPPI QUEEN. I am looking forward to it.

Philip A. Ritchie, Jr.,
6348 29th Ave., N.,
St. Petersburg, Fla. 33710



JOSEPH C. DOBLER, naval architect, 801 Eighth St., Manhattan Beach, Calif. 90266 took this picture this past August in the harbor at Hamilton, Bermuda. The subject is a Dubuque-built sternwheeler named MARK TWAIN, steel hull 64.8 x 22 x 4.8, powered by two 185 hp. Cats, pitman drive. She was built in 1968, was brought to Bermuda on a "submersible barge" and has not turned a wheel for the past several years. Her owner, Benjamin Rego, president of Rego Trust & Savings Limited, Reid St., Hamilton, recently put her up for auction, conducted May 19th last, and top bid of \$75,000 was rejected as insufficient. Inasmuch as she appears to have been renamed MARK TWAIN when brought to Bermuda, what we are wondering is who first had her built and what former name did she carry?

"The device of the Corps of Engineers is a pair of Martello towers, crenellated at their summits." This quote is from an article concerning the suction dredge ESSAYONS, tended by the launch HOCKING, appearing in The New Yorker, issue of Sept. 24, 1979, page 30. It occurs to us that this is the first written description which has come to our notice of this twin-tower emblem. On the ESSAYONS "a reproduction of this device in metal, white and on a giant scale, appears near the top of the funnel." Yes, that's where you generally look for it. Vaguely, we've always figured the emblem had something to do with West Point, and we aim to continue thinking so until proof to the contrary---provided such proof exists---comes to hand.

Charles J. Bogman, retired manager of the barge department, American Bridge Division, U. S. Steel, paid us a surprise visit October 9th last. He and his wife have built a home and now reside at 9723 Alabama Ave., Sun City, Ariz. 85351. The Bogmans formerly lived in Beaver, Pa. and when Charlie was 12 he took his first steamboat ride on the BETSY ANN, Pittsburgh to Rochester. Later he rode to Charleston, W. Va. on the LIBERTY with Capt. Walter C. Booth in com-

mand. He was born in Zanesville, and grew up hearing tales of the LORENA and VALLEY GEM. He asked us to give his special regards to Ray Spencer and Capt. Ross Rogers.

Sirs: In re. the whistle treadles pictured in the last issue, page 42, credit the following:

Ruth Ferris who took measurements and provided a sketch of the GOLDEN EAGLE treadle.

Carl Folk who flame cut the steel to rough contour.

Bob Fitzsimmons who rough sawed the material for the bearings and weld assembled same.

Hyman Rowe who constructed the die to form the spherical radius of the brass foot pads, and who machined and assembled them.

Jake Jacobsen for sandblasting.

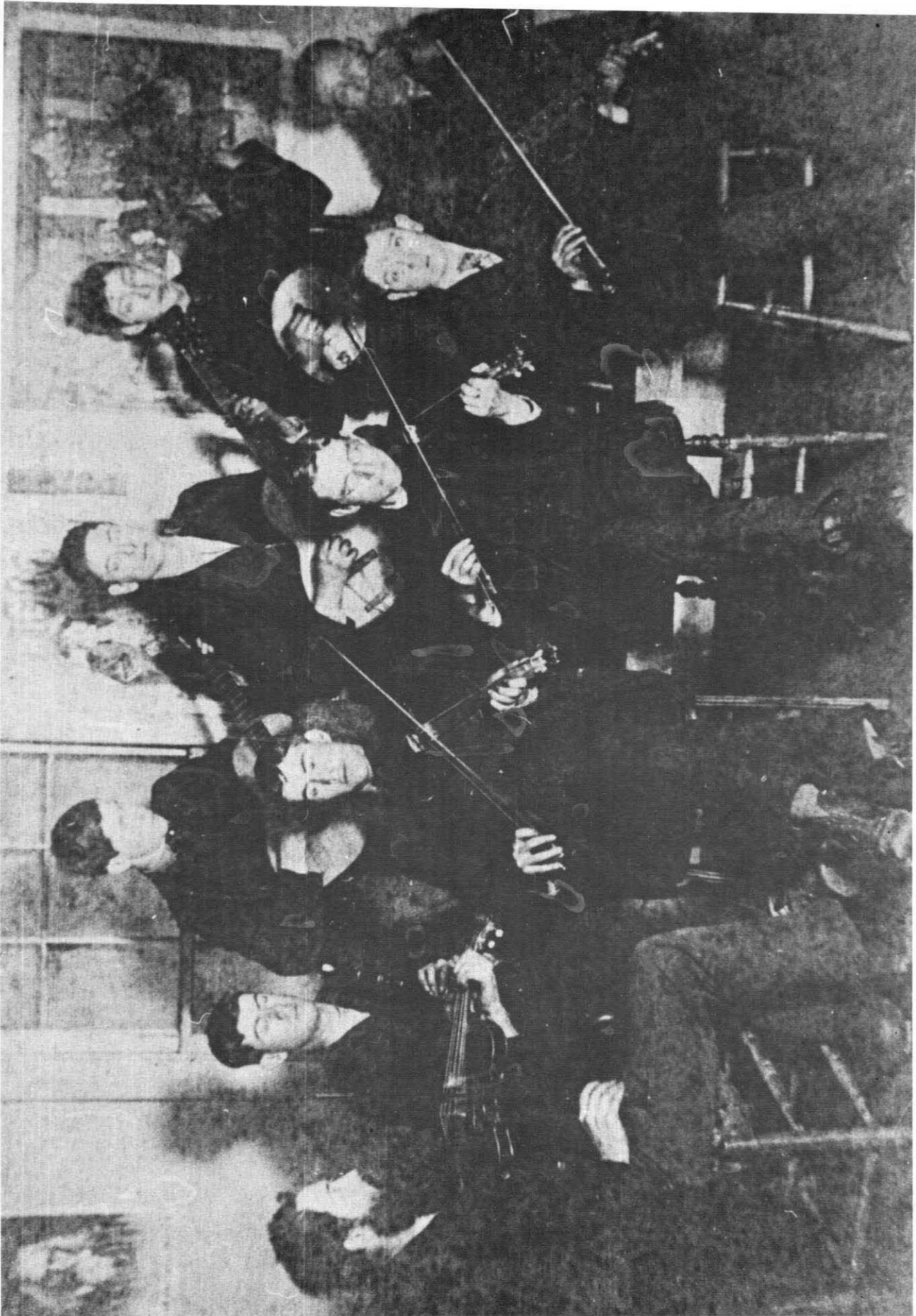
Muriel Schotten who gave up her husband for three weeks for a lowly file.

George Schotten who made the working drawings and contoured the treadles with the above-mentioned file.

Fred Way, Jr., instigator, inspirator and inspector.

Gene Fitch, Jack Garden, and Lawrence Peters who installed them in the Tell CITY's pilothouse.

George W. Schotten,
R.D. #2, Bedford Road,
Hubbard, Ohio 44425



Bob Kennedy hands us this magnesium flash of a Russell, Ky. orchestra in the picture studio aboard Barrette's Floating Gallery. Seated from left: Thornton Barrette, Bob Bingham,

Walt Bingham, Calvin Carner, Tim Foster and John Cook. Those standing in the rear from the left: Will Kirker, Will Foster and Will Cook. Date c. 1890-1895.



NEW MEMBERS at S&D's September meeting included William R. and Marj Smith, 1228 Glenmore Drive, Springfield, Ohio 45503. Bill, grandson of William Finley Smith, handed us the above. The gasboat W. F. SMITH was built at the Point Pleasant (W. Va.) Dry Dock Co. in 1918 and was about completed when the Big Ice 1917-1918 roughed her up a bit. She was built on a wood hull 64.5 x 16.5 x 3.1. Grandpa Smith, who ran the Dock Company, named her for himself, and owned her personally. On December 12, 1918 he transferred ownership to the Dock Company. Then on June 29, 1921 he sold her to the Whitaker-Glessner Co. who took her to their steel plant at New Boston, above Portsmouth, O. She was converted into a steam towboat with one boiler and engines 10's- 3 ft., hand-me-downs from the Big Sandy packet ANDY HATCHER built in 1889 and thence to the sawmill boat RAY in 1904. Wheeling Steel Corp. took over the Whitaker-Glessner plant and became owner of the boat July 31, 1923, at which time Capt. Charles N. Holland was listed as master.

In 1929 Wheeling Steel contracted with the Howard Ship Yard, Jeffersonville, Ind. for a steel hull towboat they named COP-R-LOY, hull 73 x 20 x 3.7. She also was steam, had one boiler, and had the 10's- 3 ft. engines from W. F. SMITH. They used her at the New Boston plant and transferred her in July 1948 to the Portsmouth Steel Co. which became Detroit Steel Corp. on January 1, 1950. The new owners renamed her DETROITER in the spring of 1952. Meanwhile Capt. Holland, who had served on her for 15 years, died in 1937, and Capt. Edward R. Jarvis became his successor. In 1960-1961 the DETROITER was sold to Capt. Harry White who fired her up and took her to the Kana-wha under her own steam. Later he removed the engines and sold them to Crown Metal Products Co., Wyano, Pa. They lay around on the property of this firm until the spring of 1975 when Harold Wilmunder bought them for use on his Sacramento River steam excursion boat. He took them to Carmichael on the American River, Calif., refurbished them, and installed these 1889 engines on his ELIZABETH LOUISE.

In addition to attending S&D's Board meeting Sept. 15th, Catherine Remley was honorary marshal, riding in the lead car of the Band -O-Rama parade. Catherine is a direct descendant of Isreal Putnam and Col. Joseph Barker, who were among the first 48 original "tourists" to arrive in Marietta in 1788. A native of Girard, Kansas, she was educated in Marietta and graduated from Marietta College in 1934 with a BA degree. As curator of the Ohio Historical Society's Marietta properties 1959-1978 she was the only woman holding such a post in Ohio, save for the specialized space museum at Wapakoneta. She has served as president of the Ohio Association of Historical Societies, and as a member of the Board of Trustees of the Ohio Historical Society and the Washington County Historical Society.

Capt. W. C. Dugan, Vanceburg, Ky., sends us a notation from the Maysville Ledger-Independent recalling that 100 years ago Thomas R. Stricklett, Vanceburg, had a contract to furnish one million, one hundred thousand feet of timber to be used in building a dike at Four Mile Bar, Ohio River. "I remember Mr. Stricklett well," says Bill Dugan. The dike, built 1879-1880, was removed when Lock and Dam 36 was built at Brent, Ky. in 1925.

John L. Fryant's recent oil of the TELL CITY was prominently displayed in the lobby of the Lafayette Hotel during the S&D meeting, Sept. 15th last. Many favorable comments were heard. Harry Robinson is the proud owner.

Our thanks to John M. Bickel, commodore of the McGregor Upper Mississippi Yacht and Boat Club, for a lifetime membership card including Lady Grace.

The Fort Pitt Museum, Pittsburgh, where a "Traffic On the Rivers" display was shown this past fall, including much material from the S&D collection (see Sept. '79 issue, page 39), ran afoul of a state-ordered hiring freeze and limped through September and October closed Mondays and Tuesdays and with staff of three manning the galleries for brief periods the balance of the week. Robert Trombetta is museum director, assisted by Elizabeth Hood and staffer John Connolly. The river show closed December 1st last.

THE OHIO RIVER COLLECTION

Benjamin F. Klein has produced three books, reprints of earlier editions, which demand the attention of all persons blessed with a curiosity about the navigation of the Western Waters. The three volumes complement one another in point of historical perspective.

THE NAVIGATOR's 7th edition, published by Zadok Cramer in 1811, was released before the first Western steamboat raised steam in her boiler at Pittsburgh, and just prior to the massive earthquakes epicentered near New Madrid on the Mississippi. This primitive chart book features some clumsy maps of the Ohio and the Mississippi from Pittsburgh to New Orleans. However, the accompanying text provides explicit directions, larded with interesting facts, both historical and commercial, for the novice pilot guiding his flatboat from hither to yon. Zadok Cramer uses scholarly language without apology, assuming that the rugged oarsman, however deficient in education, will have along with him a wife or a principal versed in the art. Seldom did a flatboat depart Pittsburgh without a copy of The Navigator conveniently in reach and opened to the pertinent page and map.

THE WESTERN PILOT-1847 was published in Cincinnati by Samuel Cummings. This river guide follows the style of Cramer's earlier work, assuming that the navigator is downbound, and hence starts at Pittsburgh and proceeds to the Jetties. The accompanying maps are well executed, so much so that they could be followed without much reference to the text. The publisher called in two consultants, Capt. Charles Ross and John Klinefelter, both well versed and respected as steamboat pilots over the whole course, and makes the point that the volume contains up-to-date information. This volume must have been a godsend to apprentice pilots, more the wonder that Mark Twain doesn't mention it in his writings, particularly inasmuch as Capt. Klinefelter was in charge of the PENNSYLVANIA while Mark was in the pilothouse. The need for such a guide book as this one, in the hands of flatboat pilots, had not diminished since Cramer's time. Cummins notes that at New Orleans from 1,000 to 1,500 such flatboats may be seen there at one time.

THE OHIO RIVER HANDBOOK authored by Benjamin F. Klein came out in six editions 1949-1968, a glorified modernization of the earlier works of Cramer and Cummings, but confined to the Ohio River. The current offering is a reprint of the last, or 1968, edition. The author says: "The editor refuses to pursue further updating, and argues that river fans read it primarily for its historical value."

These three books, each cased in an attractively printed dust box, are available at \$30 for the three or \$10 each from the publishers, Young & Klein, Inc., 1351 Spring Lawn Ave., Cincinnati, O. 45223.

William G. Patterson has our thanks for a newspaper published in New Zealand, dated April 27, 1883. The 'Lake County Press' devoted 7½ full columns to floods of the Ohio River valley which had occurred in February. Dispatches were datelined at Oil City, Pa., Cincinnati, Louisville and elsewhere. The time lag was about two months after the facts, leaving wonder in our mind how such a ho-hum flood (43.8 at Marietta) used up so much printer's ink in New Zealand. One wonders how 'Lake County Press' handled the 1884 Flood, a real one, with 52.9 on the Marietta marks.

Laura B. Cannon, great granddaughter of Capt. John W. Cannon, resides at 1232 East Lawrence Lane in Phoenix, Ariz. 85020.

Three (the first three) railroad bridges to span the Ohio River were built after authorization by an Act of Congress dated July 14, 1862. They were located at Steubenville, Bellaire and Parkersburg. The first to be completed was the one at Steubenville with its 303-foot channel span, much too narrow for comfort, the least width of any Ohio River bridge ever built. Thanks to Jerry Devol we have a copy of the Cincinnati 'Daily Enquirer' dated Nov. 4, 1864 in

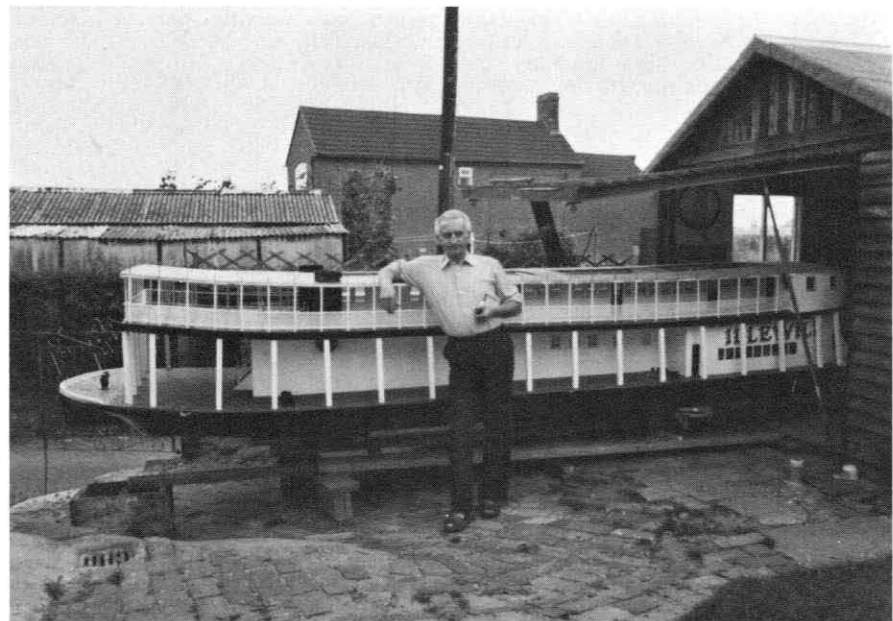
which appears an advertisement giving notice that as of Monday, Oct. 24th the erection of the channel span had commenced, and "the channel way is obstructed." The announcement is signed by The Holliday's Cove Railroad Co., Thomas L. Jewett, Pres't.

Holliday's Cove is a settlement up Harmon Creek on the backside of Weirton, W. Va. not dignified with a postal zip. That the place had a railroad named for it gives us something of a start. Yet the 'Official Guide of the Railways' agrees there was such a railroad, later the Pittsburgh, Cincinnati, Chicago & St. Louis (familiarily called the 'Panhandle') and then the Pennsylvania. The offending bridge was replaced in 1927 by a new one with a 546-foot channel span.

CORRECTION

In our June '78 issue, page 39, were pictures of Harlan and Anna Hubbard taken at Payne Hollow, the photography wrongly credited. We have had a phone call from William J. Stephens, 116 Leventry Road, Johnstown, Pa. 15904, good friend of the Hubbards, who not only took the pictures but has taken many more on visits to Payne Hollow.

Mick and Linda Lafon, Box 742, Proctorville, O. 45669 have joined S&D. Mick operates Lafon Electronics, servicing towboats.



THIS BLOCK-BUSTER model of the IDLEWILD is being built in England, the picture taken in early September this year. The builder, Ken Watson, 69 Broad St., Brinklow, Nr Rugby, Warwickshire CV23 OLS appears in the scene. Ken and his wife came to the States to attend S&D's annual meeting. They were thwarted by an incredible sequence of plane delays and didn't get to Marietta until the whole show was about over with Sunday morning. Then their luck took a shift for the better. They joined in a conducted tour of John Hartford's bus, then stepped aboard the CLAIRE-E, the first sternwheeler they ever were on. As we left them they planned visiting Alan and Rita Bates and riding the BELLE OF LOUISVILLE.

Richard C. Simonton died, 64, on Wednesday, August 22, 1979. He was visiting with a friend in the Los Angeles area when he collapsed and did not rally. His name will go down in river annals as the person who "saved" the DELTA QUEEN. In 1958 Greene Line Steamers came to the end of the tether and the DELTA QUEEN, the only boat it owned, was advertised for sale. The Simonton family, residing in California, had made a trip on her and when Dick heard the news he decided to do something. He re-organized the company, pumped in some cash, and so became guardian of a steamboat with this tenuous background of having been aboard as a fare-paying passenger, and with a marine background otherwise limited to a recollection of having seen the BAILEY GATZERT in action. And so it came about that a man prominent in the West Coast music world, and whose name appeared for the first time in The Waterways Journal in 1958, became the custodian of the last overnight passenger steamboat on the Mississippi System. Dick was born in Evanston, Ill. After his father died when Dick was about six, his mother and Dick (only child) went to Seattle, where she became a legal secretary, and where Dick became enamoured of the theater pipe organ, an obsession which led

him to the ownership of the Pacific Network, the Muzak franchise in the L.A. area, and in and out of radio and TV stations, record producing and organ building. The Simonton home at 10100 Toluca Lake Ave., North Hollywood, Calif. 91602 contains two pipe organs, an Aeolian-Skinner church-type concert instrument in the livingroom, and a 4-manual Wurlitzer theater organ in a 100-seat ground floor setting. There was a serious accident and Dick's recovery dictated his complete isolation from business decisions, including the sale of the DELTA QUEEN---by then a prospering investment---to others. He traveled the world, and often came back to ride the DQ. When he died his daughter Margaret was steward of the boat, and among her guests downbound from St. Paul to St. Louis were U.S. President and Mrs. Jimmy Carter and daughter Amy. Dick Simonton is survived by his wife Helena; by two sons, Richard C. Jr. and Robert; by two daughters, Margaret and Mary, and one grandson, Richard C. III.

When the MOR Chapter of S&D met this past summer at Tell City, Ind. they were treated to a ride on the Ohio River aboard the party barge TELL CITY, a two-decker 80 x 40 built on a steel hull manufac-

tured at Nashville, Tenn. and operative since May 1976. Motive power comes from the towboat CAPTAIN SYKES, twin prop 330 hp. job built at Pine Bluff, Ark., 1948. The owners are Randall Fischer and Richard Veeck who also operate the Boat Barn, marine repair facility at 830 Seventh St., Tell City.

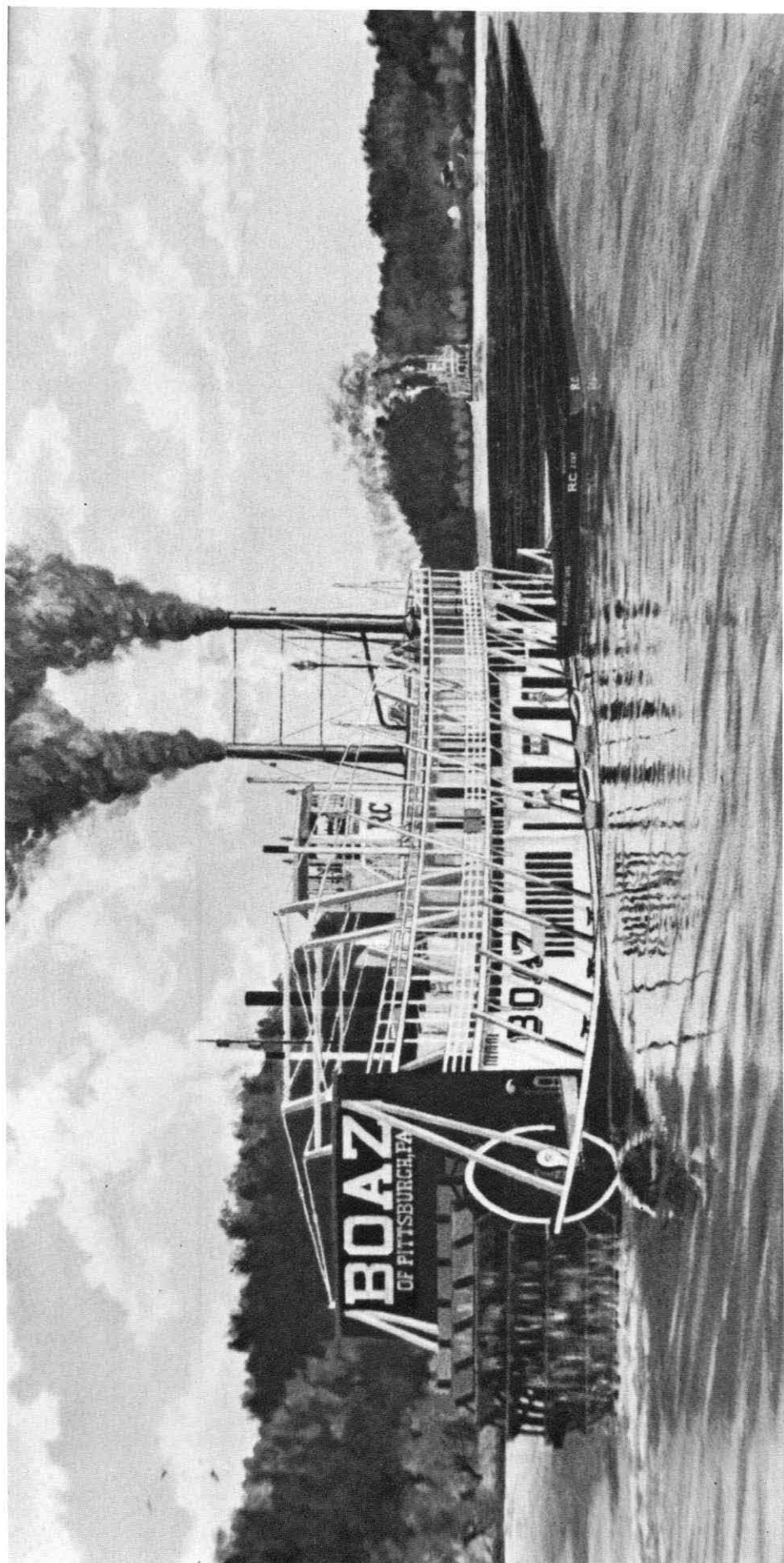
An original oil by river artist Emil Bott has been acquired by the Tennessee State Museum, Nashville. It is a hillside view of a sweep of river with an unidentified steamboat passing by. The conjecture is that Bott visited in the Cumberland River area circa 1865-1870 to paint the scene. The price paid for the painting is undisclosed but said to be considerable.

Sirs: We have moved back to Alton after 17 years and believe me it sure feels good to be back home in this river town. We are about a quarter mile north of Lock and Dam 26 and about eight houses from the bluffs. If I can be of help let me know.

Paul J. Fuchs,
433 Bluff St.,
Alton, Ill. 62002



AN EXCEPTIONAL "HIGH TIDE" in the Little Kanawha River at Creston, West Va., Mile 48 above Parkersburg, photographed in the early years of the century. The packet FRENCH rides it out at the local wharfboat. Timber was rafted out during such freshets, jumping the five stationary dams which carried slackwater to Creston.



TOO BAD this isn't in color; the original is a lively oil painting done by the second mate of a Great Lakes freighter. The artist is Alan Gintz, 716 Baker Ave., N.W., New Philadelphia, Ohio. All this season Alan has been a crew member aboard the mv. STEWART J. CORT of Bethlehem Steel, the first 1000-footer when she came out in 1972. "I know it's no John Stobart or William E. Reed, in fact it's my first steamboat painting," writes Alan from Sault Ste. Marie. "The original, 2 x 4 feet, hangs at home, a gift to my parents." All things considered, and rather odd we think, Alan selected the BOAZ for his debut into marine art with no knowledge of the existence of the BOAZ Log currently appearing in the S&D REFLECTOR. He was working on his painting a good while before Estelle Campbell presented the original Log Book to Ross Rogers, Jr. Alan first shows up in the S&D REFLECTOR in the June '70 issue, pages 15-16, wherein he recounts the details of a voyage he and his friend Mike Scott made in a homemade boat from Goshen, just below New Philadelphia, 47 miles to Cochocton, O. and then 112 miles down the Muskingum to Marietta in July 1969.

LOG BOOK STR. BOAZ 1909

ONE OF the peculiar events during 1909 happened while the BOAZ was laid up for fog, early morning of Feb. 22. A whole tow of coal, 6 barges and 3 flats of it, appeared in the mist and floated silently by, no towboat attached, and not a person aboard.

The year commenced with a jinx on her boilers and machinery. Downbound with her first tow she cracked a boiler sheet and had to turn over her tow to the JIM WOOD barely 77 miles below Pittsburgh. More boiler trouble and broke a pitman strap on Feb. 10. She spent most of the month of March at Pittsburgh getting her wheel shaft replaced. Sent to New Orleans with a tow and had bagged boilers at Nine Mile Point May 9, and again at Helena May 20, and had to replace a boiler sheet at Louisville May 31. She ended up the year at the hospital, pulled on the Elizabeth ways, certainly no cure for the leaking hull.

For all of these ills she had exceptional luck with coal deliveries. Most critical time came on a trip to Memphis in April when a howling windstorm caught her at Island 26, culminating in a cloudburst which put over a foot of water in her tow and sank four loaded coalboats at the Memphis landing which she was obliged to raise.

It's interesting to notice that her Pittsburgh crew of deckhands and firemen had to be returned home from Louisville on April 23, 21 in all, when decision was made to send the BOAZ back to New Orleans from there. The replacements gave Capt. Gould such a hard time he lost his cool and departed from his usual laconic log book style to say "all drunk and it was hell." He fared no better, perhaps worse, back again at Louisville May 31.

On July 5th the BOAZ was laid up for low water "at the gravel bank in front of the Haunted house." We have no earthly, or unearthly, idea of where this haunted house was situated. Obviously in 1909 it was a landmark familiar to pilots and required no further identification. We deduce it was at or near Parkersburg, W. Va.

JAN. 1, 1909 found the BOAZ moored at the W. W. O'Neil landing below the Point Bridge, Pittsburgh where she had been laid up by low water since May 25, 1908.

JAN. 6 Got orders to get steam and stores. Shipped up crew.

JAN. 7 Turned out 9 a. m. with 10 coalboats, 2 models, 2 barges and 3 fuels, Capt. Frank A. Gould on watch. 11½ ft. at Davis Island Dam. Landed below Deadman Island at Shousetown 1 p. m. and laid ½ hour waiting on orders that the pass at Dam 4 was clear. Beaver bridge 12 ft. Merrill Dam 14½ ft. Landed 6 p. m. alongside of Babbs Island.

JAN. 8 Turned out 7 a. m. River fell 3". The RIVAL helped us down and through the pass at Dam 8. We are going along in crippled condition today with a cracked sheet in the starboard boiler. Supposed to take 5 more coalboats at Bellaire but we are only carrying 160# on the boilers and feel doubtful about hanging on any more tow. 13 ft. 5 in. at Steubenville. Changed watches 12 noon at foot of Brown's Island. Turned the tow over to the JIM WOOD at Beech Bottom and started back light for Pittsburgh. Foot of Brown's Island 6 p. m.

JAN. 9 Arrived Pittsburgh 5 a. m. Went to the coaler and coaled the head. Tied up in Pacific Landing at 7:30 a. m.

JAN. 16 Left Pacific Landing at 6 a. m. Went to the wharfboat and got stores. Went to Pittsburgh harbor 8:30 a. m. and hitched into 12 coalboats, 2 barges and 2 fuels and left 12:45 noon. Big snow storm all afternoon. 11 ft. at Davis Island. Landed at 7 p. m. at Workman's Landing after an interesting time from the Beaver Bridge on down in the snowstorm.

JAN. 17 Turned out 6 a. m. Still snowing. River raised 3½" after we landed here and then fell 4". 12 noon at foot of Browns Island. Much warmer and feels like rain. 13 ft. at Steubenville. Landed at 6 p. m. opposite the Glendale Coal Works. 13.6 on Bellaire bridge. Turned out at 9 p. m. Rough looking night.

JAN. 18 Changed 6 a. m. foot of Grandview Island. 12 noon foot of Muskingum Island. Landed 6 p. m. at Long Bottom.

JAN. 19 Turned out 7 a. m. River fell 13". 12½ ft. on Dewitts Rock and 12 noon at foot of Letart. 6 p. m. at foot of Campaign Bend. Steamer TORNADO came longside to help us run the Point Pleasant bridge. Our tow is 8 wide and now

have 19 coalboats, 8 barges and 6 fuels. 16'8" at Pt. Pleasant. Landed 11 p. m. at Sample's Ldg.

JAN. 20 Turned out 6 a. m. Changed 6 p. m. at Bonanza Bar. We had to float along below Portsmouth a/c haze and fog. Landed at Walker's Ldg. at 10:30 p. m.

JAN. 21 Turned out at 8 a. m. 12 noon at Brush Creek Island. 6 p. m. at Levanna.

JAN. 22 Arrived at the Dutchman's at 2 a. m. and laid until 9:30 a. m. Left 2 coalboats, 4 barges and 3 flats at Cincinnati. 23 ft. on Cincinnati marks. 12 noon at the lower bridge. Below Dam #37 we received 2 coalboats, 4 barges and the old hull of the STELLA MOREN. Rantys Bar 6 p. m. Landed for wind on the right above Sugar Creek at 9:45 p. m.

JAN. 23 River fell 9". Left at 7 a. m. Noon at Locust Creek, J. Ed King on watch. Foot of 18 Mile Island at 6 p. m. Wind blowed hard all day. Landed foot of Six Mile 9:30 p. m. and cleaned boilers.

JAN. 24 Tug WASH GRAY delivered our tow except our tow boats which we put in the landing. Started to hitch into empty tow at 4:30 p. m. Str. MONTEREY shaped the tow up. Left at 9:20 p. m. with 5 coalboats, 6 barges, 1 model and one loaded barge drawing 3 ft. 11 p. m. in 12 Mile Island.

JAN. 25 Westport at 3 a. m. Below Kings Light at 6 a. m. Drizzling rain. Received telegram from Capt. Gould at Madison; he is nominated. Noon above Beaucamp Light and 6 p. m. below Markland. 11 p. m. at Big Bone.

JAN. 26 3 a. m. at Ranty Bar. Our electric plant broke down at 5:30 a. m. but the engineer will be able to repair it. 6 a. m. King on watch at head of Laughrey Island. Noon at Medoc Bar. Double tripped through Dam #37 and the RANGER helped us from there to above the bridges. Got fuel flat #2272 at Browns Landing. Boles on at Crawfish at 11 p. m.

JAN. 27 Five Mile light 8 a. m. Above 18 Mile Creek at 6 a. m. Noon below Locust Creek. Hard wind blowed all watch. Boles on at Eagle Creek 6 p. m. King on watch at Kirkers Light 11 p. m. River is full of drift.

JAN. 28 3 a. m. at Wrightsville. 6 a. m. at Rome. Got fuel barge #2660 at Pattersons. Noon at Wykoff Light. A little drift running. 6 p. m. King on watch at Scioto Bar. 11 p. m. at Rocky Run. JAN. 29 3 a. m. at Greenup. Drizzling rain. 6 a. m. under the point at Hanging Rock. Hard side

LOG BOOK STR. BOAZ 1909

wind all morning. Noon at Virginia Point. Hard upstream wind all afternoon. 22½ ft. at Huntington. 6 p. m. at Dogham. Snow squalls all night. 11 p. m. above Double Creek.

JAN. 30 Landed at Samples at 2 a. m. Got fuel flat #2543 and laid until daylight. Left at 6:30 a. m. Still snowing and hard wind. Blowed ashore at Beales Light. Lost 1½ hours getting away. Noon at Carrion Ripple. 6 p. m. foot of 8 Mile, wind blowing as hard as ever. Landed under Leading Creek to repair wheel at 7:30 p. m.

JAN. 31 Ther. 10° above this morning. Cleaned boilers and left at 2:50 p. m. At 6 p. m. Boles on watch at Sliding Hill. Getting colder. 11 p. m. at Letart Lower Island.

FEB. 1 3 a. m. below Tanners Run. Landed opposite Willow Grove at 3:30 a. m. Got flats #2250 and 2221 loaded with pit-posts. Fog shut down at 6 a. m. Ther. 9° above. Left at 9:10 a. m. Noon Boles on watch foot of Sand Creek. Getting warmer. 6 p. m. at Dewitts with 9'2" on the rock. 11 p. m. at Big Hocking.

FEB. 2 3 a. m. at Little Hocking. 6 a. m. at head of Blenny. Got flat 2280 at the flat landing. Landed on the foot of Vienna Island to repair wheel at 10:30 a. m. and left at 10:30 p. m.

FEB. 3 3 a. m. below the foot of Marietta Island. 6 a. m. at head of Marietta Island. River half full of ice. 7'5" on Bat and Grape. Landed for ice at Raven Rock at 1 p. m.

FEB. 4 Left Raven Rock at 4:30 p. m. River fell 8" what time we laid there. Changed 6 p. m. above Sheets Ripple. Arrived at foot of Padens Island 11 p. m. Hazy and bad so laid up there.

FEB. 5 Turned out 7:30 a. m. River fell 1". 12 noon at Possum Bar and arrived at Clarington 2 p. m. and got orders to lay wait on water which is coming from above. We rubbed hard crossing Possum Bar. 5½ ft. at Wheeling today.

FEB. 6 Left Clarington 3:30 p. m. River raised 10". Arrived opposite Powhatan 8 p. m. and laid up for the night. 6½ ft. at Wheeling.

FEB. 7 Turned out 7:30 a. m. and river had raised 4". Took us 2 hours 40 minutes from the Govt. light at the foot of Captina Island until we got out of the head of the island. 12 noon at the Coal Works above Pipe Creek. The steamer TORNADO met us under Moundsville Point and took 6 coal-

boats from our tow. The bottom on coalboat #10628 let go right below the Bellaire bridge. The after end sunk. We dropped back until opposite the Bellaire Coal Works, landed, and lost 14 hours rising it and started up the river again.

FEB. 8 7 a. m. left after repairing and pumping coalboat. 12 noon Pike Island. 6 p. m. at Wellsburg. Landed at 8 p. m. under the point above Mingo Island and lost an hour for ice to pass. Changed 11 p. m. at the Water Works, foot of Cables Eddy.

FEB. 9 Yellow Creek at 6 a. m. 12 noon below the foot of Georgetown Island. Changed 6 p. m. at Rochester bridge. Changed 11 p. m. at Sewickley.

FEB. 10 3 a. m. in Whites Ripple. 6 a. m. at Lowry Bar. Broke pitman strap at Davis Island Dam. Landed above there and waited for the Str. RIVAL to come help the J. C. RISHER shove us in to Pittsburgh. Arrived at Clinton Landing 11 a. m. Went to the wharfboat to cool down to repair boiler and pitman strap.

FEB. 11 Left the wharfboat at 10 p. m. Went to the coaler.

FEB. 12 Left the coaler at 3 a. m. Went to Grays Landing and hitched into 7 boats, 8 barges & 3 fuels. Left at 9 a. m. 10.8 at Davis Island Dam. 12 noon at Baden. 12.3 at Beaver Bridge. 6 p. m. at Kings Creek. Stormy all afternoon with rain toward evening. Landed 7 p. m. at Cables Eddy.

FEB. 13 Turned out at 9:15 a. m. River fell 14" from 7 p. m. until 9 a. m. 12 noon at Short Creek. Landed 3 p. m. opposite Glendale Coal Works and laid until 4 p. m. 14'6" on Bellaire bridge. 6 p. m. at Pipe Creek Point. Run along until 8:30 when fog raised bank high below Clarington. Floated along until we got to Buckhill Bottom where we landed at 10 p. m.

FEB. 14 Turned out at 6:30 a. m. Rain fog all morning. 12 noon below Bat and Grape Islands. Landed 4:30 p. m. at foot of Vienna Island and laid.

FEB. 15 Turned out at 8:30 a. m. 12 noon at Lee Creek. 6 p. m. at Antiquity. 11 p. m. at Gallipolis Island.

FEB. 16 6 a. m. at Huntington after a dark, black drizzling night. 12 noon at Pine Creek. Run into wind swells at Scioto Point. We floated down to the point below Portsmouth and landed at 3 p. m.

FEB. 17 Turned out 7 a. m. River raised 4½ ft. last night. High wind. 12 noon at Concord. 6 p. m. above Moscow. Landed 10 p. m. op-

posite Stewarts Landing. The Str. RANGER took coalboats 510 & 7 from us there and brought us 1 coalboat.

FEB. 18 Turned out at 9 a. m. for Louisville. 12 o'clock noon at Rapid Run. 6 p. m. below Sugar Creek Point. 11 p. m. at Clifty Creek.

FEB. 19 3 a. m. above head of 12 Mile Island. Landed 4:30 a. m. at foot of 6 Mile Island and laid until 12 o'clock noon. The little boats delivered everything but the two tow boats. Left the empty landing at 6 p. m. Changed 11 p. m. at Grassy Flats.

FEB. 20 3 a. m. at Fulton Light. 6 a. m. at Kings Light. 12 o'clock noon at Beaucamps Light. 6 p. m. foot of Warsaw Bar. Landed at 7 p. m. above Warsaw to clean boilers, and to work on the wheel.

FEB. 21 Turned out at 1 a. m. 3 a. m. above Sugar Creek Point. 6 a. m. at Hamilton. 12 o'clock noon at Aurora. 6 p. m. at Sedamsville. 11 p. m. at Little Miami.

FEB. 22 3 a. m. at New Richmond. Landed 5:30 a. m. for fog. At 6 a. m. a tow of coal passed down by us with no towboat. We turned loose out of our tow and floated along. At California we sighted it; 6 barges 3 flats. We landed the tow opposite New Richmond at the big tree. Later at the wharfboat we found out that the tow belonged to the DOUGLAS HALL. Arrived back at our tow 9:45 a. m. and hitched in. Shoved over to Moscow at 10:30 and land until 2 p. m. fixing wheel. Changed 6 p. m. foot of Augusta Bar and at 11 p. m. above Logan's Gap.

FEB. 23 3 a. m. at Manchester Bend. 6 a. m. Wrightsville. 12 o'clock noon at Buena Vista. 6 p. m. at Turkey Creek. Rain fog all afternoon. Laid on the point below Portsmouth for 2 hours working ahead slow for rain fog. 11 p. m. at Tiger Creek.

FEB. 24 3 a. m. at Burke's Point. 6 a. m. at Greenup, Ky. 12 noon at Sheridan Coal Works. Fast rising river; up 5 ft. last night. 6 p. m. head of Guyan. 11 p. m. at Green Bottom.

FEB. 25 3 a. m. foot of Straight Ripple. 5:30 a. m. snagged fuel 2760 and laid until 8 a. m. pumping it out. Changed watches there at 6 a. m. on the point below Chambersburg. 12 noon at Carrion Ripple. 39 ft. at Pt. Pleasant. 6 p. m. at lower end of Middleport. Laid there.

FEB. 26 Turned out at 9 a. m. 12 noon at Pomeroy. 6 p. m. at point above Antiquity. Landed at 8:30

LOG BOOK STR. BOAZ 1909

p. m. in the head of Letart and cleaned boilers.

FEB. 27 Turned out at 7 a. m. 12 noon at Sand Creek point. 6 p. m. below Shade River point. 11 p. m. Indian Run.

FEB. 28 3 a. m. foot of Blanny. 6 a. m. at Parkersburg. 12 o'clock noon above the Marietta bridge. 31 ft. at Marietta. Raven Rock at 11 p. m.

MAR. 1 6 a. m. above Fish Creek Island. 12 o'clock noon below the Bellaire bridge. 6 p. m. at Beech Bottom. 11 p. m. at Browns Island.

MAR. 2 3 a. m. at Bakers Island. 6 a. m. above Georgetown. 12 noon at Baden. 6 p. m. at Davis Island Dam, 11.1. Arrived in the landing at 7:30 p. m. Went to Clinton Landing at 9:30 p. m. without coaling. Laid up there to take off the wheel, the shaft being badly cracked.

MAR. 26 Got orders to get steam at 11 a. m.

MAR. 27 Went to coaler at 12:30 a. m. and coaled the head of the boat. Arrived at the wharfboat at 3:30 a. m. and took on stores for Cairo, Ill. Left wharfboat 7 a. m. and went to John A. Wood landing. Hitched into 16 barges and 2 fuel barges. Left at 10:40 a. m. Gould and King, pilots. Davis Island Dam, 10.8. 12 o'clock noon Duffs Bar. 6 p. m. right below Dam #8. Landed 8 p. m. at Elliottsville.

MAR. 28 Turned out at 6:20 a. m. 12 noon at Ritchietown. 6 p. m. at Buckhill Bottom. 14 ft. at Steubenville. 15 ft. at Bellaire. 11 p. m. at St. Marys.

MAR. 29 3 a. m. at foot of Marietta Island. 6 a. m. at Coles Island. 12 noon at Ravenswood. 6 p. m. at Eight Mile. 11 p. m. at Rural Home. 14 ft. at Marietta. 18½ ft. at Pt. Pleasant.

MAR. 30 3 a. m. at the Ashland bridge. 6 a. m. at Sciotoville. Bad looking morning; red sun and looks like wind. 12 o'clock noon at Wrightsville and pretty stormy. 6 p. m. foot of Snag Bar. Landed 11 p. m. under Coal Haven.

MAR. 31 Turned out at 7 a. m. Landed below Ludlow Landing and Str. RANGER brought us 8 coalboats and we left for Louisville 1:30 p. m. 6 p. m. at Kirby's Rock. 11 p. m. at Vevay.

APRIL 1 Corn Creek at 6 a. m. Arrived at Louisville 9 a. m. The little boats took everything away from us except 15 barges and 2 fuels which we put into the head of the canal. Took BOAZ and fuel barge down to the foot of Sand Island arriving there 5:30 p. m. Put

out head lines and waited for the little boat to canal our tow. The first barges started coming at 8 p. m.

APR. 2 Left Louisville at 7 p. m. with 16 coalboats, 19 barges and 6 fuel barges. Godfrey and Moore, pilots. Run along all night. Stormy and rough.

APR. 3 Changed 6 a. m. at Fredonia and landed 10 a. m. at Peckenpaughs Landing and laid until 3 p. m. Changed 6 p. m. at Flint Island. Run along all night.

APR. 4 Changed 6 a. m. at Puppy Creek. Landed 2 p. m. at Green River Towhead for wind and laid all night.

APR. 5 Turned out at 7:30 a. m. and when right above Evansville the wind raised and we had to back into the Point bar to keep the tow from swamping. Got aground and the tug came to us and succeeded in getting the tow afloat, and we dropped under the Point a bit. Stage at Evansville 20'4". We got into trouble at 9 a. m. and did not get tied up until 12:30 noon.

APR. 6 We laid until 8:30 a. m. and then went down to the head of the bend above Henderson and landed. Big swells kicked up on us.

APR. 7 Turned out at 5 a. m. At 6 a. m. under the Henderson bridge. Landed 7:30 a. m. at the foot of Henderson Bend and laid until 12:30 noon for wind. Changed 6 p. m. at Slim Island. Run along all night.

APR. 8 Landed 2 p. m. under the docks at Paducah and laid until 5 p. m. Changed 6 p. m. at Brooklyn, Ill. Landed 12 midnight under the ways at Mound City.

APR. 9 Turned out at 7 a. m. and went down below the Cairo bridge and landed under the fleet at the Point. The ENTERPRISE took our barges and fuels away and brought us 9 coalboats. Stage at Cairo 30 ft. 7 in. Left for Memphis at 1 p. m.

Changed 6 p. m. at Parker Point. Landed 10:30 p. m. alongside Island #8 and cleaned boilers.

APR. 10 Turned out at 4:30 a. m. Changed 6 a. m. head of Island #10. Run along all day and landed 5 p. m. above Caruthersville.

APR. 11 Turned out at 4:30 a. m. Changed 6 a. m. at Island 16. Landed 1:30 p. m. alongside Island 26 for wind.

APR. 12 Laid up for wind, hard south-east wind up and off the island. The tow worked a little but laid good considering the size of the swells out from us. At 4:45 the wind made a direct change and came from the north-east. Rain

fell in sheets and at times you could not see. We certainly have had March weather in place of April since leaving Louisville.

APR. 13 Turned out at 5 a. m. Changed 6 a. m. right above Gold Dust. Hard rain last night until after midnight which put over a foot of water in our tow. This morning is raw, cool and damp. Run along all day and landed 5 p. m. at the foot of Island 39.

APR. 14 Turned out at 5 a. m. and changed 6 a. m. in Island 40. Arrived opposite the landing 8 a. m. No tug in sight and we was two hours crossing over to the landing. All delivered at 1:30 and started to pump up 4 sunken coalboats #10190, 10547, 10548 and 10597. Had eight and ten syphons running all the time and got the last one afloat at 11 p. m. Left the landing at 11:45. This was a nice warm day.

APR. 15 Changed 6 a. m. at Fogelman Light. River rising. Run along all day. 6 p. m. at Craighead Point. Day very warm. Run along all night.

APR. 16 Changed 6 a. m. at Carrs Landing. 6 p. m. below Gayoso. Landed 10:30 p. m. at Island 14 and cleaned boilers.

APR. 17 Left Island 14 at 7 a. m. Changed 6 p. m. below New Madrid.

APR. 18 Changed 6 a. m. at Muscovally Light. Changed 6 p. m. at foot of the Grand Chain after stopping at Cairo to pick up 6 barges and a fuel. 33½ ft. at Cairo.

APR. 19 Changed 6 a. m. Stewarts Island. 6 p. m. at Cave In Rock.

APR. 20 Changed 6 a. m. at Poker Point. 6 p. m. in the bend 3 miles below Evansville. 20'4" at Evansville. Landed 10:30 p. m. at Green River and cleaned boilers.

APR. 21 Turned out at 6 a. m. and run all day. 6 p. m. below Rockport after losing 2 hours by wind. APR. 22 6 a. m. at Carter Landing. 6 p. m. at Galey Hollow.

APR. 23 Changed 6 a. m. at West Point. Arrived at Sand Island at 1:20 p. m. Tied tow up there and went to Portland wharf to clean boilers and store for New Orleans, sending 21 of the crew home to Pittsburgh on the 5:20 B&O train.

APR. 24 Backed away from Portland wharf 7:30 a. m. and went out to the foot of Sand Island and laid our head lines ready for tow to come out of the Canal. The FULTON started to drop it out at 10 a. m. and we did not get the last of it until 12 midnight. The deckhands and firemen tried to make trouble on account of wages. Sometimes we

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had 25 then 6 all drunk and it was hell.

APR. 25 Turned out from the foot of the Island 5:30 a.m. The FULTON helped us shove our head around and bid us goodbye at 5:45 a.m. 30'7" at the Locks. Changed 6 p.m. at Cedar Branch.

APR. 26 Changed 6 a.m. at Troy Reach. 6 p.m. foot of Dutch Bend. Gauge at Evansville 28.3. Went through the Henderson bridge 6:50 p.m. Run all night.

APR. 27 31 ft. falling at Paducah 6 p.m. Floated all night.

APR. 28 Changed 6 a.m. at Mound City. Changed 6 p.m. at Yoler Landing. Landed foot of Island 10 for the night. 40 3/4 at Cairo.

APR. 29 Laid up for wind.

APR. 30 Turned out 6 a.m. Changed 6 p.m. head of Island 21. Run along all night. 38 1/2 at Belmont. 33 at New Madrid. 31 1/2 at Cottonwood Point.

MAY 1 6 a.m. at Dago in Island 35 and landed at Corona at 9 a.m. and laid up for wind.

MAY 2 Turned out 3:30 a.m. 6 a.m. near foot of Island 40. Memphis 32 R. Run along all day. 6 p.m. at Rosa Lee.

MAY 3 Changed 6 a.m. at Island 66 and 6 p.m. at Cypress Bend. White River 43 3/4 R. Arkansas City 41 1/2 R. Run along all night.

MAY 4 6 a.m. at Refuge, 545 5/8 miles below Cairo. Greenville 35 3/4 R. Lake Providence 36 1/2 R. 6 p.m. foot of Salom Bend.

MAY 5 Cleaned boilers opposite Paw Paw Island, and left there at 7 a.m. Vicksburg 40 3/4 R. Landed below Vicksburg. Tug took 3 coalboats from us. Left there at 6:30 p.m. Had to break the fleet up and also cool down a/c boiler plug.

MAY 6 Changed 6 a.m. at Dishroom Light. Landed at Destruction Field 5 p.m. St. Joe 36 1/2 R. Natchez 41 1/2 R. Raining and wild looking. Turned out 9 p.m.

MAY 7 Changed 6 a.m. at Lochlaven Point. 6 p.m. head of Swampground Bend. Bayou Sara 31 1/2 R. Baton Rouge 30 1/2 R.

MAY 8 6 a.m. at 100 Mile Point. Laying at Garysville 6 p.m. with bagged boilers. Landed at 4:30 p.m. and left at 10 p.m.

MAY 9 6 a.m. at Nine Mile Point. Landed at Willa Grove 8:30 a.m. and delivered tow. Then went to Nine Mile Point, hitched tow up, and then cooled down for boiler makers to set up the bag.

MAY 10 Ready to leave at 6 a.m. but wind blowing hard on shore and we could not get away. Sent for tug which came at 9 a.m. pulling

us from shore but tore side out of boat. We dropped down under the loaded fleet and left at 3:30. Changed watches 6 p.m. above 12 Mile Point.

MAY 11 Changed watches 6 a.m. in middle of Grandview Reach. 6 p.m. at Bell Grove.

MAY 12 Changed 6 a.m. at Baton Rouge, 30 3/4 R. 6 p.m. at bar in Morgan Bend. Bayou Sara 33 1/2 R.

MAY 13 landed for fog 4:30 a.m. at Longside. Turned out at 6:20 a.m. 6 p.m. at Esperanza Point.

MAY 14 6 a.m. at Cow Pen Bend Light. Landed 12:20 noon at Browns Field a/c broken gib and laid until 1:20 p.m. putting new one in. 6 p.m. at Hard Times Landing.

MAY 15 6 a.m. Bur Oak Bend. Landed opposite Vicksburg 9:45 a.m. to clean boilers. 42 ft. R. Left at 5:30 p.m. 6 p.m. at Kings Point Landing.

MAY 16 6 a.m. at Brunswick Point. 6 p.m. at Shipland Point Light. Lake Providence 38 1/2 R.

MAY 17 6 a.m. at Caroline Landing Light. 6 p.m. at coal fleet landing, Greenville. 38 R.

MAY 18 6 a.m. at Island 82. 6 p.m. at Singers Point. Lost 2 1/2 hours in the night for fog.

MAY 19 6 a.m. at Ozark Island after losing 5 1/2 hours in fog. Changed at foot of Island 68 at 6 p.m.

MAY 20 6 a.m. above Robsons Light and landed at Helena 4:30 p.m. with bag on a boiler. Set it up, cleaned out, and left at 11:20 p.m. 41 3/4 S at Helena.

MAY 21 6 a.m. at OK Landing. 6 p.m. at Harkleroad.

MAY 22 6 a.m. at and on Hopefield Point. Arrived at Memphis Landing at 8 a.m. Got out of tow and put fuel 3594 in on the head of the boat. Left the landing at 9 a.m. for Cairo.

MAY 23 6 a.m. at Plum Point. 6 p.m. mouth of Obion River. Cottonwood Point 26 3/4 F.

MAY 24 6 a.m. a little above Gayoso. 6 p.m. below the foot of New Madrid Bend. 28 F at New Madrid.

MAY 25 6 a.m. at Slew Landing, having landed there at 1 a.m. with a bagged boiler. Left at 9 a.m. 6 p.m. above Samuels Point.

MAY 26 6 a.m. at Mound City. 6 p.m. at Catfish Point. 29 1/2 F at Cairo.

MAY 27 6 a.m. opposite Weston. 6 p.m. below Mt. Vernon.

MAY 28 6 a.m. at Watsons Light above Evansville. 6 p.m. 1 1/2 miles below Grandview.

MAY 29 6 a.m. below foot of Chenaunts Reach. 6 p.m. about 1 mile

below Amsterdam.

MAY 30 6 a.m. above Hughes Bar. Arrived at the foot of the locks at 8:25 a.m. Locked through and laid up on the Towhead at 4 p.m. to repair the boilers. Paid off at 6:30 p.m. with assistance of the company's auditor.

MAY 31 Putting in one new sheet in the second boiler from the starboard side. Set up two bags on other boilers. Deckhands all drunk. Firemen on a strike.

JUNE 1 Boiler makers finished at 8 a.m. Only two niggers would work as firemen. Looking for a crew of firemen all day. Finally called up Cincinnati and had Mr. Menges start 8 niggers from there. Had yawls at 7th Street depot B&O at 9:30 p.m. Loaded the niggers in and started for the boat, arriving at 10 p.m. Started to get ready and was out in the river at 10:30 and started on the home run.

JUNE 2 Changed 6 a.m. below Bethlehem at Jobson's Landing. Run along all day with low steam in the afternoon. Changed 6 p.m. at the head of Vevay Island. Run along all night with low steam.

JUNE 3 Changed 6 a.m. at head of Laughrey Island. Arrived Cincinnati 4 p.m. and lost 2 hours putting fuel 2034 on the head of the boat and getting 7 new firemen. Cincinnati 15' F. Changed 6 p.m. foot of Crawfish.

JUNE 4 Changed 6 a.m. at Augusta Bar. 6 p.m. below Rome at Stouts Landing. Run along from 6 to 11 with very poor steam.

JUNE 5 Landed at 5:45 a.m. above Hitchcock Landing with broken follower head bolts in the larboard cylinder. Turned out at 7:30 a.m. Changed 6 p.m. at Kenova bridge, river rising, 11'4" on bridge. Run along until 10:20 p.m. when we had to land for fog at Paddys Run. At 11 p.m. the engineer came and said he would like to wash out boilers so I told him to go ahead.

JUNE 6 The fog held on until 4 a.m. We got turned out at 5:30 a.m. and changed watches at 6 a.m. a little above Paddys Run. River rose 4", 11 to 4 a.m. Run along all day and changed 6 p.m. at Kanawha Bar.

JUNE 7 Landed above Carrs Run after losing an hour getting stores at Middleport for fog and laid there until 7:20 a.m. Changed 6 p.m. at Sand Creek. Run all the night.

JUNE 8 6 a.m. at the foot of Blanny. 14 ft. at Marietta. 6 p.m. at Little Muskingum River. Low steam all afternoon, firemen play-

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ed out.

JUNE 9 Had to lay over several times during the night with towboats coming down the river with coal. 6 a. m. in Wells Island. Met the CRUISER at foot of Clines Bar and gave her 6 coalboats and 2 barges. Changed 6 p.m. above Pine Creek.

JUNE 10 Changed 6 a. m. below Hookers Dam. 6 p.m. at Rochester, Pa.

JUNE 11 Arrived at Sligo Landing, Pittsburgh, 4:10 a.m. Arrived at the coaler 5:30 a. m. Paid the nigger firemen off and shipped them to Cincinnati at 8:30 a.m. I got new orders in place of laying up to send the steward over to order stores for Louisville. We are to have coalboat water. After coaling went over to the wharfboat and laid until 2 p.m. Backed out with orders to help the DUQUESNE shove out. When I arrived at Pittsburgh Harbor I got orders to go down to Snyder Landing and clean boilers.

JUNE 12 Left Snyder Landing at 4 a.m. Passed Str. TORNADO just as we started but when we got to Manchester Ferry the TORNADO blew the distress signal and I backed down to her, finding them aground on gravel lumps at McClure's Mill. We got along side helping them off and towed her back up to Lysle Landing. The went to wharfboat to get a lot of paint. Was there about 10 minutes, and then backed down to help the DUQUESNE out in the river. She did not leave until 7:45 a.m. for fog. Then helped the J. B. FINLEY out. After that we hitched into 12 coalboats, 2 barges and 4 fuels and left the O'Neil Landing at 10:45 a. m. 11 ft. 2 in. at Davis Island. 12½ ft. on Beaver bridge. 14 ft. at Merrill Dam. Changed 6 p. m. at Georgetown. Landed at 9:45 p. m. opposite New Cumberland for the night was smoky and thick.

JUNE 13 Turned out at 6 a.m. 13 ft. 7 in. at Steubenville. 14'9" on Bellaire bridge. Changed 6 p. m. taking tow from the ROVER below Wegee and above Little Grave Creek Bar, floating.

JUNE 14 Changed 6 a.m. at foot of Brothers Islands. 6 p. m. at Apple Grove. 14' at Marietta. 14½' at Parkersburg. 14'2" at Dewitts Rock.

JUNE 15 6 a. m. at Dogham Bar. 6 p. m. at Rome, O. 16'7" at Pt. Pleasant.

JUNE 16 Fog shut down at 2:30 a. m. and we backed ashore at the Snag Bar gov't light. Nothing to tie to and worked back slow until

7:30 a. m. Changed 6 p. m. at Laughrey Creek bar. Run along all night.

JUNE 17 6 a.m. at Bethlehem. Arrived foot of 6 Mile 9:30 a. m. Put our tow in the Canal and came over and laid up at Jeffersonville at 5 p. m. Paid off the crew and got everything ready for to send home in the morning.

JUNE 28 Got orders to get steam and crew to start home. Left Jeffersonville at 4 p. m. and started to gather up empty tow. Laid at the Towhead waiting on the OAKLAND's tow to come out of the Canal.

JUNE 29 OAKLAND's tow started to come out of the Canal at 5 a.m. We got it all and hitched up, starting up the river at 2:30 Pittsburgh time. Changed 6 p. m. at the head of 12 Mile Island. Have in tow 13 barges, 3 coalboats and 7 fuel barges; also cargo box barge LOUISVILLE an 6 model barges with one of these drawing 5 ft. loaded with lumber, and one draws 3 ft. partly loaded with lumber. Changed 11 p. m. at Jobsons Landing.

JUNE 30 Changed 3 a. m. at Spring Creek. 6 a. m. at Madison wharfboat where we stopped and got another barge. 12 noon at the Lower Craig's Bar Light. 6 p. m. at Warsaw Bar. 11 p. m. at Big Bone.

JULY 1 Changed 3 a. m. at Norths Landing. 6 a. m. at Laughrey Island. 12 noon at mouth of the Big Miami. 6 p.m. at Andersons Ferry. 11 p. m. at foot of Crawfish after stopping at Ludlow Landing and leaving 6 barges and 3 coalboats off. One of these barges we picked up at Lawrenceburg.

JULY 2 3 a. m. at Nine Mile Light #1. 6 a. m. at Pt. Pleasant, O. 12 noon 1 mile below Straight Creek. 6 p. m. 1 mile below Manchester Bend Light. 11 p. m. at Rome.

JULY 3 Changed 3 a.m. at Rockport after loss of one hour at Buena Vista getting fuel 2639 in on my head. 6 a.m. at Walkers Landing. 12 noon at Wards Landing. 6 p.m. at Ashland. 11 p. m. at Guyan. 13½' on Kenova Bridge.

JULY 4 3 a. m. at Crown City. 6 a.m. at Chambersburg. 12 noon at Campaign Bend, foot. 6 p.m. head of Wolfs Bar. 11 p. m. foot of Goose Island. 8'3" at Pt. Pleasant.

JULY 5 Changed 3 a. m. at Sand Creek right below the wharfboat. Left 5 fuel barges at the foot of Buffington Island. 6 a.m. at head

of Buffington Island. 12 noon at foot of Mustapha Island. 6 p. m. at Parkersburg. 5'6" on Dewitts Rock. 4'9" at Mustapha. 6'6" at Parkersburg. 5'4" at Marietta. Laid up at the gravel bank in front of Haunted house.

JULY 6 -- OCT. 25 Laid up for low water.

OCT. 26 Left Parkersburg 12:30 noon. 5'9" on the marks. 6 p. m. at head of Marietta Island. 7'4" at Marietta. 11 p. m. at head of Bat and Grape.

OCT. 27 3 a.m. above Sistersville and 6 a. m. at Hannibal, O. 12 o'clock noon at Pipe Creek. 6 p. m. at Sisters Island. 11 p. m. at Steubenville wharfboat. Laid up at the tipple and quit. 8'8" at Bellaire. 6.4 at Steubenville.

OCT. 29 Had boiler inspection. Laid up Oct. 28 - Dec. 14 for low water.

DEC. 15 Left Steubenville at 1 p. m., 15'11". 6 p.m. head of Clusters Island. 11 p. m. at Phillis Island.

DEC. 16 3 a. m. at Beaver bridge. 6 a. m. at Freedom after locking through Dam #5. 12 o'clock noon at Whites Ripple. Arrived at Sligo Landing 5 p.m., After stripping our tow we left at 8 p.m. for Elizabeth to go on the ways for repairs to hogchain braces. Note: 11 ft. at the Ways makes it close at the Port Perry bridge.

DEC. 17 Pulled out on the ways, all done at 11 a.m.

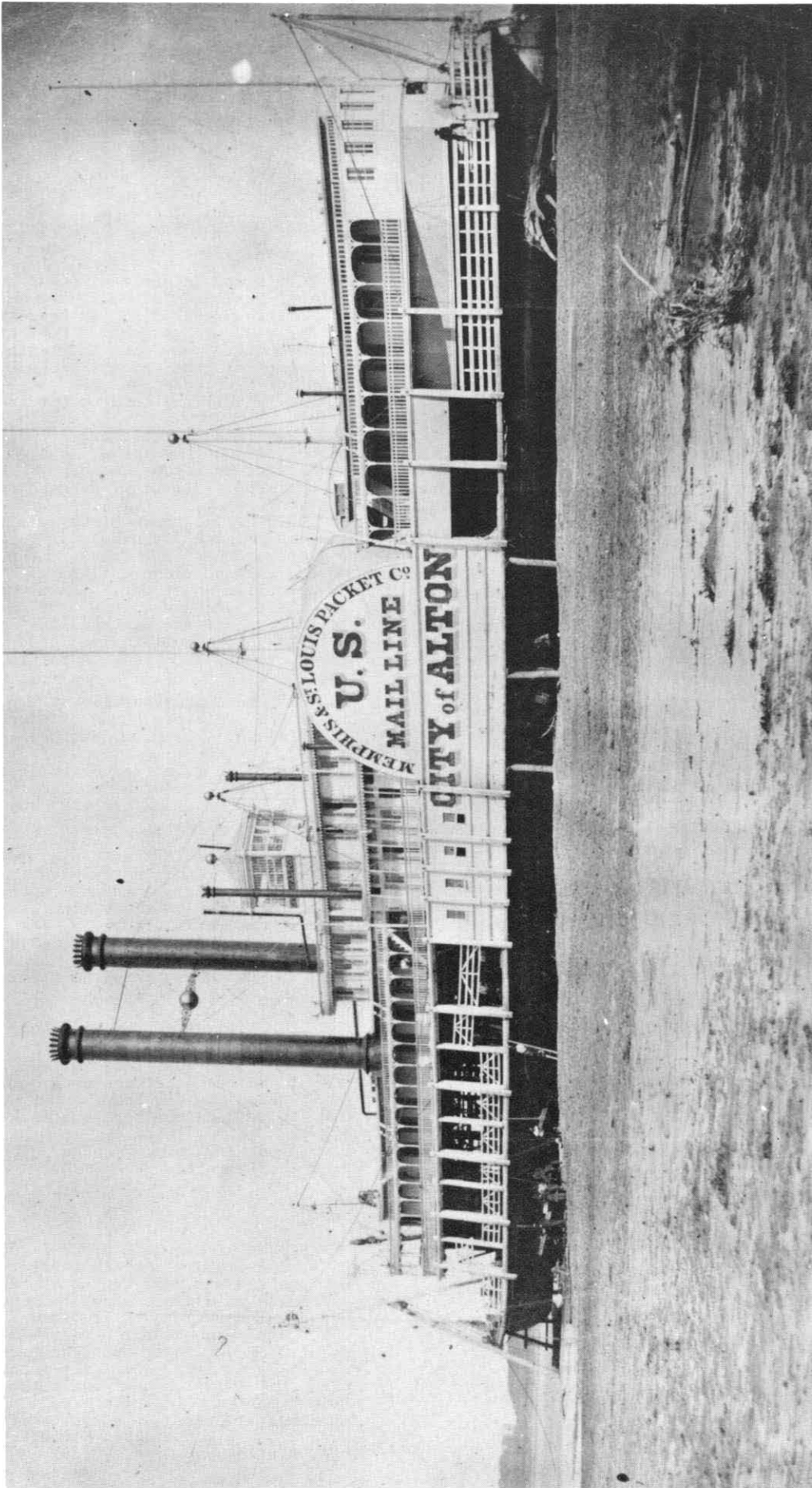
DEC. 22 Let down into the river. Hull leaked bad so let her sit on the cradles until 2 p.m.

DEC. 23 Arrived at the Pittsburgh wharfboat 6 p.m.

DEC. 24 Left wharfboat at 7:20 a.m. Coaled her in the deckroom, half coaled on the head, and then had to quit as the boat was leaking so bad. Laid up in Grays Landing at 2:30 p.m. Father died at 8 this morning.

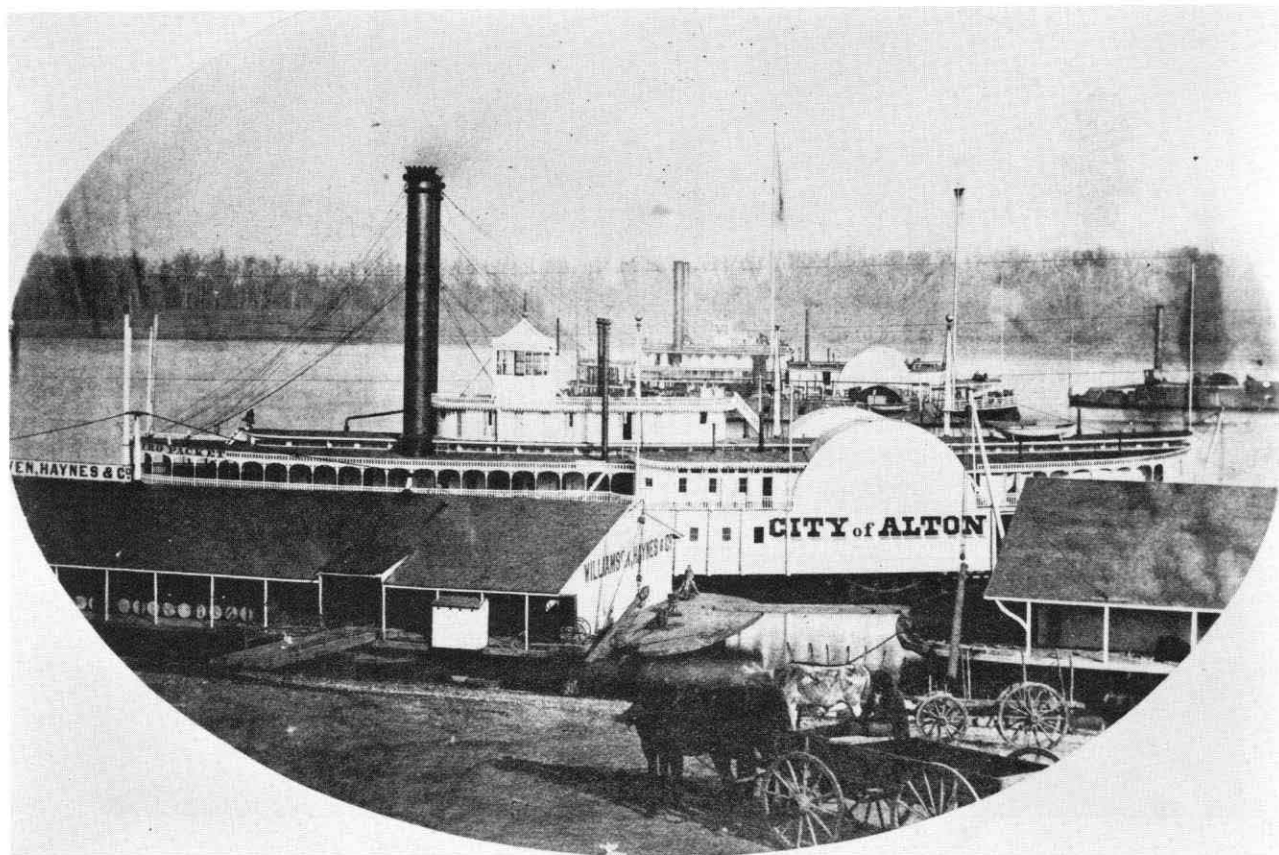
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THIS SCENE easily ties for first place along with views of the VIRGINIA in the cornfield. Here we have a 283-footer high and dry on a Mississippi River mud flat. For years this picture has been reposing in the collection of the U.S. Naval Historical Center, Washington, D. C. Some while back Chuck Haberlein, associated with the Center, gave it to John L. Fryant who passed it along to us. The only information the Center had regarding the event is the brief notation, "Stranded on the Mississippi River, circa 1865." No doubt about the river having gone off and left her but our files contain no details of the circumstance or date. The CITY OF ALTON was built at Madison, Ind. in 1860 for the St. Louis-Alton trade and became

celebrated in the annals of the Civil War when in April 1861 she was landed at the St. Louis Arsenal shortly before one midnight and took aboard 10,000 muskets, 500 new rifle carbines, 500 revolvers, 110,000 musket cartridges and a quantity of cannon. She was landed at Alton before daybreak, the munitions transferred to awaiting freight cars of the Chicago & Alton Railroad, and they were delivered to Springfield, Ill. In this manner the Illinois troops got their arms at great risk inasmuch as swarms of hotheads of southern persuasion in St. Louis had vowed that nothing would leave the Arsenal. Credit for the coup goes to Capt. James H. Stokes, U.S. Army, Chicago, and to Capt. Mitchell of the CITY OF ALTON.



SCENE AT CAIRO, ILL. during the Civil War with the CITY OF ALTON at the Given, Haynes & Co. wharfboat, probably taken when she was used as a transport during the Tennessee campaign. Her hull measured 283 x 40 x 7, and she had engines 36's- 9 ft. The structural details match with the stranded picture on the opposite

page; three towering centerposts for hogchaining, each surmounted with a gold ball. Moored in midstream behind her is the transport MARIA DENNING. John Fryant suggests, correctly we feel, that the high flagpoles were installed to fly signal flags. Off to the right is a U.S. gunboat, unidentified.

STEAMBOATING AT INDIANAPOLIS, IND.

Sirs: Anent the ROBERT HANNA reaching Indianapolis via the West Fork White River on 11 April 1831, my records list the name of the boat as the GENERAL HANNA but Lytle-Holdcamper does not list her under that handle either.

Robert Hanna was a contractor supervised by the Corps of Engineers on the National Road then building across Indiana, and apparently he was building a stone masonry bridge across the West Fork or a nearby stream for the road at Indianapolis. He built or purchased and renamed the HANNA to haul stone and supplies for his construction gang. The HANNA left Louisville, Ky. in late February or early March, towing a keelboat. Thomas McQuat, a Scotsman and merchant, took first class passage on the HANNA at Louisville and also shipped his merchandise on her. McQuat described the HANNA as an "eloquent double-decker, lower-cabin, fast-sailing steamer." It took the HANNA about four weeks to ascend from the mouth of the White River to Indianapolis. The people of Indianapolis celebrated the arrival of the boat on 11 April; on 13 April the HANNA took aboard all the passengers it could hold and made two trips upstream of Indian-

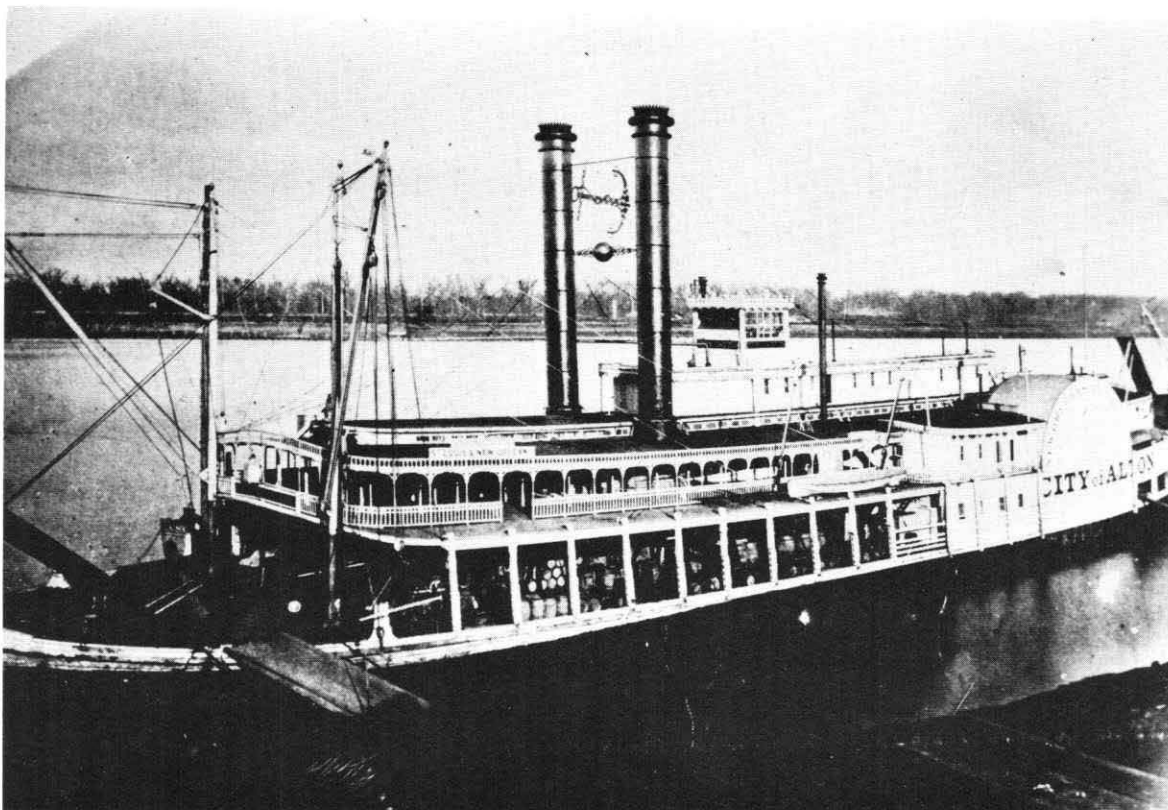
apolis to please the crowds. The next day she set out downstream. Indiana legend says she ran aground at Hog Island on the downstream trip and was stranded there for six weeks. At any rate, the boat disappeared from historic records. Perhaps our friends at Indianapolis and Louisville could scan the local papers during the spring of 1831 for further mention of the HANNA.

The HANNA was not the first steamer on White River. Capt. Stephen Butler loaded his steamer TRITON (not listed in Lytle-Holdcamper) with freight shipped by James M. W. Allison and left Louisville, Ky. on 24 April 1828 with orders to get as near to Indianapolis as possible. Captain Butler reached a point 14 miles downstream of Spencer on 28 April, but the river was fordable there and he decided to go no farther upstream. Butler said that with a one-foot rise he could have taken the TRITON on to Indianapolis.

Noah Noble, Governor of Indiana, who wanted White River and West Fork navigation improved as far as Noblesville, offered a \$150 bonus to the Kanawha Salt Company to deliver a load of salt by steamboat to Indianapolis. Capt. William Sanders and the steamboat TRAVELER

(36 tons; built at Wheeling in 1829) loaded the salt at Louisville, Ky. and made the effort. Aboard and perhaps piloting was Capt. John Scott Elder, an Ohio River pilot born at Lexington, Ky. in 1802. The TRAVELER left Louisville in August 1829, certainly the wrong time of year to ascend the West Fork, but the TRAVELER caught a West Fork rain tide deep enough to cover the milldams and reached Spencer, where the salt was unloaded and paying passengers boarded for the return trip to Louisville. Captain Elder claimed the TRAVELER was the first steamer on the White River, but apparently he did not know of the trip by the TRITON.

Other than the canoes of Indians and traders, the first boat to ascend the White River may have been the large pirogue operated by Joseph Tarkington, grandfather of author Booth Tarkington. In 1816, Tarkington, then living at Edwardsport, Ind., loaded his family and household goods into the large pirogue and poled it upstream on the White River to the mouth of Richland Creek. The trip took a week, after which the family unloaded the furniture and moved on overland to Monroe County near Bloomington.



IN 1868 the CITY OF ALTON was taken to St. Louis and the upper works were transferred to a new hull ten feet wider, making her 283 x 50 x 7. At the same time she was given the engines from the BALTIMORE, 30's- 9 ft., powered with five boilers. The centerpost hogchaining was eliminated. She was again enlarged at St. Louis in 1873, although we don't have the figures at hand. Then in 1878 she was entered into the newly formed New Orleans Anchor Line, and with a magnifying glass we discover the lettering on

her wheelhouse does indeed say New Orleans Anchor Line, so the picture was taken in 1878 or shortly thereafter. The Anchor Line had swung anchor emblems between the stacks of its fleet in 1874 (see article on this subject in March '79 issue, page 36.) Capt. Horace E. Bixby was part owner and master of the boat for some years. She burned at the foot of Dorcas St., St. Louis, along with the side-wheel COLORADO, on January 2, 1884.

At 6:45 p.m. on 7 June 1820, the first boat larger than a canoe to ascend the West Fork to Indianapolis arrived at the capital. It was a small flatboat with a canoe tied alongside and loaded with two pioneer families and their household goods.

The first keelboat to ascend the West Fork to Indianapolis was piloted by Capt. Alexander W. Russell of Frankfort, Ky., a brother to Capt. John W. (Roaring Jack) Russell, the successor to Henry Shreve as Superintendent of Western River Improvements for the Corps of Engineers. The keelboat was purchased by Matthias R. Nowland and Elisha Herndon of Indianapolis at Frankfort, Ky. They loaded the boat with flour, bacon, and whiskey and employed Captain Russell as pilot. They pushed, poled, and cordelled their way up the West Fork, reaching Indianapolis on 1 May 1821. One oldtimer said the keelboat went on up West Fork to Connersville and took on a cargo of corn, probably in liquid form.

After pioneers settled in the West Fork basin they searched for ways to get their surplus produce to markets. With funds appropri-

ated by the State of Indiana, they cleared West Fork of snags and obstructions to navigation as far upstream as Samples Mill, built by John Sample in Randolph County near the Ohio State line. Literally hundreds of flatboats, loaded typically with corn and pork, descended the West Fork on the way to New Orleans before the Civil War. I have the marine insurance documents on several of the West Fork flatboats. Edwardsport, Gosport, Point Commerce, and Bloomfield were some of the more important White River ports. In one year, Morgan County alone exported 100,000 bushels of grain and 30,000 pounds of pork on about 30 flatboats, each carrying 50 to 70 tons. West Fork flatboats built upstream of Spencer were about 15 by 60 feet and those built downstream were 15 by 80 feet. The 60-foot boat could carry 600 dressed hogs. Some flatboats, however, were as large as 20 by 100 feet, drawing 3.5 feet of water and having a capacity of 400,000 pounds. Traffic ended at the time of the Civil War.

You described the fate of the steamer GOVERNOR MORTON in 1866. Also you ask about the small

sternwheelers of 1905-1910 which appear on a post card sent you by Alan K. Wisby.

In 1879, Congress funded a project to improve navigation on the White River and on the lower 12.5 miles of its West Fork. The Corps of Engineers established a special Indianapolis Engineer District under the command of Major Jared A. Smith, which spent the \$120,000 provided by Congress between 1879 and 1897 in clearing snags and dredging a channel on the White River and lower West Fork. Commerce reported on the White River system amounted to 42,650 tons in 1887, 29,409 tons in 1890, 9,393 tons in 1893, and "small" thereafter. The figures do not include the excursion traffic at Indianapolis. The only steamer reported operating on the West Fork in 1894 was the HELEN HYATT, which hauled grain from farms to the railroad at Washington, Ind.

At Indianapolis during the 1880s and 1890s three steamers operated on the West Fork: the HOOSIER NEST owned by Bert Dixon, the MORNING STAR owned by Charles Truempfer, and the WATER LILLY owned by Frank D. Norviel. Steamers operating on West Fork and White Rivers down-

stream of Indianapolis during the same period include the 90-ton NETTIE-S., the 17-ton GEORGE T. FRANK, the 20-ton BELMONT, the 20-ton HENRY, the 28-ton HELEN HYATT, the 21-ton LITTLE GIANT, and the 27-ton ROSA BELLE. All were licensed and operated out of the Port of Evansville, Ind.

In 1899, four steam powered vessels operated at Indianapolis; the HELEN GOULD, a 98-ton, double deck excursion boat; the SUNSHINE, a 65-ton sternwheel excursion boat operating between Indianapolis and Allisonville, and the 15-ton sternwheel STELLA, and the GENERAL MORRIS, a 10-ton screw prop owned by the Indianapolis Water Company which transported passengers and freight on the canal between Indianapolis and Broad Ripple, a few miles upstream of Indianapolis.

The City of Indianapolis in 1899 proposed to build a dam across the West Fork that would have hampered the excursion traffic, and the steamboat captains employed an attorney to fight it. The captains were Orla Edgington of the HELEN GOULD, Frank D. Norviel of the SUNSHINE, J. D. Sullivan of the MILLIE D., and H. Varns of the STELLA.

The controversy generated new interest in West Fork navigation in Indianapolis; there was some hope that coal mined along the West Fork might be shipped by river. The Indianapolis Commercial Club and the Indianapolis "News" in November 1899 sponsored a boat trip down the West Fork to publicize the use of the river. The boat was an 8 by 22 foot flatboat built by White River Sand Company and fixed up as a houseboat. Capt. Frank Norviel commanded it; John Striebeck was first and second mate; and Fred S. Knodle, reporter for the "News" went along. The party left Indianapolis on November 28, 1899 and traveled 214 miles in 12 days downstream. Accounts of the trip were published in the "News" and have since been reprinted.

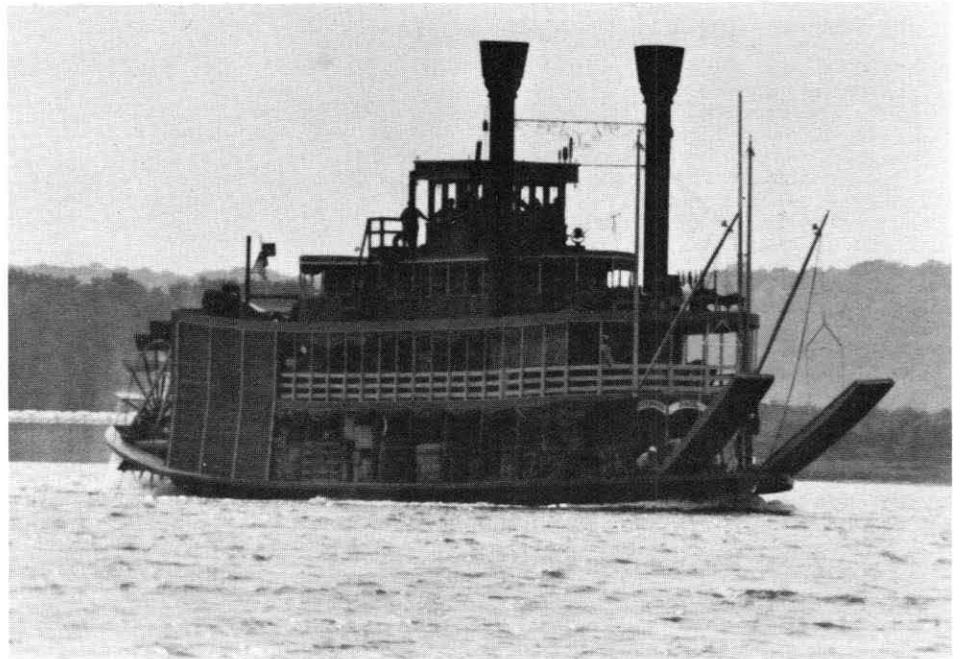
This more or less wraps up the West Fork story. The Indianapolis and Vincennes branch of the Pennsylvania Railroad paralleled the West Fork from Indianapolis to Edwardsport and destroyed commercial steamboating on the stream.

Capt. Orla M. Edgington was still operating the HELEN GOULD at Indianapolis in 1908, and in November of that year towed seven small boats to their regular winter quarters. I have no information about how long the GOULD operated after 1908.

In 1922 the Corps of Engineers examined the West Fork as far upstream as Martinsville, 30 miles below Indianapolis, and found no traffic other than motor launches and houseboats.

Leland R. Johnson,
7010 Plantation Drive,
Hermitage, Tenn. 37076

Wedding bells for Dr. Stewart Way and Helen Gornick, married at Whitehall, Montana, on November 12 last.



SOMETHING'S ALWAYS HAPPENING on the river. This strange craft was pictured Sept. 20th last at the Lacon highway bridge, Illinois River, by Joe Hutson. She's named PAUL JONES, runs by steam, has a sternwheel, and Sam Clemens was aboard. Actually it's the JULIA BELLE SWAIN gussied up for the forthcoming TV special, "Life On the Mississippi." John Hartford says this of her: "Wood and canvas cover every inch of her outside metal, and a cow named 'Crystal' now lives just ahead of her engineer's stand. Bell pulls, bridles and a coal stove inhabit a sashless pilothouse. Extras in period clothes wait like passengers on her planked guards, black roustabouts shoot dice on the head and sleep in a pile of sacks on the landing. Period clothing is worn by everyone in case they walk into a shot by mistake. The crew during all this are Dennis and Robert E. Lee (Moon) Trone, Tom McMillan, Jeri Petz, Melanie Judd, Kathy Workman, and Paul and Dorothy Anton." The original PAUL JONES was a side-wheel packet built at McKeesport, Pa., 1855, 172 x 34 x 6.5. Sam Clemens boarded her at Cincinnati and started his career as a riverman.

Sirs: Dick Simonton, who died on August 22nd, was a quiet, easy-going, low-key sort of guy who had an absolutely fantastic memory for names and faces. You could walk into a group and he could introduce you to 15 or 20 people who were new acquaintances. His memory for facts, figures, situations and corollary information was equally sharp and accurate. For behind that easy-going and friendly facade lay a razor-sharp mind--an absolute genius in the business world. He could be accurately called a tycoon, but I have heard him referred to as a "wheeler-dealer." And yet he had a sincerity and genuineness--and frankness --not often found in business men of the top executive ranks.

All of the four Simonton children have spent much time on the DELTA QUEEN, and even Dick's grandson made a trip as an infant last year. Margaret, the eldest daughter, is chief steward on the boat and her younger sister Mary was with her for a part of the week when Jimmy Carter and family were aboard. Because of the security and because of the communi-

cations tie-up there was difficulty in getting through to Margaret with the sad news of her father's passing. But Betty Blake found a way, and Margaret got home in time to stand with her family in greeting their mourning friends. The burial was a private, family affair. But on Sunday, August 26th, open house was held at the Simonton home on Toluca Lake Avenue. The family greeted friends while downstairs, in the theatre, that big Wurlitzer organ was going full blast, just the way Dick liked it.

I first met Dick on a Sunday morning, shortly after his group had taken over the Greene Line in 1958. The DELTA QUEEN was here at Louisville and he was about halfway up the stageplank, holding hands with his three-year-old daughter. I had my three-year-old daughter with me. We shook hands to begin a friendship that endured until his passing.

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

Dr. Louis C. Hunter, author of an important volume, "Steamboats On the Western Waters," has been heard from. While he was researching and writing prior to 1949, then located in Washington, D. C., a rapid-fire correspondence passed to-and-fro there and Sewickley culminating in some pleasant visits and jaunts. The book appeared in 1949, acclaimed (and rightly) as the most definitive work of its sort. Twenty years later, in 1969, a reprint was issued.

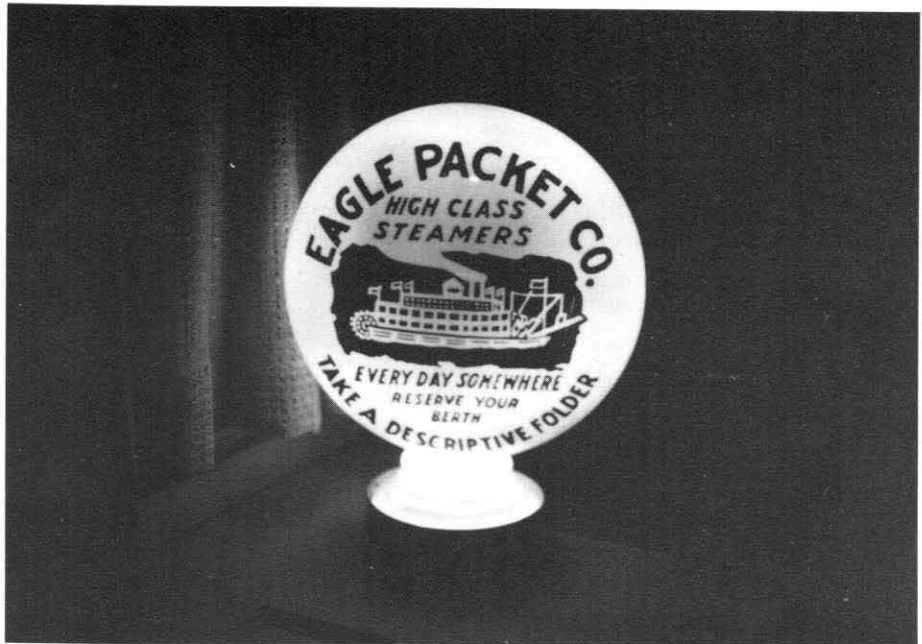
Dr. Hunter tells us that he left Washington about 1970 to settle in the Cambridge-Brookline area of Boston, summering at Thetford, Vt. Currently he is authoring a three volume study on the history of industrial power 1780-1930. Part One, dealing with water power, is due to be published any day now by the University Press of Virginia. Part Two, steam power, is largely in the hands of the editors.

Louis Hunter has gone back to riding a bicycle, the style of transportation he used as a boy in Moline, Ill. He handed over his Opel to a daughter.

Dorothea Bek Partridge, former assistant curator of Campus Martius Museum, Marietta, died following an extended illness on August 8, 1979 in the Marietta Memorial Hospital. Dottie came to Marietta in 1947 from Charleston, West Va. where she had a position with the C & P Telephone Company, and she and her husband played in the Charleston Symphony Orchestra for eight years. She was born in St. Louis, Mo., January 19, 1917. She was a member of the board of trustees of the Marietta Memorial Hospital for many years and was an organizer of the Mid-Ohio Valley Players, serving as treasurer and appearing in several productions. She was an active member and past president of Rotary Anns and the Women's Golf Association, Marietta Country Club. Her husband Joseph Partridge survives her; also her daughter Peggy Wittekind, Lowell, O., and son Robert Partridge, Lima, O. Services were held in the First United Presbyterian Church, Marietta.

Mrs. John J. Knox, 80, died at the Marietta Memorial Hospital, on September 4, 1979. She had been an S&D member for some years, mother of John J. Knox, Jr., well known in S&D circles. Burial was in Mound Cemetery, Marietta.

Mrs. Edna P. McDougal died, 72, in the Barnesville, O. General Hospital on August 23, 1979. She ran McDougal's Grocery in Clarington, O. and was instrumental in selling numerous copies of "Steamboats On the Muskingum" authored by J. Mack Gamble. She was preceded in death by her husband, Cyril McDougal, Sr., February 6, 1974. Burial was in the Clarington Cemetery.



KEITH NORRINGTON has our thanks for this picture he took of a relic, an advertising globe, originally in the office of the Eagle Packet Co., St. Louis. An electric lamp, installed inside, illuminates the steamboat on its brown background, the brown lettering EAGLE PACKET CO. and TAKE A DESCRIPTIVE FOLDER. In red lettering are HIGH CLASS STEAMERS and RESERVE YOUR BERTH. On the reverse side is a map of Eagle Packet river routes. Ruth Ferris displayed the globe in her museum aboard the BECKY THATCHER at St. Louis, and Fred Leyhe loaned it to Sue Eastman who has it displayed in the River Room, Alton (Ill.) Museum of History and Art.

The sequence of railroad transfer steamers based at Helena, Ark. is presented in the June '79 issue of the Phillips County (Ark.) Historical Quarterly.

The Illinois Central Railroad built its first incline at Helena in 1889. The side-wheel transfer J. F. JOY, capable of handling three box cars, was the first to serve. She had been built at Madison, Ind. in 1873 and had long operated at Nebraska City, Neb.

After the JOY sank at the Helena incline in 1895 the JOHN BERTRAM replaced her, built at the Barmore Yard, Jeffersonville, Ind. in 1880 for Missouri River. Her capacity was four box cars.

Then came the DeKOVEN in 1912, capacity five box cars, acquired by the Illinois Central when they sopped up the Ohio Valley Railroad Co., Henderson, Ky.

She was succeeded by the W. B. DUNCAN, capacity ten box cars and then about 1930 the 306-foot PELICAN was transferred from Vicksburg to Helena and was the last to serve. All of these were steam side-wheelers. There were plans afoot to convert the PELICAN to diesel in 1956 but she never was. In her latter days she was stripped to become a non-propelled railroad barge shoved by a diesel tow-boat.

Capt. James A. (Jimmy) Burnett, native of Evansville, Ind., started on the DeKOVEN, was master of the W. B. DUNCAN and then master

of the PELICAN, retiring in 1953. In all he spent about 40 years in Helena transfer duty. He died, 72, at Memphis on Oct. 24, 1956.

Sirs: Were there ever any screw-driven packets on the Mississippi River System? I don't mean small fry, and exclude ADMIRAL and PRESIDENT. On the Columbia River the GEORGIANA, 145 ft. long, ran Portland-Astoria, screw driven, in the 1920-1930 era. ---Or like the PETER STUYVESANT on the Hudson?

Richard E. Brown,
6404 Casper Way,
Bakersfield, Calif. 93309

=Plenty of small fry screw driven packets ran in regular short trade service 1880-1910 (give or take) but the largest we can think of was RAPID TRANSIT, 153 by 28, built at Cincinnati in 1878, a single prop job (pictured and described in our Sept. '72 issue, page 5) which met with scant success. -Ed.

Copies of JAMES REES & SONS CO. catalogue---going---going---going. Jerry Sutphin and F. Way, Jr. have checked stock and between us we have about 50 copies left. We have decided not to reprint. While they last, \$4 the copy including mailing.

In May 1842 Dr. Valentine Barger, 31, physician and temperance lecturer, journeyed from Ohio to Iowa, there bought farmland near Fort Madison, and returned to Keokuk homeward bound. "I think Keokuk will one day be THE city of Iowa," he wrote in his diary. "The inhabitants are rather rough and profane; they use the drops too freely; but I must say that some are civil and genteel in appearance."

Dr. Barger and his companions got aboard the ROSALIE at 10 that night (May 25th) and learned that on its way up from St. Louis the crew of the ROSALIE had raced all the way up with the BOREAS and had been the victor by 400 yards. At 5 next morning the ROSALIE was moored at Quincy, "a beautiful place," and later in the day stopped in at Clarksville to obtain wood and take on freight. "This place "is a village on the Mississippi like many others--going to destruction owing to some cause I cannot account for."

Arrived at St. Louis 6 a.m. on May 26th. "Walked through the city. It is a large place and full of business. All kinds of vegetables in the markets. Saw a fish which weighed 150 pounds. Sugar costs four cents per pound; molasses 30 cents a gallon. Goods of all kinds cheap. Twenty-five or thirty boats lying at St. Louis. Splendid courthouse, Catholic Church, and everything else the world affords to make us happy. Saw 40 cords of buffalo skins."

The party left St. Louis May 28 at 11 a.m. on board the WEST WIND bound for Cincinnati. "The boat we now are on is trying to make the fastest trip St. Louis to Cincinnati--a new boat and in good trim for speed. Has Evans patent safety valve and a wonderful engine." As WEST WIND proceeded up the Ohio River Dr. Barger notes "this boat runs faster upstream than any boat I ever saw. I cannot say that I feel afraid. My doctrine is that what is to be will be; so what is the use to perplex ourselves with fear?"

At 9 a.m. May 30 the boat was 60 miles below Louisville, having stopped briefly at Shawmeatown to repair a bucket plank. "We are yet moving at fifteen miles an hour." A landing was made at Portland, Ky., below the Falls, "where I saw a Kentucky giant. His height is seven feet and nine inches. His gun, which I saw, was eight feet long. It was presented to him by a gentleman from New York." Came from St. Louis to Louisville "in 46 hours, a distance of 600 miles."

This was the last entry in the diary. Dr. Valentine Barger, with the doctrine 'what is to be will be,' lost his life. A steam explosion rocked the WEST WIND, he leaped from the stern, and was drowned. The body was quickly recovered and still in the pocket of his coat was the diary from which these extracts were taken.

We are indebted to William B. (for Barger) Fletcher, 7515 Yankey

St., Downey, Calif. 90242 for the above, sifted from "The Barger Journal" published (occasionally) by Alvan Lyell Barger, Charlottesville, Va.

The Wabash Railroad spent a fortune getting its passenger trains in and out of Pittsburgh; a tunnel, a bridge, and a splendid depot and terminal. The terminal burned, the tunnel was closed, and the bridge over the Monongahela River was torn down. All that remained were the two stone piers which had supported the bridge. These were sold in 1947 to James Fulton, a local politician, who wasn't sure what he'd do with them (one idea was to erect statues on the tops) and he ended up doing nothing. Fulton died and the stone piers stayed on.

On Oct. 15th last the Three Rivers Improvement and Development Association staged a bankruptcy sale and the piers were put up for grabs. High bidder was G. H. (Bub) Crain, \$18,000. Bub, of the extensive Crain clan in the Pittsburgh area, is president of Pitmarine Corp., river contractors, and operates from his home at Route 3, Freedom Road, Mars, Pa. 16046.

The MISS-Q and the 38,000-ton Panamanian-registered tanker SPEC came in collision near Norco, La.

Sept. 7th last about 3 a.m. The MISS-Q suffered damage on her port side and the tanker had some damage to her bow. The MISS-Q, downbound from St. Louis, proceeded to the Poydras Street wharf, New Orleans. Of more consequence was the June 11th accident which befell the MISS-Q at Albany, Ill. when power cables became entangled with her smokestacks, pulling down a 90-foot utility tower. Several spectators were injured and over a dozen cars damaged. Fortunately the power lines were uncharged. Her port boiler was reported down on another occasion and the 650 hp. towboat HOT TO TROT was lending an arm. On this occasion, upbound for St. Paul, heavy fog and the boiler trouble required her to quit at Wabasha, Minn. Her St. Paul destined passengers were bused the 80 miles to St. Paul, and oncoming passengers at St. Paul were bused to Wabasha. One bright ray was that at Wabasha she had Lake Pepin to turn around in.

Greetings come to 121 River from Pat Sullivan, Dolly Robertson, Ann Zeiger, Mary Lou Brasher, Mary Eversman, Kathy Lake and Cori Reade, cruising on the Upper Miss aboard the DQ on the pre-Presidential trip last August. What a crew. Pat enclosed a 8x12" wash drawing of the BETSY ANN she had picked up at Dubuque. That old gal gets around and we mean the BETSY ANN.



ON AUGUST 2nd last, about 9 a.m., the MISS KIT with a barge of sand in tow, was drafted out above Lock 2 (Devol's Dam) on the Muskingum and went over. The barge grounded on the dam's crest. The river was about 2½ feet above normal and a stiff current was running. The pilot, John Eddy, was about to enter the lock, downbound, when the accident happened. Commercial navigation on the Muskingum has been picking up of late, and this sand towing has been revived by Shelley & Sands, Lowell, O. The towboat PANZO assisted in releasing both MISS KIT and barge. Nobody was injured. We thank Lawrence Peters for the picture.



NATIONWIDE COVERAGE of river events got off to a rollicking start on July 24, 1928 when Paramount News covered the BETSY ANN - CHRIS GREENE race at Cincinnati. This scene, taken by Capt. Jesse P. Hughes, shows Capt. Chris B. Greene (left) and his wife La Rie A. Greene, with Garland W. Kimble standing behind. The two gentlemen of the media are not identified, the camera positioned on the CHRIS GREENE's bow. Paramount was a leading distributor of movie news, shown in theaters large and small, the steamboat race of 1928 playing to record audiences intent on viewing the boxing bout in which Gene Tunney knocked out Tom Heeney, 11 rounds, in Yankee Stadium and then retired from the mat. Our thanks to C. W. Stoll for the print.

Sirs: I figure about 175 tons (repeat TONS) of gold went down the Missouri River in the 1860s, plus a sizeable tonnage of high grade ore in later years. The developers of a mine in the Castle Mountains near White Sulphur Springs, Mont. loaded five tons of gold ore on jackasses in 1866, packed it to Fort Benton, from whence it was steamboated to New Orleans, and finally arrived at destination, a smelter at Swansea, Wales.

Joel F. Overholser,
River Press Publishing Co.,
Fort Benton, Mont. 59442

=Editor Overholser recently compiled and published his research on the Fort Benton area fur trade. In the period 1859-1882 680,540 buffalo robes were shipped down the Missouri by steamboat. The peak years were 1875-1878. Railroads had arrived by 1882 and the buffalo robe traffic disappeared from the river. Peak year for gold ore was 1877, 1,125 tons. The 175 tons of pure unadulterated gold translated into today's per ounce market figures is beyond this scribe's mathematical skill--our decimal points skip about with reckless abandon--maybe somebody with access to a computer? -Ed.

Sirs: You really hit a nostalgic nerve with the piece about the towboat J. H. DONALD, JR. (Sept. '79 issue, page 45.) As a youngster in my hometown, Ripley, O., I once made a trip to Maysville and return on her. She burned, not at Ripley, but on the Kentucky side just below the ferry landing at South Ripley. There is a slight point there that makes a fair ice harbor.

The front cover on the September issue impresses me as outstanding. Personally, of the three steamboats shown, my blue ribbon for design goes to the BELLE OF LOUISVILLE (nee IDLEWILD, AVALON.)

Incidentally I just purchased a copy of the latest edition of the Ohio River Handbook. Very nice.

Gordon N. Hughes,
200 Eastern Ave.,
Elsmere, Ky. 41018

"Rain or shine or sleet or snow, the DELTA QUEEN she's got to go." Capt. Carroll S. (Rip) Ware who has been on the rivers for all but 17 of his 66 years was on watch in the pilothouse when a jimmycane packing 70 mph. winds scattered aluminum deck chairs about like doll house furniture and tattered

the U.S. presidential flag flying on the stage mast pole. The river was flattened into a sheet of flying spume and rain drove horizontally in torrents as Rip and Capt. Fred Martin handled the situation. What made this 30-minute squall different from all other squalls was that the U.S. President arrived in the pilothouse on the double better to observe the maneuver. This, in turn, put the incident on the AP wire and from sea to shining sea millions read Rip's U. S. Mail, paraphrase, "Rain or shine or sleet or snow, the DELTA QUEEN she's got to go." Jimmy Carter congratulated Captain Martin for a job "well done." Rip is one of Cap Wagner's "Lottabull Pilots" (see Sept. issue, page 38.)

Sirs: I have a riddle that's maybe beyond your scope, but here goes:-

During early 1933 the Hudson River Day Liner ALBANY, in her lay up (extended) quarters at Athens, N.Y. was visited for inspection by Thomas E. Norton, Inspector of Hulls, Department of Commerce. He came at the request of F. P. Noel, traffic manager of Coney Island, Inc., Cincinnati.

In the correspondence which ensued it is noted that ALBANY could proceed in moderate weather, by her own power, to New Orleans.

Query: Her use at Cincinnati would seem unfeasible, and I wonder if the Coney Island people just might have been considering using her at New Orleans in competition with Streckfus?

Harry Jones,
1001 Tyler Court,
Waldorf, Md. 20601

=Coney Island had lost the ISLAND MAID, ex-G. W. HILL, by fire at Madison, Ind. on December 7, 1932, and had no second boat lined up for the forthcoming 1933 park season, the traffic having required two boats since 1905. Fabian P. Noel, Coney's traffic manager, canvassed the field. The 1880-built, iron hull 314-foot ALBANY was considered and after due deliberation was rejected. The ISLAND QUEEN thenceforth handled the traffic solo. -Ed.

The steam sternwheel MINNE-HA-HA plying the waters of Lake George, N.Y. has carried over 1 million passengers since she entered service in 1969, something of a record for a steamer allowed 375. She's owned by the Lake George Steamboat Co., Inc., Steel Pier, Lake George, N. Y. 10542. Her skippers are Capts. Fred Dorr and Tom Thompson. In charge of the engineroom are chiefs Robert Gates and William Siebert. Promotional director is Bob Heunemann.

In addition to the above item we understand that a new steamboat is in the works for the lake, designed for 1,500 passenger capacity, tentatively named LE LAC DU ST. SACREMENT, due in 1981.

Fly, O. on the Ohio River opposite Sistersville, W. Va. has a post office. Right across Route 7 is Harr's Restaurant where patrons gaze through large windows at the river and enjoy liberal portions of home cooking. Many of the patrons are truckers, a good omen. And there is the Gravel Hill Baptist Church, the Gravel Hill Cemetery, and Henry Scott's Sohio Station. There used to be a ferry but no more (June '79 issue, page 42.) Fly vies with Ada, Ava, Ney and Ray for the shortest p.o. settlements in Ohio, and was named for the lowly house fly. Jimmy Bradford thought it up. Before the p.o. arrived it was Stringtown or Tuel's Landing. Walter Gray Tuel, 81, and his wife Hattie, 74, still live there on the hillside. One of the best of Ohio River towboats was built below the ferry grade at Fly in 1903, the HELEN WHITE---the late Charles T. Campbell told us of this, and Walter McCoy endorsed the story.

Sirs: The picture of the Hanging Rock (O.) furnace on page 2 of the last issue brings back fond memories of my days in Ironton, O. During my High School days 1921-1925 the superintendent of the furnace was William Jeffreys, who lived in Hanging Rock, and whose

son Hudson Jeffreys today is an Ironton attorney. I visited in their home many times.

Fred E. Hardy,
300 W. North First St.,
Shelbyville, Ill. 62565

The biggest steamboat on the Mississippi that never got built was the 450-foot side-wheeler designed by Charles Ward during the fabulous '20's. Presently on the drawing boards is a side-wheeler "over 380 feet long, a beam of 58 feet and an extreme width of 96 feet."

An elaborate brochure has been prepared by Valcour Packet, Bedford, Ky. 40006. Bedford is not on the Ohio River---it is the county seat of Trimble County, back in the Kentucky hills opposite Madison, Ind. The double fold cover reveals an artist's conception in full color of the steamer GRAND ROGATON, a handsome creature indeed; double swinging stages, sky-piercing stacks, quite like the J. M. WHITE.

The center spread of the brochure reveals color drawings of the gentlemen's cabin, a sample stateroom and the grand cabin "echoing the splendor of the J. M. WHITE, NATCHEZ and ROBT. E. LEE."

Echo is hardly the word; depicted are amplified thunderclaps of elegance. The gentlemen's cabin in antique mahogany; a stateroom fit for a rajah; the grand cabin outclassing the GRAND REPUBLIC.

Five deck plans detail four classes of staterooms distributed over four of the decks, the grand cabin over 200 feet long with a seating capacity of 500, and aft on the Texas deck is an enclosed swimming pool with side walls that lower and a roof that draws back.

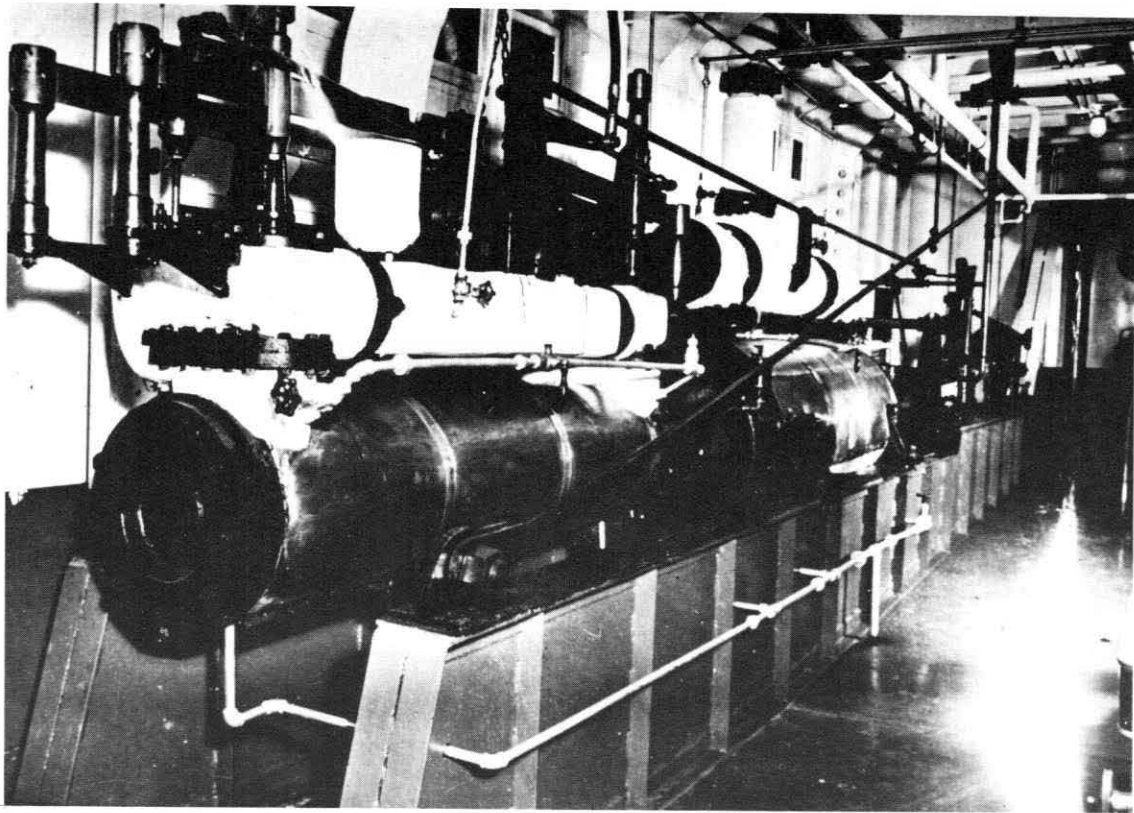
The brochure is sketchy on the mechanics of this monster, hinting merely that the paddlewheels are "five stories in diameter."

"Until now this ship existed only in dreams," says the copy writer. As of this writing it still does. Sparkplug of GRAND ROGATON is Paul Venard, Route 1, Bedford, Ky. 40006. His brochure outclasses anything of the sort we ever have seen; the art work is superb, the text provocative, and the dream sublime.

Friends of Letha C. Greene are wishing her speedy recovery following surgery at the Good Samaritan Hospital this past October. Her address: 7427 Montgomery Road, Cincinnati, Ohio 45236.



RIVERBANK DWELLERS learned to build their homes, be they ever so humble, above the established high water mark. The Little Kanawha has crested at the foundations. The johnboat is tethered to the porch pillar, and all's snug this cold day. Mrs. Nellie Engelke, Glenville, West Va., has our thanks for this and the other two Little Kanawha scenes in this issue.



A NOUNCEMENT has been made that one of the engines from the former U.S. sternwheel snagboat ARKANSAS II will be preserved and exhibited at the Mississippi River Museum presently being constructed on Mud Island, Memphis.

This came about when the old boat was recently bought by Gene Carlisle and Don Pemberton who own River Restaurants in the Bluff City, operating "No. 1 Beale." They bought the ARKANSAS II in St. Paul, already shorn of one engine. They plan to change her into a floating restaurant to be located along the Memphis waterfront. Keith Kays is the architect.

The surviving engine will be placed in the River Room of the new Museum complex. It was built by the Charles Barnes Co., Cincinnati, originally installed on the towboat CAPTAIN CHAS. D. HARRIS built by the Eichleay Contracting

Co., Hays, Pa., 1920 for the St. Louis U.S. Engineers. Pictured above, it is a tandem compound 12", 28"- 5 ft. stroke engine.

When the HARRIS was sold at public sale in 1940 her engines were transferred to the ARKANSAS II built that year, hull at Leetsdale, Pa. and completed at Memphis. Zubik Towing Co. acquired the HARRIS, dieselized her, and brought her out again in 1942 as the HARRY Z.

Michael Sievers, curator of the Mississippi River Museum, slated to open in 1981, plans to exhibit the engine fully operative, coupled to the pitman which will turn the crank on a section of the paddlewheel, electrically driven.

Other goodies already acquired include an early model diesel engine and a doctor pump.

The Oglesbay Institute's Mansion Center, Wheeling, W. Va. has issued its fifth annual pictorial calendar, titled "Wheeling and the River." Attractively reproduced are 12 black & white photographs, all 8x10", and captioned. One shows the BEN HUR moored beneath the Crockard & Booth wharfboat during the crest of the 1891 flood and the old St. James Hotel has been renamed Hotel Windsor. In another scene the packet APALACHEE is being framed for Flint and Chattahoochee rivers, 1890, built by A. J. Sweeney & Son. Another shows the towboat DICK FULTON downbound with a coal tow, her stacks tilted to clear the suspension bridge, using the primitive A-frame device. A quite fantastic scene is that of Eugene Robinson's GRAND OPERA HOUSE and MUSEUM AND MENAGERIE at the Wheeling levee. In another, reproduced from a

plate taken by Thomas Anshutz, a celebrated artist, eight very naked boys expose themselves in and about a skiff moored at Wheeling Island. The calendar's editor justifies this inclusion "because it illustrates a significant aspect of life along the river which was seldom photographed." (Some fine day we'll screw up courage to enhance the S&D REFLECTOR with a similar riverside scene taken a century ago at Jeffersonville, Ind. by no less a pro than Cap'n Jim Howard.) Best of the lot perhaps is an ice scene at the Wheeling wharf with the towboat LIZZIE TOWNSEND in the foreground, and on her engineroom bulkhead are the words C. L. & W. R. R. TRANSFER, and above her at shore is her wharfboat similarly designated. This was the Cleveland, Lorain & Wheeling---first picture of the LIZZIE we've seen. Our thanks to

Gary Baker of the Mansion Museum for a copy, and to Jim Paisley for delivering it.

The editors of "Voice Of the Mon" have been advised by Clifford H. Crain, Jr. that one ferry still operates on the Monongahela River, at Fredericktown, Pa., Mile 64.

Howell-North Books, Berkeley, Calif. has been acquired by Leisure Dynamics, Inc., Minneapolis. The announcement came Oct. 1st last. The firm since 1956 specialized in western Americana, marine subjects and railroading. Of over 100 titles in print, 13 are authored by the late Lucius Beebe, bon vivant and rail buff. Leisure Dynamics shares are traded over the counter. Last year revenues of \$50 million earned \$2.9 million.

Capt. Ernest Wagner died Thursday morning, October 11, 1979 at home, 4507 Crichton Lane, Orlando, Florida 42806. He was 69. The Big Captain's health for several years had ebbed and flowed as he was treated for internal cancer. He is best remembered as a 250-pound 6 foot 4 steamboat captain with his home base at New Richmond, Ohio where he was a good husband and a kind and proud father. In command of the AVALON or DELTA QUEEN he was something else; his natural speaking voice carried clear across the river and woe betide the transgressor who didn't shape up. He was one of the few river mortals who was on top of every situation he confronted, and had uncanny instinct about when to shout and when to cajole, adept at both and always fair. Fair and kindly. For under the skin he was a pushover for deserving old river guys who always found transportation, bed and board on Ernie's boat and to hell with what the management had to say. Ernie was no pilot and didn't pretend to be; he ran the boat, kept it on some semblance of schedule, felt painfully shy when overexposed to passengers and put on a ham act shakin' the bones to the delight of thousands of DQ patrons, many of whom knew him solely from that one unforgettable exposure. In the last issue of S&D REFLECTOR was editorial mention that Cap'n Ernie had graduated many of the finest of today's passenger boat officers, all of whom regarded The Big Captain with an esteem bordering on worship, not an overstatement. At S&D last September 15th Betty Blake brought news that the city council of New Richmond, O. last month officially named the community's riverfront part the Capt. Ernest Wagner Park. That's what they thought of him. During that same S&D meet a huge 'best wishes' testimonial in the form of a photo portrait of the JULIA BELLE SWAIN inscribed with names of some one hundred well-wishers was mailed to him. At 16 Ernie came from his environs in eastern Tennessee to visit in Cincinnati, saw the 'Big Liz' (ISLAND QUEEN) with her decoration lights on, and Homer Denney was playing the calliope. "Saturday I looked at it, Sunday I took a ride on it and Monday I was working on it," he related. The Smoky Mountains had lost a native, and the river had gained a convert who stuck to his job until 'Big Liz' blew up and burned. Ernie did a Steve Brodie from the top deck and swam ashore. Following adventurous seasons as skipper of the AVALON he joined the DELTA QUEEN in 1962. He was named master of the MISSISSIPPI QUEEN on its initial shakedown cruise. Two buffs walked aboard over her stage prior to boarding time for a sneak preview. "I can tell you where the office is and how to find the cookhouse," said Ernie. "From there you're on your own." He was not happy; the thing looked too overpowering and he felt uneasy. He thought at last he'd met his match but that was before the cancer. He is survived by his wife

Rosa Lee and son Ernie Lee, both at home in Orlando; two stepchildren, Sandy Fleig of Orlando, and Walter Stark of New Richmond. At the time of the services salutes were blown as the MISSISSIPPI QUEEN neared New Orleans; as the DELTA QUEEN neared St. Paul; by the NATCHEZ at New Orleans and by the BELLE OF LOUISVILLE. Flags were half-masted in his memory. Donations for the Capt. Ernest Wagner Park Fund may be mailed to Charles Schneider, New Richmond National Bank, 110 Front St., New Richmond, O. 45175.

CAP'N ERNIE WAGNER

As remembered by his friend Doc Hawley; some recollections.

CAPT. ERNEST WAGNER became one of mid-America's best known rivermen as the result of his association with two exceptionally well-travelled river steamers, the AVALON and DELTA QUEEN. His affable personality coupled with a commanding appearance endeared him to river people and tourists alike. While a passenger aboard the DELTA QUEEN, syndicated columnist Drew Pearson exclaimed "Captain Wagner looks every inch like a steamboat captain and he fits this boat!"

In 1927 Ernest Wagner left Johnson City, Tenn. to live with an older brother at Dayton, O. He had worked at home as driver of an ice truck and as a farmhand but had promise of a job at the huge Firestone plant where his brother was a supervisor. While enroute to Dayton his train was temporarily sidetracked at the Cincinnati rail yard just upstream from the Public Landing. While contemplating the darkness of the Ohio River he caught a glimpse of the ISLAND QUEEN just returning from her evening moonlight excursion and coming under the Central Bridge aglow with hundreds of decorative lights outlining the decks. Years later he recalled that the sight was one of the prettiest he had ever seen and he got off the train then and there and applied for a job the next morning.

The first person he saw when boarding the Coney Island wharfboat was Capt. Joseph Heath, then mate of the ISLAND MAID, which was landed on the outboard side of the QUEEN and completely hidden by the larger boat. At the time, Cap'n Joe was supervising the coaling up of the smaller boat and, sizing up the stature of the young Tennesseean, he quickly shipped him up as deckhand and coal passer and handed him a shovel. Wagner all too soon discovered that he was not working on the big side-wheeler he so admired but on the smaller ISLAND MAID that he had not ever seen. Undaunted by this turn of events young Ernie stayed with the ISLAND MAID until transferred to the QUEEN as an ice cream vendor. Not long after joining the steward's crew he was spotted by Capt. Ben Pattison who knew the value of a big burly watchman and Wagner was soon wearing the familiar black and white excursion boat

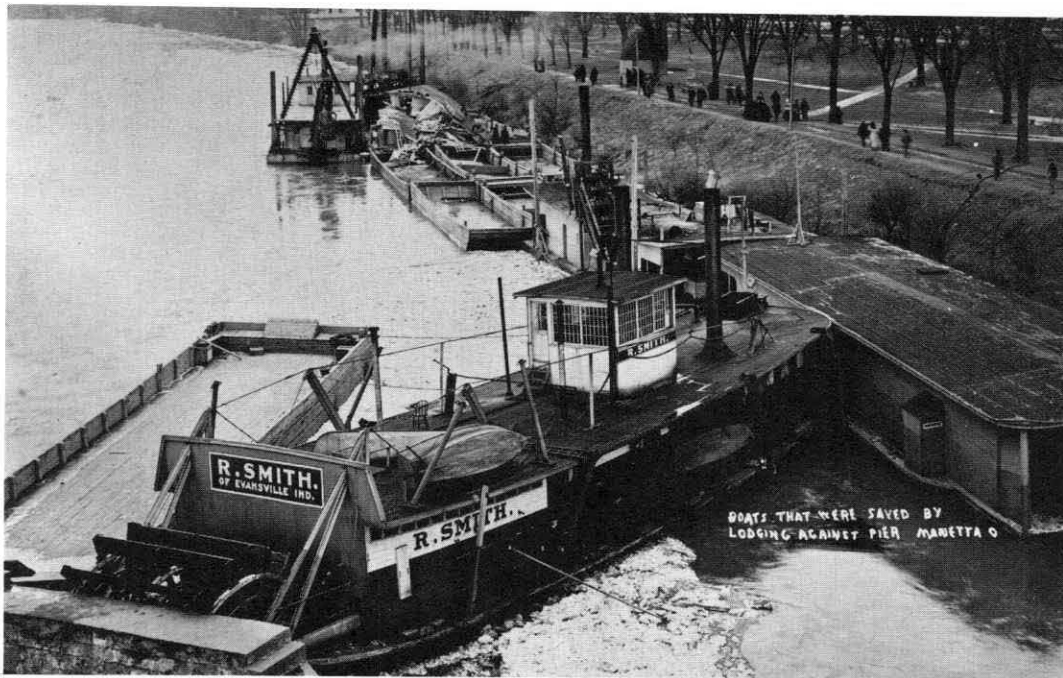
uniform, and his immediate domain was the huge dance floor. By 1935 he had earned his mate's license and was serving as second mate and carpenter under his mentor Cap'n Joe Heath. By 1937 he was appointed first mate and held this position until 1942 when he entered the Army for service in the South Seas. When mustered out of the service he had attained the rank of Staff Sergeant.

After the war he returned to the ISLAND QUEEN as mate and was serving in that capacity when the big boat exploded at Pittsburgh in Sept. 1947. At the time of the blast he was in his room in the Texas and upon hearing the first explosion assumed that the QUEEN had been hit by one of two amphibious biplanes that he had observed diving UNDER the Smithfield Street Bridge earlier that morning. He ran out on the deck to find the entire forward section ablaze and quickly ran back inside to arouse his room mate Capt. Jim Butler and several others. This quick action saved several lives and, as the second oil tank exploded, he was blown overboard into the flaming river and suffered severe burns. While in the water he assisted stunned crew members ashore and saved several more lives. He later found his billfold in the debris. Amazingly enough, the center of each bill was recognizable enough that he was reimbursed by the government.

It is not generally known that a direct result of the demise of the ISLAND QUEEN was a new life for the AVALON which had been languishing in Bayou Plaquemine. Ernst A. Meyer, longtime traffic manager for the Coney Island Amusement Co., founded a stock company at Cincinnati that purchased the AVALON and employed many of the surviving crew members of the ISLAND QUEEN. In March 1948 the old boat steamed out of Bayou Plaquemine commanded by Capt. Charles N. Hall, longtime master of the QUEEN, assisted by Ernest Wagner, mate, W. R. Quigley, purser, and Louis Rudd, steward, all former Coney Island personnel. The AVALON survived all of her contemporaries and successfully tramped the inland rivers until 1965. Ernest Wagner assumed command in 1951 after the retirement of Captain Hall and served as master through the 1961 season. At that time it became obvious that the AVALON's days as a trumper were numbered and in 1961 Wagner assumed command of the DELTA QUEEN.

In nine seasons spent on the AVALON I never saw Cap ill but once and that was a result of his having eaten too many fried tomatoes while at Arkansas City. His illness was then a hush-tush affair and I was instructed to do the roof work and continue as normal with no mention of his confinement. He was very proud of his good health and boasted that he had never missed a day's work due to illness.

As a seasoned excursion boat man Cap appreciated the value of a calliope and insisted that it be



Jeff Spear produced this one, first we've seen of the R. SMITH. An ice run-out in the Muskingum has lodged her in the entrance to Lock 1, as seen from the Putnam St. bridge, Feb. 1908. She was owned by Hollerbach & May, river contractors, and was built at Evansville, Ind. in 1905. Four months after this picture was taken the owners changed her name to MAGGIE MAY, based at Bellaire, O. Last owner was Capt. Griff Shaw who added a cabin and lost her at Bakers Island, Ohio River, Dec. 1930.

played as much as possible. If I failed to show up at the keyboard as soon as he blew the loading (boarding) whistle, he would hurry back on the roof and beat me to the punch by 'warming up' the calliope whistles with great gusto... knowing full well that I would literally run to the roof in order to silence the din and save my reputation. The only song he could pick out was one I taught him, "Mary took me to the well," and after he exhausted his repertory of one, the rest was pure noise. He insisted on the calliope when making the first seasonal approach to any town or city, plus a one-hour concert during the boarding of the afternoon excursion, an hour and a half in the evening for the 'moonlight,' and a half hour at noon while in any sizeable settlement. This special noon concert was strictly for the benefit of people on the streets during their lunch break.

Once, while on our annual three-week stay at Pittsburgh Cap decided to serenade the prisoners of the Western Pennsylvania State Penitentiary with "If I had the wings of an angel (over the prison walls I'd fly.)" This impromptu concert caused considerable commotion among the inmates and we were met at the foot of Wood Street by the Warden who strongly requested 'no repeats.' Cap responded by sending each prisoner a picture post card of the boat, and free tickets for the Warden and staff.

It was my good fortune to be associated with Cap Wagner for 18 seasons and I served variously as calliope player, popcorn popper, watchman, mate, pilot and his alternate master. He was an expert in all of these same endeavors save calliope playing, and his practical knowledge was a constant source of amazement. He was demanding but surprisingly patient

and his kindness will be long remembered. On many occasions obviously poor children were treated to free hot dogs, sno-cones and souvenir caps. His good judgment was tempered by years of experience and was a source of confidence to all of us who worked with him over the years. In 1958 the AVALON had the misfortune of ramming the lower gates at Emsworth Locks as the result of a malfunction of the ship-up gear. Upon discovering a two-foot gash at the bow and just above the water line Cap instructed me as mate to phone Capt. Merton Hatfield, longtime OMCI at Pittsburgh from the lockhouse. After my explanation of the situation Captain Hatfield told me that he respected Cap Wagner's judgment completely and for Cap to do what he thought best. We responded by putting a tarp over the gash and returned to Pittsburgh on a 'slow bell' with all 1160 passengers safe and sound.

I might add that he and his wife Rosa Lee met on the occasion of a 4-H excursion at Ripley, Ohio.

S&D's Board of Governors received from the Ohio-Kanawha Chapter its second annual report, a requirement of the charter terms. Dated Aug. 7, 1979 it is signed by R. Jerome Collins and Herschel W. Burford. Forty six active members were enrolled as of July 1, and fifteen guests had attended. During the year three scheduled meetings were held, at Huntington, St. Albans and at Point Pleasant. Two honorary memberships were conferred, to Capt. Clarke C. Hawley and to John Hartford, "in recognition of their outstanding river activities." Major objective of O-K is "to bring together people with mutual interest in the rivers to share pictures, stories and his-

tory in fellowship." The report observes that "Our meetings have accomplished this objective."

Paul W. Seabrook, 1119 East Market St., New Albany, Ind. 47150 sends regrets that he didn't make it to S&D. Says he did enjoy the MOR Chapter's Tell City, Ind. doings. Following the B/L's Oktoberfest Cruise Oct. 13th last a good many S&Ds gravitated to New Albany where Keith Norrington held open house.

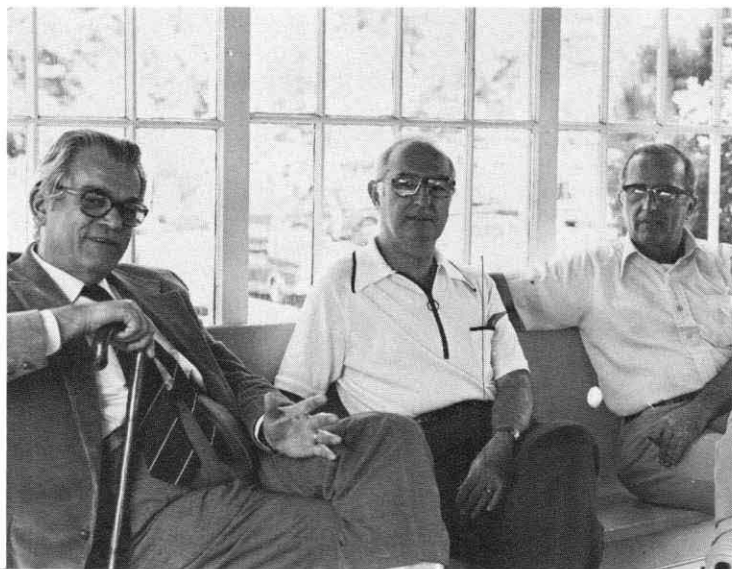
Dave Mears, Martinsville, O. informs us that Alice (Mom) Tooker underwent surgery at the Good Samaritan Hospital, Cincinnati, in late October. Hopefully she will be safely on her hind legs to participate in a scheduled December command performance of Vic's Riverboat Ramblers in the White House, Washington, D. C.

Official S&D pins of bronze, and finished in blue enamel, are priced \$7.50 each. There are two types, lapel and pin-on, manufactured by a Chicago firm, finest quality. Order from our secretary Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009. Be sure to state the type desired. Available only to qualified S&D members.

LIMITED CHRISTMAS OFFER----Get a copy of TELL CITY PILOTHOUSE, 50 page booklet, profusely illustrated; the story of the packet TELL CITY from the maiden trip until the pilothouse was restored at the Ohio River Museum. Regular price, \$2.50; special until Mar. 15, 1980 for \$1.50 including two color post cards of the restored pilothouse. Order from F. Way, Jr., address on page 4.

THE BACK COVER

A full cargo of Christmas cheer to all S&D members, families and friends is consigned aboard the Cincinnati-New Orleans side-wheeler NEW MARY HOUSTON. She was launched at the Barmore Yard, Jeffersonville, Ind. on October 28, 1877, and came out in charge of Capt. Charles Miller, with A. Elliott Miller and Charles C. Stowell, clerks. Said the Pittsburgh "Gazette," issue March 6, 1878: "The NEW MARY HOUSTON will carry an electric light this trip which will illuminate the river almost bright as day for a distance of 5 miles ahead. Farmers along the river need not be surprised to hear the 'barnyard lords' crowing for daylight at the dead hour of night. This light is new and is cheaper and more brilliant than any light in existence outside of the sun and will supercede gas and come into general use throughout the world." This picture shows the light, one of the electric arc type, hung at the extremity of a short boom over the forecastle. This photo portrait was taken by Henry C. Norman, Natchez, Miss. (see March '79 issue, page 39.) Our thanks to Ralph Dupae and our friends at the Murphy Library, University of Wisconsin, La Crosse for the print.



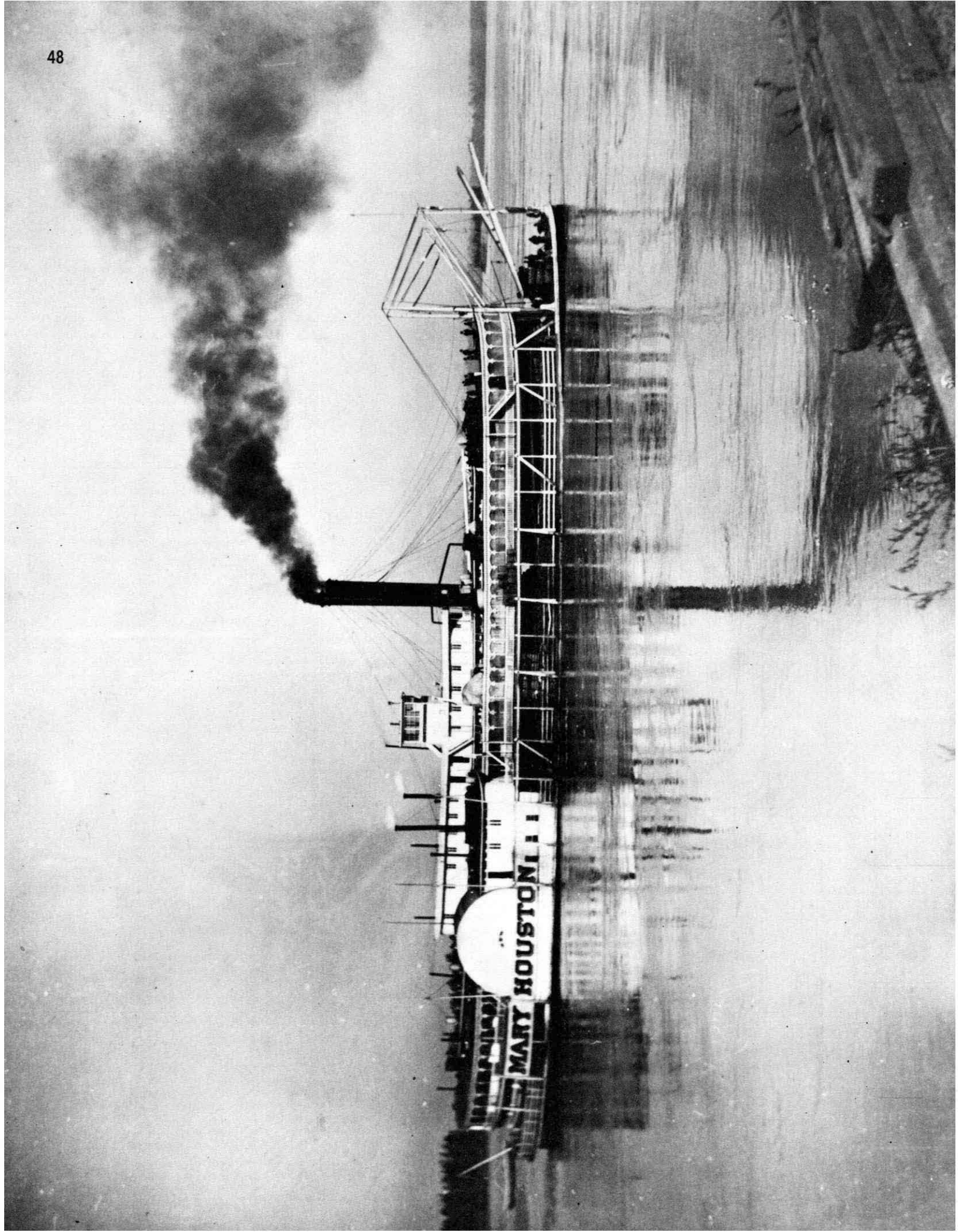
TAKEN AT S&D BY WOODY RUTTER

TOP: Grace Hawley's birthday was being celebrated by sons Ken and Doc and husband Homer.

CENTER: On the lazy bench in TELL CITY pilothouse; Bert Fenn and the brothers Anderson.

BOTTOM: Michelle Kingsley autographs one of her framed photos.

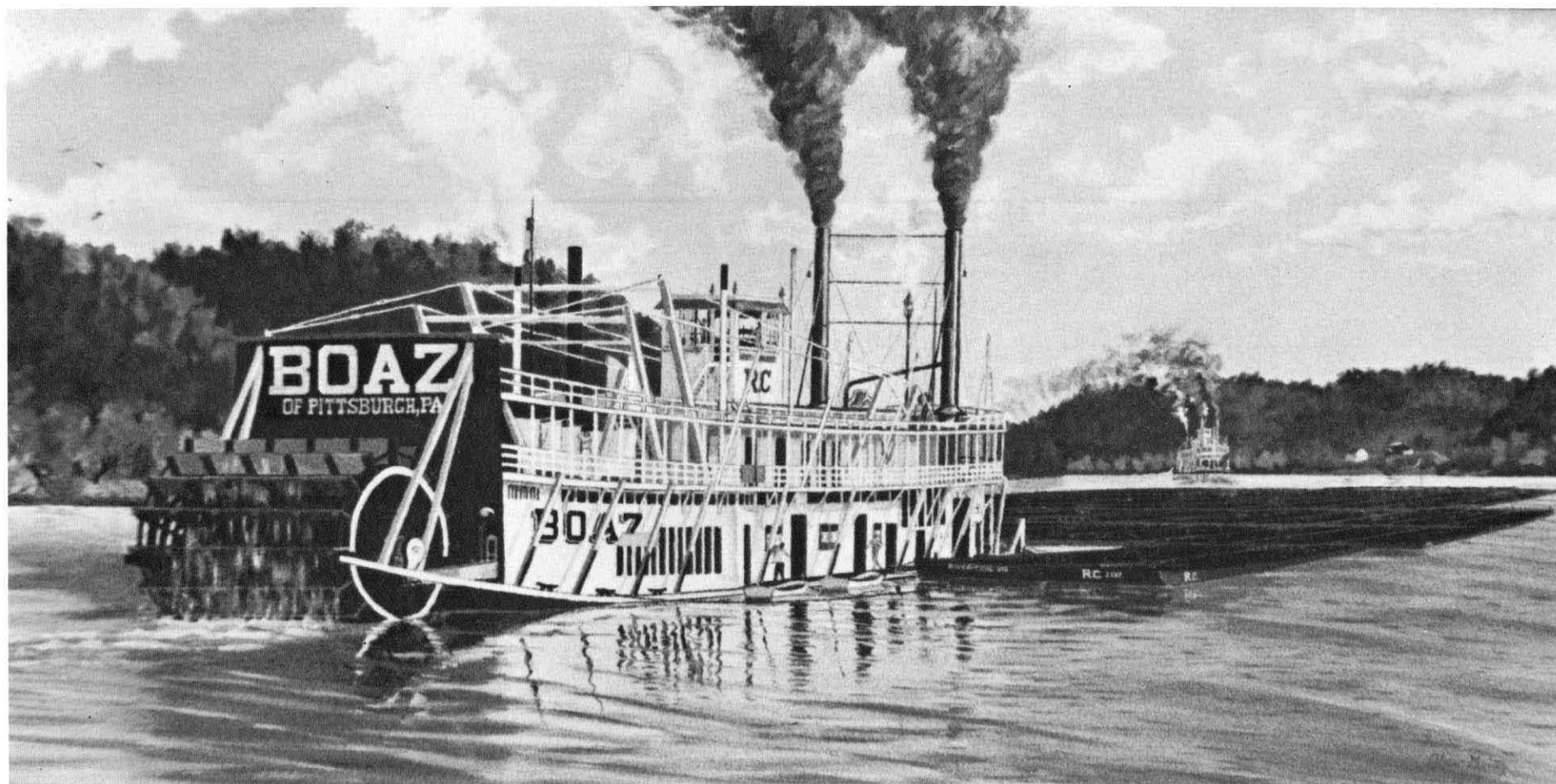
ABOVE: Julia Thomas smiles for the camera.



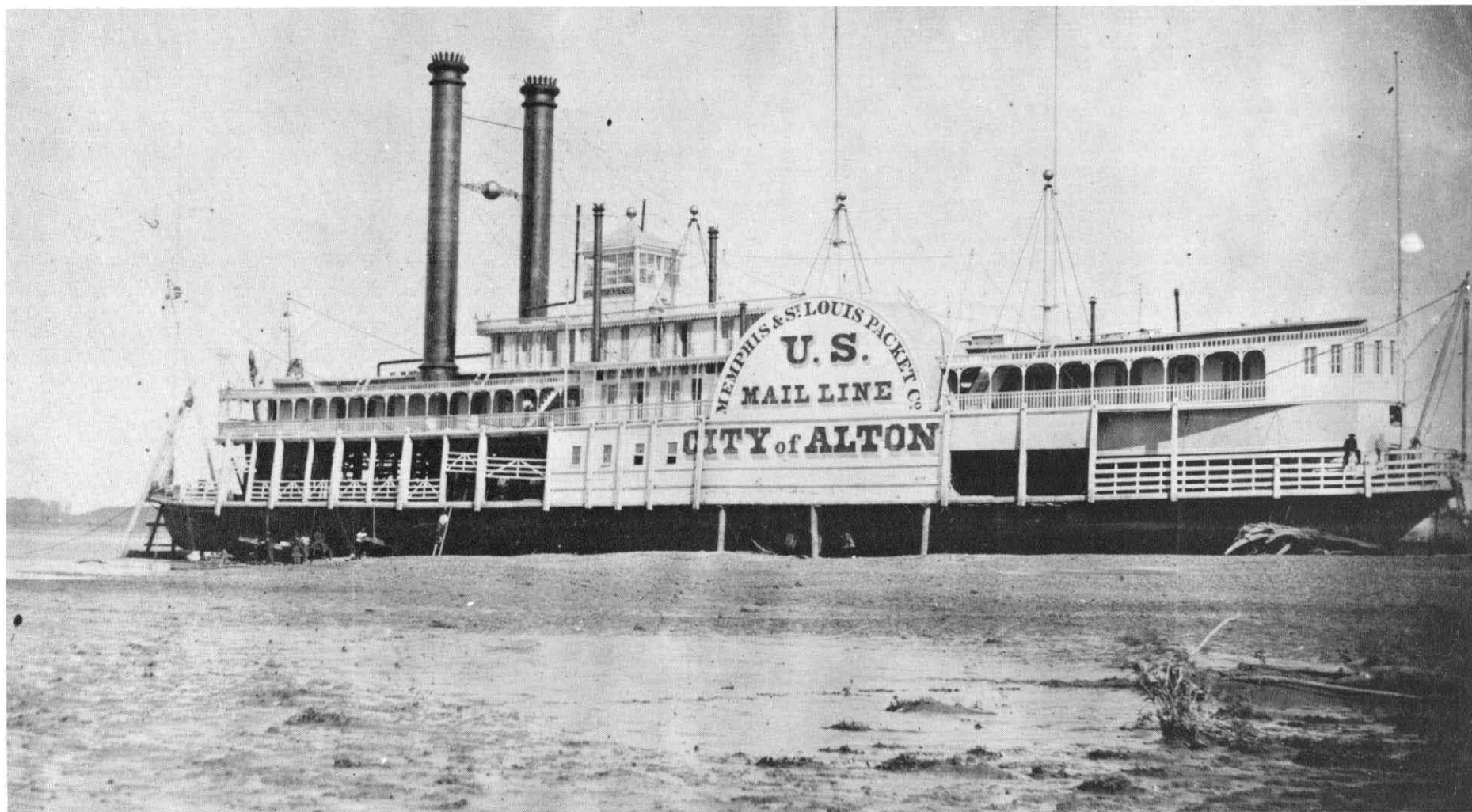


Bob Kennedy hands us this magnesium flash of a Russell, Ky. orchestra in the picture studio aboard Barrette's Floating Gallery. Seated from left: Thornton Barrette, Bob Bingham,

Walt Bingham, Calvin Carner, Tim Foster and John Cook. Those standing in the rear from the left: Will Kirker, Will Foster and Will Cook. Date c. 1890-1895.



TOO BAD this isn't in color; the original is a lively oil painting done by the second mate of a Great Lakes freighter. The artist is Alan Gintz, 716 Baker Ave., N.W., New Philadelphia, Ohio. All this season Alan has been a crew member aboard the mv. STEWART J. CORT of Bethlehem Steel, the first 1000-footer when she came out in 1972. "I know it's no John Stobart or William E. Reed, in fact it's my first steamboat painting," writes Alan from Sault Ste. Marie. "The original, 2 x 4 feet, hangs at home, a gift to my parents." All things considered, and rather odd we think, Alan selected the BOAZ for his debut into marine art with no knowledge of the existence of the BOAZ Log currently appearing in the S&D REFLECTOR. He was working on his painting a good while before Estelle Campbell presented the original Log Book to Ross Rogers, Jr. Alan first shows up in the S&D REFLECTOR in the June '70 issue, pages 15-16, wherein he recounts the details of a voyage he and his friend Mike Scott made in a homemade boat from Goshen, just below New Philadelphia, 47 miles to Cochocton, O. and then 112 miles down the Muskingum to Marietta in July 1969.



THIS SCENE easily ties for first place along with views of the VIRGINIA in the cornfield. Here we have a 283-footer high and dry on a Mississippi River mud flat. For years this picture has been reposing in the collection of the U.S. Naval Historical Center, Washington, D. C. Some while back Chuck Haberlein, associated with the Center, gave it to John L. Fryant who passed it along to us. The only information the Center had regarding the event is the brief notation, "Stranded on the Mississippi River, circa 1865." No doubt about the river having gone off and left her but our files contain no details of the circumstance or date. The CITY OF ALTON was built at Madison, Ind. in 1860 for the St. Louis-Alton trade and became

celebrated in the annals of the Civil War when in April 1861 she was landed at the St. Louis Arsenal shortly before one midnight and took aboard 10,000 muskets, 500 new rifle carbines, 500 revolvers, 110,000 musket cartridges and a quantity of cannon. She was landed at Alton before daybreak, the munitions transferred to awaiting freight cars of the Chicago & Alton Railroad, and they were delivered to Springfield, Ill. In this manner the Illinois troops got their arms at great risk inasmuch as swarms of hotheads of southern persuasion in St. Louis had vowed that nothing would leave the Arsenal. Credit for the coup goes to Capt. James H. Stokes, U.S. Army, Chicago, and to Capt. Mitchell of the CITY OF ALTON.

