

S&D

REFLECTOR

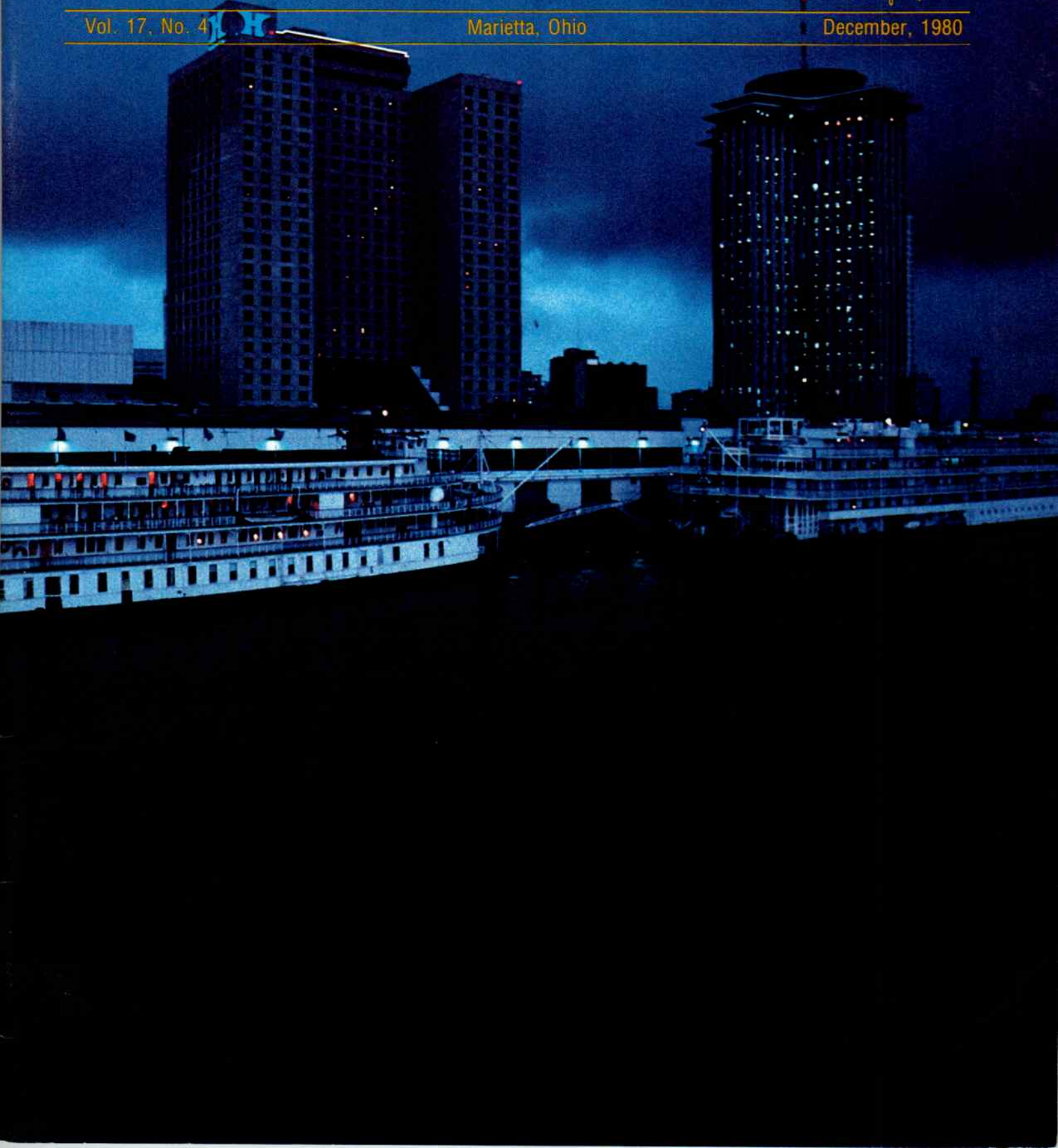
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 17, No. 4

Marietta, Ohio

December, 1980



Sirs: My grandfather Capt. Luke N. Moorar was an Ohio-Mississippi pilot. He was standing watches on the JOSEPH B. WILLIAMS when she took down a record tow in 1896. Also I have a newspaper clipping telling of his having been selected to pilot President Taft down the Mississippi.

My father, Capt. William Emerson Moorar, worked for the Combine until 1915 and then for the U.S. Engineers until his death in 1948. Uncles of mine also worked on the river; James Stutzman was lockmaster at #37; Gordon Stutzman was lockmaster at #41, and George Stutzman was an engineer working out of Pittsburgh.

Can you amplify any of the above for my mother and me?

William E. Moorar,
161 Huxley Drive,
Buffalo, N.Y. 14226

=Capt. Luke N. Moorar died, 71, at home, 528 East Fourth St., Newport, Ky. in 1912. We have no information about the pilots on the OLEANDER when President Taft rode from St. Louis to Memphis in 1909.

Captain Moorar got his pilot's license at the age of 21 and was active until within five months of his death. His son Capt. William Emerson Moorar worked for the Combine as pilot until 1915, and then was with the U.S. Engineers for 32 years, lastly on the dredge JEWETT. He died, 72, at Cincinnati, Sept. 11, 1948. Other details of these two will be welcomed. -Ed.

Roy Hegner and his wife who live hereabouts, and who have retired from the Hegner Office Supply Co.'s Sewickley, are apt to take off on long trips. We'd not seen either of them all summer, and then Roy popped up at the back door of 121 River. "Got something for you," he said, and produced a leaflet describing the sternwheel KLONDIKE (Sept. issue, pages 30-31).

So that's where they had been, on board the KLONDIKE at Whitehorse, Yukon Territory, Canada. "She's shored up on dry land and they have a wood stairway up to a

platform, and a gangway from there to the forecandle," said Roy. "A very nice lady, Kim Perrotta, showed us through the boat. The engines and boilers and paddle-wheel and all are intact, just like she was when she steamed in and was laid up in August 1955."

The KLONDIKE, says the leaflet, was built in 1936 at Whitehorse to replace a former boat of the same name built in 1929 which broke its back after striking a reef. Both brought silver-lead ore upriver to Whitehorse. Then in 1941 the largest producer of the ore suspended operations. But about that time the construction of the Alaska Highway gave her plenty to do, handling materials. Then the ore business started up again in 1946, which kept her busy for a few years until all-weather roads were built. The owners then spent money on her and made her into a cruise boat for tourists. But the tourist business was then in infancy and not many came. So in 1955 she was laid up for good. Now the tourists come in droves, but instead of riding the KLONDIKE they climb the steps and visit her perched on dry land.

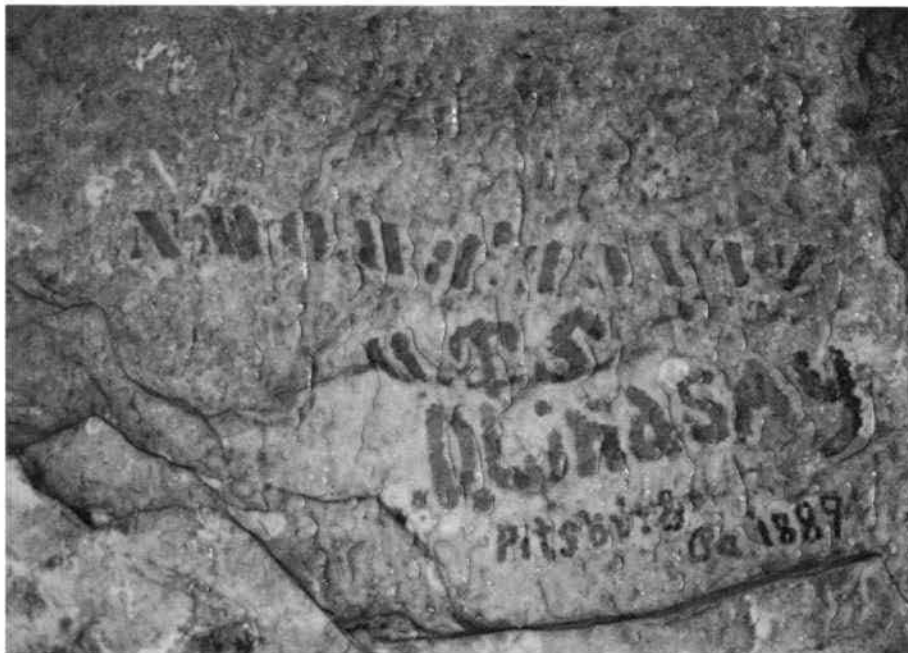
The 11 gates at the new Smithland Locks and Dam, Ohio River, were raised for the first time on Sept. 22nd last. The new pool eliminates old-style #51 and, as it comes to crest, also eliminates old-style #50. Two old-style dams now are left on the Ohio, #52 and #53. The proposal to build a final high-lift dam near Mound City, Ill. has been considered for more than a decade. Meanwhile No.'s 52 and 53 will be around for a while.

OUR CHRISTMAS FRONT COVER, modern New Orleans as twilight deepens into night, was taken by Michelle Kingsley from the deck of the NATCHEZ during a harbor cruise, showing the DELTA QUEEN and MISSISSIPPI QUEEN in port.

Sirs: The picture of the AMERICA in the Sept. issue, page 3:- We had a summer place at Arctic Springs, above Jeffersonville, and opposite the Louisville Water Works. While she was out on moonlights we'd blink our porch light and be rewarded with a flash from her searchlight. I rode her many times. After she burned my father and my uncle and I went aboard the wreck and got a faucet handle as a souvenir. It hung many years on a nail driven into one of the studs of my uncle's house there at Arctic Springs. Our place was washed away in the 1937 Flood, and my uncle's house was damaged but useable. Later it was torn down to make way for a better house. I don't know what happened to our souvenir. What was the date of the fire?

Roy R. Worrall,
2608 Zurich Court,
Woodridge, Ill. 60517

=Sept. 8, 1930. -Ed.



NO SOONER SAID than done. Jack Custer and Sandy Miller over Labor Day week-end scouted the walls of Cave-In-Rock vainly looking for the name ALICE BROWN (see Sept. issue, page 17). "Then," says Jack, "I looked directly above me and there it was." Sandy took the picture, which took a bit of doing. The boat's stencil was used--in those days all boats carried stencils for marking life floats and other equipment. Then came some artistry. Above the name "Str." was added, shaping the T into a Brown's Line anchor. Nobody will ever know, perhaps, why D. Lindsay, Pittsburg, Pa. 1889 was lettered upside down. So who, Jack wants to know, was D. Lindsay? Reaching away back in memory there was a pilot Daniel Lindsay standing watches on the EAST ST. LOUIS when Donald T. Wright and I boarded her at Louisville and went to Leavenworth, Ind. and return, July 24, 1919. He may, and may not, have been the same 1889 Lindsay; I'd not met him before nor do I have knowledge of what happened to him. Also in the pilothouse were Capt. John A. Hottell and Capt. Jim Ostrander; there was a lot of towboat talk which fell on my deaf ears inasmuch as Lelia and Patty McCullum of New Albany, Ind., also with the party, were good dancers. And so the case must rest for the present.



JOHAN L. FRYANT showed up at S&D's annual meeting Sept. 13th last with a solar-powered sternwheeler. It is scaled $\frac{3}{4}$ " to the foot, the model of a real boat which would measure 64 x 10.5 (over all) on a hull 53 x 8, working a wheel 10' dia. with 6' bucket-length. The two balanced rudders on such a real boat would each be $7\frac{1}{2}$ ' long and $2\frac{1}{2}$ ' high in the middle. She would draw about $1\frac{1}{2}$ feet. Says John:- "The solar cell on the model produces 60 rpm under bright

noonday sun, which drives her along at a pretty good clip. The auxiliary batteries produce about the same rpm. I must have hit upon a magic combination somewhere; the boat handles quite well. A broadside wind will heel her over a bit but she just keeps on going and will turn into the wind with ease. Under normal conditions she steers much better than I expected, considering her long, narrow hull." John has dubbed his model solar craft SOLAR WHEELER.

About the same time on Monday, Oct. 20th last when the W. P. SNYDER, JR. departed from Marietta, (see story and pictures, Page 46) another sternwheel event was taking headlines at Louisville. The BELLE OF LOUISVILLE headed in at Cox Park and took aboard Ronald Reagan and his wife Nancy, plus assorted dignitaries and a liberal sprinkling of news media persons. The Republican presidential candidate and his wife spent most of the time in the pilothouse during the harbor voyage. Reagan was provided with a white-topped uniform cap and delighted photographers by taking a hand at the wheel. Capt. Lee Cable later told a reporter: "He did fine, fine; he kept her in the middle of the river."

to cover as soon as the postman drops it in at the door. Enclosed please find U. S. Draft in the amount of \$15. Of that sum \$10 is for my membership renewal and the remainder is a contribution toward postage, or whatever. It is the least I can do for an organization that provides much pleasure. One of these years I will simply have to get away and attend the annual meeting. Sounds like so much fun. I will just have to plan it for some year when all of my holidays are not spent steamboating somewhere. Best regards to you and all at S&D. May the coming year be good to you all.

J. N. Bascom,
100 Whitehall Road,
Toronto, Ontario M4W 2C7,
Canada

Sirs: Always enjoy this chance to pass along my thanks to S&D for another most enjoyable year with the S&D REFLECTOR. It is one publication that is read from cover

=The above comes from the editor of a sprightly sheet "Scanner," of the Toronto Marine Historical Society. Editor Bascom gets it up, mails it, addresses the envelopes, and all the other etc. -Ed.

Sirs: We have recently been informed that the buildings and premises of old Lock 6 (Merrill Dam) on the Ohio River have been placed upon the National Register for Historic places, as of Sept. 4, 1980. Please notify your readers of this, as a follow-up of the fine photo and article in your March '80 issue.

I am quite excited about the potential of this project and am looking forward to any assistance you and your readers may be able to give in regard to this project.

Roger A. Weaver,
President, The Preservation
Consortium, Inc.,
10 Foxtrot Drive, R.D. 3,
Mars, Pa. 16046

James F. (Jim) Hale, Star Route,
Box 2936, Mulga, Ala. 35118 is completing a $\frac{1}{2}$ " live steam model of the cotton packet BIRDIE BAILEY which was built at Little Rock, Ark. in 1885.

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of Pioneer Rivermen



VOL. 17, No. 4

MARIETTA, OHIO

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of 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
121 River Ave.,
Sewickley, Pa. 15143

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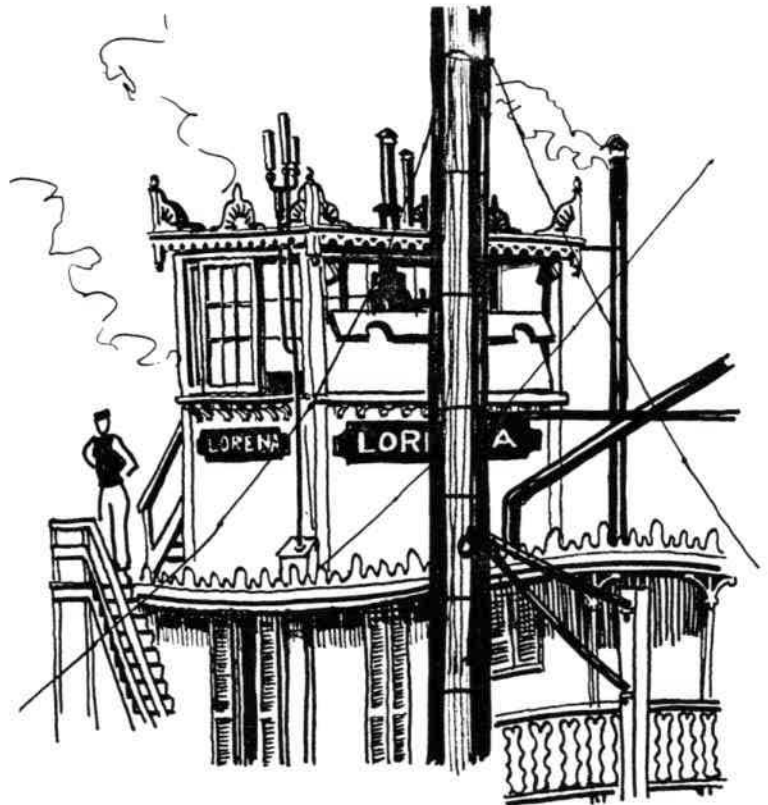
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The LORENA, pen sketch by Dick Rutter, arrives laden with Muskingum River Elk Eye flour, tubs of butter, cases of eggs (candled--select whites and browns), coops of poultry (corn fed enroute) and loads of good wishes to S&Ds everywhere for this Christmas and holiday season. --And a special salute from Dick's mother, S&D's perennial secretary, pictured below, photo by Michelle Kingsley.



S&D's annual meeting at Marietta, weekend of Saturday, September 13th, was the biggest ever.

Well over 200 attended the evening dinner to hear C. W. Stoll introduce Wilbur E. Dow, Jr., the sea-going skipper turned lawyer who heads the Lake George (N.Y.) Steamboat Company plus the NATCHEZ and COTTON BLOSSOM at New Orleans. He, in turn, introduced Capt. Doc Hawley, master-pilot of the NATCHEZ, the speaker of the evening. More on all of this later.

Events actually started about noon on Wednesday, Sept. 10th when the DELTA QUEEN visited at Gallipolis, O. She had brought from New Orleans the original 10-foot diameter pilotwheel which was installed in her pilothouse when she was new in California, and which continued in use on the Mississippi System until the DQ was provided with steering levers directly connected to an oil-hydraulic rig at her tillers. The Delta Queen Steamboat Company offered the pilotwheel to S&D for display at Marietta through the offices of Fred Martin, senior v. p., operations.

The immediate problem was to get the wheel from Gallipolis to Marietta. Bob Henthorne, who runs a trucking operation in the Harmar section of Marietta, volunteered. He has a nice big 10-foot wide flatbed, backed it up to the stage there on the newly improved Gallipolis levee, and Capt. Jim Blum's crew loaded and secured it. On hand for the occasion were John Briley, manager of the Ohio Historical Society's properties at Marietta; Chuck and Catherine Remley, Lawrence Peters, Jeff Spear and y.t.

Seeing as how noon luncheon was being served aboard to a capacity passenger list, Terry Severns arranged a table and next we knew we were seated in the Orleans Room gazing at braized spare ribs and all the trimmings, with Capt. Jim Blum presiding.

Tom Kenny was sharing pilot watches with Harry Loudon on this Cincinnati--Gallipolis go--around, and Capt. Sherman Bonecutter, who lives at Gallipolis, had come down to visit, he and Tom having shared river experiences dating back to WW2. Miles Epling was on the levee, and also we renewed acquaintanceship with Mrs. Nelson Gardner.

The DQ was wearing the wheel shaft from the DELTA KING lately installed at Jeffboat, including flanges and cranks. Jeffboat had built for the DQ a complete new paddlewheel, arms, wedges, planks, hardware and all, the work supervised by Kenneth (Kenny) Howe. No trouble, such as warm bearings, had been experienced coming up the Ohio from Jeffersonville to Gallipolis, to the credit of all concerned. Pictures of this paddlewheel exchange appear in another section of this issue.

In our September issue mention



Capt. Tom Kenny 25 years ago piloted the W. P. SNYDER, JR. from the Monongahela River to Marietta. In Sept. 1980 he stood watches in the pilothouse of the DELTA QUEEN, Cincinnati to Gallipolis and return, then headed for S&D.

was made, and a photograph presented on page 15 of an oval pastel portrait of Mark Twain which had mysteriously disappeared from the Mark Twain Lounge of the DQ. There is a sequel to this. The ink was hardly dry on that story when the portrait was surreptitiously returned, hanging there on the bulkhead where it belonged. In the interlude Lloyd Ostendorf created and delivered a duplicate replacement, so at Gallipolis she was displaying two portraits of Mark Twain, alike as Mike and Ike. Capt. Jim Blum feels he needs but one of them. If you are interested it may pay you to contact him.

The DQ looks about as good as we ever saw her looking, inside and out. She had a capacity passenger trip. From what we gather, she will make no Pittsburgh trip in 1981 but will do so in 1982. Tom Kenny had a lot of fun blowing her whistle.

You'd think we'd get used to it, but even when arriving at Marietta on a Tuesday for a meeting slated for Saturday, S&D members already were awaiting. Most outstanding of these early birds were quartered on an attractive sternwheeler at the wharf, and they had navi-

gated all the way from Sioux City, Iowa. We stepped aboard to be greeted by Mr. and Mrs. Donald F. Klein who hail from Rock Valley, Iowa, a place you've probably never heard of, but it's not far from Sioux Falls, S.D. in the n.w. corner of the state. Donald Klein had been eight years building this boat on a steel hull built at Dubuque, Iowa in 1971, and she's named DON ROB'T for their son. Accompanying them on this initial voyage down the Missouri and the Mississippi and up the Ohio were Mr. and Mrs. Raymond Miller of Harvey, Iowa. Other than breaking the port paddlewheel shaft (she has twin sternwheels) which was repaired at Hermann, Mo., the odyssey was trouble free.

Claire and Gene Fitch were there of course, aboard their CLAIRE-E, and Lawrence Peters of Coal Run, O. had been down in the hold doing some cleaning. Clifford Deane had his BAYER ISLAND at the landing and we met him walking up the wharf. Gene Fitch said he had been aboard the BEAVER (ex-DRAVO 42) and Charlie Neale had an 18" Carlisle & Finch carbon arc headlight he'd be willing to donate to S&D. Seeing as how S&D's emblem

is just such a headlight, and S&D didn't have such a headlight (or didn't have one until this happened) we blurted yes, yes, yes, and two days later it was installed in the Ohio River Museum. Charlie Neale runs the Neale Towing Co., Route 1, Box 8, Parkersburg, W. Va. flagship of which is the RICHARD NEALE named for his son Dick who has done a bit of growing up since last we saw him some ten or twelve years ago.

First order of business and always a pleasure is a visit with S. Durward and Della Hoag. We fired up our Chevy Nova vintage '75 and were promptly hailed down by Glen Cumberledge, photographer with the Columbus Dispatch Magazine. "No use for you to go out to Strecker Hill," he advised after we had exchanged a few words, "Steve and Della are on their way down here to the Lafayette Hotel."

If he had said the hostages had been released we couldn't have exhibited any more consternation. Steve had not set foot in the hotel he once owned for one year. Glen was right (he had covered a Whistle Blow and this is how we knew him) and he and Joe Ionne, Dispatch feature writer, were on location here in Marietta to prepare a feature story on S. Durward

Hoag. Steve and Della, as he predicted, arrived.

Glen Cumberledge had once worked aboard the MONGAH under Capt. Tom Cramer (who now lives in a nice riverfront home in Williamstown, W. Va.) and he and Joe Ionne have enjoyed doing various river-related feature stories, the latest, we think, having been on Kenneth and Jeanine Vaughn, and their children John and Jennifer, who are running the side-wheel PRINCESS (see June issue, page 45) at Old Coney, Cincinnati. Complete with full color cover, yet, Aug. 10, 1980 issue.

So we tagged along while Steve out on the levee was mugged with the hotel for background, in the lobby by the pilotwheel, in the Gun Room with the Blennerhassett Island mural, talking with Don Burke (connected with the hotel for some 30 years); and thence out to 119 Strecker Hill for shots on the patio and in Steve's famous photography dark room. Oh yes, and in his office which looks vaguely like ours, or Bert Fenns. A place for everything and everything out of its place.

MARIETTA was still recovering from the previous week-end highlighted by a sternwheel parade and races, fireworks, mu-

sic, and an overflow banquet at the Lafayette (466 there), all events blessed by excellent fall weather. The Marietta Times had pulled out all stops, hoisting Gene Fitch to top front page in full color on its Monday, Sept. 8th issue, and also relating on the front page how Jack Bedeck and his E. L. THUMPER (see our Sept. issue, page 28) had won the day, even as he had won the races this year at Pittsburgh and Charleston. The pat recipe for news coverage of course is to explode \$6,000 worth of fireworks in 41 minutes and to provide river spectaculars which draw the populace out en masse to oooh and ah. When S&D arrived in town the week-end of Sept. 12-13 some 200 strong, dedicated to its own private affairs, the Times sent down a scrub reporter whose brief interview was buried on an inside page. That was the difference, and that's the way to run a newspaper, although in sharp contrast to former years when an S&D affair was always good for a front page lead and some Ted Strickland photographs. Ah, but wait; this news coverage paragraph has a happy ending. In the Monday edition of the Marietta Times, on the front page, Sept. 16, is a four column box; a by line story



TRANSFERRING the original 10-foot pilotwheel from the DELTA QUEEN to a flatbed at Gallipolis, O., Sept. 10, 1980. Photographer Dr. Lou Haase was positioned aboard the DQ to take the picture which comes to us courtesy of Janis Ann Johnson, Kansas City, Mo.

by staff writer Denis Wolcott, built around a 3-col. cut of the W. P. SNYDER, JR. photographed by Ted Strickland, headlined "Sternwheeler observes 25th anniversary here." The story is well written; the picture is sharp and clear. The tag paragraph has this to say: "The Sons and Daughters of Pioneer Rivermen were instrumental in bringing the Snyder to Marietta."

We had written Mr. and Mrs. W. P. Snyder III some weeks prior to S&D inviting them to our Saturday dinner as guests, only to discover through Sewickley sources that they were on vacation in Canada. When Mr. Snyder returned to his Sewickley Heights home we were already on our way to Marietta, so he phoned John Briley and said he was arranging with the W. P. Snyder Charitable Fund to provide ten thousand dollars for assistance in drydocking the boat for hull examination, sand-blasting and painting. John Briley related this good news to S&D's board of governors convened in the Sternwheel Room at the Lafayette.

While on the subject of munificence, Delly Robertson let it be

known to S&D that despite best laid plans and management, the Capt. Ernest Wagner Memorial Fund at New Richmond, O. (Sept. issue, page 42) had found itself indebted by reason of an unexpected invoice to the tune of something like four hundred dollars. Before the day was out Delly had been assured by an S&D member that the deficit would be met by personal check; we withheld the donor's name, not having his blessing.

Some persons don't like to be thanked publicly for generosity. A case in point is Bob Henthorne who devoted almost the entire day of Sept. 10th to driving his flatbed rig from Marietta to Gallipolis and back to gather up the DQ's pilotwheel. "Please don't give me any newspaper mention," he pleaded. Mum's the word.

Far as that goes we could not have gone to Gallipolis at all had it not been for Jeff Spear's mother baby sitting one black dog by the name of Wrecks for the day. She said he behaved himself which is hard to swallow. Chuck and Catherine Remley took us in their air-conditioned T-Bird, what is

more.

An expedition we had to forego, but not because of Wrecks particularly, was with Bert Fenn and Woody Rutter. Those two took off Friday for a tour of the Little Kanawha River, winding up at Glenville, W. Va. for a visit with Nellie Engelke, the sprightly lady who has unearthed so much of the Little Kanawha history and lore that she has 12 mentions in Alan Bates' Index for the S&D R, 1974-1978.

The Bates' Index made its debut at the meeting, 56 pages, hot off the press of Richardson Printing. Fred M. Rutter handled the over-the-counter sales at a dollar a throw. You can get copies in the mail @ \$1.50 each by writing our secretary Mrs. J. W. Rutter, address on page 4. Not only does it serve as an Index but also serves as a guide to the proper spelling of thousands of names of river persons and in most listings includes the given name of wives. Open it to any page and it has the same fascination as the World Book of Facts.

Here's a fact which isn't in the Index; too late for inclusion. We cajoled Lexie Palmore into letting us see her brand new master-pilot license, issued at Cincinnati on July 11, 1980. Yes, now she's Capt. Lexie Palmore, all gross tons, first class pilot on the lower Mississippi, Miles 84-953; on the Upper Mississippi Miles 0-181; on the Ohio, Miles 470-981, and on the Tennessee, Miles 0-23. Translated, this covers from about 10 miles below the foot of Canal Street, New Orleans to St. Louis; Cincinnati to Cairo, and up the Tennessee from its mouth to above Gilbertsville. Complete with radar endorsement.

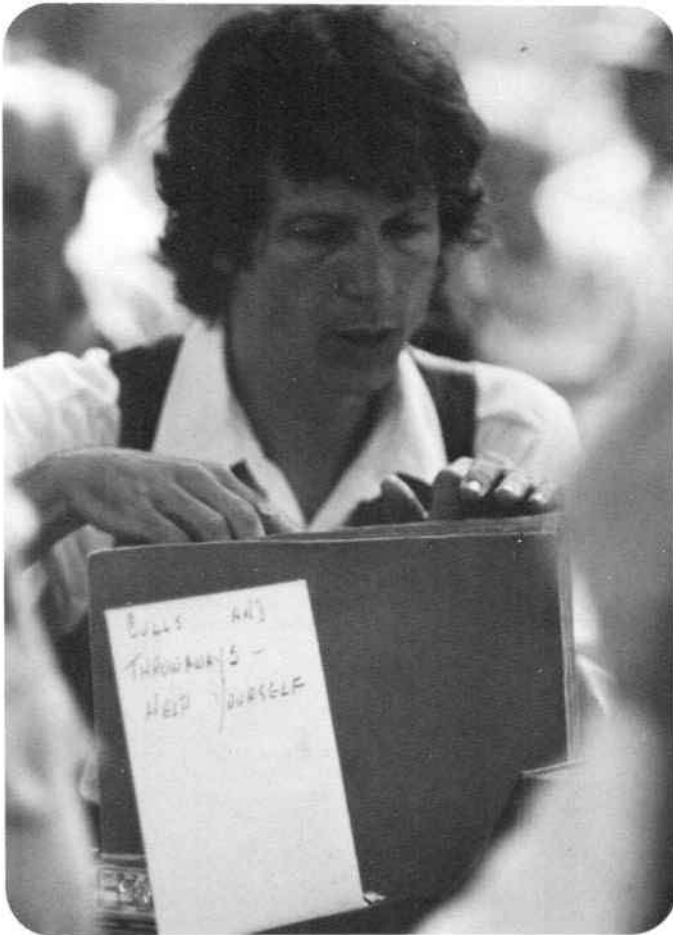
Speaking of river miles, the DON ROBT came 1,739 river miles from Sioux City, Iowa to the S&D convention at Marietta. Which means she must go another 1,739 miles to get back home. Donald F. Klein, the builder-owner, is a lawyer, and his wife Kay's real given name is Catheryn. Future indexers take note.

Here's another tid-bit and then we'll change the subject; Michelle Kingsley was christened Misha Pelickovna, later shortened to Pelick. The Kingsley comes from her marriage, since terminated, to an eastern surgeon.

MICHELLE rolled in Friday afternoon from Silver Spring, Maryland, bearer of a great gift. Rolled in a long cylindrical mailing tube was a large full color print of the cotton carrier J. M. WHITE steaming through the harbor at New Orleans, gift of the artist, John Stobart, to S&D. It was promptly turned over to John Briley, mounted, and displayed in the lobby of the Lafayette where Joyce Cutlip set up shop and sold chances at \$10 a throw for the drawing Saturday night, proceeds to be handed over to the Ohio Historical Society for the renovation of the W. P. SNYDER, JR. As it turned out the winner was Doris



William R. (Bill) and Marj Smith, 1228 Glenmore Drive, Springfield, Ohio 45503. Bill is grandson of William F. Smith who ran the Pt. Pleasant (W. Va.) Dry Dock Co. which, amongst numerous others, built the St. Louis & Tennessee River Packet Co.'s ALABAMA.



The sign in C.W.'s writing says "Culls and Throwaways--Help Yourself." Well look who has his fingers in amongst those reject photographs--John Hartford.

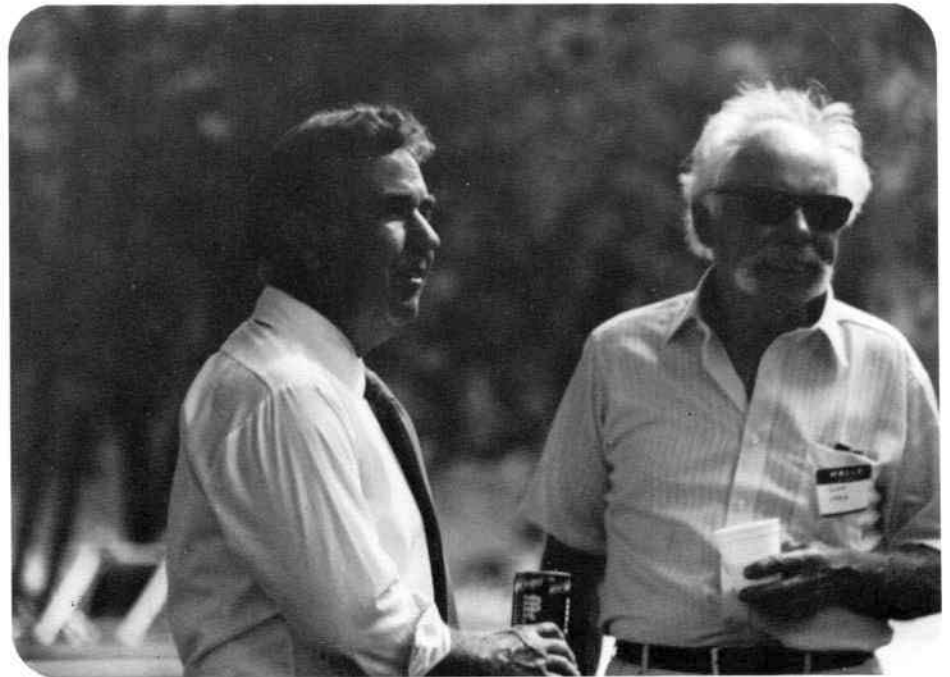
Foley, Keokuk, Iowa, the lucky ticket drawn from a bowl by Anne Putnam Mallinson. Then came an unexpected turn; Doris promptly turned the picture over to William L. (Bill) Talbot, also of Keokuk, whose picture of the racer NATCHEZ cabin graced the back cover of our September '80 issue. Seems that Doris and Bill had gone cahoots in purchasing the chance, each putting up a \$5-spot, with the understanding that Bill was to get the picture inasmuch as Doris didn't have wall space available to hang it. Later she said she just knew the ticket would be the winner and how very right she was. Sixty nine tickets were sold and thanks to the National Trust for Historic Preservation, who matched the receipts in like amount, the SNYDER Fund got \$1,380.

Incidentally we were supposed to notify John Briley the moment Michelle arrived from Maryland with the print. Our intentions were honorable but seems that we went aboard the SNYDER accompanied by black dog Wrecks, his first adventure afloat in his 11 years. People were feeding those enormous carp along the boat's shore side. Being a fisherman by nature, and before we could lay hand on him, he dove overboard from the starboard guard in amongst them, came up empty-mouthed, swam ashore into

mud up to his hunkers, and then jumped into my car. We are working on an Index of reasons why not to own a dog, and looks like it may run better than 56 pages. John Briley found Michelle without any assistance from the president of S&D.

Friday was a lot of fun. Ralph DuPae and y.t. had lunch in the Gun Room with lately arrived (by plane from Albany, N.Y.) Wilbur E. Dow, Jr. and his daughter Lynn Dow Webster. Wilbur ordered up some sort of salad concoction that arrived looking like a prize-winner Washington County Fair head of lettuce dropped from a truck and where it had split open its wounds were stuffed with poultices and high calibre ointments, a grand sight to behold. I thought he would dive right into it, but no, he was leafing through the September S&D REFLECTOR and had come to page 11 with its picture spread of the NATCHEZ's busted nose and the story of the lawsuit against the owners of the EXXON BALTIMORE. His salad languished until he had read every word of the text without saying a word. Then he looked at me and said, "Every word of this story is absolutely correct." Editors wishfully dream of such knighthood but it never happens. It did this time. "This salad is terrible," he said in another moment. Lynn has her hands full with this father of hers.

Friday's big event came that eve in the Riverview Room at the hotel where Lucy and C. W. Stoll had arranged a party to celebrate the 50th wedding anniversary of Homer and Grace Hawley, parents of Doc and Ken Hawley, all present. The



C. C. (Bud) Daily, 162 Sunset Drive, Toronto, O. 43964 on the left and Glenn M. Crain, 623 Cochran St., Sewickley, Pa. 15143 having a pow-wow about sternwheel gas boats. Glenn runs a barge cleaning and repair facility at Glenwillard, Pa.

elder Hawleys live at 7 30th St., S.E., Charleston, West Va. 25304. Nobody will ever quite know how many S&Ds offered congratulations. When we got there the big room was jam-packed. Camera bulbs were flashing and, presiding at a long table loaded with delicacies, Catherine Remley was tantalizing us with a slice of very white and delicious-looking cake. Grace Hawley looked like the queen of May. What a beautiful party this was.

PROMPTLY at 9:30 Saturday morning Sept. 13th the Board of Governors was brought to order by chairman J. W. Rutter, convened in the Sternwheel Room of the Lafayette. Eight present and one absent. S. Durward Hoag was ill at home. Treasurer Larry Walker reported a cash balance of \$10,578, most of the receipts stemming from annual dues, and pointed out that no debts were outstanding. This balance reflected a slight increase since his 1979 Report. The disbursements in large part were for the S&D REFLECTOR's publication costs, including a new typewriter.

Andy Anderson presented the report of the J. Mack Gamble Fund. Earned income had been apportioned to the publication of an Index to the contents of past issues of the S&D REFLECTOR, and to the preparation of an expanded Packet Directory and up-dated Towboat Directory. Andy also reported favorable progress on the construction of expanded facilities at the Cincinnati Public Library, 8th and Vine, which will include more space for the Inland Rivers Library. He also brought news of Mrs. Dorothy Powers, first curator of the Inland Rivers Library, who has given up her Cincinnati apartment and has moved permanently to California.

Bee Rutter, secretary, advised that she had not brought along her S&D records and would not be accepting membership renewals during the meeting. All members are receiving their dues notices by mail. Members who have not received such notice by the time this is read are urged to drop a line to Bee. Mistakes do happen.

Reports were heard from the two chapters authorized by S&D. R. Jerome Collins, representing the O-K Branch, outlined the meetings of the relatively small and dedicated group who have enjoyed frequent and worthwhile programs in the Kanawha and mid-Ohio region. The fruits of these activities come to S&D by way of delightful reports written by Jim Wallen for the REFLECTOR.

Jack Custer's MOR Chapter, with its membership embracing the Cincinnati, Louisville and Evansville stretch of the Ohio, accenting also the Kentucky and Green, has developed an enthusiastic following with steamboat excursions and field trips. Members receive a newsy quarterly named "Riverview," currently prepared by Michelle Kingsley. Secretary of this Middle Ohio River Chapter of S&D is

Sandra Rae (Sandie) Miller, Louisville.

John Briley informed the Board of plans to drydock the W. P. SNYDER, JR., announced the funds made available by the W. P. Snyder Charitable Fund (mentioned earlier in this article) and thanked S&D for its part in making available the John Stobart print (also attended to earlier in this article) to augment the SNYDER program.

These formalities having been concluded, and nobody having any nits to pick or bombshells to explode (for the first time in our recollection), the meeting was adjourned. There was a sort of "we are doing very well, thank you, and hope you are the same" complacency. This in itself was exceptional, and certainly in sharp contrast with the current rash of major corporate financial crises besetting the experts. Maybe S&D's turn is coming. If so there was no hint of it at the Board meeting. Knock on wood.

All the time we were in Marietta there was this sense of colliding with people we least expected to collide with. Biggest jar was in having a lady perhaps in her early seventies step up in the Lafayette lobby and say, "I'm Stella Pope."

Last time we saw Stella Pope was in 1915 when her Uncle Ben was running the JOE FOWLER and Stella was in hair ribbons. She is now Stella Pope Ellis, just passing through to Akron, taking a lingering look at Marietta (she was attending Marietta College when Steve Hoag went there) and Stella provided the pictures of her uncles Ben and Elmer Pope when we did the JOE FOWLER story in the June '67 issue. Life can be wonderful.

Nor did we expect to see Bub Crain smiling at us from under a 10-gal. sombrero. Bub was a hungry kid asking for a handout when first we met at a Monongahela River lock many years ago. Since that meal provided courtesy of Ashland Oil he and his wife Betty have raised a flock of winsome daughters, all of whom have now left the home nest for other pursuits. We've seen Bub chasing barges free-astray in a flood, and once he took us deep down in a cofferdam when he was building the piers for the U.S. 77 bridge spanning Marietta Island. We've seen him building mooring clusters, hod cloppers on his feet and a charge of tobacco in his jaw, always dedicated to the proposition that the



Thomas E. Way, presently attending Northern Illinois University, address 151 West Lincoln #1, DeKalb, Ill. 60115. Tom is holding black dog Wrecks Way, nominated (if not elected) S&D mascot by Ken Hawley.



Who fed Wrecks the ham? Here's photo evidence--Michelle Kingsley. At 3:20 the following morning in Room 116 Wrecks let his insides out while outside the Inside Inn a thunderstorm blazed and pealed.

way to get a job done right is to do it yourself. So it did come as a surprise and something of a shock when he appeared on TV at Pittsburgh one day last August playing the role of a fashion model with an \$8,000 fur coat draped on his successful frame, a pitch for a Wood Street furrier. "Don't say it," said Bub at S&D, "if you think it's hard making that last half mile at Gallipolis with everything on the hooks, just try making it on a 100-foot ramp with a fur coat on; it happened on the river, on the GATEWAY PARTY LINER, so maybe now I can get an all-ton fur model endorsement on my license."

ONCE AGAIN the Marietta Boat Club hosted S&D to its clubhouse and premises. The TV channels had been predicting intermittent showers which, if so, occupied themselves elsewhere. Mrs. Robert (Betty) Pottmeyer and family prepared the luncheon. The details were handled in large part by Chuck and Catherine Remley, Juanita Etter, Bob Moseley, Eloise Hendricks, with Bill Barr handling tickets and badges. What turned out to be a pretty smooth operation involves logistics galore, as

though the pieces of a picture puzzle were transported, each by itself and on a rigid schedule, to become a successful party, all the parts in place. Makes us think of the time Tom Rees built the twin-stage HUDSON, loaded her with passengers and freight and she backed out from Pittsburgh headed for Paducah without so much as a trial run. Sort of makes you gasp.

John L. Fryant had brought along with him a neatly tailored model of a solar powered sternwheeler. The cabin was removable to expose its singular gizzards. He was demonstrating it at the Ohio River Museum parking lot when Lynn Dow Webster corralled us to the scene. Sad to relate clouds blocked the sun as we called on John to duplicate the performance at the noon get-together. John said he would send us some pictures of it, but you've got to see it operate to really appreciate the magic of it.

Speaking of models, a really impressive model of the DELTA QUEEN was brought from Columbus, O. by Guy L. Williams, sharing space with Marion Hartley's interesting collection.

S&D members had opportunity to meet with Jerome A. (Jerry) Enzler, director of museums, Dubuque

County Historical Society. He told of the recent acquisition of the former U. S. Engineer steam side-wheel dredge WILLIAM M. BLACK and of the Fred W. Woodward Riverboat Museum presently under construction slated to open in 1981, there at Dubuque.

Introduced were two young ladies who had flown in from antipodes of the U. S. to attend S&D, both, by chance, named Lynn. Lynn Webster had come from Lake George, N.Y. with her father Wilbur Dow, and Lynn Feiner from her home at 11935 Kling Street, Apt. 5, North Hollywood, California 91607. This latter Lynn's flight from the Greater Pittsburgh International Airport to the Wood County (W. Va.) Airport serving Marietta had coincided with the flight plans of Tom Way, and there's where they met, on the plane, never before having heard of one another.

Conspicuous by her absence was the one and only Ruth Ferris of Brentwood, Mo. who, at our last meeting, probably got the biggest bang seeing an old-time torch-basket actually flaming. Ruth sent a message. "The great pleasure of last year's S&D is still filling my heart," she writes. She's OK and in August enjoyed a two-day trip aboard the JULIA BELLE SWAIN to Starved Rock State Park.

S&D's former treasurer Chase Putnam, now executive director of the Warren County (Pa.) Historical Society, was in Wilmington, Del., but thoughtfully sent along a liberal supply of the Sept. '80 issue of "Stepping Stones," the Society quarterly. The lead article is entitled "Raftsmen, Rifles and Roustabouts," excerpted from a paper written and presented by his father Harold C. Putnam before the Warren Academy of Sciences in 1944 exploring 19th century traffic on the upper Allegheny River. The only expressive way of reporting the S&D appreciation is that there was one grand whoo-o-osh! and every copy had a taker.

As we write this account the words are continually interrupted by bright visions, like color slides on a screen, of persons at S&D. Right now it's Karen Hoge, formerly in charge of reservations at the Lafayette. "Hello!" she is saying. Well hello to you, Karen. A moment ago we were chit-chatting with Jerry and Lenore Sutphin while the typewriter's motor, with its built-in patience, waited for the next pressure on a key. Now it's Bernie and Helen Prater, and if we don't quit this daydreaming the story will never get written.

William E. (Bill) Reed exhibited two of his recent oil paintings, one of the HOMER SMITH at Point Pleasant, W. Va., her home port, with a photographer, tripod and camera in the foreground recording the event. The other depicts the towboat OTTO MARMET under way. Bill Reed's art work also was much in evidence when Jeff Spear at the evening dinner passed out packets of color post cards to the ladies, an S&D gift made possible through Robert L. Stone, president of

Mode-Art Pictures, Inc., Pittsburgh. All of the cards are of Reed paintings.

A special surprise of the day was the arrival of Mrs. Tom R. (Letha) Greene, accompanied by son Tom Greene, Jr., his wife Sherley, and their three children, Adrian, Tom III (Butch) and Nathan, and by Jim and Sherley Greenwood. Bob McCann, former Greene Line purser and executive, was there to greet them. Helen Prater, daughter of Capt. Jesse P. Hughes (who spent virtually all his adult lifetime with Greene Line operations), was on the receiving line. For good measure Louise Meldahl Carley, who was raised in Greene territory in the vicinity of the Capt. Anthony Meldahl Locks and Dam (named for her father) also was present. Louise was accompanied from Memphis by Theo A. Cook whose late husband was master-pilot of the U.S. steamer MISSISSIPPI, now the BECKY THATCHER. And so it went.

IT'S DINNER TIME, an expectant throng congregated in the carpeted foyer. What's the hold-up? We barge in to find Bob Moseley and crew setting four additional tables. Having figured from advance ticket sales tables had been set for 192. The final count, moments before, was well over 200. Waitresses scurried about with linens and napkins, stemmed crystal glasses, banquet china and, with a final flourish, flowers and candles. Ta-dah! Bob opened the doors for the 41st or 42nd, depending on how you count, S&D banquet. It turned out to be quite some show.

We would venture an opinion that the gentleman selected to introduce the speaker is more famed than the speaker himself, a fact requiring that the gentleman to introduce the speaker first be introduced by the toastmaster. So happens that the toastmaster, or master of ceremonies, whatever, had a good bit to say about the gentleman of note who was about to introduce the speaker. C. W. Stoll, the MC, related as how the gentleman of note, about to introduce the speaker, Wilbur E. Dow, Jr., had picked off his BELLE OF LOUISVILLE crew, starting with the captain, Capt. Doc Hawley, about to be introduced, and then the mate, Roddy Hammett, and then the chief engineer, Bob Brewer, and so on and so on to and including the deckhands. That's how the NATCHEZ was crewed.

Up rose Wilbur Dow then, unbowed by his three score years and ten (plus), for a rebuttal eloquently couched in the polish of his maritime legal experience (he's counted one of the best in the profession) to point out that he had sought the best, and all had volunteered while the B/L was in winter hibernation. The tact of these two introducers sparring at one another was worth the price of admission.

Wilbur Dow then expanded into the recent NATCHEZ-EXXON BALTIMORE collision, as everybody hoped he

would do, graphically describing the circumstances, and heaping generous praise upon Capt. Doc Hawley and crew for the manner in which they handled the crisis, and for good measure praised designer Alan Bates for providing in his plans, with accuracy, the framing and bulkheading which, for the lack of it, well may have resulted in disastrous consequences. That Wilbur Dow had come from Lake George, N. Y. to present his case to the river world before an S&D audience was, we think, quite a feather in the S&D hat. One week later, almost to the day, the U.S. Coast Guard at New Orleans, having reviewed the facts of the collision, exonerated the crew of the NATCHEZ from all blame.

Quite aside from his main theme, in less serious vein, Mr. Dow related a dog's water bowl story. Earlier that day Ye Ed had walked through the Lafayette lobby carrying in his hands a blue one-quart empty bowl so's dog Wrecks could have drinking water at the noon luncheon. There came a tinkle--- somebody in the S&D gang congregated there had dropped a dime in the bowl. This attracted some attention. Thank you, thank you, we said reverently, and before we got to the lobby exit, a matter of moments, the tinkling had magnified into a downpour. When we got to the car the loot added up to \$1.13. Thank you, thank you.

The speaker of the evening? Oh, yes the speaker. But the introduction is still in process. C.W. played a tape over the dias amplifier, procured from John Bickel, the voice of Capt. Ernie Wagner relating how Doc Hawley got his

first job on the AVALON playing calliope. Well glory be, especially when C.W. accidentally let the tape-player drop to the floor, picked it up, gave it a bat, and Capt. Ernie went on talking. We would have bet our \$1.13 that the tape-player would come up a dead duck. John Bickel's tape is really something.

When Doc stepped up to the microphone he was a plucked chicken. His career from boyhood up to and including his grand slam into the EXXON BALTIMORE had been broadcast in detail. Seemed to us the only pin feathers left were his love life. But would you believe it, he opened up in his easy conversational style, took his audience down to New Orleans, led them aboard the NATCHEZ, a tour of the Beaugard House, introduced them to Leonard Huber and to his crew, Maybe it was because Roddy's mother was present, we don't know, but Doc related how this kid in St. Marys, W. Va. chartered the AVALON for a High School excursion, the contract and arrangements handled through the mail, everybody on the AVALON thinking Roddy was the principal of the mayor. They put down the stage there at St. Marys and down the wharf came this mere juvenile and after a look at him Doc didn't know whether the boat had been hooked or booked. It was one of the more successful trips of the season. This was to be the beginning of Capt. Roddy Hammett's river career, and now he's Doc's relief master on the NATCHEZ. For lagniappe Doc tantalized his listeners with the prospect that in the spring of 1982 the NATCHEZ may be headed for Louisville on a



Always popular are the models and engines, and in this scene Marion Hartley, Gasport, N.Y., is right there among them.

All photographs incident to this article save one (credited in its caption) are from the lens of Eileen Daily, 162 Sunset Drive, Toronto, Ohio 43964. She took them in color.

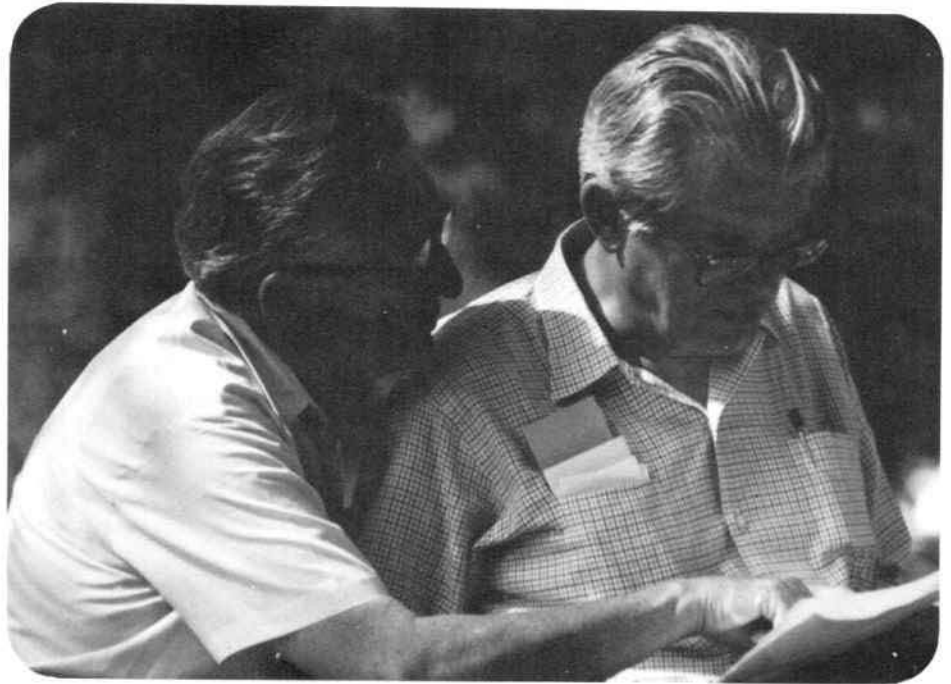
tramping trip to culminate in her participation in the annual B/L-DQ race. 1981 is out of the question, he said, because of charter commitments. The sound of brain-machinery whirring in 200+ heads was almost audible, every person thinking the same thought: How do I go about getting included for all or even a smidgen of this epic event? Harry Robinson's \$6,000 worth of fireworks over at Williamstown just the week before suddenly seemed dwarfed by this spell-binder.

Lynn Webster is the only person we've met who has seen a lake monster, only she didn't know it was the lake monster when it lashed across her horizon there on Lake Champlain. This accidental encounter set her apart amongst the locals thereabouts who had not been so fortunate. Lynn, who as we have said, is Wilbur Dow's daughter, did little suspect that she was about to have another accidental encounter, this one at S&D. This one, a river monster, stands about 6'1", plays violin and fiddle, the composer of her 10-year favorite "Gentle On My Mind." John Hartford did it for her there on the platform, his usual leg-work a bit hampered until C.W. solemnly raised the tablecloth, securing it with salt and pepper shakers.

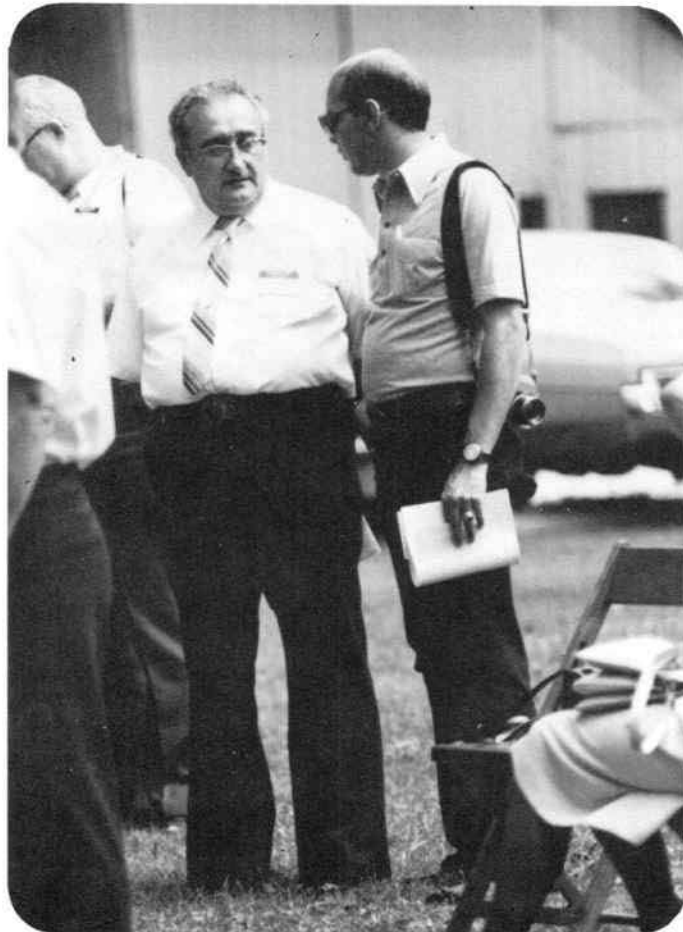
The nominating committee, composing Dorothy Frye (who's gone back to smoking and looks better for it), Bob Booth and Homer Hawley. The latter as spokesman, offered a clean-sweep reelection of all officers. Robert's Rules of Order got a testing when Ken Hawley in the midst of the proceedings offered in nomination the name of black dog Wrecks Way as the S&D mascot. We are not sure he made it, but the officers did, with no campaign expenses to report.

Harry Robinson carried to the platform an old cast iron stair tread with the name BETSY ANN imprinted into it and passed it over to us to hold, cherish and own. We've broken the tenth commandment since we first saw it aboard the BECKY THATCHER, and now no more need we covet. Ruth Ferris also shares in our thanks, she having displayed it in her museum aboard the BECKY at St. Louis.

With Woody doing the spiel and Jerry Sutphin projecting, we saw an unusual Jesse P. Hughes' film taken at New Orleans and elsewhere when Jesse briefly took a few movies. Finally, there came a showing of the GORDON C. GREENE's tourist travels. The sound track wavered a bit playing "Beautiful Ohio" and we choked back a tear.



If you have doubts about the identity of these two, you go to the foot of the class. Clue: both live in homes on Ohio River hill tops, one on the left bank, the other on the right bank. One comes from an oil-soaked background, the other makes maple furniture. We haven't the slightest idea of what engrosses them in the moment of time it took Eileen to take this captivating dual portrait. For the benefit of our foreign members: C. W. Stoll (left) and Bert Fenn.



Ralph DuPae (left) and Jerry Sutphin, both specialists in preserving old river photographs by means of modern photo techniques.



Wilbur E. Dow, Jr. and daughter Lynn Webster of Pine Point, Lake George, N.Y. enjoy their first S&D meeting.



Dianne Robertson Woodruff and Keith Norrington.



Jan Di Carlo, editor of the quarterly "Sternwheeler" of the American Sternwheeler Association, visits with Chuck Remley.



Gene Fitch, Hebron, O., skipper of the CLAIRE-E, pictured with Lester G. Frank, Cincinnati.



Lucy Stoll, Rock Hill, Louisville, Ky., hostess of the 50th wedding anniversary party for Homer and Grace Hawley.



Grace and Homer Hawley cut the cake on the occasion of their 50th.

All pictures, pages 13 and 14, were taken by Michelle Kingsley.



R. Dale Flick, Cincinnati, lends a hand at the punch bowl in company with Catherine Remley.



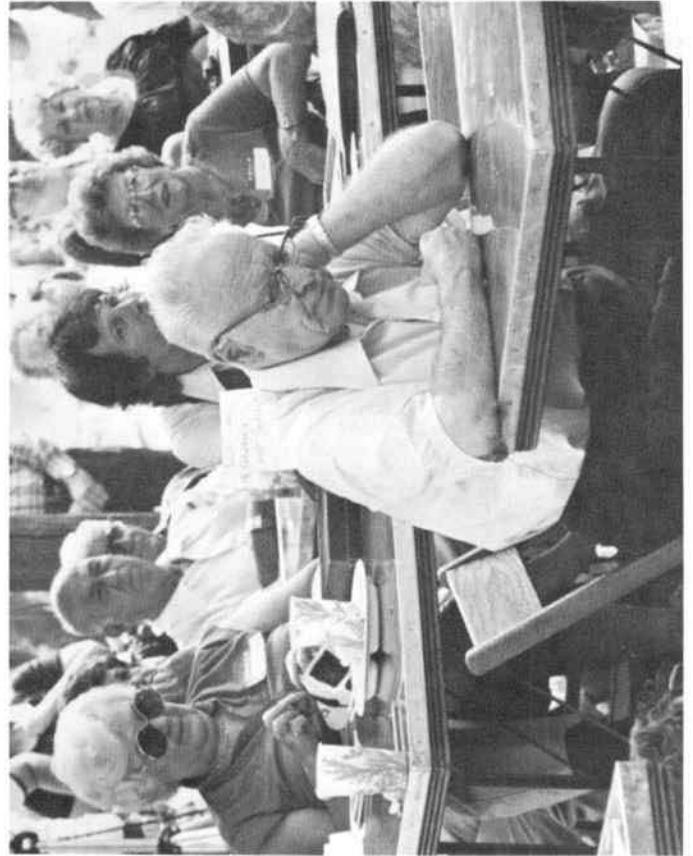
The Hawleys: Ken, Homer, Grace and Doc highlighted the S&D celebration.



John Briley (left) exhibits the prize-winning Stobart print



Dr. Ray Swick (center) of the Blennerhassett Island Commission



Irwin M. Urling (foreground) contemplates his 70th birthday



L to R: Allen Hess, Slim Brandt, Ralph DuPae, John Fryant & (?)
--Photos by Woody Rutter

The ceremonies at New Richmond, Ohio held on Sunday, July 27, 1980 for the dedication of Capt. Ernest Wagner Memorial Park are captured in the three photographs on this page.

Above is the riverfront monument. On the reverse side a bronze plaque reads: "Captain Ernest Wagner commanded excursion passenger steamboats ISLAND QUEEN, DELTA QUEEN, MISSISSIPPI QUEEN and AVALON on the Ohio and Mississippi River Systems. Cap knew every bend, sandbar, and tree on the inland waterways, but called this spot home. 1910-1979 ...the Fog is Rising."

The BETTY BLAKE which brought friends from Covington, Ky. is moored at the New Richmond landing, center view.

Air calliope was brought ashore from the BETTY BLAKE, whose master, Capt. Irv Connett is at left. Player is Tom "Jazzou" Jones, and at right is Marion Frommel.

Story of the ceremonies appeared in our September issue, page 42. Our thanks to Ann V. Zeiger for the photography.

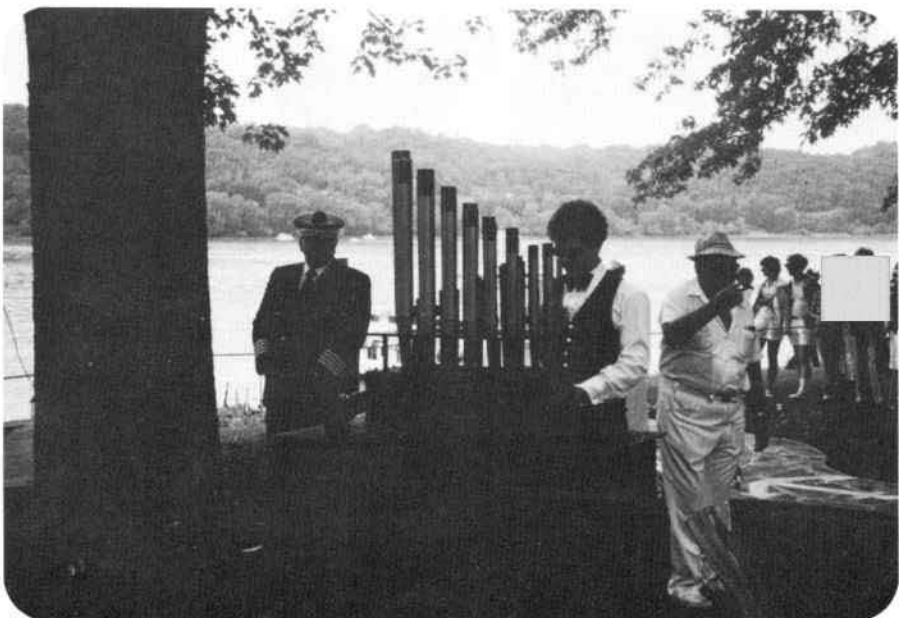


The BELLE OF LOUISVILLE has concluded her second consecutive season "on her own," with no financial aid from governmental source. This speaks well for the management and crew of an excursion steamboat which runs April-November in a latitude where profit begins in mid-May and where the first ringing of school bells is regarded as the death knell in early September.

On Sept. 28th last the B/L ran a most successful excursion from Madison, Ind. to Lock 1, Kentucky River and return. She had 846 passengers aboard, which may have been the largest Kentucky River steamboat excursion of record. Capt. Lee Cable of her crew holds pilot's license up the Kentucky from the mouth at Carrollton, Ky. to the state capital, Frankfort.

The U. S. Supreme Court has refused to halt construction of the Tennessee--Tombigbee canal and waterway. Without comment, the high court of the land left intact rulings that several environmental groups waited too long before challenging the project in a 1976 lawsuit.

We are indebted to Della Hoag for a copy of the Columbus Dispatch Sunday Magazine, dated Oct. 19th last. The front page, in color, is a good likeness of S. Durward Hoag, with the Hotel Lafayette, Marietta, as background. Five inside pages are devoted to the story of Steve's career, with many good photographs. Some of the details about getting up this tribute appear in the write-up of the S&D meeting, this issue.



CRYSTAL PALACE'S PIANO

"The Chickering piano from the side-wheel CRYSTAL PALACE is in my possession. Am having it photographed and will send you prints hopefully in time for your next issue." So writes Dr. Thaddeus C. Jones, resident of Laguna Beach, California.

He explains it this way: "The piano was in the home of my grandmother, Caroline Kountz Jones, daughter of Commodore William J. Kountz. It passed to my mother, my father, and so to me.

"My grandparents lived in La Jolla, Calif., their home called 'Red Raven.' When they died in 1936 the piano was brought to the home of my parents in Pasadena. It was kept in condition and was played by my mother until about 1955. There was a piece of paper kept in the piano (I remember it well although it no longer exists) stating that the instrument was built c. 1820 and had seen service on the steamer CRYSTAL PALACE."

The mirror from the ladies' cabin of the CRYSTAL PALACE now is displayed at the Ohio River Museum, Marietta. It was first brought to the attention of Ye Ed in a letter dated Oct. 28, 1936 from George McClellan Kountz of the Red Raven Corporation, Cheswick, Pa. Then in 1955 thanks to Benjamin H. and George Kountz, Jr. the mirror was brought to the Allegheny River wharf, Pittsburgh, and loaded aboard the U.S. Steel's excursion barge, towed by the W. P. SNYDER, JR., and was taken to Marietta. It measured seven feet high and five feet wide.

The CRYSTAL PALACE was some shucks; she was built at Freedom,

Pa. (hull) and completed at Pittsburgh in 1853, hull 279.5 x 33 x 6. She was named for the Crystal Palace building, 6th Ave. and 42nd St., New York, erected for the first U.S. World's Fair which opened July 14, 1853. Newspapers of the day referred to the CRYSTAL PALACE as Commodore Kountz's 'Red Palace,' inasmuch as he trimmed her in that color. The Red Raven Corporation, which manufactured a popular beverage, may have been a hangover from this preference.

Commodore Kountz, his title probably honorary, was placed in charge of the movement of troops on the Ohio River at the commencement of the Civil War by General George B. McClellan then commanding the Department of the Ohio. He later became one of the largest of Missouri River packet operators when the upper forts were supplied by steamboat.

The probable reason for the continued existence of the mirror and piano stems from the fact that Commodore Kountz had a larger hull built for the CRYSTAL PALACE at Monongahela, Pa. in the winter of 1856-1857, 301 x 36 x 8, and used much of the cabin, etc., and new equipment. She was christened CITY OF MEMPHIS, a story too long to embark upon here.

Sirs: I have been following with much interest "The Log of the Str. BOAZ." On March 31, 1912 there is an entry "12 noon at the Ashland bridge." Well, now, the Ashland bridge wasn't built until 1930.

Then, Sept. 15, 1912, "12 noon at Ironton bridge." It was opened in 1922.

In the first instance reference may have been to the two piers of the never-completed railroad bridge between Ashland and Ironton.

In the second instance do you suppose the entry refers to the r.r. bridge over Ice Creek, at the upper limits of Ironton?

One more question:- The two ferryboats pictured in the Sept. '80 issue are obviously steam powered, but what propels them? No signs of sternwheels.

We had an excellent S&D meeting this year and I really enjoyed Doc Hawley's address. Was good to see everybody once again.

C. E. Montague, Jr.,
Kitchen Building,
Ashland, Ky. 41101

=Ferry TRANSFER, page 24, Sept. issue, was a "boot-jack" or recess wheel ferry. The WELCOME, same issue, page 25, was side-wheel.

About the Ashland and Ironton bridges logged in 1912, I'm reasonably sure both references are to the never-completed bridge piers between those towns, where the N&W incline on the Ohio side sloped down. -Ed.

Sirs: I would like to thank you, for benefit of all stereoptican owners, for printing a stereo view close to actual size (Sept. issue, page 47). This means we can observe the view in its 3-D splendor. And by the way, steamboat stereo slides are very hard to find. Impossible to find unless your name is Allen Hess, Fred Way, etc.

Lexie Palmore,
630 Windsor,
Tyler, Texas 75701

=We own two well maybe three. -Ed.



Mr. and Mrs. J. Sheldon Scott, Steubenville, O., at the S&D meeting. Mrs. Scott is an accomplished pianist and teacher.

--Eileen Daily, photo

THE SAGA OF THE DELTA QUEEN by Frederick Way, Jr., paperback edition professionally printed, 128 pages, illustrated with photographs, maps and drawings. The career of the DELTA QUEEN from her beginning until she became a tourist steamboat for the Greene Line Steamers in 1948. Retail at \$4 the copy.

OLDEST PILOTHOUSE by Frederick Way, Jr., paperback edition, 48 pages, profusely illustrated. Story of the packet TELL CITY, built in 1889, and how her pilothouse became an attraction at the Ohio River Museum, Marietta. Retail at \$2 the copy.

Both for \$4 postpaid for a limited time only. Send order and check to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Two full color post cards of the TELL CITY pilothouse are included.



CONRAD MILSTER in our June '80 issue, page 12, gave us a comprehensive story of Danube River steamboating, with emphasis on the operations of a company known as DDSG, dating back to 1829, now in its 152nd year. He now sends us the above photograph, taken by him in Vienna. This is the DDSG towboat PERSENBEUL, side-wheel. "The arches on the stern are for the towing cables; she has two, feed-

ing through sheaves just aft of, and on either side of, her aft stack--also notice the double rudders," he writes. He also adds this comment: "The general principle of operation on the Danube seemed to be small tows at high speed as opposed to American practice; it was not unusual to see such a towboat dragging two loaded barges and throwing a nice bow wave."

Jerry Devol sends us an obituary for Capt. James H. Sandford who died, 77, on Sunday, March 7, 1926 at Fort Thomas, Ky. where he had shared the home of his sister Miss Jean Sandford. This old newspaper clipping recalls to us that Cap'n Jim was a knowledgeable Ohio and Kanawha Rivers pilot in his time, standing watches on the lighthouse tender GOLDENROD, the snagboat E. A. WOODRUFF and others. He disappeared from the scene for some years and finally showed up in 1919 and applied to Capt. E. A. Burnside for permission to ride one of the Campbell's Creek Coal Co. towboats to post up. He told Capt. E.A. that he had been boating on the Magdalena River in South America, working for the United Fruit Co. Capt. E.A. obliged and sent Jim aboard the EUGENE DANA SMITH. Jim was 70 at the time but senility had taken toll of his body and mind. In trying to dodge an ice cake, the boat running full-head light, he gave her too much rudder and ended up with the ice cake in the en-

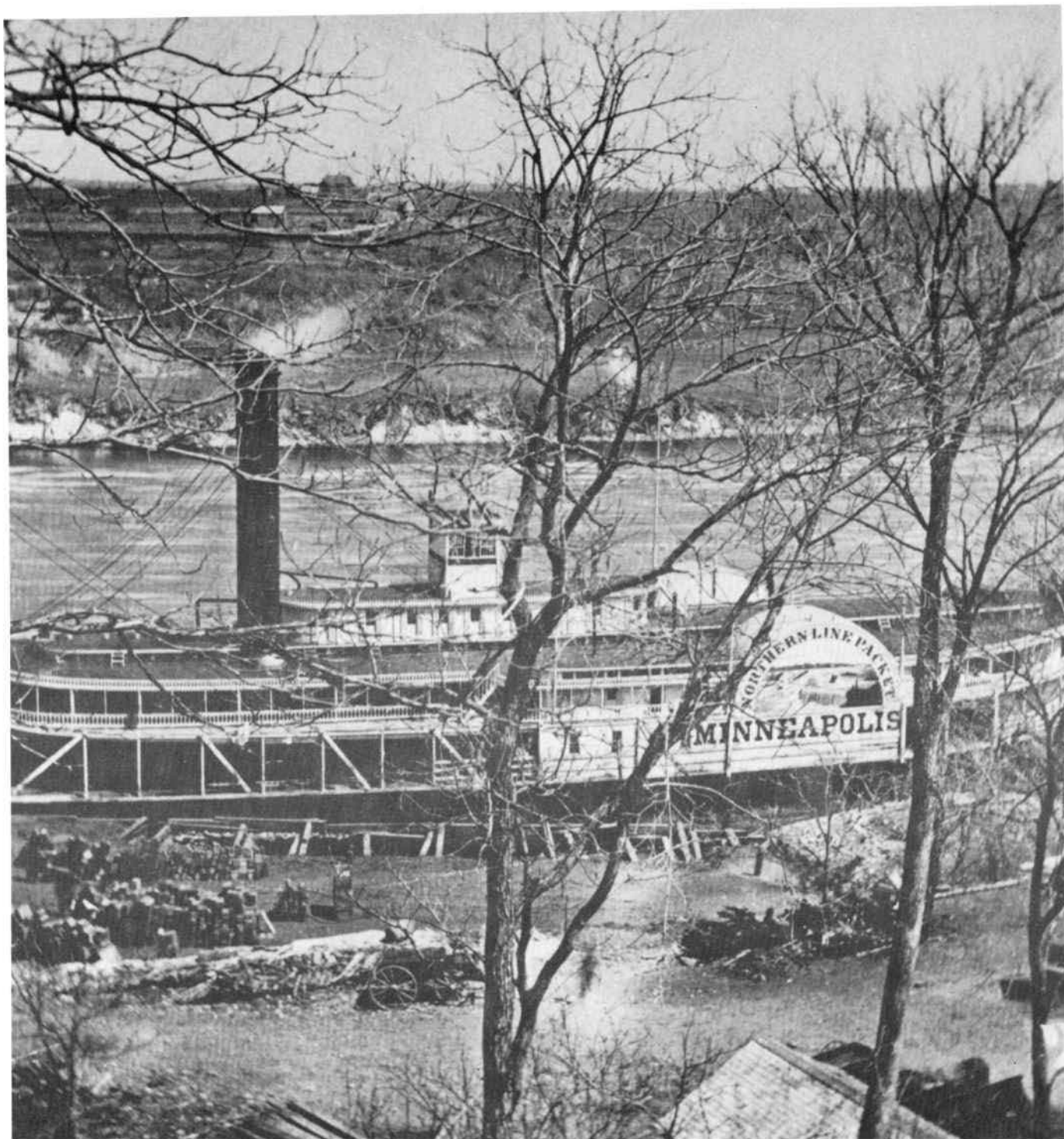
ginerroom. Capt. Fred Hornbrook sheltered him aboard the VERNE SWAIN until one night, moored at Wheeling, Jim had a nightmare of some description and mounted in his nightshirt to the pilothouse, rang all the bells, and when they shook him awake Jim was having a gorgeous time running Red House Chute in a thunderstorm. Next we saw Jim Sandford he was toddling the sidewalks of Cincinnati dressed as a Western Union messenger, delivering telegrams. Our eyes met. I was about to say "I was on the EUGENE DANA SMITH with you" but he toddled by me without pause. The only point to this narrative is that Jerry Devol's old clipping is the first news we've had of Jim's passing. There was requiem high mass at St. Peter's Cathedral, and he was buried in the Calvary Cemetery, Walnut Hills.

Reynolds, Smith and Hills, architectural engineers in Jacksonville, Fla. announce the appoint-

ment of Edward A. Mueller as their director of transportation planning. Ed Mueller (rhymes with tiller) for some time has been associated with the Jacksonville Transportation Authority. His avocation with steamboat photographs and articles is well known to most S&D members.

Daniel R. Porter, former director of the Ohio Historical Society, is administrator of the Cooperstown Graduate Programs, History Museum Studies, Cooperstown, N.Y.

Our thanks to Judy Patch, 921 21st Ave., Rock Island, Ill. 61201 for elaborate brochures, "Taming the Des Moines Rapids," the background of Lock 19, Upper Miss; and "A History of Navigation Improvements On the Rock Island Rapids." Both are authored by Roald Tweet, illustrated, and were published by the Rock Island District, U.S. Engineers.

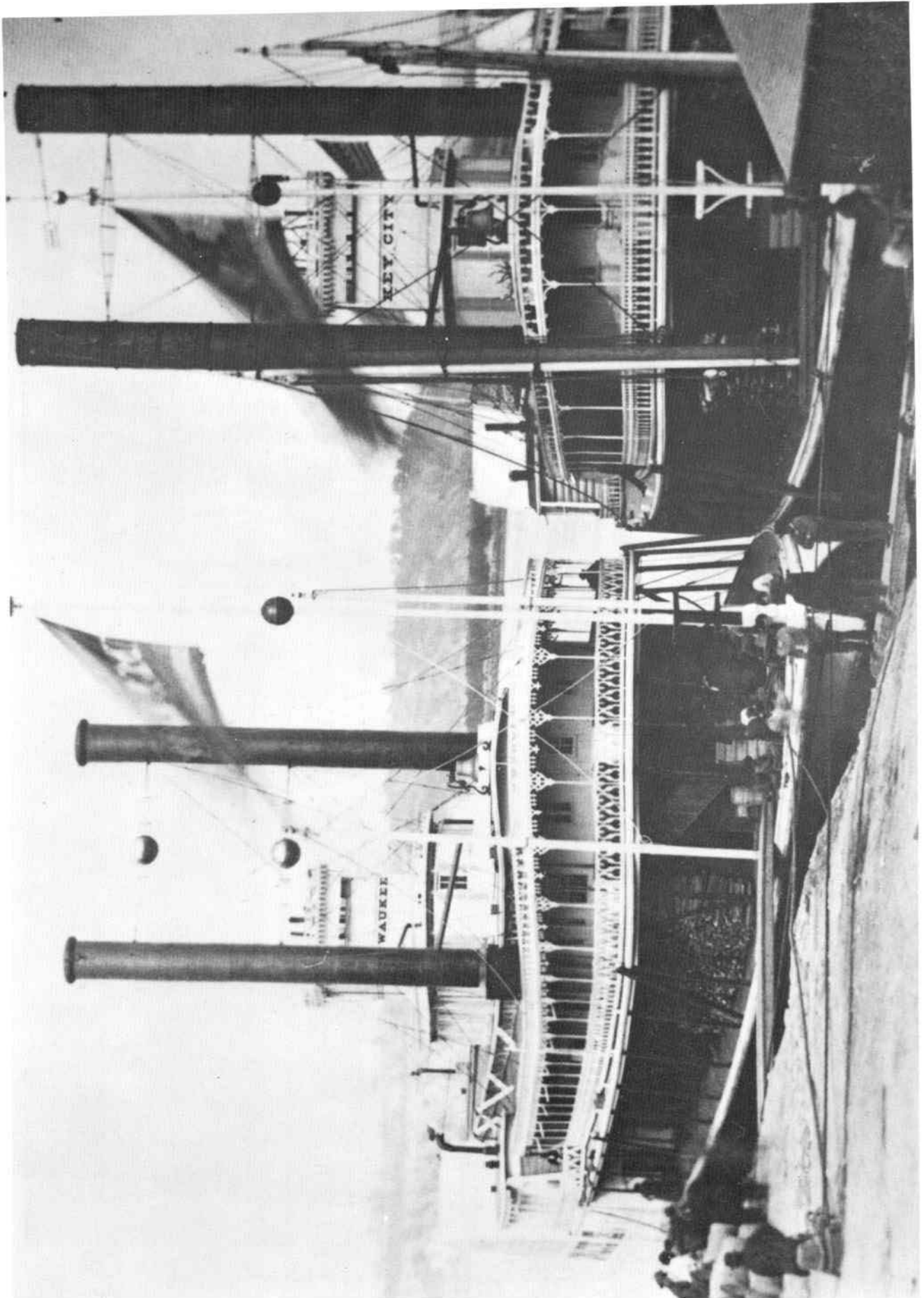


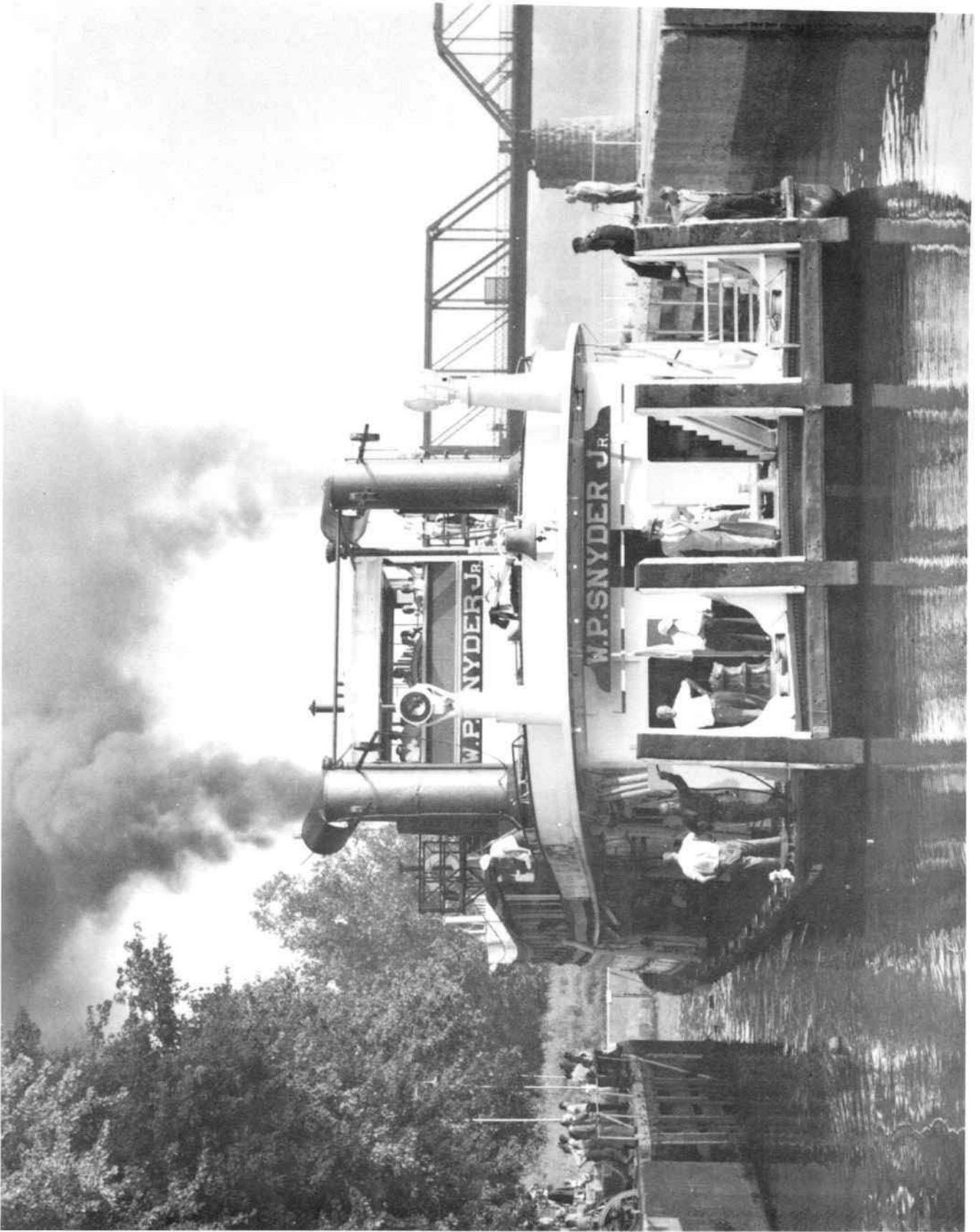
THERE IS more than a lingering suspicion that this picture was taken at Minneapolis, Minn. Such large packets seldom ventured above St. Paul, so this must have been an occasion. Some years back The Waterways Journal ran an "old-time" photograph of the MINNEAPOLIS, "probably taken at Minneapolis," with the photographer positioned, presumably, on the opposite bluff. Perhaps some of our Upper Miss sleuths can shed more light on this business. Steamboat Bill Petersen in his "Steamboating On the Upper Mississippi" tells of the first two steamboats to venture to the Falls of St. Anthony in May 1850, the LAMARTINE and ANTHONY WAYNE, both loaded with sight-seers, the river at a high stage. Bill Petersen makes the point that although many

steamboats advertised "pleasure excursions to St. Paul and the Falls of St. Anthony" the usual custom was to load the excursionists in hacks and other conveyances at St. Paul and take them overland for the viewing. This picture doesn't show it too well, but the oil painting on the boat's wheelhouse is a depiction of the famed Falls. If indeed by some good fortune proof comes forward that this is the Minneapolis landing, it could at best be only a mile or so above the St. Paul wharf, and not within gun-shot of the Falls of St. Anthony. The MINNEAPOLIS was built in 1869 for the Northern Line Packet Co., 233 x 36. The celebrated Mark Twain rode her from Hannibal to St. Paul in May 1882 while preparing manuscript for "Life On the Mississippi."

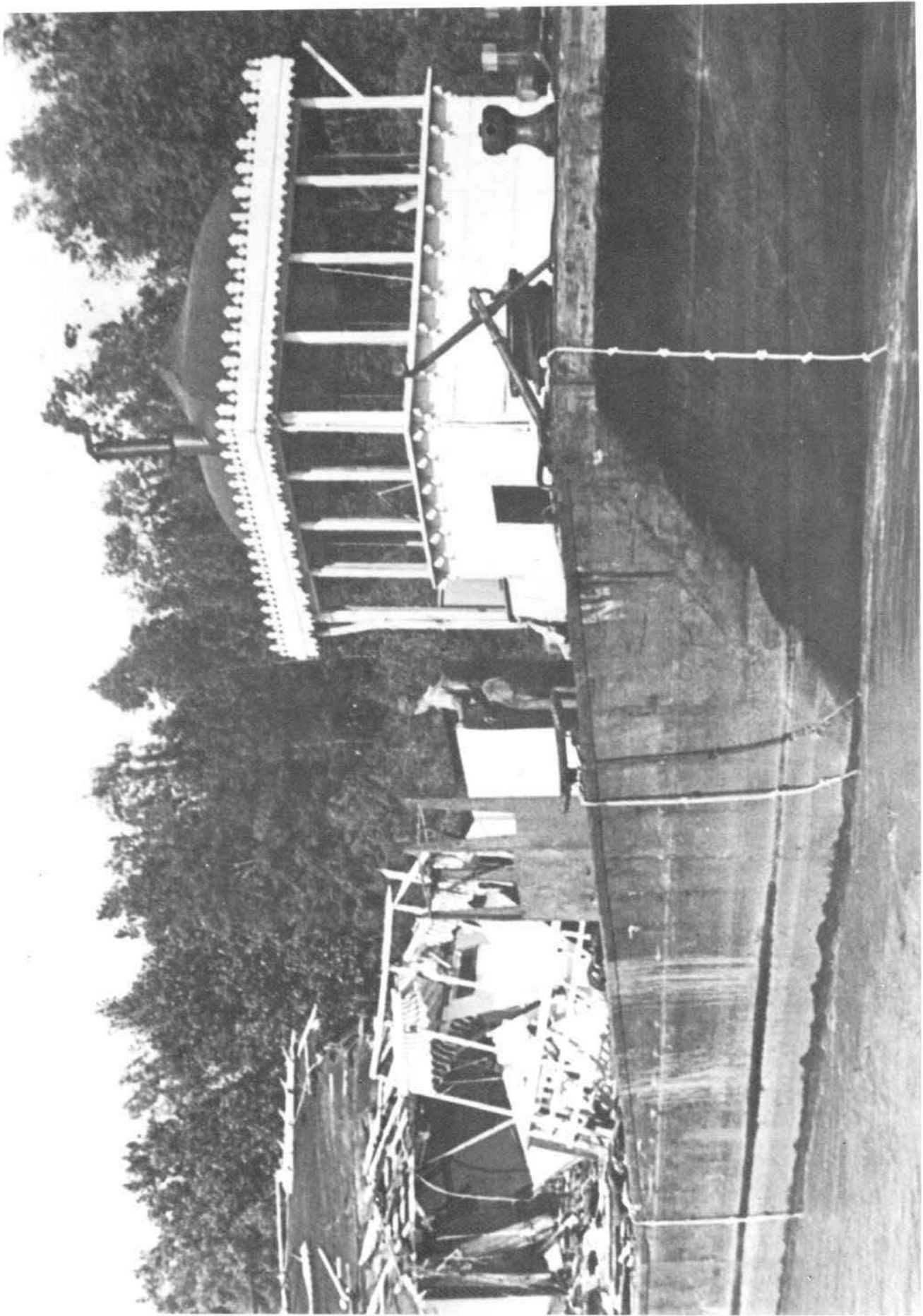


The MILWAUKEE and KEY CITY at St. Paul (opposite picture) come from the collection of Lloyd Ostendorf of Dayton, O. Lloyd also procured this cabin scene, both taken by Whitney's Gallery, St. Paul. The cabin is not identified but presumably is one or the other of these two packets, both built at Cincinnati. Our surmise favors the KEY CITY due to the center-pole midway down the cabin painted white. She was built in 1857; the MILWAUKEE 1856. The original photos are not dated but must have been taken before the Civil War. These excellent copy pictures made from Lloyd's originals come to us from the Murphy Library collection, La Crosse, Wis.



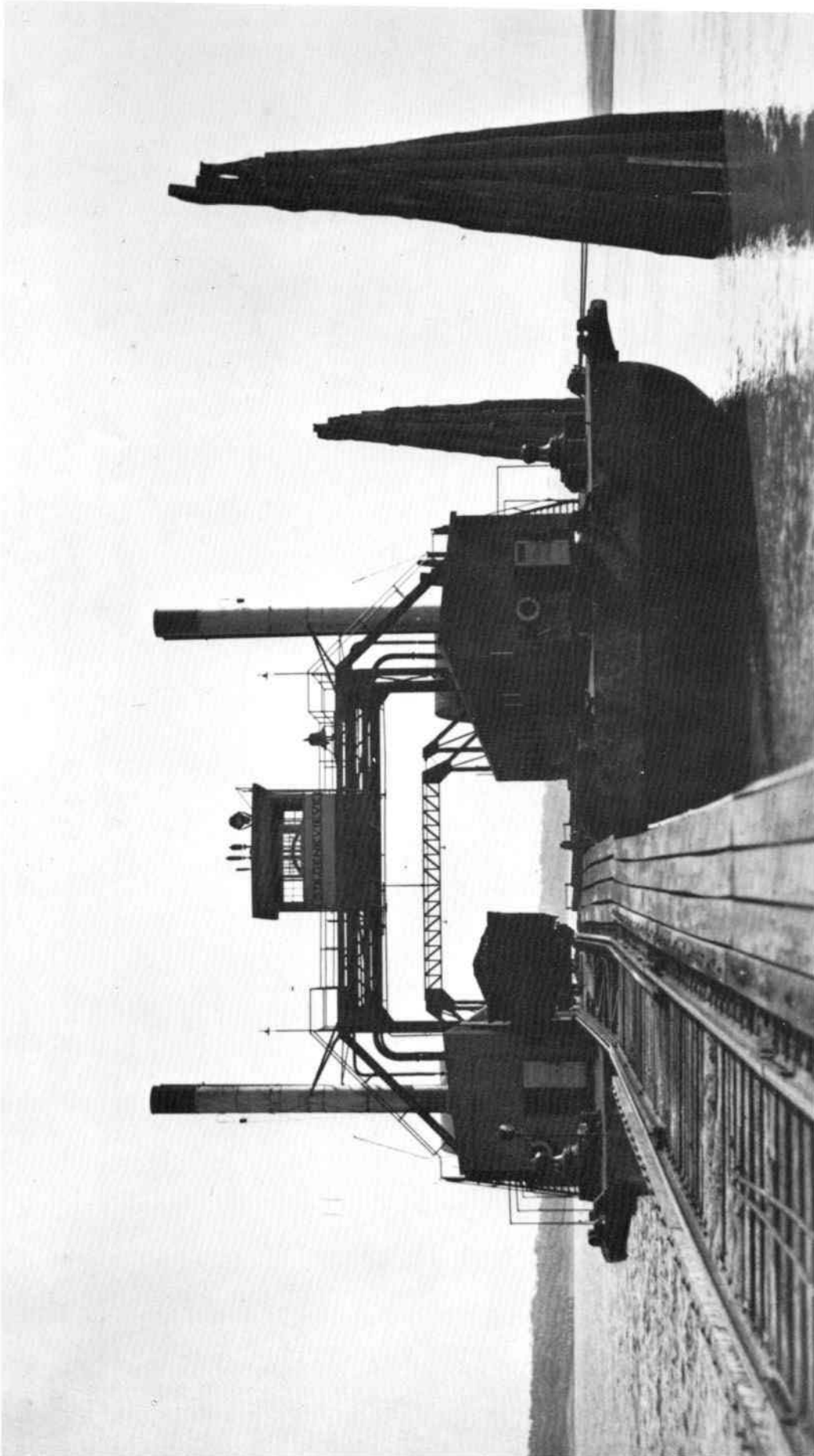


The last steamboat locked through #1, Muskingum River, Sept. 16, 1955. William E. Reed, photo.



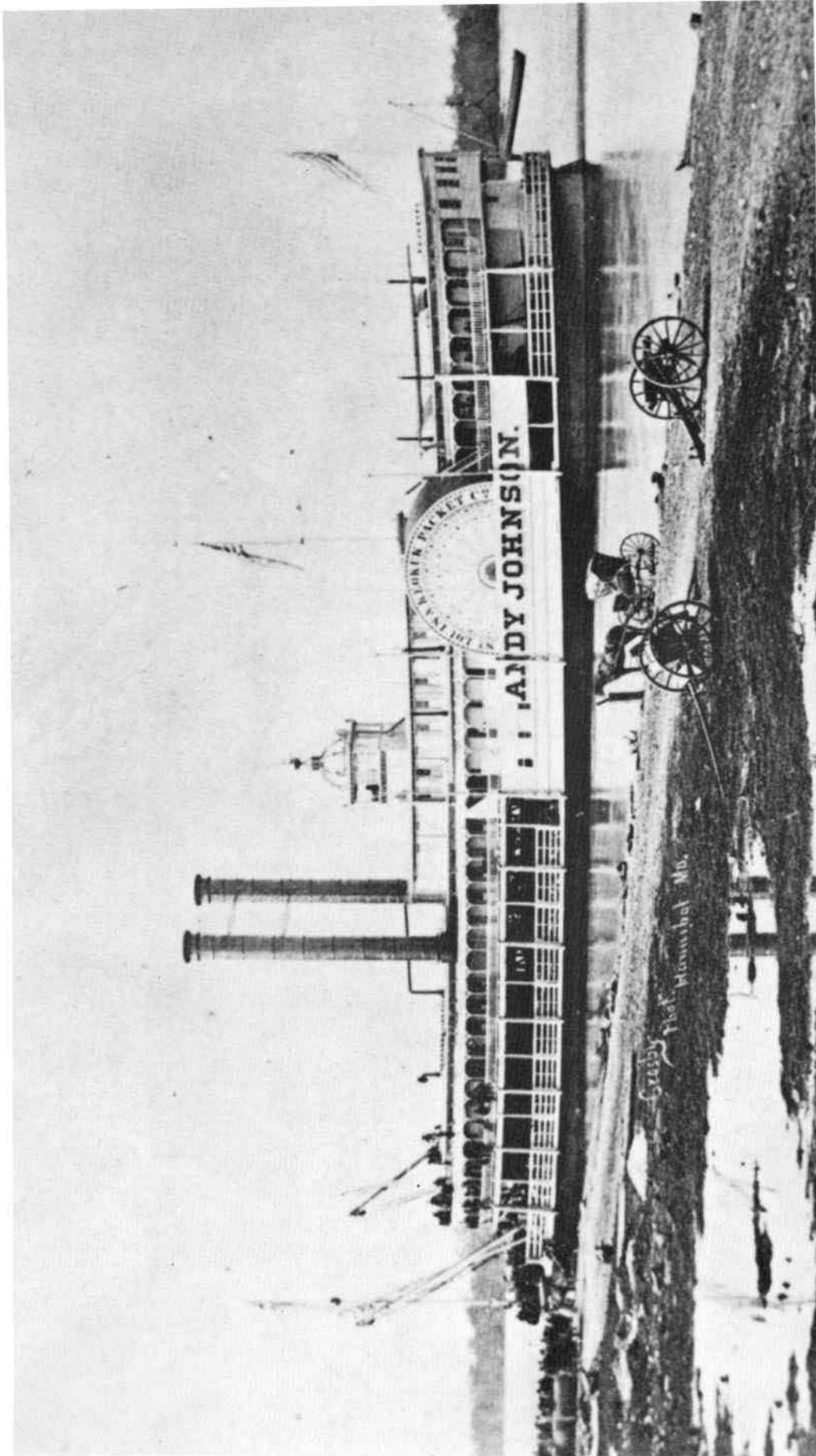
Not every day of the week do we see a packet's pilothouse riding aboard a steel barge. After the GOLDEN EAGLE sank at Grand Tower Towhead, 78 miles above Cairo on the Mississippi,

May 18, 1947, the wreck was removed, all of it a shambles save the pilothouse. Ruth Ferris saved it for posterity and today it resides in the Jefferson Memorial, St. Louis.



THE BIGGEST steamboat to come down the Kanawha River was the side-wheel transfer STE. GENEVIEVE, built at the Ward plant, Charleston, in 1922. Her steel hull measured 286.3 x 54 x 11. The over all width, due to the wheels, was 86 feet, too wide for the old-style Kanawha locks (55 ft.) so she came out on a freshet when the wickets were lowered. She worked high pressure engines 22'-8 ft. stroke, powered by three boilers on each side, each 44" by 26', each having 10 6" flues, and was coal fired. She went to Ste. Genevieve, Mo., owned by the Missouri-Illinois Railroad Co. and transferred railroad cars between Little Rock Landing, Mo. (the river landing for Ste. Genevieve) and Kellogg Incline, Ill. A requirement of her building contract was that she must not

draw more than 5 feet with full bunkers and 10 cars aboard each loaded 82 tons. Another stipulation was that she could carry a 160-ton locomotive. Her three tracks could handle 18 railroad cars. She was a fixture in that area for nearly 40 years. She once was knocked out of commission when the tow of the ROBERT P. DOLLE hit her starboard wheel at the Little Rock Landing, April 6, 1944, and traffic had to be rerouted via St. Louis until repairs were made. Then in 1961 the owners petitioned the ICC to abandon the ferry operation, getting trackage rights southbound over the St. Louis & San Francisco, over the Thebes bridge, and northbound on the MF. When she quit business she was about the last, maybe THE last, side-wheel transfer on the Mississippi.



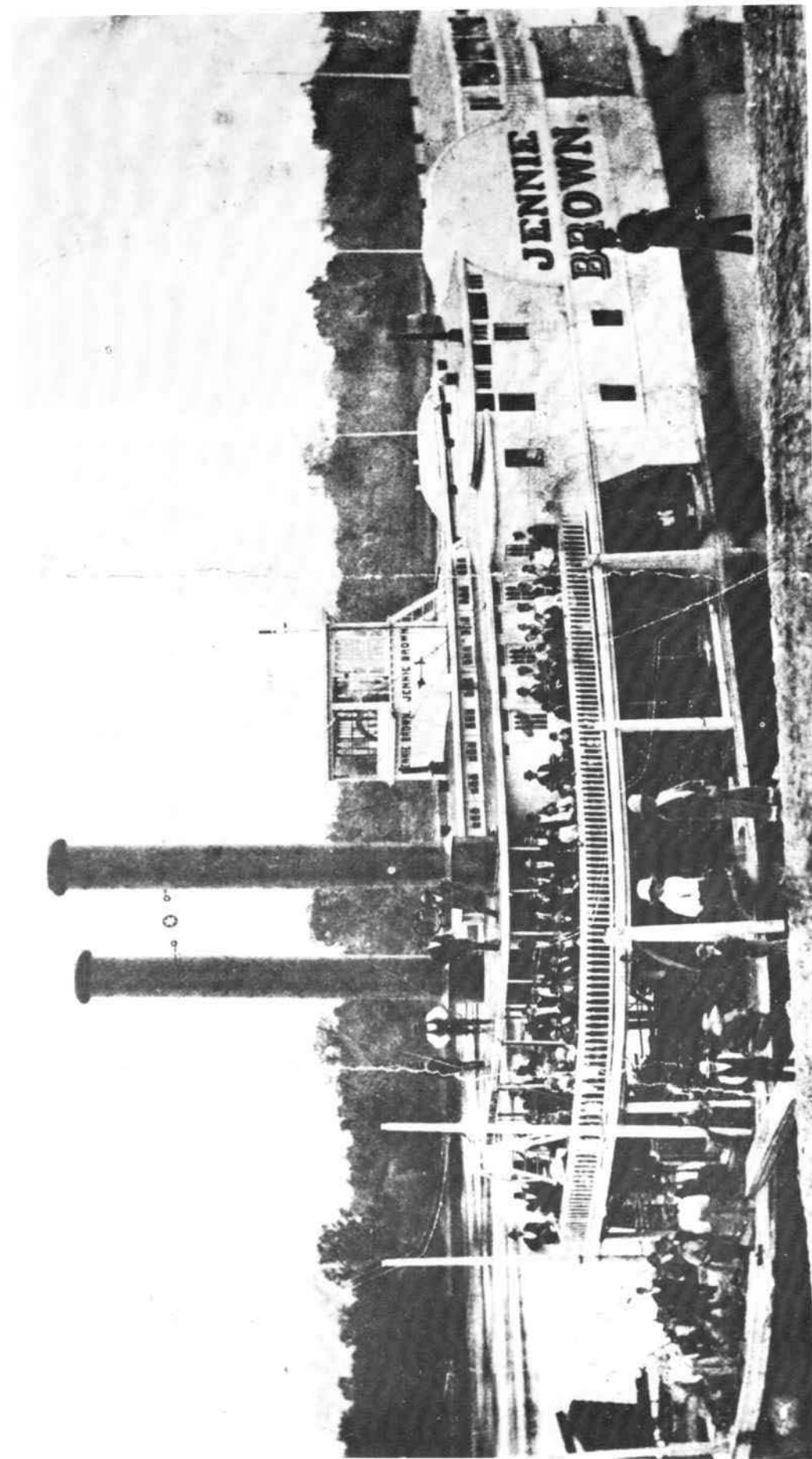
ANDREW JOHNSON, v.p., became the 17th U. S. president the day Lincoln died, April 15, 1865. He had been in office scarce a year when this 260-foot side-wheeler was named in his honor. The above photograph was made at Hannibal, Mo., by a photographer named Crosby whose name also appears on the only known picture of the side-wheel JEANNIE DEANS, which he snapped from the same angle, same place. The ANDY JOHNSON succeeded the DEANS in 1866 and this well may be her first appearance at Hannibal. Flags are flying and a throng of people are gathered both on shore and on the fore parts of the boat. Both boats ran St. Louis-Keokuk, about 184 miles each way, like the Louisville-Evansville trade. On Sept. 8, 1866 the ANDY JOHNSON carried President Johnson and entourage part of the way from Alton to St. Louis (he swapped boats in mid-stream and was aboard the RUTH upon arrival) in a marine

parade consisting of 37 steamboats, the like of which St. Louis had never seen before--nor since. Back to the picture a moment--notice the cannon aimed downriver and the nearby caisson, and we'll bet a plugged nickel these furnishings were wheeled to the landing to fire a salute when the new ANDY JOHNSON was first sighted, for she came up from St. Louis, her place of build. Not only did such celebration honor the new craft, but also alerted the Hannibalites (or whatever they called themselves) to run for the river. From the looks of things, plenty did. One would hope the horse was not tethered to that mooring post when the shots were fired; of course he wasn't; he's a spirited and noble animal, easy to tell; neither he nor the buggy would have carried for the photographer. Probably photographer Crosby's outfit if the facts were available.



BEHOLD! Over a century after the fact our viewers now are invited to stand in the forward cabin of the ANDY JOHNSON and look aft to see precisely what U.S. President Andrew Johnson saw in 1866. --Or what Gen. U. S. Grant saw--he was a participant in the parade described in the boat's caption. This picture was taken by Gale & Curtis, Quincy, Ill. Ralph DuPae credits John Hartford's collection as the source of

both this and the ANDY JOHNSON picture. We have yet to learn where John found them. The "modern" appearance of the overhead bracket work in the ANDY's cabin is striking; the KATE ADAMS (last) yes; the CITY OF CINCINNATI yes, but this dates 1866 when the cabin of the GREAT REPUBLIC was being dreamed up at Pittsburgh with its gew-gaws galore.



THIS PICTURE recently came to light in the George B. Merrick collection. Ralph DuPae appended a note to it saying, "There seems to be a lot of interest about this boat in mid-America and I don't have anything much on it." Lytle-Holdcamper notices her as built at Louisville, Ky., 1864 and removes her from documentation in 1890. Her wood hull was 137 x 23.6 x 4.5. Engines, 14's- 4½ ft. stroke. The first newspaper notice we've seen announces her in the Cincinnati-Chilo, O. trade, July 1864, Capt. Irwin. Maybe you already have noticed that the boiler deck is not roofed out to the railings, rather peculiar, nor is the hurricane roof run full forward. An old account suggests that she was built to U.S. specifications for use on the Missouri River as an express or dispatch boat, which well may be the case. She didn't long remain on the Ohio River, was inspected at St. Louis in 1867, and next we hear she was sold by James Rees and others to parties in Rock Island, Ill. where, in July 1869, she was to

be used "in building the new bridge." This, of course, was the railroad bridge completed in 1872, forerunner of the present bridge which crosses Lock 15. Before the bridge was finished the JENNIE BROWN had become a short-trader packet in the Davenport, Clinton and Fulton trade, Capt. William Pierce as master, with W. P. Hall, pilot. The above photograph was probably taken at that time, 1871-1872. She then was demoted to raft boat work, operated by John Lawler, Prairie du Chien, Wis. and rates several pages in "A Raftin' On the Mississippi" authored by Charles Edward Russell. Although Lytle-Holdcamper perpetuates her into 1890, the more likely disposition is that Isaac Staples, Stillwater, Minn., bought her, tore her down, and used parts while building his rafter ISAAC STAPLES at his home town in 1878. Our thanks to the Murphy Library collection, University of Wisconsin, La Crosse, Wis. for the photograph.

Sirs: The letters in the September issue, page 12, about Woody Rutter's trip on the GORDON C. GREENE recall many trips Kathryn and I took out of St. Louis when the GORDON was the CAPE GIRARDEAU. We moved to Cincinnati in 1935 and continued such trips on the GORDON with Capt. Tom Greene, Capt. Mary B. Greene, Capt. Jesse and Aunt Telia Hughes and the rest.

Kathryn and I took part of our wedding trip in 1929 on the St. Louis & Tennessee River Packet Co. steamer ALABAMA. Got on at Paducah and went to Wilson Dam and return, a 6-day trip. Much freight was handled enroute day and night. Sacks of mussel shells going, I believe, to button factories in Iowa (odiferous). Freshly sawed pine planking (good). Visited at Shiloh National Park, Pittsburg Landing, and toured Wilson Dam.

We had hoped and planned to come to S&D this year but just couldn't make it. Poor health.

Carl H. Wodraska,
2104 Eastern Ave.,
Cincinnati, Ohio 41014

=There was a time when Carl and Kathryn Wodraska were S&D regulars. Carl was long associated with Neare, Gibbs & Co., the Cincinnati-based insurance firm. -Ed.

Following investigation of the NATCHEZ-EXXON BALTIMORE collision in the New Orleans harbor, the U. S. Coast Guard charged Capt. Doc Hawley and pilot William L. Heuer, Jr. with misconduct and negligence. The case was tried by Hon. Archie R. Boggs, administrative law judge, 8th C. G. District, who handed down a 35-page decision on September 8th last. His finding: "The charges and specifications against William L. Heuer, Jr. and Clarke C. Hawley are hereby dismissed."

Judge Boggs wrote: "The EXXON BALTIMORE steamed at full speed, which was either 80 or 85 rpm's from the time she left Algiers Point, where she was not anchored but waiting for a green traffic light, until the collision and at the impact Pilot Pizani on the EXXON BALTIMORE reported by radio to the New Orleans Coast Guard Vessel Traffic Service, "Yeh, we just clobbered the NATCHEZ."

The owners of the NATCHEZ are suing Exxon, U. S. A. for \$700,000 damages, the trial scheduled in Federal Court for December 1980.

Julie Thomas, Powhatan Point, O. writes to say she was unable to attend S&D due to the illness of her brother Alex, confined in a Pittsburgh hospital, who now is on the mend. She stayed part of the time with Jenny McNally. Julie and Alex are spending the winter in Florida.

Capt. Edward F. and Helen Smith reside at Stratford Arms, Apartment 22-F, 2600 South Ocean Blvd., Boca Raton, Fla. 33432. There was a time when Eddie Smith was high



CHARLES CASON, 70 Grant St., Fort Thomas, Ky. 41075 recently completed this 1/8" = 1 ft. model of the towboat LUCIE MARMET. He doesn't remember when she towed Kanawha River coal to Cincinnati (1903-1914) but was attracted to a photograph of her and by the fact that the late Capt. Joe Goold in a Waterways Journal article called her "one of the best." LUCIE's career was cut short when a lantern overturned and she burned at Charleston, W. Va. on October 5, 1914. Capts. Charlie Morris and Will Curry were long identified with her operation. You model builders will profit to know that Charles Cason worked from several photographs supplied to him by C. W. Stoll, and a few others from the same source of the MOUNT CLARE, her predecessor from which she was built in 1903.

pilot on the crack sternwheeler towboat LA BELLE of Wheeling Steel.

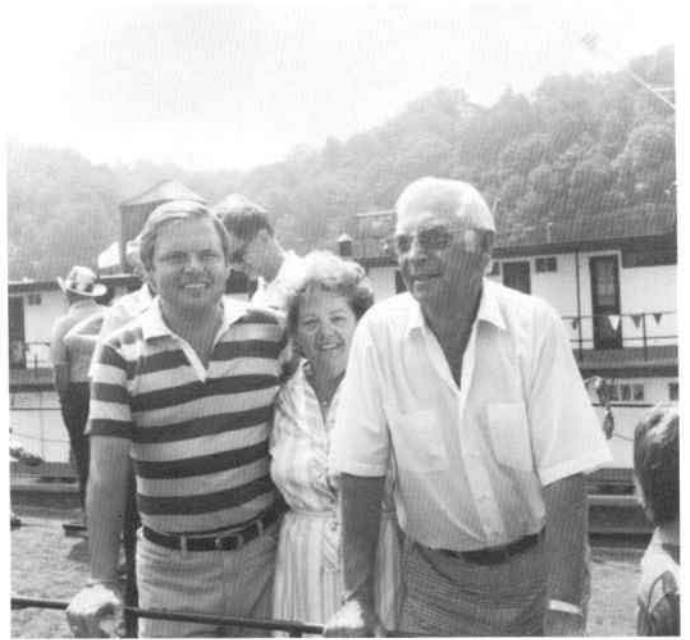
Woody Walden, many years lockmaster at Lock #32, Ohio Rkver, and lastly the first lockmaster at the Captain Anthony Meldahl Locks and Dam, now is retired and lives with his wife Carrie at P.O. Box 123, Felicity, Ohio 45120.

Sirs: Highlights during S&D were hearing Capt. Ernie Wagner on the tape, and getting to talk again with Letha Greene.

Roy Emery,
RR2, Box 252,
Hanover, Ind. 47243

Looks like a mild winter ahead in these northern climes, no worse than last, and nowhere near so bad as those three bone-chillers prior to that. Start thinking about the robins and about the March '81 S&D REFLECTOR. Happy New Year.

How's the MISSISSIPPI QUEEN doing these days? From what we hear she's been paddling right along. In mid-November she was slated to have some work done at a shipyard in the New Orleans area. One of the needed, and long delayed, improvements will be a new main steam line to the whistle. This will give her 200-400 psi, a pressure which would doubtlessly put her original whistle into orbit.



Capt. Ross Rogers, Jr. snapped these three shots at the Charleston, West Va. river races and festivities last Labor Day week-end.

UPPER LEFT: Paddlewheels a 'churnin'-- The bearded wheel in the foreground belongs to Capt. Merdie Boggs' LADY LOIS. The smokin' contender is C. W. Lewis's VIRGINIA.

UPPER RIGHT: Capt. Bert Shearer (on the right), Mrs. Shearer and their son Ed.

OPPOSITE: George Hartman (left) with Amherst Industries; Lawson Hamilton of the P. A. DENNY and MOMMA JEANNE, and Charles T. Jones of the LAURA J.

PERMANENT HARDBACK BINDERS

Preserve your copies of the S&D REFLECTOR in a professionally made set of binders. Each is sized to take and protect three years (12 issues) of our magazine. The hard cover is bright red, imprinted with the S&D pilotwheel and title. Priced \$5 each, including mailing charges. Address our secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Sirs: Bob Drake, an executive of the Grouse Corporation, suggested I write you regarding a steamboat named CITY OF MAYSVILLE.

My mother has told me over and over again, since I was old enough

to listen, about my great uncle Logan Cook, the first mate employed by a Capt. Alvin Cummins, owner of the CITY OF MAYSVILLE. The steamer was tied up because of Federal taxes unpaid.

Logan Cook was approached by Captain Cummins with the proposition of taking the boat away from Maysville, out into the Mississippi. If Cook could successfully accomplish this feat he was to receive \$500.

No one in the family suspected Logan Cook would be so bold (or stupid enough) to do this. But he did--alone.

The Federal authorities chased the CITY OF MAYSVILLE overland by horseback and caught up with her at Rising Sun, Ind. They arrested

Cook, and at a trial he was convicted and sentenced to a Federal prison. He served one year.

Can you substantiate and/or amplify this?

Julian L. Frost,
104 Cottage St.,
Maysville, Ky. 41056

=No. We have heard the story, substantially as related above, supposed to have taken place in 1873. So far we have been unable to locate the vital statistics of the CITY OF MAYSVILLE. There may be court records existing in your city. Have you spoken with Judge John A. Breslin, Jr. of this matter? You will find him sympathetic to river-related history. -Ed.



SHADES of the BETSY ANN! Ruth Ferris, when told by Keith Norrington of the presentation of a stair tread at S&D by Harry Robinson to y.t., sent along this picture of how she had those treads mounted while she was the curator of the museum aboard the BECKY THATCHER at St. Louis. Ruth used them as risers, better to show them off. They were designed and made of cast iron for Capt. Orville Noll when he was superintending repairs to the BETSY ANN at the Eichleay Marine Ways, Hays, Pa., about 1924. He used them as treads on the main stairway leading from the forecandle to the boiler deck. They remained there, of course, all the time Ye Ed was associated with the boat, and passed along with her to John I. Hay. Anyhow, Ruth got three of them; one was broken; she still owns one, and the third (still in perfect shape) is now at Sewickley, Pa.

On July 19th last the MOR Chapter of S&D went aboard the DIXIE BELLE, Capt. Jim Cross, at Fort Boonesboro, Ky. on the Kentucky River. The Cincinnati-built DIXIE BELLE is a sternwheeler owned by Kentucky River Excursions, Inc., Winchester, Ky., allowed 150 passengers. After viewing Lock 10, the trip proceeded downriver, returning to the dock about 2 p.m.

Following a dinner meeting held at Winchester, Ky., with 29 attending, Jerry Sutphin talked and showed slides of former Big Sandy River navigation. Many of the

earlier views were from the camera of Capt. Jesse P. Hughes, augmented by later scenes from files of the U.S. Engineers, Huntington.

Mrs. Robert Petersen, Riverside, Ill., related that her given name is Thealka, having come from one of the more prominent "bat-winger" packets of the region.

Fisher E. Simmons, Jr., 1544 State St., New Orleans, La. 70116 has joined S&D at the suggestion of Leonard V. Huber.

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Any or all of these will be carefully wrapped and mailed to you at the going price, \$3.00 per copy. Address Frederick Way, Jr., at address on page 4.

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Any or all of these will be carefully wrapped and mailed to you at the going price, \$3.00 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Irven Wright, former river engineer, died March 2, 1980. His widow Madeline has taken up residence in a retirement center in Nashville, Tenn. "Irven enjoyed the S&D REFLECTOR," she writes, "I miss him so very much; we had a good marriage of 23 years."

Sirs: Sure hope you don't decide to put in more articles, like you have on "Log Book Str. BOAZ." To several I've talked to about it, that just wasted space and of very little interest.

David F. Thomas,
 1212 E. Comanche,
 Tampa, Fla. 33604.

=Dave and his wife visited Iceland and Greenland this past September. Enroute home, in a restaurant in Frederick, Md., Mrs. Thomas took ill and died. Services were held in Proctorville, Ohio. -Ed.

Garland W. Kimble regrets not having attended S&D. He and Helen are already planning to be present in Sept. 1981. They reside at 570 South Barfield Drive, Marco Island, Fla. 33937.

LOG BOOK STR. BOAZ 1906

FOR the last of the yearly Logs we now do a back-jump. The series started in our June '79 issue, detailing the year 1907. Since then, in each succeeding issue, the years 1908-1912 have been presented.

The original Log Book commences Nov. 29, 1905, so in this issue you'll find the balance of 1905 plus the entire year 1906, making a continuous record of BOAZ activities through 1912. This squeezes the Log Book about dry, save for 3/4 of a page kept in March 1913, wherein the BOAZ leaves Pittsburgh March 1st with 12 coalboats, 1 barge, 1 fuel barge and 1 flat. During the night of March 2,-3, moored at Pultney Bend, the ALICE BROWN added 5 more coalboats and 1 fuel to the tow. On March 5th the VALIANT was placed across the head of the tow to assist in running the cofferdams at Dam 26 below Gallipolis. "Went through in good shape. Changed watches 12 noon at Haskellville." That is the last entry, not because the LOG Book had been filled--far from it--plenty of blank pages left--and so far there has come to light no rational explanation for the sudden and abrupt ending.

Again our thanks to Ross Rogers, Jr. for the loan of the Log Book, and to Mrs. Charles T. (Estelle) Campbell who presented it to Ross.

NOV. 29, 1905 Got orders to get up steam. Raining and raising. Left Pacific Landing, Pittsburgh, at 12 noon. Went up to the wharfboat, got stores aboard, and went down to Gray's Landing and got 2 barges, 2 fuel boats and 1 flat. Towed these up to Sligo Ldg. and laid up for the nighttime, at 9:30 p.m.

NOV. 30 Laying at Sligo Ldg. getting hitched up. At 8:45 a.m. the COAL CITY which was hitching up above us broke loose and came down into us. Our lines held and we stopped her with no damage. The poolboats brought our tow but we couldn't get hitched up in time to get below Merriman before dark, so concluded to lay til morning. River 17 ft. standing.

DEC. 1 Backed out from Sligo Ldg. at 9:15 a.m. with 12 coalboats, 2 barges, 5 fuel barges and 1 flat. Capt. Frank A. Gould on watch, and J. E. King, pilot. Pittsburgh 15'

falling. Davis Island Dam 10:20 a.m. with 14'10" on marks. 12 noon at Economy. Beaver bridge at 1:30 p.m., marks covered. Merrill Dam 2 p.m., 21'6". Landed for the night opposite Wellsville at 4:45 p.m.

DEC. 2 Turned out 6:15 a.m. The river fell 2'1" during the night. Weather raining and foggy. Marks on Steubenville bridge covered. 19' at Steubenville, falling. 12 noon at Tiltonville. Marks on the Bellaire bridge covered. Got 5 coalboats and 2 fuel barges off the JOSH COOK, making our tow 17 coalboats, 2 barges, 7 fuel boats and 1 flat. At Clarington 6 p.m. Had rain all watch and landed at Cochranville at 10:30 p.m. for rain fog.

DEC. 3 Turned out 6:15 a.m. River raised 9 inches during the night. Rain and sleet. 24 ft. at Marietta. 12 noon head of Muskingum Island. 26 ft. at Parkersburg. Left flat #2076 at the head of Blanny. Landed at Long Bottom at 5:30 p.m.

DEC. 4 Turned out 6:30 a.m. River raised 12" during the night. Dewitts and Antiquity rocks covered. 12 noon at Siegrist Ripple.

35 ft. at Middleport, raising. Point Pleasant bridge at 3 p.m., marks covered. 35 ft. at Gallipolis. 6 p.m. foot of Straight Ripple. Landed in the nook at Guyan at 9:30 p.m.

DEC. 5 Turned out at 5:20 a.m. River raised 9" during the night. 6 a.m. at Central City. Marks covered on Kenova bridge. 36½ ft. at Ironton. 12 noon at Bonanza dike. Left fuel barge #2572 at Buena Vista. 40 ft. at Vanceburg. 6 p.m. in Manchester Islands. 11 p.m. at Straight Creek. Floated all the watch.

DEC. 6 3 a.m. at Shultzs Light. 6 a.m. at Blair's Brick Yard. At Cincinnati 10:30 with 38½ ft. on the marks. Got 3 more barges off the FALLIE at Ludlow making our tow 17 coalboats, 7 barges, 6 fuel barges. 12 noon below Rapid Run. 6 p.m. at Sugar Creek. 11 p.m. at Houghland Bar.

DEC. 7 3 a.m. at Fulton Light. 6 a.m. in Twelve Mile Island. Landed opposite Utica at 7:30 a.m. and got word that we are going south but as yet do not know how far.

DEC. 8 Went over the Falls today and landed at Connor's house. The pilots down are Thomas Pattison and John Godfrey.

DEC. 9 Laid all day waiting for the balance of the tow.

DEC. 10 Laid all day for the bal-

ance of the tow which we commenced to get about 3 p.m. Left at 9:45 p.m. with 22 coalboats 8 fuel barges, coal digger REAPER and the DANCIN' GAL.

DEC. 11 Had to run slow all day, very windy.

DEC. 12 Passed Evansville 10 a.m. with 28'4" on gauge. Tug ISABELLA helped us through the Henderson bridge at noon. The tug NELLIE BROWN took fuel from the BOAZ at 11:30 p.m.

DEC. 13 Arrived at Cairo at 5 p.m. and landed opposite town and laid all night. 28 ft. on the gauge.

DEC. 14 Turned our tow over to the SPRAGUE and started for Memphis for a tow of empties at 12 noon. Have in tow 1 model, 1 deck barge and 1 fuel barge. 25½ ft. on Columbus gauge. Had to land for wind and rain at foot of Island 10 at 6 p.m.

DEC. 15 Left the foot of No. 10 at 6:30 a.m. Left the deck barge CHURCHILL at New Madrid. 22½ ft. falling on the gauge. 21½ ft. and falling on Cottonwood Point gauge. 19½ ft. and falling at Fulton. We hit the bank at the head of Island No. 35 and sunk fuel barge #2758. Landed opposite Richardsons and cleaned boilers.

DEC. 16 Left head of No. 35 at 5:30 a.m. Arrived at Memphis 9:30 a.m. 19 3/4 ft. on gauge. Got stores and started to hitch up at 12 noon. Have 16 coalboats, coal digger MEMPHIS NO. 16 and 1 fuel barge. Left Memphis Landing at 4:15 p.m. for Pittsburgh.

DEC. 17 17 3/4 ft. at Fulton. We met the Str. SPRAGUE at the mouth of Hatchie River with 46 coalboats and trimmings. At 9 p.m. pilot Godfrey put our larboard head coalboat out on a sandbar at Fletcher Towhead nearly dry and tore the tow up. We took the balance of the tow to the foot of Island 26 and came back after the coalboat.

DEC. 18 Left the foot of Island 26 at 8 a.m. Nearly wrecked coalboat #8061 getting it off the bar at Fletchers. Parted 2" lines pulling at it and tore nearly all the floor timbers out of it. It is a sick looking coalboat. Lost 11 hours with it. Met the Str. W. W. O'NEIL at the foot of Island 26 with 31 coalboats and trimmings.

DEC. 19 18 ft. falling at New Madrid. Heavy weather all day and night.

DEC. 20 20 ft. falling at Columbus. Spit rain all day. Arrived at Cairo at 4:45 p.m. Added 5

LOG BOOK STR. BOAZ 1906

coalboats and 3 barges to the tow, making 21 coalboats, 4 fuel barges and the coal hoist. Layed up and cleaned boilers.

DEC. 21 Left Cairo at 4:15 a. m. with heavy side wind blowing.

DEC. 22 Rain in early morning and all afternoon. Got fuel barge #2590 at Caseyville. Cleared up during the after part of the night.

DEC. 23 Nice sunshiny day all day and in the evening the wind commenced to raise. River raising and getting cold.

DEC. 24 Wind blew us ashore below Evansville and lost 4 hours. Clear and cold. Passed Evansville 5:30 a.m.

DEC. 25 Nice clear warm sunshiny day and we run around in shirt sleeves. 6 a.m. at Franks Ldg. 6 p.m. at Wolf Creek. 38 miles today.

DEC. 26 Made 33 miles last night. Run along all day and arrived at the foot of the Canal at 7 p.m. Started to lock at once.

DEC. 27 Got out of the Canal at 9 a.m. and went to hitching up at the Towhead. Before we got finished the engineer came up and hollered 'boiler work.' Got into tow and went over to the foot of Duffys Ldg. at 3 p.m. and laid up with 2 loaded models, 6 barges, 6 coalboats and 6 fuel boats.

DEC. 28 Layed at Duffys Ldg. all day fixing boilers.

DEC. 29 Left foot of Duffys Ldg. at 1:30 a.m. Hard west wind blowing. Getting colder. 3 a.m. head of 6 Mile Island. 6 a.m. at Beggs Light. 6 p.m. at Notch Lick. 39½ miles today with hard west wind and big swells at Madison at 4 p. m.

DEC. 30 6 a. m. foot of East Bend with cold downstream wind. 6 p.m. at Rapid Run Bar. 22½ ft. at Cincinnati, falling. 32 miles today.

DEC. 31 6 a. m. head of New Richmond Bar. Dark and cloudy day. 6 p. m. half way between Maysville and Brooks Bar. 40 miles today.

JAN. 1, 1906 found the BOAZ up-bound on the Ohio River with 2 loaded models, 6 empty barges, 6 empty coalboats and 6 fuel boats. Changed 6 a. m. foot of Kinny Bar. 15 ft. at Portsmouth. 6 p.m. head of Ferguson Bar.

JAN. 2 6 a. m. at Millersport. 6 p. m. above Point Pleasant bridge. 14 ft. 1 at Pt. Pleasant. Rising river all day. 31 miles today.

JAN. 3 6 a. m. foot of Letart. Made 30 miles last night. 6 p. m. at Dewitts Rock. 22 miles today.

JAN. 4 6 a. m. head of Coles Island. Made 29 miles last night. Took us 2 hours coming past the cofferdam at Dam 18. 6 p.m. at Petticoat. 17 ft. at Marietta, river rising fast. Very windy and rough. Made 34 miles today.

JAN. 5 6 a.m. at Powhatan. Made 38 miles last night. 6 p.m. foot of Pike Island, where RIVAL met us at 4:30 p. m. and took off 6 coalboats and 2 barges from us. 18 ft. on the Bellaire bridge. Made 24 miles today.

JAN. 6 6 a.m. at Walkers Landing. Left Pike Island last night at 7 p.m. Made 38 miles last night. 6 p.m. head of Duffys Bar. Made 38½ miles today. Very stormy and cold. Arrived at the landing in Pittsburgh at 10 p. m. Have been 39 days out.

NOTE: These loaded models we towed up from Louisville draw 5½ ft., the equivalent of shoving 7 empty barges for each one.

JAN. 15 Got orders to get up steam and to hitch up in Gray's Landing.

JAN. 16 Left Grays Ldg. at 7 a.m. with 12 barges, 2 fuel barges, 1 flat and 1 shantyboat hull. Capt. Frank A. Gould on watch, with Alonzo Robison, pilot. 7'8" on the Market St. marks; hard southwest wind. Davis Island Dam 8:15 a.m. 8'9". Beaver bridge 11:15 a.m., 10 ft. 12 noon foot of Beaver Shoals. Landed at Industry 1:30 p. m. for wind; turned out at 2:45 p.m. Forced to land at Georgetown at 4 p.m. Laid there all night.

JAN. 17 Turned out 6:45 a.m. The river raised 6" during the night. Steubenville 11 a. m., 12 ft. on the marks. 12 noon Salt Run. 13 ft. on Bellaire bridge. Got 10 barges off the RIVAL making our tow 22 barges, 2 fuel barges, 1 flat and 1 shantyboat hull. 6 p. m. head of Fish Creek Island. 11 p.m. at Petticoat.

JAN. 18 3 a.m. foot of Willow Island. Marietta 14'6" on marks. Floated all the watch. 6 a.m. at head of Muskingum Island. 14'6" at Parkersburg. Left flat 2148 at the head of Blanny. 14 ft. at Dewitts Rock. 12 noon head of Swan Bar. Lost 1½ hours at the head of Letart on account of wind. 6 p.m. in Letart. 11 p.m. at Pt. Pleasant.

JAN. 19 3 a. m. at Haskellville. 6 a.m. at Sheridan Light. 12 noon above Quincy Light. Left flat 2611 at Buena Vista. 20 ft. at Vanceburg, falling. 6 p.m. at Logans Gap. 11 p.m. at head of New Richmond bar.

JAN. 20 Landed at 5 Mile, 1:30

fell 4". 28 ft. at Cincinnati. Landed at Bromley and got 5 coalboats and 3 barges, making our tow 25 barges, 5 coalboats, 1 fuel barge and 1 shantyboat hull. Turned out at 2:30 p. m. Landed at foot of North Bend for wind at 4:45 p.m. Turned out 7:30 p.m. 11 p.m. foot of East Bend.

JAN. 21 3 a. m. at Vevay. 6 a.m. above Madison. 12 noon at Utica. Had side wind all morning. Landed at the Towhead 2:30 p.m. The little boats took off our tow all except 17 barges which we took into the head of the Canal.

JAN. 22 Came up out of the Canal at 12:30 a. m. Landed at Duffys Landing and cleaned boilers. Got up steam at 9 a.m. and started to hitch into 10 coalboats, 2 models (both loaded), 6 barges and 3 fuel barges. One of the models draws 6 ft. and the other 4½ ft. Left the empty fleet 2 p.m. 6 p.m. at Beggs Light. 11 p.m. ½ mile above Bethlehem Light. Hard side wind.

JAN. 23 3 a. m. foot of Clifty. 6 a. m. ½ mile above Beaucamp Lt. 12 noon at Markland. 6 p.m. at Gunpowder. 11 p. m. at Laughrey Creek.

JAN. 24 3 a.m. below Medoc. 6 a. m. 1 mile above Rapid Run. 6 p.m. at Moscow. 41 miles today. Left 4 coalboats in Coal Haven and got 1 barge, making our tow 6 coalboats, 7 barges, 3 fuels, 2 loaded model barges. The RANGER and the DELTA helped us from the Southern bridge to Coal Haven. 23 ft. at Cincinnati.

JAN. 25 6 a. m. Manchester Bend Lt. Made 43 miles last night. River rising fast this a.m. 6 p. m. at Kinny. Made 31 miles today. JAN. 26 6 a. m. at Wards Landing. Made 24 miles last night. 6 p.m. at Twelve Pole. 29 miles today.

JAN. 27 6 a. m. at Double Creek. Made 24 miles last night. 6 p.m. at Eight Mile #1. Made 32½ miles today.

JAN. 28 6 a. m. at Goose Island #2. Made 27 miles last night. 6 p. m. 1 mile below Lee Creek Lt. Made 27 miles today. 15½ ft. at Dewitts.

JAN. 29 6 a. m. at Repparts Bar Lt. Made 24½ miles last night. 6 p.m. at Cochranville, O. Today made 3½ miles. The VOLUNTEER met us here and took 6 coalboats. Left there at 7:20 p. m. with 7 barges, 4 fuel barges, 2 flats, 3 loaded models. 12 ft. at Marietta.

JAN. 30 6 a.m. 1 mile below Pultney Bend Lt. Made 42 miles last night. 6 p.m. foot of Blacks Id. Made 43 miles today. 12 ft. at

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Bellaire bridge.. 10 ft. at Steubenville.

JAN. 31 6 a. m. at Merrill. Laid at Safe Harbor 3 hours during the night. 12 noon foot of the Trap. Had hard work getting through the Trap. Arrived Pittsburgh at 9 p. m. and laid up in Grays.

MARCH 5 Got orders to get up steam at 9 a. m. Went up to the wharfboat, got stores, then went down to Grays and got 1 model and 1 barge. Went down to Advance Ldg. to hitch up. River 8'9" and standing.

MAR. 6 Turned out 7 a. m. Very smoky. Have 6 coalboats, 6 barges 1 model, 1 fuel barge and 2 flats. River fell 2" during the night. Capt. Frank A. Gould on watch, with J. E. King, pilot. 8'6" on Davis Island Dam. 9'10" on Beaver bridge. 12 noon in Beaver Shoals. 11'7" on Merrill Dam. 6 p. m. at Cables Eddy. 11'3" at Steubenville. Landed at foot of Cox Ripple at 8 p. m.

MAR. 7 Turned out 6:15 a. m. River fell 3½" during the night. 10'9" at Wheeling. 11'6" on Bellaire bridge. Landed opposite Kate's Rock for balance of tow. River fell 8½" while we lay there. Now have 11 coalboats, 1 model, 6 barges, 3 flats and 1 fuel barge.

MAR. 8 Turned out 12:15 a. m. Snagged coalboat C83 and had to beach it opposite Moundsville. 6 a. m. foot of Captina Island. 12 noon head of Petticoat. 10 ft. at Marietta. 10 ft. scant at Parkersburg. Landed at Shade River Bend 10:45 p. m.

MAR. 9 Turned out 6 a. m. River fell 4½" during the night. 10'3" on Dewitts Rock. 12'6" on Anti-quity Rock. 12 noon at foot of Wolfs Bar. 12'6" on Pt. Pleasant bridge. 6 p. m. at Chambersburg. 11 p. m. at Twelve Pole.

MAR. 10 3 a. m. at Wards Light. 6 a. m. below Walkers Light. Weather windy. Left flats 2025-2182 at Buena Vista. 12 noon in foot of Manchester Bend. 6 p. m. at Fosters Landing. Landed on the sand opposite Cincinnati 11 p. m. River 21 ft. falling.

MAR. 11 Started to deliver at 6:30. Left our barges in Ludlow Landing and our coalboats and model in Mill Creek Landing. Hitched to 22 barges, 6 coalboats and left for Pittsburgh at 9 p. m. 11 p. m. at head of Nine Mile.

MAR. 12 3 a. m. at Moscow. 6 a. m. at Teitzville. 6 p. m. foot of Manchester Island, having lost one hour during the day.

MAR. 13 6 a. m. at Indian Run. 6

p. m. at the new Ironton bridge, very smoky. 11 p. m. at Central City.

MAR. 14 3 a. m. below Rural Home. 6 a. m. at Lacy Lane. 12 noon at Clarion Ripple. Landed at Addison at 4 p. m. to clean boilers. Discovered a bag in one of the boilers. Returned to Gallipolis to get it set up. Discovered another bag, and one of the sheets will have to come out.

MAR. 15 Still at Gallipolis.

MAR. 16 Boiler makers will finish some time tonight.

MAR. 17 Got up steam and left Gallipolis at 3:40 a. m. Got into tow and started up the river at 5:45 a. m. 12 noon at Racine. 22 ft. at Middleport. 6 p. m. below Halls Woodyard. 11 p. m. at head of Swan Bar.

MAR. 18 6 a. m. at head of Newberry. 12 noon at Dam #18. 14' at Marietta. 6 p. m. at Bull Creek and 11 p. m. at Bat and Grape.

MAR. 19 3 a. m. at Cochranville. 6 a. m. at Sardis. 12 noon at Clines Bar. The VOLUNTEER met us below Moundsville Point and took 6 coalboats off us. Rained nearly all day. 6 p. m. at Pultney Bend. 11 p. m. at Short Creek.

MAR. 20 3 a. m. at Steubenville, 8½ ft. Heavy snow all watch. 6 a. m. head of Black Horse. 12 noon head of Georgetown Island. 11½ ft. at Beaver bridge and raising. 6 p. m. at head of Hog Island. We shoved our tow of 22 barges and 3 fuels through the Trap. 11 p. m. at head of Merriman. 11½ ft. at Davis Island Dam.

MAR. 21 3 a. m. foot of Glass house. Arrived at Pittsburgh at 4:30 a. m. Coaled and got orders to store, and then went down to Snyders Landing to hitch up. Got 16 barges and 4 fuels and left at 6:10 a. m. 10'3" on Davis Island Dam. Heavy wind blew us against No. 3 lockwall and sunk flat No. 2156. Landed under the run bar at Raccoon Creek at 11:30 a. m. on account of heavy wind which parted our lines. We went on down to Industry. 13'7" on Merrill Dam.

MAR. 22 Left Industry at 6:15 a. m. Heavy snow which cleared up at foot of Georgetown. 11 ft. at the head of Clusters. 13 ft. at Steubenville at 12 noon. Landed at Brilliant for wind and left at 3:30 p. m. 14 ft. on Bellaire bridge. Landed opposite Kates Rock at 8:30 p. m. to get the balance of our tow.

MAR. 23 Left at 4:30 a. m. with 24 barges, 4 coalboats and 4 fuels. 6 a. m. at Moundsville Point. 12

noon at Cochranville. Capt. Frank A. Gould got off sick at Sistersville and Capt. Fred Dippold took charge. 6 p. m. at Muskingum Island. 13'9" at Marietta. Landed at foot of Blanny 9 p. m. Left flat 2056.

MAR. 24 Left Blanny at 5:45 a. m. River fell 7" during the night. 6 a. m. at Little Hocking. 12 noon at foot of Oldtown Island. Rain and snow all morning. 13'2" on Dewitts Rock. 6 p. m. at the head of Campaign Bend. Landed opposite Gallipolis at 7:30 p. m. to clean boilers. 18 ft. at Middleport.

MAR. 25 Turned out at 5:30 a. m. Left flat #2255 at Samples Landing. 6 a. m. head of Clarion Ripple. 12 noon at Crawfords Light. 21'9" at Ironton. 6 p. m. at Tygart Creek. 11 p. m. at head of Brush Creek Island.

MAR. 26 3 a. m. at Charleston Bar. 6 a. m. at Chilo. Landed under the Water Works at 10:45 a. m. and started to deliver the tow assisted by the RANGER. Done at 3 p. m. Heavy wind and rain. Hitched into 12 coalboats and 10 barges and the pleasure boat CORONADO and left for Pittsburgh at 9 p. m. 11 p. m. at Five Mile Light.

MAR. 27 3 a. m. head of New Richmond Bar. 6 a. m. at Fosters Ldg. 12 noon at Ripley, O. 6 p. m. foot of Manchester Bend. 11 p. m. at Rome.

MAR. 28 3 a. m. on the point above Buena Vista. 6 a. m. at Walkers Light. 25 ft. at Portsmouth and raising. 21 ft. and rising at Ironton. 6 p. m. above the new Ironton bridge. 11 p. m. at Crawfords Light.

MAR. 29 3 a. m. at Cox Landing. 6 a. m. at Green Bottom, raining and river raising. Got flat #2255 at Samples Landing. 12 noon below Chambersburg. 6 p. m. head of Gallipolis Island. 27 ft. at Point Pleasant, raising. 11 p. m. head of Eight Mile Island. 30 ft. at Middleport. Raising and raining.

MAR. 30 3 a. m. at Carrs Run. 6 a. m. below Wolf Bar. 12 noon at Millwood. River raising 1½ inches per hour at Letart. Rained nearly all morning. 6 p. m. at Sand Creek and landed at Ravenswood at 7:15 p. m. to clean boilers. River is still raising.

MAR. 31 Laying at Ravenswood. River still raising 1" per hour. Raised 13" during the night, and 8" today; came to a stand at midnight.

APRIL 1 Left Ravenswood at 4:30 a. m. River fell ¾". 6 a. m. at foot of Buffington. 12 noon foot

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of Belleville Island. 6 p.m. foot of Blanny. Got flat #2237 at Parkersburg. 11 p.m. at Coles Island.

APR. 2 Laid up at foot of Dam 18 at 1:30 a. m. Turned out at 5:45 a.m. 6 a.m. at Dam 18. 29'3" at Marietta. 12 noon at Bull Creek. 6 p.m. at Raven Rock. 11 p.m. at foot of Wittens Towhead.

APR. 3 3 a. m. at Baresville. 6 a.m. at Possum Creek. 12 noon at Moundville Point. Left 6 coalboats at Bellaire. 12 ft. on the Bellaire bridge. 19'3" on Wheeling marks. 6 p. m. foot of Burlington Bar. 11 p.m. head of Mingo Island.

APR. 4 3 a. m. at foot of Black Horse. 6 a. m. at Wellsville. 12 noon at Merrill Dam. 6 p. m. at Sewickley. Arrived at Pittsburgh 11:15 p. m. Coaled and layed at wharfboat all night.

APR. 5 NOTE: On this trip Capt. Fred G. Dippold was master, with Ed King, pilot. No record kept.

APR. 27 Left the Lysle Landing, Pittsburgh, 3:30 p. m. with 16 barges, 3 flats and 1 sided flat. Capt. Frank A. Gould on watch, with Ed King, pilot. 13 ft. at the wharf. 13 ft. at Davis Island Dam. 6 p.m. at Economy. 16 ft. at the Beaver bridge. 17½ ft. at Merrill Dam. Landed at Safe Harbor at 8:15 p.m.

APR. 28 Turned out 5 a.m. River raised 3" during the night. 6 a. m. foot of Georgetown Island. 16 ft. 11 in. at Steubenville. 12 noon head of Pike Island. 18 ft. on Bellaire bridge. Got 12 barges off the Str. TORNADO below the bridge. 6 p.m. at Proctor. 11 p. m. in Vacluse Bend.

APR. 29 3 a.m. at Duck Creek. 16 ft. at Marietta. 6 a. m. at head of Blanny. 16 ft. at Parkersburg. Left flat #2238. 15 ft. at Dewitts Rock. Foot of Sand Creek at 12 noon. 18 ft. at Middleport. 6 p. m. foot of Campaign Bend. 16 ft. at Point Pleasant. 11 p.m. at Coks Landing.

APR. 30 3 a. m. at Ironton. 6 a. m. at Pine Run. 22 ft. at Vanceburg. 12 noon head of Brush Creek Island. 6 p. m. at Higginsport. 11:15 p.m. foot of Nine Mile Dike, landed.

May 1 Turned out at 5:30 a. m. River raised 6" during the night. 20 ft. at Cincinnati. Left barge #3923 at Cincinnati. 12 noon at Piatts Bar. 6 p.m. at Brandenburg (? -Ed.). 11 p. m. head of Coopers Bar.

MAY 2 3 a.m. at Grassy Flats. We arrived at Louisville 6 a. m. and delivered our tow. Hitched into 22 barges and 6 coalboats and started back up the river at 1:30 p.m. 6 p. m. head of 18 Mile Island. 11 p.m. head of Cooper Bar.

MAY 3 3 a.m. 1½ miles below Notch Lick Light. 6 a.m. foot of Vevay Bar. 12 noon head of Sugar Creek Bend. 6 p.m. head of Laughrey Island. 11 p.m. at North Bend.

MAY 4 3 a. m. at Ludlow Landing. 19'10" on the bridge. 6 a.m. head of Crawfish. 12 noon 1 mile below Pt. Pleasant, O. 6 p. m. 1 mile below Higginsport. 11 p.m. 1 mile below Brooks Bar.

MAY 5 3 a.m. 1 mile below Wrightsville. 6 a.m. foot of Quicks Run. Got flat #1516 at Pattersons. Laid there and cleaned boilers. Left at 2:45 p.m. 6 p.m. 1 mile below Walkers Light. 11 p. m. at lower light at Sciotoville.

MAY 6 3 a. m. at Coal Branch Lt. 6 a. m. 1 mile below Ironton. 13 ft. on Kenova bridge. 12 noon at Central City. 6 p.m. on the point at Green Bottom. 11 p.m. at Raccoon Island.

MAY 7 3 a. m. at head of Kanawha Bar. 10½ ft. on the bridge. 6 a. m. on the point below Camden. 12 noon at Antiquity, 9 ft. on the rock. 6 p.m. at Granny Run Light. 8'9" on Dewitts Rock. 11 p.m. at Portland.

MAY 8 Landed 2 a. m. foot of Belleville Island for fog. Turned out 7 a.m. 12 noon foot of Blanny and 6 p. m. head of Muskingum Island. 9'3" at Marietta. 11 p. m. at foot of Brothers. 10 ft. at Bat and Grape.

MAY 9 3 a. m. foot of Petticoat. 6 a.m. at Sistersville. 12 noon at Sunfish. 6 p.m. head of Grave Creek. The TORNADO met us at Bellaire and took 6 coalboats and 4 barges off of us, leaving us 18 barges and 2 flats. 11 p. m. at Wheeling. 8 ft. on the marks.

MAY 10 3 a. m. at Wellsburg. 7½ ft. at Steubenville. 6 a.m. foot of Browns Island. 12 noon foot of Babbs Island. 8 ft. on Merrill Dam. 6½ ft. on Beaver bridge. 6 p. m. at Knox Ripple. 11 p.m. at the Trap.

MAY 11 5'10" on Davis Island Dam. 3 a. m. foot of Brunots Island. Arrived at Sligo Landing at 4:30 a.m. Left our tow and started to coal. Laid up in Pacific Landing.

JUNE 7 Got up steam and shipped up crew.

JUNE 8 Left the Harbor Landing at 5:45 a.m. with 10 coalboats, 2 models, 1 barge, 6 fuel flats and

1 flat. Frank A. Gould and Ed King, pilots. Changed watches 6 a. m. at the Point Bridge. 11'8" at Davis Island Dam. 14 ft. at Beaver bridge. 16½ ft. at Merrill Dam. 12 noon head of Montgomery Island. 14'3" at Steubenville. 6 p. m. head of Mingo Island. We landed under Rush Run at 8 p.m.

JUNE 9 River raised 18" up to 3:30 a.m. and then fell ½" to 6 a. m. Turned out at 6 a.m. 15'4" at Wheeling. 16'6" on Bellaire bridge. Landed under Moundville Point for balance of tow from the Str. CHARLIE CLARKE making total of 15 coalboats, 2 models, 1 barge 6 fuel barges and 1 flat. 6 p.m. at Proctor. 11 p.m. at Petticoat.

JUNE 10 3 a. m. head of Marietta Island. 13'7" at Marietta. Landed under the Harmar wharf at 4:30 a.m. Turned out at 7:45 a. m. 14 ft. at Parkersburg. Left flat #2056 at the head of Blanny. 12 noon at the head of Mustapha Island. 13'2" on Dewitts Rock. 6 p. m. foot of Oldtown. Landed at 8:30 p.m. opposite Antiquity, O.

JUNE 11 Turned out 3:15 a.m. The river is stationary. 6 a.m. foot of Pomeroy Bend. 13'3" at Point Pleasant. 12 noon at Double Creek and had 16'7" at Huntington. 6 p. m. at the new Ironton bridge. 15 ft. 9 in. at Ironton. 11 p.m. at Bonanza Dike. 15'9" at Portsmouth.

JUNE 12 Left flat #2633 at Buena Vista. 3 a.m. at Patterson's Ldg. 16'4" at Vanceburg. 6 a. m. foot of Brush Creek Island. 12 noon at head of Straight Creek. 6 p.m. on the point below New Richmond. We landed above Blair's Brick Yard for the night at 6:30 p. m. Our pilots from Cincinnati to Louisville will be Frank A. Gould and Luke Moore.

JUNE 13 Turned out at 4:30 a. m. River raised 7½ inches during the night. 6 a. m. below Nine Mile Dike. 16 ft. at Cincinnati. 12 noon at Medoc. Landed above Rising Sun to double trip. Landed our tow under Ranty Bar but one of our coalboats was leaking so bad we could not leave it. The packet CITY OF CINCINNATI broke us loose going down so we went down under the point at East Bend and landed at 11:20.

JUNE 14 Turned out at 6 a.m. The ALICE BROWN brought the rest of our tow and gave it to us below Big Bone. 12 noon foot of Craigs Bar. 6 p.m. at Bethlehem. Landed under Six Mile Island and laid up for the night.

JUNE 15 Backed out at 5:45 a.m. and put our tow in Duffys Upper

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Landing. Got our stores aboard and went over to the empty landing and hitched into 22 barges, 6 coalboats and started up the river at 3:30 p. m. 6 p. m. head of 12 Mile Island. 11 p. m. 1 mile above Bethlehem Light.

JUNE 16 3 a. m. at Madison. Landed 5:20 a. m. at Locust Bar for fog and lost 2 hours. 12 noon at Markland. 6 p. m. at Gunpowder Lt. Landed opposite Rising Sun and cleaned boilers.

JUNE 17 Turned out at 5 a. m. 6 a. m. foot of Laughrey Island. 12 noon head of North Bend. 12 ft. at Cincinnati and falling. 6 p. m. head of Crawfish. 11 p. m. at California Light.

JUNE 18 3 a. m. at Tietzville. 6 a. m. at Dover. 8'10" at Maysville and at 12 noon in foot of Manchester Bend. 8'10" at Vanceburg. 6 p. m. 1 mile above Vanceburg. Got flat #2633 at Pattersons. 11 p. m. at Turkey Creek.

JUNE 19 Landed for fog 3 a. m. on the point above Sciotoville. Lost 4½ hours. 12 noon between Ferguson and Hanging Rock. 6'4" on the Kenova bridge. 6 p. m. at Central City. Had hard rain from 6 to 7:30 p. m. 11 p. m. at Green Bottom.

JUNE 20 3 a. m. at Chambersburg. River raising. 6 a. m. at Clarion Ripple. 5'11" on Point Pleasant bridge. 12 noon on the point below Middleport. 6 p. m. at Peytons Light. 5 ft. on Antiquity Rock. 11 p. m. at Gosling Bar.

JUNE 21 Landed on the point below Buffington Island at 3 a. m. Turned out at 4:30 a. m. River fell one inch. 6 a. m. in Buffington. 5'5" on Dewitts Rock. 12 noon at foot of Mustapha Island. 4'7" on the rock. Changed watches at Parkersburg. Got flat #2202 at the flat landing. 6 ft. on the marks. Laid up at the gravel bank above the bridge for low water. 6 ft. on Parkersburg marks.

JUNE 22 Sent the crew home.

JUNE 23 River raising above. Crew coming to the boat on the 9:35 p. m. train. River raised ½ inch today.

JUNE 24 River raised 4½ inches during the night. Turned out at 6:30 a. m. Had hard work getting past the mouth of the Muskingum. 5'3" on the Marietta marks. 12 noon below Duck Creek where we rubbed hard at the creek. 6 p. m. at foot of Bat and Grape, 6'11" on the marks. 11 p. m. at Sistersville.

JUNE 25 3 a. m. at Litmans Light. 6 a. m. at Clarrington. Gave the Str. RIVAL 8 barges at the head of

Captina Island, leaving us with 14 barges, 6 coalboats and 3 fuels. 12 noon at foot of Pultney Bend. 8 ft. on Bellaire bridge. 7'8" on the Wheeling marks. 6 p. m. head of Beech Bottom Towhead. 6½ ft. at Steubenville and falling fast. 11 p. m. at Toronto.

JUNE 26 3 a. m. at head of Bakers Island. Landed for fog and turned out at 4:30 a. m. East Liverpool at 6 a. m. Laid up for low water at Safe Harbor.

AUG. 8 Got up steam and left at 6 p. m. Stored the boat at the head of Montgomery Island, losing 3 hours. 8½ ft. at Merrill Dam. 6½ ft. at Beaver bridge.

AUG. 9 Landed at Lashells at 4 a. m. for fog. Turned out at 7 a. m. Had trouble getting over the sill at Dam No. 2. Arrived in Pittsburgh at 2 p. m. Delivered our tow and laid up in Clinton Landing.

AUG. 10 Hitched into 11 barges, barge ROBERT and 4 fuel barges at the John A. Wood Landing.

AUG. 11 Turned out at 4:30 a. m. 10'7" at Davis Island Dam. Landed for fog at the foot of Duffs and lost ½ hour. 13 ft. at Beaver bridge. 15'7" on Merrill Dam. Got 5 barges off the Str. CLIPPER in Beaver Shoals. 12 noon at foot of Georgetown Island. 14'7" at Steubenville. 6 p. m. at Rush Run. 16 ft. on the Bellaire bridge. Landed 9 p. m. under Moundsville Point.

AUG. 12 River raised 5" from 9 last night to 6 a. m. this morning, and then started to fall. Got 10 barges from Str. ROBERT JENKINS at 9 p. m., making our tow 27 barges, and 4 fuel barges. River fell one foot while laying here.

AUG. 13 Turned out at 1 a. m. 6 a. m. at foot of Fishing Creek Bar. 12 noon at foot of Brothers. 14 ft. at Marietta. 13½ ft. at Parkersburg. Landed at Long Bottom and left flat #2628 at 9 p. m. We laid here.

AUG. 14 River stationary. Turned out at 4:15 a. m. 6 a. m. at foot of Buffington. 12'9" on Dewitts Rock. 15½ ft. at Antiquity. 16 ft. at Middleport. 12 noon at Leading Creek. 14 ft. at Pt. Pleasant. 6 p. m. below Green Bottom. 11 p. m. at the new bridge at Ironton.

AUG. 15 Landed for fog at 2 a. m. at Reeds Light and cleaned boilers. River fell 1" from 2 a. m. to 8 a. m. Turned out at 9:15 a. m. 18'9" at Portsmouth. 12 noon at Indian Run light. Left flat #2546 at Buena Vista. 6 p. m. at foot of Manchester Bend. 11 p. m. at Augusta.

AUG. 16 3 a. m. at head of New Richmond Bar. 6 a. m. at foot of Four Mile. Landed at Bromley at 9 a. m. to get the balance of our tow. 20 ft. at Cincinnati. Got 5 barges off the TOM DODSWORTH, making our tow 32 barges and 2 fuel barges. Turned out at 12:40 p. m. 6 p. m. at Rising Sun. 11 p. m. head of Vevay Island.

AUG. 17 3 a. m. at head of Madison dike. 6 a. m. at Bethlehem Light. Landed at 11 a. m. at the foot of Six Mile. Delivered our tow and hitched into 22 barges and 6 coalboats. Started up the river at 10:15 p. m. 11 p. m. head of Six Mile Island.

AUG. 18 3 a. m. at Grassy Flats. 6 a. m. at Jobsons Light. 12 noon at Madison. 6 p. m. at Vevay. 11 p. m. foot of Sugar Creek Bend.

AUG. 19 3 a. m. foot of East Bend. 6 a. m. at Middle Creek. 12 noon at Big Miami. 6 p. m. at the Southern bridge. 18½ ft. at Cincinnati. 11 p. m. head of Five Mile dike.

AUG. 20 3 a. m. at California. 6 a. m. at Snag Bar. 12 noon at Ripley. Got to the head of Brooks Bar and found we had a bag in one of our boilers. Had to go back to Maysville to have it set up.

AUG. 21 Got the boiler set up and left at 8 a. m. 15'3" falling. 12 noon head of Manchester Islands. Got flat #2546 at Pattersons 6 p. m. 11 p. m. at Indian Run. 15 ft. at Portsmouth.

AUG. 22 3 a. m. at Sciotoville. 6 a. m. at Jeannette Creek. 12 noon at Savage Light. 11'6" on Kenova bridge. 6 p. m. at Coxs Landing. 11 p. m. at foot of Straight Ripple.

AUG. 23 3 a. m. at Clarion Ripple. 6 a. m. at Point Pleasant. 11 ft. on the bridge. 12½ ft. at Middleport. 12 noon at Carrs Run. 12½ ft. on the rock at Antiquity. 6 p. m. head of Letart. 11 p. m. foot of Sand Creek Bend.

AUG. 24 Landed for fog at foot of Swan Bar at 3 a. m. Turned out at 5 a. m. 6 a. m. head of Swan Bar. 11 ft. on Dewitts Rock. Got fuel #2628 on Long Bottom. 12 noon at Big Hocking. 10½ ft. on Mustapha Rock. 6 p. m. at the head of Blanny. Had to double trip Dam 18. Left flat #2628 at head of Blanny and left flat #2091.

AUG. 25 3 a. m. at Marietta, 10½ ft. on marks. 6 a. m. foot of Willow Island. 10 ft. on the rock at Bat and Grape. 12 noon at Sheets Ripple Light. 6 p. m. at Hannibal Light. 11 p. m. at Cresaps Grove. AUG. 26 3 a. m. foot of Captina. Had to land to fix follow-head

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bolts in starboard cylinder. We turned out at 5 a.m. 6 a.m. foot of Pipe Creek Bend. 7'8" on the Bellaire bridge. Got flat #2010 at Bellaire. 12 noon at Wheeling. 7'1" on the marks. Str. TORNADO met us at the head of Beech Bottom and took 11 barges from us. 6 p.m. at Wellsburg. 6'9" at Steubenville. 11 p.m. at Toronto.

AUG. 27 3 a.m. head of Bakers Island. 6 a.m. head of Line Island. Laid up at Safe Harbor at 9:30. 6 ft. on Merrill Dam.

OCT. 7 Got crew and went down to the boat. Had steam up at 10 p.m. but it fogged and we had to lay.

OCT. 8 Left Safe Harbor at 8 a.m. 7½ ft. on Merrill Dam. 6'5" on Beaver bridge. Arrived at Sewickley at 4 p.m. Got orders to lay all night. 5'4" on marks at Davis Island Dam.

OCT. 9 River raised 18 inches during the night. Left at 6:15 a.m. 6'7" at Davis Island Dam. Arrived in Sligo Landing at 10:45 a.m. Left our tow and laid up under the Str. DICK FULTON.

NOTE: During the past 12 months, Oct. 1905--Oct. 1906, the BOAZ had made 8 trips from Pittsburgh; one of these went to Memphis, 4 to Louisville and 3 to Cincinnati. On these trips she handled on the downbound trips

- 61 loaded coalboats
- 161 loaded barges
- 24 loaded fuel barges
- 2 floats
- 4 loaded model barges
- 1 coal digger
- 21 loaded flats.

In this same period she brought upstream

- 73 empty coalboats
- 127 empty barges
- 19 empty fuel barges
- 21 empty flats
- 1 coal digger
- 4 loaded model barges
- 1 pleasure boat.

Distance traveled in making the eight round trips was 9,575 miles.

NOV. 20 Left the Pacific Landing at 2 p.m. Frank A. Gould on watch with tow of 12 coalboats, 3 barges 3 fuels and 1 flat. Very smoky. 10½ ft. on marks at Davis Island Dam. Getting awful bad and can hardly see the shore. Landed at Shousetown at 6 p.m. Str. LITTLE FRED landed under us.

NOV. 21 River raised 4'5" during the night. Turned out at 10:30 a.m. Fog all morning. 15'6" at the Beaver bridge. 17½" at Merrill Dam. Landed 6:30 p.m. at Cables Eddy.

NOV. 22 River raised 18" during night. Turned out at 6:45 a.m. 18'3" at Steubenville. 18' at Wheeling. 19½" on the Bellaire bridge. Got 5 coalboats and 2 fuel barges from LITTLE FRED. Landed at 3 p.m. under Moundsville Point and got 8 barges off Str. CRUISER, making our tow 17 coalboats, 11 barges, 4 fuel barges and 2 flats. Turned out 11 p.m. River fell 4".

NOV. 23 3 a.m. on the point at Proctor. Landed for fog opposite the light at Glen Rocks at 5:30 a.m. Turned out at 10:15. River fell 1". 12 noon in Grandview Island. Went down the left of the Brothers. 17'9" on the marks at Marietta. Landed opposite the Oil Refinery at 6 p.m.

NOV. 24 Turned out at 8 a.m. The river fell 1 ft. last night. 16' falling at Parkersburg. 12 noon in Mustapha. 16'5" on the rock at Dewitts. Landed at 6 p.m. at Apple Grove.

NOV. 25 Turned out at 8 a.m. Fog shut down and had to land. Turned out at 9:50 a.m. Marks covered at Antiquity. 12 noon at Sliding Hill. 19½" on the abutments at Middleport. 6 p.m. below Chambersburg. Commenced to fog about 10:30. Landed in the nook opposite Ironton at 3 a.m. Very foggy and smoky between Catlettsburg and Ironton.

NOV. 26 Turned out at 9:30 a.m. River fell 6" between 3 a.m. and 6 a.m. Changed watches 12 noon at Wards Light. Heavy wind all afternoon. Left fuel barge #2667 at Pattersons. 6 p.m. at Vanceburg. 11 p.m. at Maysville.

NOV. 27 3 a.m. at Chilo. Got orders at New Richmond. 26' falling at Cincinnati. 12 noon at foot of Crawfish. 6 p.m. foot of Laughrey Bar. 11 p.m. at Warsaw.

NOV. 28 3 a.m. at Beaucamp Light. 6 a.m. at Kings Light. Landed at the foot of Six Mile at 11:30 a.m. Went over to the Towhead at 3 p.m. Left Towhead at 5:30 for the head of the Canal. Left our tow in the Canal and went up to the empty fleet and cleaned boilers.

NOV. 29 Hitched into 19 empty barges, 2 models (one loaded with molasses), 2 fuels and our own fuel barge. Left for Pittsburgh at 10 a.m. 12 noon at foot of 12 Mile Island. 6 p.m. 1 mile above Bethlehem Light. 11 p.m. above Hoagland Light.

NOV. 30 3 a.m. below Vevay. 6 a.m. head of Warsaw Bar. 12 noon at Norths Landing. 6 p.m. at Miami Bar.

DEC. 1 6 a.m. at California, Ky. 12 noon at Straight Creek. 6 p.m. about 1 mile below Manchester, O. 11 p.m. at Vanceburg. Got flat #2667 at Buena Vista.

DEC. 2 3 a.m. 1 mile below Walker Light. 6 a.m. above Bonanza dike. 12 noon foot of Ferguson. 10' at Ironton. 8½" on Kenova bridge. 6 p.m. at Crawford Light. 11 p.m. above Millersport.

DEC. 3 3 a.m. 1 mile above Chambersburg. 6 a.m. in Gallipolis Island. 7' on the Point Pleasant bridge. 7'3" at Middleport. 12 noon head of Carrs Run Bend. 6' on rock at Antiquity. 6 p.m. at Gosling Bar. 11 p.m. at Buffington. 5'10" on Dewitts Rock.

DEC. 4 3 a.m. foot of Belleville. 5'5" on the rock in Mustapha. 6 a.m. head of Mustapha. 7'5" on Parkersburg bridge. 12 noon head of Vienna Island. 5'9" at Marietta. 6 p.m. head of Brothers. Landed at St. Marys and went to the telephone. Found out a slight swell was coming. Turned out and changed watches 11 p.m. at foot of Grandview Island.

DEC. 5 3 a.m. at Buckhill Bottom. 12 noon head of Pipe Creek. Landed and put some keys in the wheel. Turned out at 1:45 p.m. 6'1" on Bellaire bridge. 6 p.m. at Wheeling. 6'2" on the marks. Landed at head of Sisters at 8:30 p.m. for smoke. Rained hard during the middle watch.

DEC. 6 Turned out 6:30 a.m. River raised 1½" from 3 a.m. to 6:30. Hard wind blowing. 12 noon at Steubenville. 6'4" on the marks. 6 p.m. at Yellow Creek. Hard down and side wind all day. 11 p.m. at head of Georgetown Island. 10'8" on Merrill Dam.

DEC. 7 3 a.m. at Beaver Bridge. 9' on bridge. 6 a.m. at Economy. 12 noon foot of Merriman. Meeting tows. 11'4" on Davis Island Dam. Left our tow in lower Snyders Ldg. and came up to the wharf, got stores and cleaned boilers.

DEC. 9 Turned out of Pacific Ldg. at 11 a.m. with 14 coalboats, 2 barges and 3 fuel barges. 10'5" on Market Street marks. Frank A. Gould and J. F. King, pilots. 11'6" at Davis Island Dam. 13' on Beaver bridge. 15'5" on Merrill Dam. Landed at Industry 6 p.m.

DEC. 10 Turned out 6:30 a.m. The river fell 1 ft. during the night. Light drizzle and rain fog all morning. 12 noon in Browns Island. 14'3" at Steubenville. Landed opposite Burlington at 5 p.m. for fog.

LOG BOOK STR. BOAZ 1906

DEC. 11 Turned out 6:30 a.m. The river fell 6½" during night. 14' at Wheeling. 15'2" on Bellaire bridge. Got 6 coalboats off the J. C. RISHER, making our tow 20 coalboats, 2 barges and 3 fuels. 12 noon at Powhatan. Landed for the night opposite Raven Rock at 6:30 p.m.

DEC. 12 Turned out at 7 a.m. The river fell 6" during night. 12 noon at Bull Creek. 10½' at Marietta. 17½' at Parkersburg. Left flat #2228 at Blanny. Landed at 6 p.m. at Big Hocking.

DEC. 13 Turned out 5:15 a.m. The river raised 18" during night. 6 a.m. at Lee Creek. 19'3" at Dewitts Rock. 12 noon foot of Antiquity Bend. 24' at Middleport. 5 p.m. at Chambersburg. 11 p.m. at 12 Pole.

DEC. 14 3 a.m. at Burkes Point. 6 a.m. at Turkey Creek. Left fuel barge #2646 at Pattersons. 24' at Vanceburg. 12 noon foot of Manchester Bend. 6 p.m. at Moscow. Landed above Silver Grove at 8 p.m.

DEC. 15 Turned out 7 a.m. River raised 4" during night. 28'6" at Cincinnati. 12 noon head of North Bend. 6 p.m. foot of Sugar Creek. 11 p.m. foot of Clifty Creek.

DEC. 16 3 a.m. at 14 Mile Creek. Landed foot of 6 Mile at 5 a.m. The little boats took off 7 coalboats and we got 3 coalboats off the TOM DODSWORTH, making 16 coalboats and 1 barge which we took into the head of the Canal. Took

all of our rigging off and came out of the Canal and landed at the Towhead at 8:45 p.m. and cleaned boilers.

DEC. 17 Hitched into 7 barges, 10 coalboats, 2 fuel boats and our own fuel and left at 11 a.m. for Pittsburgh. 12 noon at foot of 6 Mile Island. 6 p.m. at Westport. 11 p.m. above Spring Hill Light.

DEC. 18 3 a.m. between Houglan and Beaucamp Lights. 6 a.m. foot of Craig Bar. 12 noon head of Sugar Creek Bend. 6 p.m. head of Laughrey Island. 11 p.m. foot of North Bend.

DEC. 19 3 a.m. at Bromley. 35' at Cincinnati. 6 a.m. at Cincinnati Water Works. 12 noon above New Richmond. 6 p.m. at Augusta. Landed under the point at Maysville at 10:45 p.m. for drift and snow storm.

DEC. 20 Turned out 6 a.m. River raised 6" during the night. 12 noon at Wrightsville. Got flat #2646 at Pattersons and laid up to fix the wheel at 5 p.m.

DEC. 21 Left at 1:30 a.m. 3 a.m. on point below Kenny. 6 a.m. 1 mile below Indian Run. 12 noon at Reeds Light. 6 p.m. at Sheridan Light. 11 p.m. at Proctorville.

DEC. 22 3 a.m. at Crown City. 6 a.m. at Rosebud Landing. 12 noon at head of Campaign Bend. Lost 2 hours at Middleport looking for firemen. 22' at Middleport. 6 p.m. at Sliding Hill Bend. 11 p.m. head of Goose Island.

DEC. 23 3 a.m. foot of Buffing-

ton. 14' on Dewitts Rock. 6 a.m. at Shade River Bend. 12 noon foot of Blennerhassett Island. Got flat #2228 at head of Blanny. 12½ ft. at Parkersburg. 12'2" at Marietta. 6 p.m. at Duck Creek. 11 p.m. at Raven Rock.

DEC. 24 3 a.m. foot of Wittens Towhead. 6 a.m. at Litmans Light. 12 noon head of Pipe Creek Bend. 10'6" on Bellaire bridge. 9'10" on Wheeling marks. 6 p.m. head of Sisters. Getting very cold. 11 p.m. foot of Wells Ripple. 10 ft. on Steubenville bridge.

DEC. 25 Christmas morning meeting ice. 3 a.m. at New Cumberland and 6 a.m. at the dam above Wellsville. River full of ice. Had to stop at Raccoon and leave part of our stuff as we could not shove it through the ice. 10'6" on Beaver bridge. Double tripped to Morris Landing and layed up at 6 p.m. Merry Xmas.

DEC. 28 River raising slightly. Ice all gone. Took crew to the boat but got so foggy had to lay till morning.

DEC. 29 Left 5 coalboats and 2 fuel barges at Morris Landing and left for Pittsburgh at 8 a.m. Ice running. Weather warm and foggy, and smoky. 12 noon at Dippolds house. 10' on Davis Island Dam. Left our tow in Snyders Landing and went up to coal, then laid up in Advance Landing at 11:30 p.m.

Seldom have we put to bed an issue of the S&D REFLECTOR with so many news stories about to break, and of which we are committed to write little or nothing. This is not to suggest that of this date, October 31, 1980, we have a positive hot line answer to the outcome of the Iranian hostage situation. Nor do we know today whether Ronald Reagan or Jimmy Carter will win the presidency, although we do know that our vote come Nov. 4th goes to Mr. Reagan, probably a disservice to his opportunities inasmuch as we are not noted for winning steamboat races (lost all three at Cincinnati, 1928-1929-1930) nor picking presidents.

No, not these prime-time events. What we are privy to concerns pending negotiations in our own river bailiwick. One pleasant possibility (they all are pleasant) we hinted upon at the bottom of page 3 in the Sept. '80 issue concerns, as we said, intent to build a new steamboat. Inasmuch

as Roddy Hammett, Alan Bates, Jeff Spear and y.t. were on board the BECKY THATCHER, ex-MISSISSIPPI, at Marietta last Oct. 15th measuring the hull length and width (185 x 38) and various other of her vital anatomical statistics, it would follow that the proposed steamboat bears some relevance. And it really does. The part hard to believe, but nevertheless so, is that the four of us convened with no malice aforethought. Roddy was on vacation visiting locally with his mother; Alan and his wife Rita were in Marietta on an irrelative project; Jeff had the day off from his regular job, and Ye Ed was there expressly to ascertain, beyond doubt, the 185 x 38 business. Actually Jeff and I came up with 181 3/4 feet, using a 10' pocket rule. Alan had a 100' tape.

Most river buffs are aware that New Orleans Steamboat Company has possession of the machinery which formerly propelled the MISSISSIPPI -now-BECKY THATCHER, stored at

Slidell, La. It is not in too hot shape, and a lot of work would be necessary to make it operative, but they have it just the same. Ergo the idea to build the new steam excursion boat on a hull the same size as that of the BECKY, thereby sticking with a successful precedent. Ergo again, the New Orleans Steamboat Company, operator of the successful NATCHEZ which Alan Bates designed, and of which Roddy is relief captain, may one of these days have a slightly smaller companion. The impetus, as we remarked in the last issue, is the forthcoming World Exposition scheduled at New Orleans in 1985.

But this is not the half of it and, knowing our propensities, the major story will break into print, and you may know all about it as this is read, but here we are this morning unable to write a word of it because we crossed our heart and hoped to spit, honor-bright.

A complete set of issues of S&D REFLECTOR, Vol. 1 #1 through Vol. 17 #4, 68 in all, are offered to the S&D member submitting the highest bid received on or before January 15, 1981. No advance deposit required. Right is reserved to reject any or all bids. Address Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Ashland, Ky. is to have a new Ohio River bridge, work to be started this fall, with completion scheduled for 1985. It will be 3-lane, at 13th Street, to carry northbound traffic into Ohio. The existing 2-lane bridge at 12th Street will handle southbound traffic. Kentucky is picking up the tab for 80% of the cost, and Ohio the balance.

Sirs: I am, and have been for the past 14 years, a cook on towboats of The Ohio River Company. Am enclosing check to join S&D.

Nancy E. Rowe,
400 Washington Ave., Apt. 5,
Huntington, West Va. 25701

Sirs: My wife and I attended the S&D annual outing at the invitation of C. W. Stoll. We were made to feel welcome and had an enjoyable time. Over the years my hobby has been depicting boats and river scenes. Having recently joined S&D I find the steamboat pictures in the S&D REFLECTOR of special interest.

Forrest F. Steinlage

John Knox, chairman of the music department of the Marietta (Ohio) Junior High School, recently gave a talk before the Washington County Historical Society, illustrated



THE DELTA QUEEN moored at Louisville, Ky. on August 9th last, photographed by Keith Norrington. Even without paddlewheel it was business as usual. The shaft she broke upbound on the Ohio River was lifted off at Jeffboat and much interest was evidenced as to how much her stern would lift when this 44-ton weight was removed. The answer, if we got the dope right, was something like 4 or 5 inches.

with pictures of boats built at the Knox Boat Yard and early river scenes. He is a direct descendant of William Knox, early ship and steamboat builder at Marietta. Other generations of Knox perpetuated the Knox Boat Yard until 1907 when it was sold to Capt. J. M. Hammitt and others.

Richard C. Brasington, of 3449 Uright Place, Cincinnati, O. 45208 has completed a 5/32" = 1 ft. model of the packet TELL CITY and has our thanks for pictures of it. He worked from photographs, and now

is seeking a permanent home for it.

Leonard V. Huber, New Orleans, has a complete file of the S&D REFLECTOR, professionally bound into five books (Vols. 1-16) which require a substantial 8" on his bookcase shelf. The mere fact that Leonard has freighted his library with such cargo bestows upon our contributors an Honorary Degree of unquestioned consequence, coming as it does from the dean of Louisiana historians, and one we have the honor of calling a good friend.

Sirs: As a boy I spent summers on a farm about $\frac{1}{2}$ mile below Ohio River Lock #17 (I'm now 65). One of the towboats I remember was the VICTOR. Eddie Cotts, the cook, waved a towel to say "hello" and once in a while gave us a short message with a megaphone. The VICTOR was diesel-powered and had chain drive, always looked neat as a pin, and towed three gasoline barges. Two other boys and myself made the trip from Marietta to Wheeling on the QUEEN CITY. At any of your meetings does anyone ever recollect the wonderful smell of a river packet? Coal smoke, cylinder oil, oakum, hay and steam and etc.? I feel that I have missed a lot in not taking the S&D REFLECTOR sooner.

Frank G. Brockardt,
206 Chapel Road,
Wheeling, West Va. 26003

=See accompanying picture. -Ed.



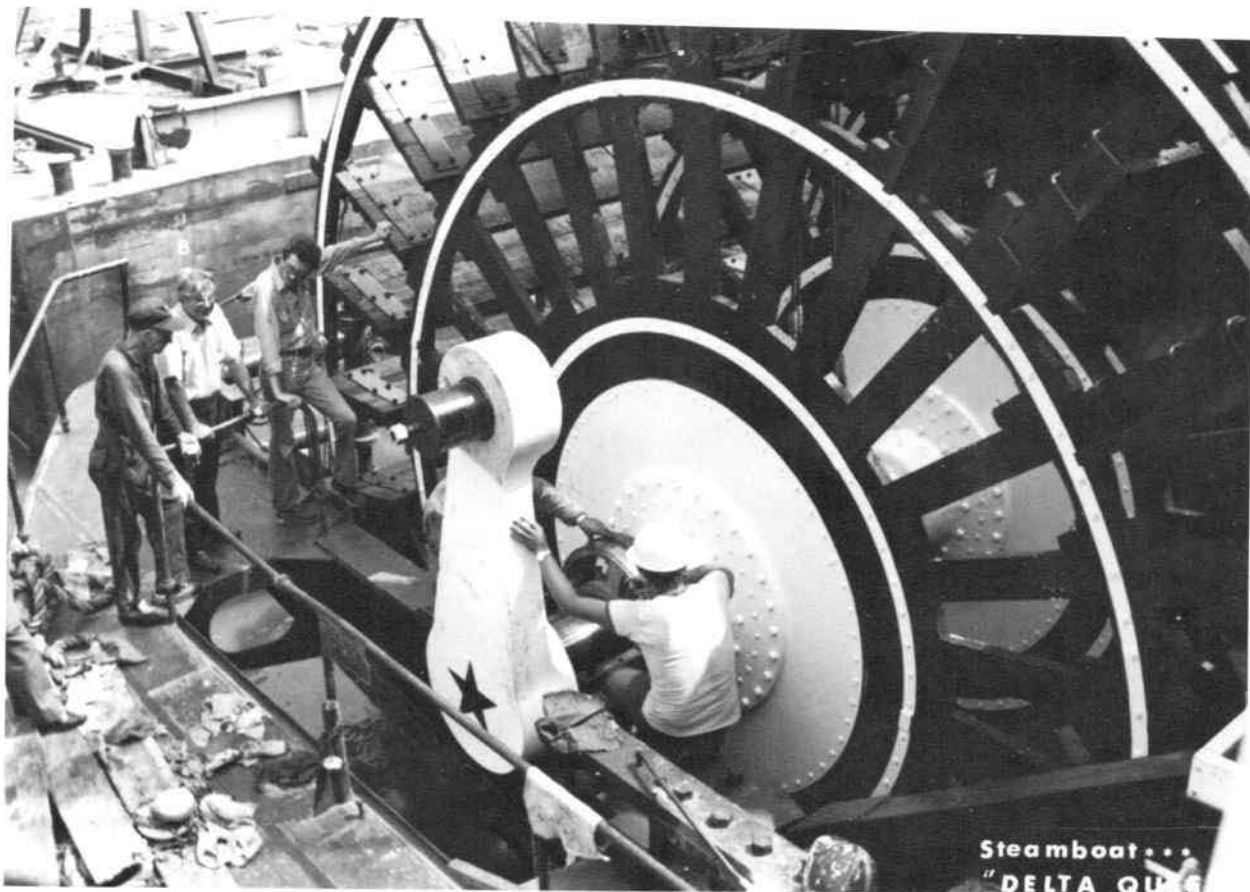


What's so funny? This candid flash by Michelle Kingsley at the anniversary party reveals Ken Hawley and Anne Putnam Mallinson at the punch line of something or other with Larry Walker at the left.



Steamboat...
"DELTA QUEEN"

WHEN the DELTA QUEEN broke her Krupp shaft August 7th last she was under way on the Ohio River below Louisville, up-bound for Cincinnati. A passenger gazing over the stern suspected the break. Chief engineer Edgar M. Jones confirmed the trouble and the boat was landed. The break was adjacent to the second flange on the starboard side. Later inspection disclosed that a crack had developed sometime prior to the break and had gone undetected. The towboat IMOGENE IGERT was procured to tow the DQ, faced to a barge lashed alongside the port stern quarter (see picture). Pilots on the DQ stood regular watches, although the steering and handling was from the pilothouse of the IGERT. In such manner the DQ's regular schedule was maintained almost a month. Photo by Dr. Lou Haase, courtesy of Janis Ann Johnson.



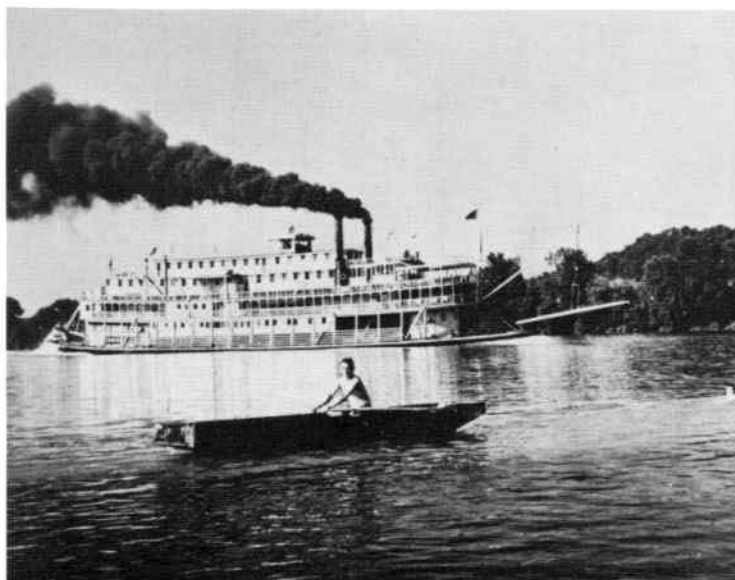
THE REPLACEMENT PADDLEWHEEL in this picture is being set on the wheel beams of the DELTA QUEEN at Jeffboat. The DELTA KING's shaft had been brought over to Cincinnati from Antioch, Calif. a good many years ago "just in case." It was long stored at the Beatty's yard and later was taken across the Ohio River and placed on shore at Bellevue, Ky. from whence it was recovered and shipped to Jeffboat, Inc., Jeffersonville, Ind. Due to long exposure the journals and pins had to be re-turned and dressed. Expenditures incident to the accident, according to informed sources, ran about one quarter million. Picture by Dr. Lou Haase, courtesy of Janis Ann Johnson.

Sirs: We would like to express our heartiest thanks to all of the S&D members who have wished us well and who attended the lovely reception held in our honor prior to the annual meeting. We cherish the friendship of all our river associates.

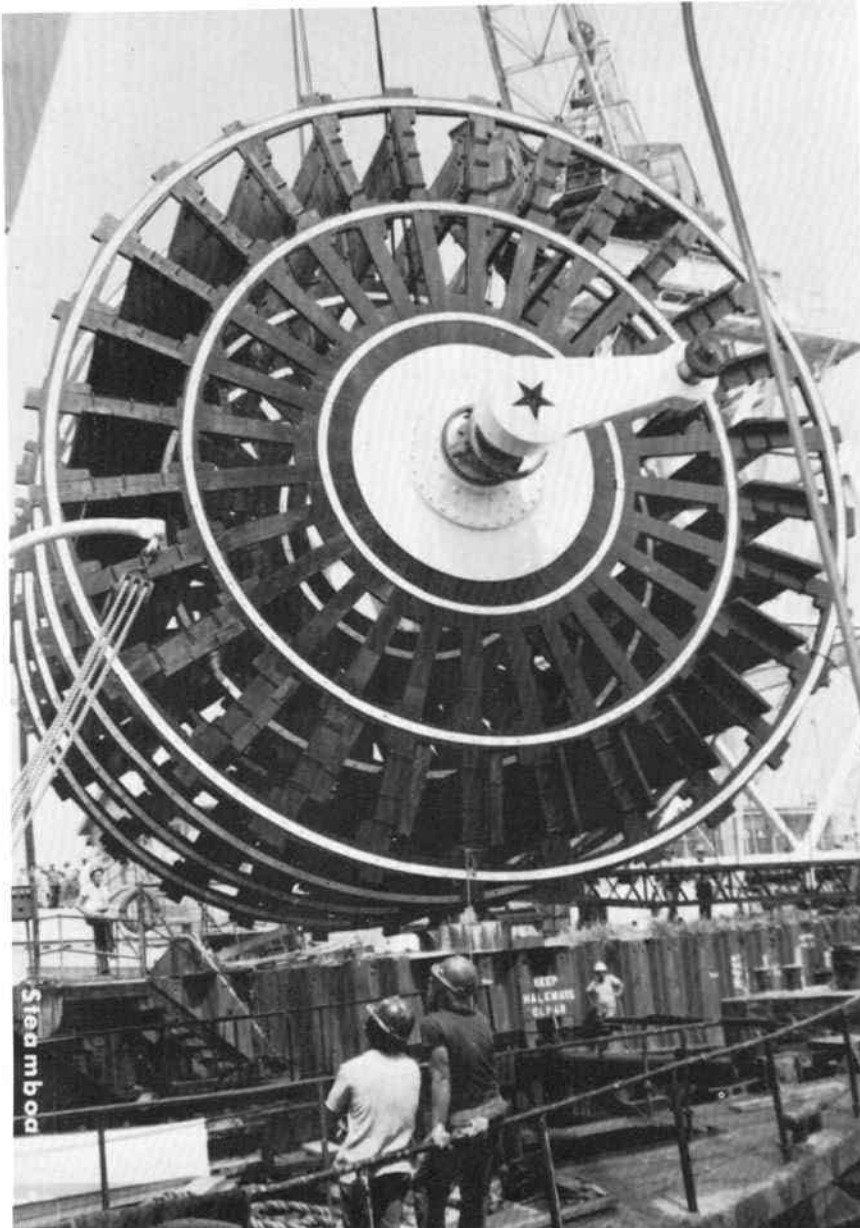
Grace and Homer Hawley,
7 30th Street, S. E.,
Charleston, West Va. 25304

Well-wishers signed a Guest Book at the 50th wedding anniversary party of Homer and Grace Hawley at S&D. A tabulation of the addresses discloses that 25 states are represented.

Our thanks to Peter Britton, who does free lance articles and presently is on assignment with Ashland Oil, for color slides he took while exploring the Ohio River by towboat and rental car. We poured him aboard the TRI-STATE at Coraopolis, Pa.



The GORDON C. GREENE passing Blennerhassett Island, Ohio River, summer of 1938. Photo by Louis B. Ruley, Parkersburg, West Va., and print thanks to Woody Rutter.



NEW PADDLEWHEEL being transferred from the yard at Jeffboat to the DELTA QUEEN, using the old shaft from the DELTA KING complete with the KING's flanges, cranks and pins. All of the woodwork, arms, wedges, keys, buckets, etc. and hardware, stirrups, bolts, circles, etc. are new. Photo by Dr. Lou Haase, courtesy of Janis Ann Johnson, Kansas City, Mo.

Sunday, July 27th last earth rumblings started at 2:52 p.m. in Bracken County, Ky. At Maysville a large window in the Bank of Maysville shattered, brick fell from chimneys and cracks developed in buildings. Some sidewalks were littered with rubble. In Cincinnati the City Hall's stone steps cracked. Yes, a real earthquake, 5.1 on the Richter Scale.

The biggest shake-up ever to happen in Maysville, Ky. occurred at 2 a. m. on August 13, 1854. Eleven hundred kegs of gunpowder stored in a magazine on an adjoin-

ing hillside let go. Thirteen houses were demolished, and buildings within a range of two miles suffered more or less damage. Sixteen hundred lights of glass were broken in the Maysville cotton mills. A rock weighing 102 pounds vaulted across the Ohio River and landed in Aberdeen, O. The blast was heard at Poplar Plains, 22 miles distant, and a steamboat 42 miles upriver reported hearing the roar. It was said that a surge of water in the Ohio River, on the order of a tidal wave, caused water to rise two

feet along the Ohio shoreline and then recede. The steamboat HURON lying at the Maysville landing was peppered with falling stones. Of the 4,000 people living within a mile of the blast only a few were injured seriously, and the only death reported was that of a woman ill in bed who died of fright. Incendiarism was suspected, a reward of \$1,500 posted, but nothing came of it.

Mary Helen Dohan, talented writer of New Orleans, is completing a book to be titled "Mr. Roosevelt's Steamboat" scheduled for publication next summer by Dodd, Mead and Company, N. Y. It deals with the first Western steamboat, the NEW ORLEANS.

Our obliging mailman has brought to us a copy of Andy Anderson's "Report of the Inland Rivers Library for 1977/1979." Andy, whose given name really is Yeatman (for his Yeatman's Cove ancestors), and who regularly attends S&D in company with his brother most people call "Uncle Coke" and whose name really is Guy C. Anderson, starts his discourse on a most optimistic note.

"The most exciting event since our last report is that the long awaited expansion of the Main Library is in progress."

This has to do, of course, with the main Cincinnati Library at Eighth and Vine, wherein the Inland Rivers Library is contained.

"This means that in 1981 the Rare Book Department will expand its stack space and the Inland Rivers Library can breathe."

Meanwhile, and among a wealth of other interesting things, Andy has discovered and added eight notebooks kept by Capt. Ben D. Stout. In 1969 Glenn SeEVERS and his wife gave the Library five other Stout notebooks. Once upon a time we borrowed these five from Glenn and did a feature story on them in our Dec. '66 issue, pages 16-19. Bill Pollock and y.t. once called on Capt. Ben Stout who at the time was running a drug store in Parkersburg, W. Va. We availed ourselves of the opportunity inasmuch as Cap'n Ben was one of those high-&-mighty coal pilots, sort of like the Order of the Garter, few and select, who ran on the JOSEPH B. WILLIAMS, SPRAGUE and the rest.

Like as not the reader has received a copy of Andy's Report, as our S&D REFLECTOR mailing list was used in distributing them. Don't shy at that word "Report." Andy has the knack of writing in a conversational style, like he does in company with river people. Dig it out now and read it---kivver to kivver.

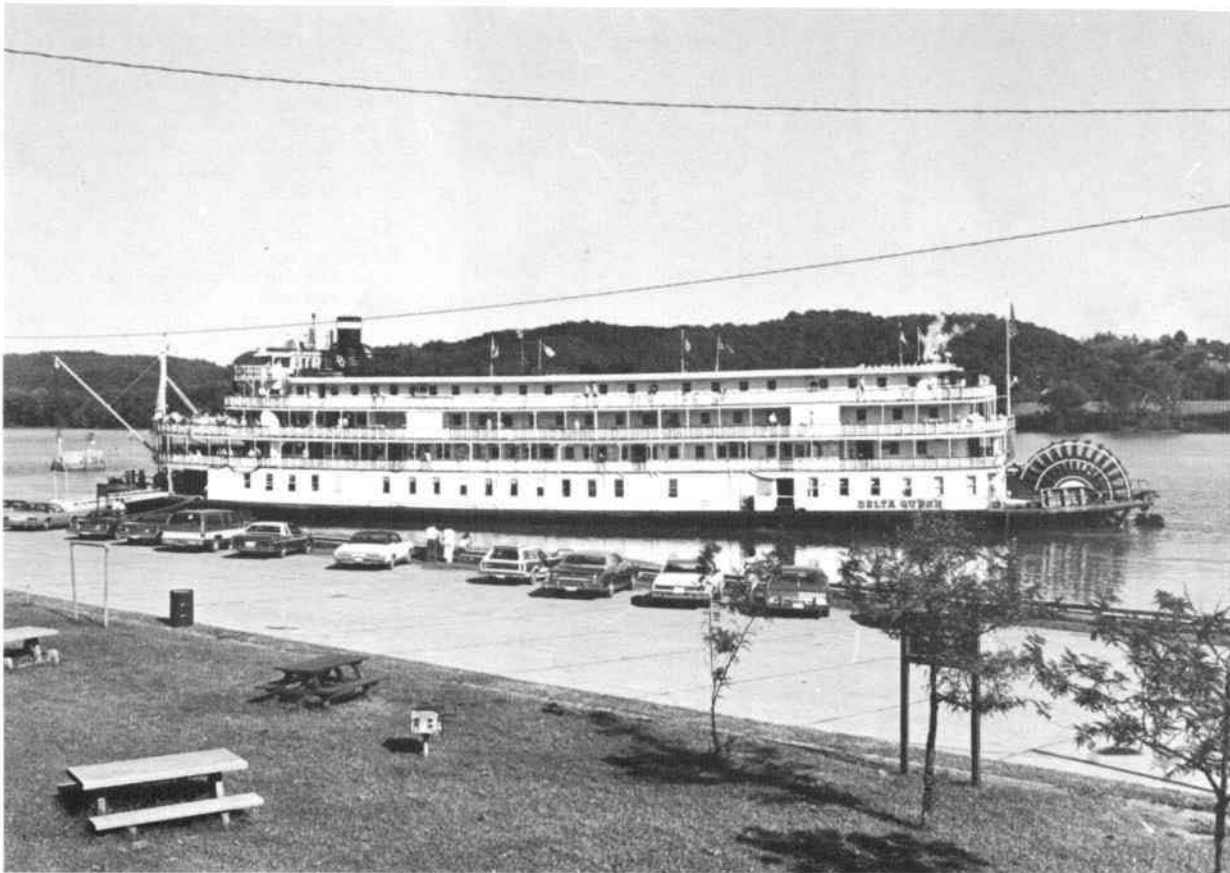
Charles and Alice Fuchs, 534 Sloane Ave., Mansfield, O. 44903, attended S&D. They came early and then disappeared. Upon inquiry we learned that Alice had become ill, so they checked out from the Lafayette Friday a. m. and returned home. She since has made a complete recovery.

STERNWHEELS ON THE YUKON, a new paperback book, 280 pages, loaded with offset photographs, is available from Knutson Enterprises, Inc., 430 11th Ave. W., Kirkland, Wash. 98033, priced \$9 the copy, postage prepaid. Arthur E. Knutson, the author, worked on various of the Yukon steamboats over a period of years, and tells it like it was.

Joel F. Overholser is stepping down from his long-time editorship of "The River Press," Fort Benton, Montana. He says it will be gradual. His niece, Joan Stewart Shift, must get the hang of it before Joel bows completely out, an event he forsees by the first of the year. "The River Press" on Friday, Oct. 24th celebrated its 100th birthday by declaring open house 11 to 12 noon, complete with a birthday cake made by Mary Sloan. Two days prior a special 24-page supplement was sent to all subscribers along with the regular issue, devoted to the history of Fort Benton. Joel Overholser, a Montana river buff of the first water, loaded the supplement with stories and pictures of the fabled steamboats which brought freight to what he calls the "World's Innermost Port--Fort Benton." He'll mail you one for \$1.40 which also covers the postage.



If you who attended S&D were wondering what speaker Capt. Doc Hawley did with the attractive little rose-bouquet presented to him by Dorothy Frye in behalf of Betty Blake, here's the answer snapped by Marj Smith. Doc presented it to that lovely lady Letha Greene with warmest good wishes.



HER LADYSHIP, the DELTA QUEEN, moored at Gallipolis, O. on Sept. 10, 1980, photographed by John L. Fryant. This shows the new paddlewheel built on

the DELTA KING's shaft. Also it shows the attractive concrete esplanade which now covers the former public wharf at this French-settled Ohio River town.



MORNING AFTER THE NIGHT BEFORE

The former ferry CITY OF BATON ROUGE hosts the excursion steamer JULIA BELLE SWAIN at Peoria on the Illinois River. She serves as wharfboat, culinary department and office. The boiler (second) deck is remindful of an old-time packet, a skylighted cabin with staterooms tiered along either side, an ample outside guard running clear around with its roof extension supported by stanchions topped with fancy trim. The pilothouse has been retained, its signboards in place. The main deck guards still have their stationaries and bull rails. Mechanically she's inert, her engines and other entrails having been transplanted to the JULIA BELLE, to and including the pilotwheel.

All was serene at Peoria the night of August 9th last. The JULIA BELLE was nestled alongside her CITY OF BATON ROUGE wharfboat and the crew of 13 had retired to their staterooms. Then, about 2 a.m. came a tremendous whoosh.

What happened is depicted in the accompanying photographs supplied to us by Ben Pedigo, 1140½ James Boulevard, Signal Mountain, Tenn. 37377, a crew member of the JULIA BELLE. The first picture of the series shows the CITY OF BATON ROUGE wharfboat before the whoosh. The others were taken the morning after the night before.

Another crew member, Michelle Kingsley, was booked to fly from Peoria to the Greater Pittsburgh International Airport where she was met by Tom Way and y.t. the following evening. She looked sort of bedraggled. "Good golly," she exclaimed, "I've been through a tornado!"

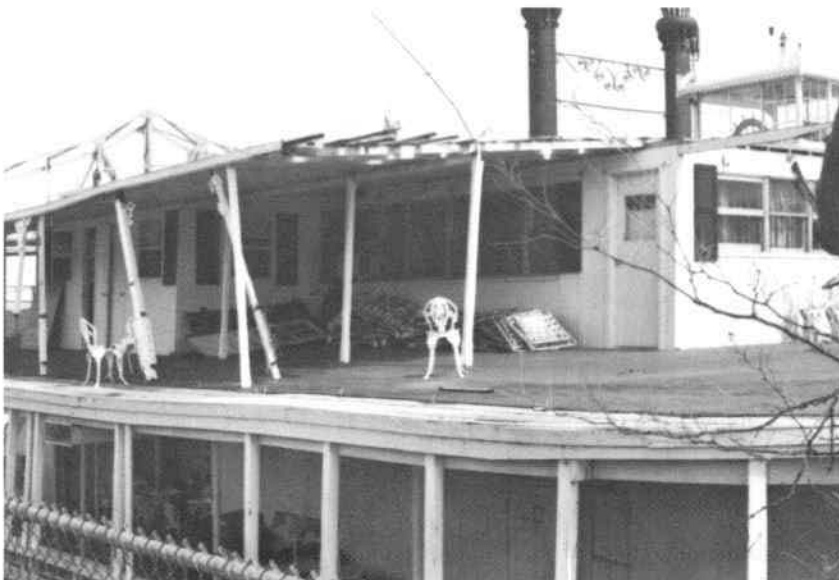
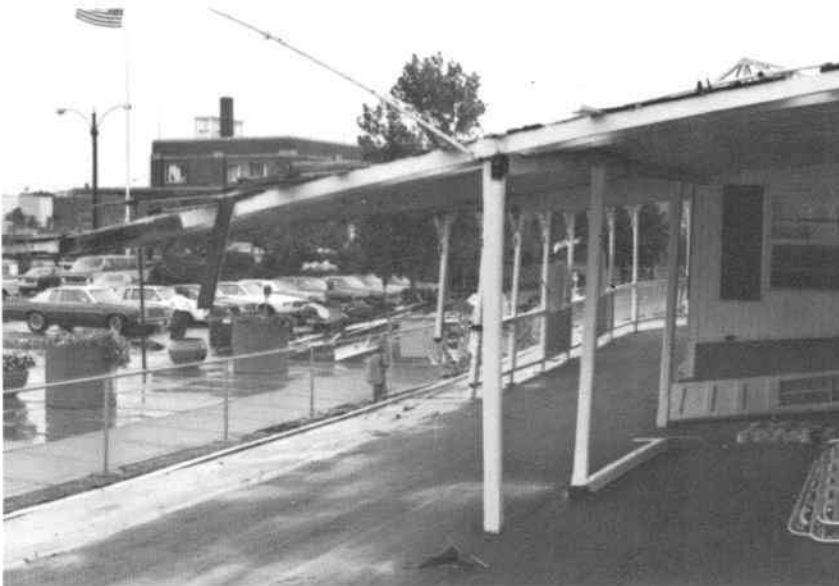
Her story was nigh incredible. Michelle had retired to her room aboard the CITY OF BATON ROUGE and was sound asleep, as were most of the others. Whoosh, and off went roof, railings, pilothouse and all. A torrential downpour didn't help matters, and the lights had all gone out.

Almost miraculously nobody had been injured. The first streaks of dawn revealed wooden wreckage strewn across the Peoria esplanade, fragments of the 1916-built ferryboat's superstructure. The JULIA BELLE SWAIN, moored alongside her battered consort, was not harmed in the least.

Capt. Dennis Trone and his crew, mostly family, were already at work. There was a big cleaning-up job to do to put the CITY OF BATON ROUGE back together again.

Maybe it was a tornado and maybe it wasn't. An ancient mariner once in similar circumstance, his boat scattered over two counties, spoke of "the terrible breeze."

List of those who got wet and lost a lot of sleep: Capt. Dennis Trone, Libby Trone, Amanda Trone, Bob (Moon) Trone, Carol Trone, Julie Trone, Michelle Kingsley, Cindy Sinclair, Mark Howard, Ben Pedigo, Janet Zehr, Jeri Petz and





Judy Seagans. Also Gonie, Denny's puppy dog (a great dane).

JULIA BELLE SWAIN GOES TO LEMONT

On Oct. 7th last the JBS was taken to the Lemont Shipyard, Lemont, Ill., Mile 300 on the Illinois Waterway. She was pulled out on the marine ways, the hull sand-blasted and painted blue.

Crew on the occasion: Capt. Dennis Trone, Tom McMillan, Paul, Dorothy and Bob Anton, Jerry Petz, Janet Zehr and Vernon Barr. Also Gonie, the great dane.

Says John Hartford:- I wonder if we might be the first steam sternwheel boat up there--27 miles from the Chicago Navy Pier away up the Chicago Sanitary Canal? It was an impressive sight seeing the JBS pulled down a railroad track by an end-loader. The hull was in excellent shape. As of this date most of the repair work on the CITY OF BATON ROUGE is finished and, except for the absence of the

pilothouse, looks no different than before the storm. PS: S&D was great this year, especially Wilbur Dow and Doc Hawley."

Robert E. Leigh, 162 Mt. Pleasant Road, Hernando, Miss. 38632 says he is not connected with the river other than "loving its meaning to us people." In former years he was a warden and huntsman along the Mississippi "living through experiences that a person of more intelligence would not have undertaken." He finds the S&D REFLECTOR "delightful."

Ken Cruickshank, columnist with the Jacksonville, Fla. Times-Union, was talking with Mike Schneider, who books entertainers there.

John Hartford's appearance was preceded by some contract stipulations. Example: John specified that he be furnished with a 4-by-8 sheet of Double A grade superply-

wood. After phoning all over the town a sheet rated Double A only on one side was the best available.

"We were kind of worried because this wasn't exactly what was called for," said Mike Schneider. "We didn't know how particular he was going to get."

So John Hartford arrived. He set up the plywood as a stage and under it arranged acoustical pickups, making of it sort of a sounding board, spending about an hour tapping the plywood meditatively and listening to the sound. Then he got Mike to tap the plywood and stood off in the audience area and listened. "He fiddled with it for ages," related Mike.

Another contract stipulation:- John Hartford was to be supplied with yoghurt, raw vegetables, hot tea with lemon, oranges and bananas. These were to go in his dressing room which also was to be provided with lounge chairs, running water and a refrigerator.

"We don't even have space for a dressing room," laughed Mike. "So we did like we always do. We rented a Winnebago and put it out back. We made the fruit and vegetables and yoghurt into a nice basket. We figured the guy was a real nature freak."

So what did John Hartford eat?

"He took one look at the menu and ordered a pepperoni and sausage pizza with two Pepsis," said Mike. "He even asked if we had french fries. He didn't so much as touch the yoghurt or fruit. But he did thank us for all the trouble."

If Capt. Denny Trone gets one of these advance contracts before John arrives aboard the JULIA BELLE SWAIN we predict a hot time in the old town.

Incidental intelligence: The DQ has three 10" bucket planks, giving her a dip of 30 inches. The planks are of 2½" dressed lumber.

The DELTA QUEEN, as all good men and ladies must know, prowls on her appointed rounds dependent on the whims or the U.S. Congress. She is illegal by the terms of Public Law 89-777 (Safety At Sea Law) which the U.S. Coast Guard is duty-bound to enforce. Several attempts have been thwarted to exempt the DQ permanently, and the compromise requires her owners to periodically petition the Congress for an extension. The time is at hand for another one of these extensions. Michelle Kingsley has taken it upon herself to write some 150+ letters, urging friends of the DQ to write letters to Senator Russell Long (D-La.) who has indicated he will introduce such a bill, attached as a rider on other legislation he is sponsoring. The Delta Queen Steamboat Co. was recently spun-off from its parent company, the Coca-Cola Bottling Co. of New York, Inc. It now is an independent corporation operating the DQ and the MISS-Q.

SO YOU YEARN TO BE A RIVER PILOT

by Lexie Palmore

I am often asked and I am hard pressed to give satisfactory answers to women who want to know about the procedures of becoming a river pilot. Time and circumstances don't allow me to give individual answers to a subject so complex. So here is the reply I would relate to each aspirant.

First, it ain't easy, no matter who you are. The road to a pilot license is cluttered with obstacles which get harder and harder to hurdle. They seem to be unending. Most such frustrations have to be fought continually, and stem from situations for the most part unrelated to acquiring knowledge of the river and the art of boat handling.

If you must be a pilot, let it be because you have an overriding love for the river and boats.

In such case go to the nearest U.S. Coast Guard Marine Inspection Office and pick up a list of the requirements for merchant marine licensing. Read these and learn if you pass muster. There are hitches such as extreme near-sightedness (prevalent in women), conviction of possessing marijuana, color blindness (not prevalent in women), lack of proof of citizenship, etc.

If you pass these hurdles, you must get a job on a boat, probably a towboat, for there are so many of them. Some companies shy at hiring women. Maybe you can land a job on an excursion boat. It took me 2½ years to get employment on the DELTA QUEEN. No, they don't start you out in the pilot-house; like as not you'll land on the main deck which means everything from pushing a broom to perhaps shouldering a ratchet. Ever pick up a ratchet?

There are schools for training towboat aspirants. A good one is the National River Academy, Drawer 827, Helena, Ark. 72342. If you are accepted as a steersman trainee the Academy finds a company to sponsor you and, upon graduation, a job with the company.

My case was an exception all the way around. Even though I did land a job on the DELTA QUEEN, it was necessary to serve there a much longer time to become a pilot.

One day, if you show promise, a pilot may decide to teach you something. A pilot, by the way, has to decide to help you. Nobody can force him to do it. And there is no other way to learn. Treat all pilots like gold. Treat them like kings. Listen a lot; talk little. Bite your tongue when necessary. Some of them may give you a hard time. If they are helping you, put up with it. When you get down to cases they know how to pilot, and you don't.

Write down what you learn from pilots. Then comes the day when one of them lets you steer. A large vessel responding to your gentlest touch, for your first

time, sends thrills through you top to bottom. If you don't get such reaction, better fold up your tent.

Meanwhile you have acquired a library and have learned by heart the contents of such books as Specimen Questions and Answers for Masters, Mates and Pilots of Central Western Rivers (by Metz); U. S. C. G. Rules of the Road for Western Rivers and Inland Waterways; Oil Pollution Control for Tankermen; Firefighting Manual for Tank Vessels; Regulations for Ohio and Mississippi Rivers above Cairo, Ill. (locking procedures), and other texts.

Let's say you have shown promise, have put in the required time as an apprentice. Then comes the day of fear and trembling when you must disgorge, with some accuracy, portions of all of this accumulated cargo on paper, the Coast Guard exam. Preparing for this ordeal takes all the help you can get. There are several schools geared to prep candidates just prior to "sitting" for this inquisition.

Good! You've passed. You have your license. This by no means guarantees you are hired as a pilot. You may even go back to pushing a broom for a time. Have infinite patience. A company which has just spent a lot of time and money training you isn't likely to forget you. Blessed are they who may have special talents or abilities. In my case I progressed by leaps and bounds by painting signs, and by such things as mending flags with an old broken down sewing machine I had on

board. Meanwhile I was learning, learning, learning. Often the possession of a license does not mean you are ready to stand a solo watch. Believe me it is a heavy responsibility.

One day, after an eternity, you may become a pilot. It is worth it. It is decidedly not a dull profession. Something's always happening on the river. Good luck and these words of wisdom come to you from "that lady pilot," Miz Captain Lexie Palmore.

If you are having problems about a Christmas present for that boat nut friend of yours, take another look at page 17, bottom of column 3. Neither one of the books offered is available in usual book stores, and nowhere for the price.

Recently we wrote a letter of inquiry to The Lilly Library, Indiana University, Bloomington, Ind. inquiring about tracings and drawings of the MISSISSIPPI which may have come to them in the Howard Ship Yard collection. The hull for the last U.S. steamboat MISSISSIPPI was built by Howard in 1926-1927. In response we have received from Sandra Taylor, curator of manuscripts, a detailed listing, covering six typewritten pages, of such plans and tracings in their files. We cite this as a pat example of the intrinsic worth of preserving old documents, manuscripts and the like. A salute to these persons who squirrel away such records of the past, much of it dross, but occasionally a nugget, in this case a vein, of high grade ore.



DOWN THERE in Texas is a lake named Tyler #2. Capt. Lex Palmore got herself a little blue canoe to paddle on Tyler 2. So what did she christen the canoe? Well, for sure--Tippy. Tippy canoe on Tyler 2. This too deep for you? Report back to Miss Hoak's 4th Grade American history class.

After a week of frustrating delay the W. P. SNYDER, JR. departed from her berth in the Muskingum River and headed down the Ohio to Point Pleasant, West Va. on Monday, Oct. 20th last.

The delay was due to the mode of towing. The owners of the towboat RICHARD NEALE preferred to hitch to the stern, something of a problem with a sternwheeler. This meant attaching an I-beam, 33 feet long, across the ends of the wheel beams, something solid to face to. They don't grow I-beams that long, not in Marietta anyhow, and one had to be located, brought to the scene, and then lifted to place with a shore-based crane.

So, and anyhow, John Briley and crew got it in place, and the RICHARD NEALE and her smaller consort DIANNE NEALE snaked the SNYDER sternfirst out of the Muskingum, turned her out in the Ohio, and the 93-mile trip was under way.

The SNYDER's paddlewheel was not tied, and hence turned free, the pitmans working, and the engines doing their mechanical motions. To prepare for this, former river engineer Denver Huggins was called over from Williamstown, W. Va. to lubricate all working parts.

As the SNYDER departed she had on board John Briley; two river buffs Jim Stephens and Jeff Spear; Bill Reynolds and Denver Huggins.

That evening she tied at Vienna, W. Va. where Neale Towing Co. has its fleet. Capt. Charles and his wife Dianne have a new home at this place which was roughed up considerably in a July tornado, fortunately with no injuries to the occupants. Son Richard and daughter Jane Neale visited in New Orleans lately and rode the NATCH-EZ.

As we go to press the SNYDER has been hauled at Point Pleasant Marine. An initial inspection indicates little other than routine hull maintenance is necessary.



John Briley, manager of Ohio Historical Society properties at Marietta; Jeff Spear, the Marietta river buff, and Bill Reynolds, OHS custodian at the Marietta properties, on board the SNYDER.

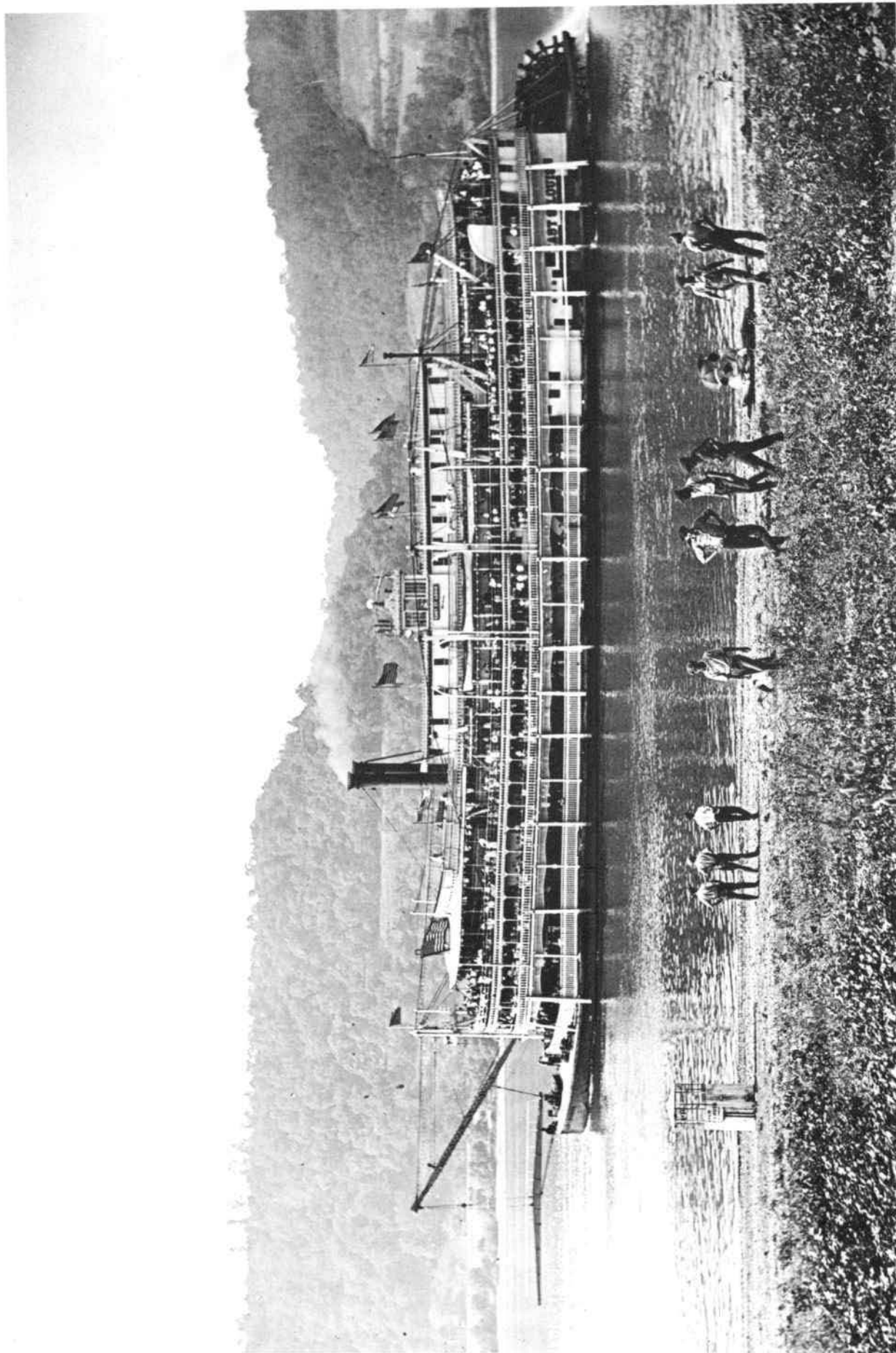


The W. P. SNYDER, JR. being maneuvered down the Muskingum in tow of the RICHARD NEALE and with the DIANNE NEALE as bow boat. The BECKY THATCHER, ex-MISSISSIPPI, now a restaurant boat, is off to the right. The SNYDER's stacks were lowered to clear the Putnam Street bridge. She was backed all the way out of the Muskingum.

--Marietta Times photos by Tim Elliott

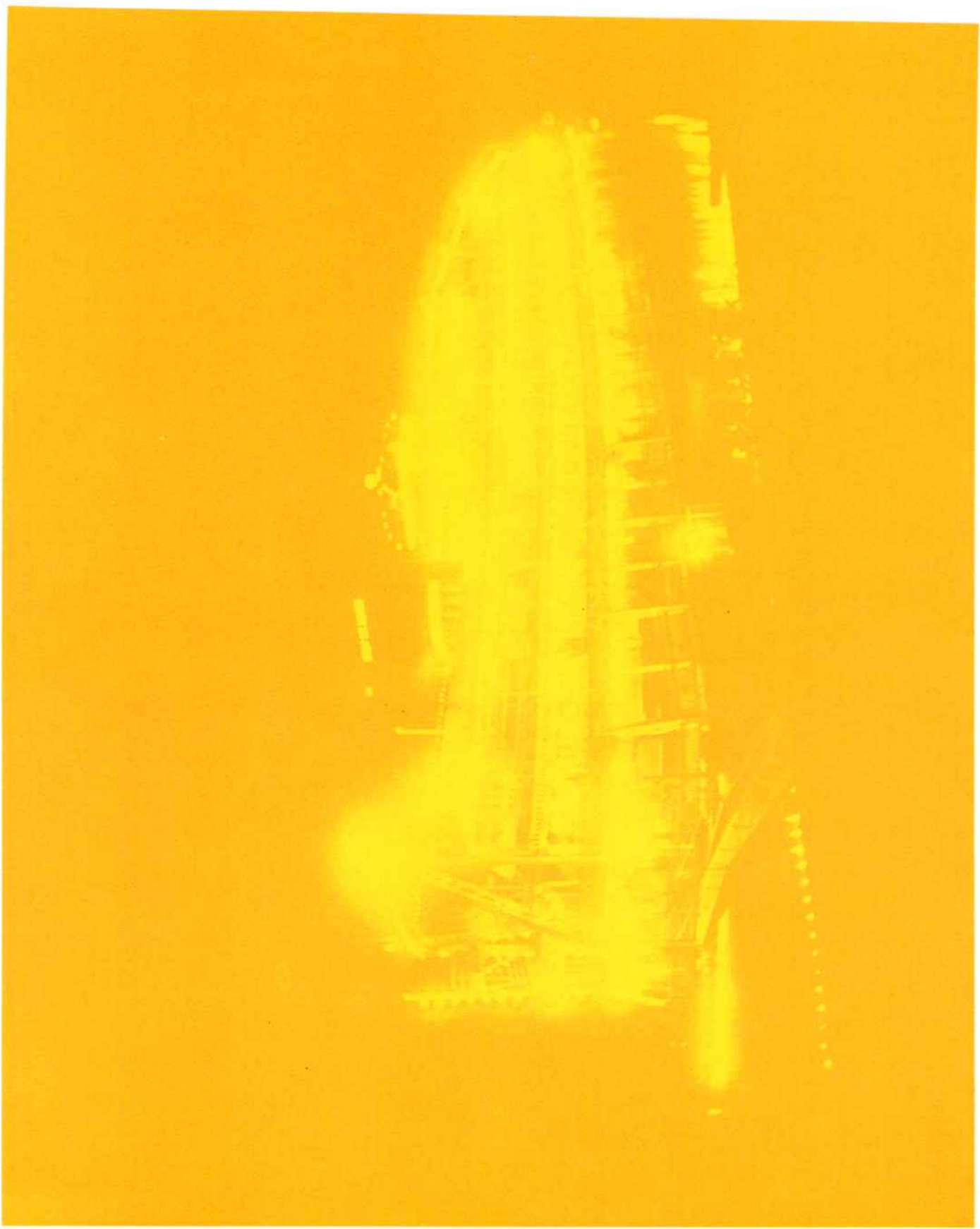


Pilot's eye view from the RICHARD NEALE with Ralph Tuel on watch. The DIANNE NEALE, mission accomplished, has let go from the bow, and the journey to Point Pleasant is about to commence.



C. W. STOLL dug out the original glass plate and made this print for us. It is dated August 15, 1922, taken at Madison, Ind. by commercial and portrait photographer Hubert M. Flora. The EAST ST. LOUIS is out with a matinee, the ticket box left on the grade. Says C.W.: "My Dad took me out on a trip of the Engineers and Architects Club on this boat in 1922 (maybe 1921) from Louisville and we went

down through the lock, so it gives me comfort that I rode the ex-VIRGINIA, even though I never rode the QUEEN CITY." Mounted forward on the pilothouse is the three-chime Lunkenheimer whistle (almost a dead ringer for the QUEEN CITY) which wound up its days on the ISLAND QUEEN (2nd). In her latter days EAST ST. LOUIS became the GREATER NEW ORLEANS.



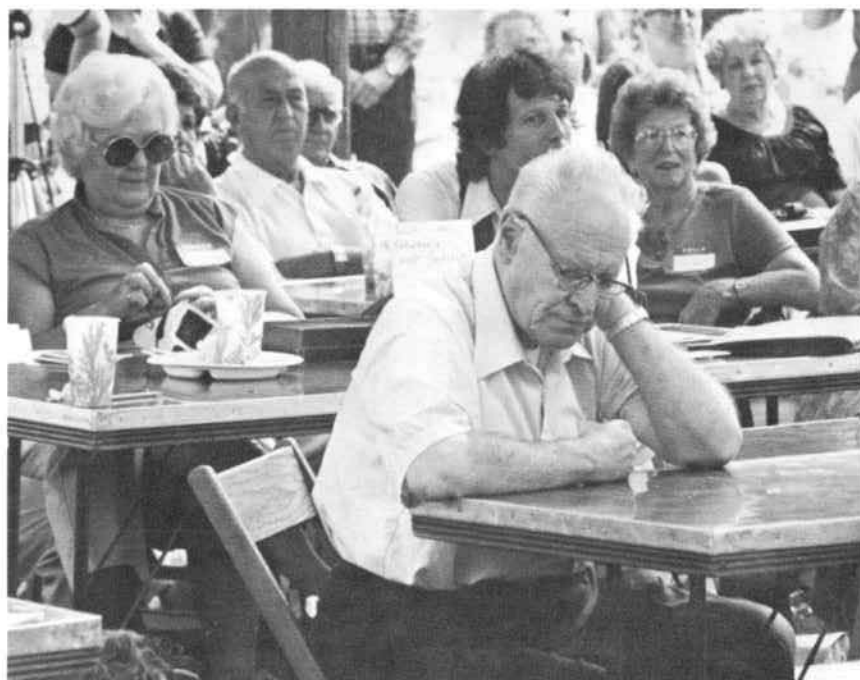
Moonlight at eight-thirty, Madison, Ind., steamer EAST ST. LOUIS. -C. W. Stoll files.



John Briley (left) exhibits the prize-winning Stobart print



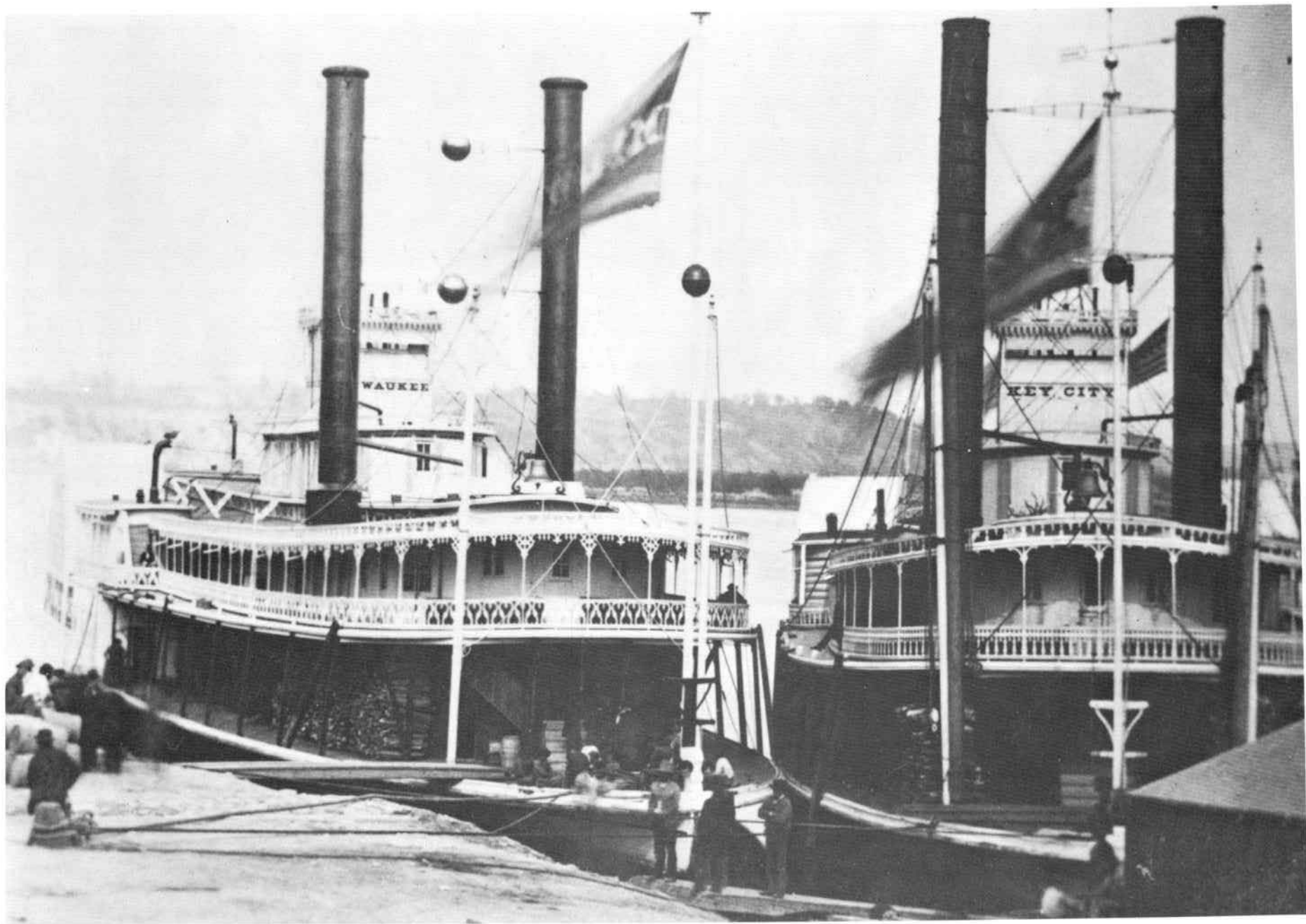
Dr. Ray Swick (center) of the Blennerhassett Island Commission

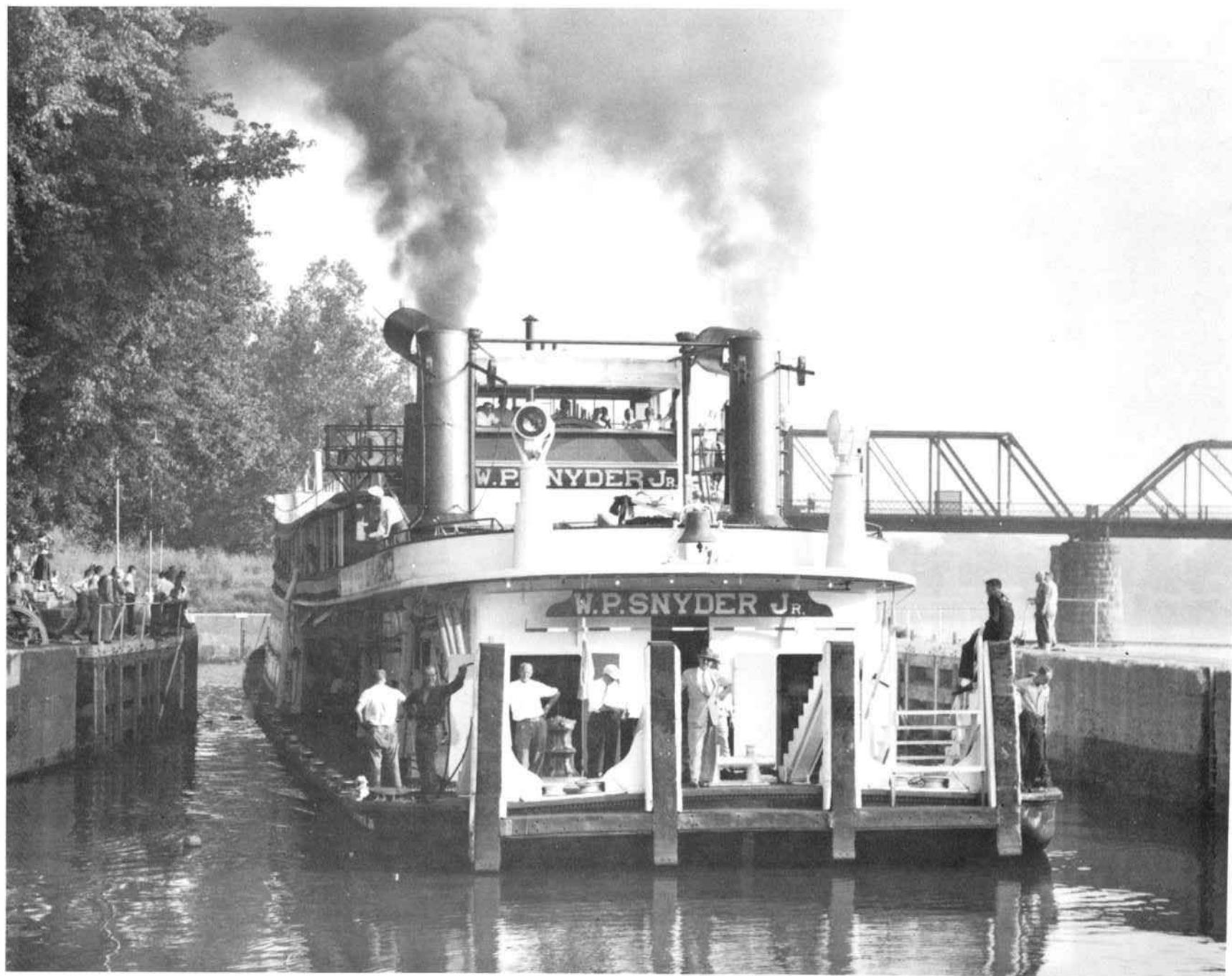


Irwin M. Urling (foreground) contemplates his 70th birthday



L to R: Allen Hess, Slim Brandt, Ralph DuPae, John Fryant & (?)
--Photos by Woody Rutter





The last steamboat locked through #1, Muskingum River, Sept. 16, 1955. William E. Reed, photo.



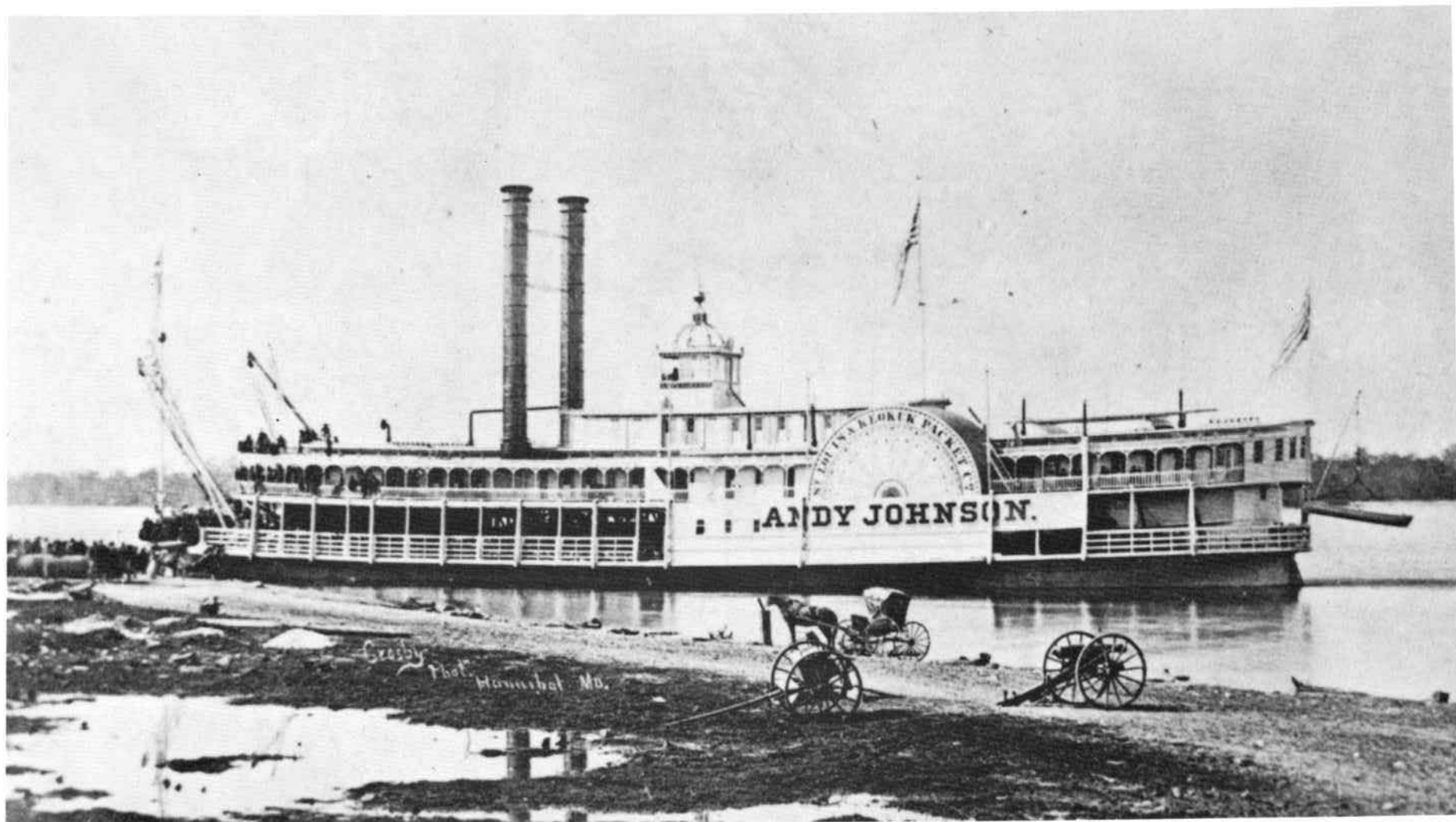
Not every day of the week do we see a packet's pilothouse riding aboard a steel barge. After the GOLDEN EAGLE sank at Grand Tower Towhead, 78 miles above Cairo on the Mississippi,

May 18, 1947, the wreck was removed, all of it a shambles save the pilothouse. Ruth Ferris saved it for posterity and today it resides in the Jefferson Memorial, St. Louis.



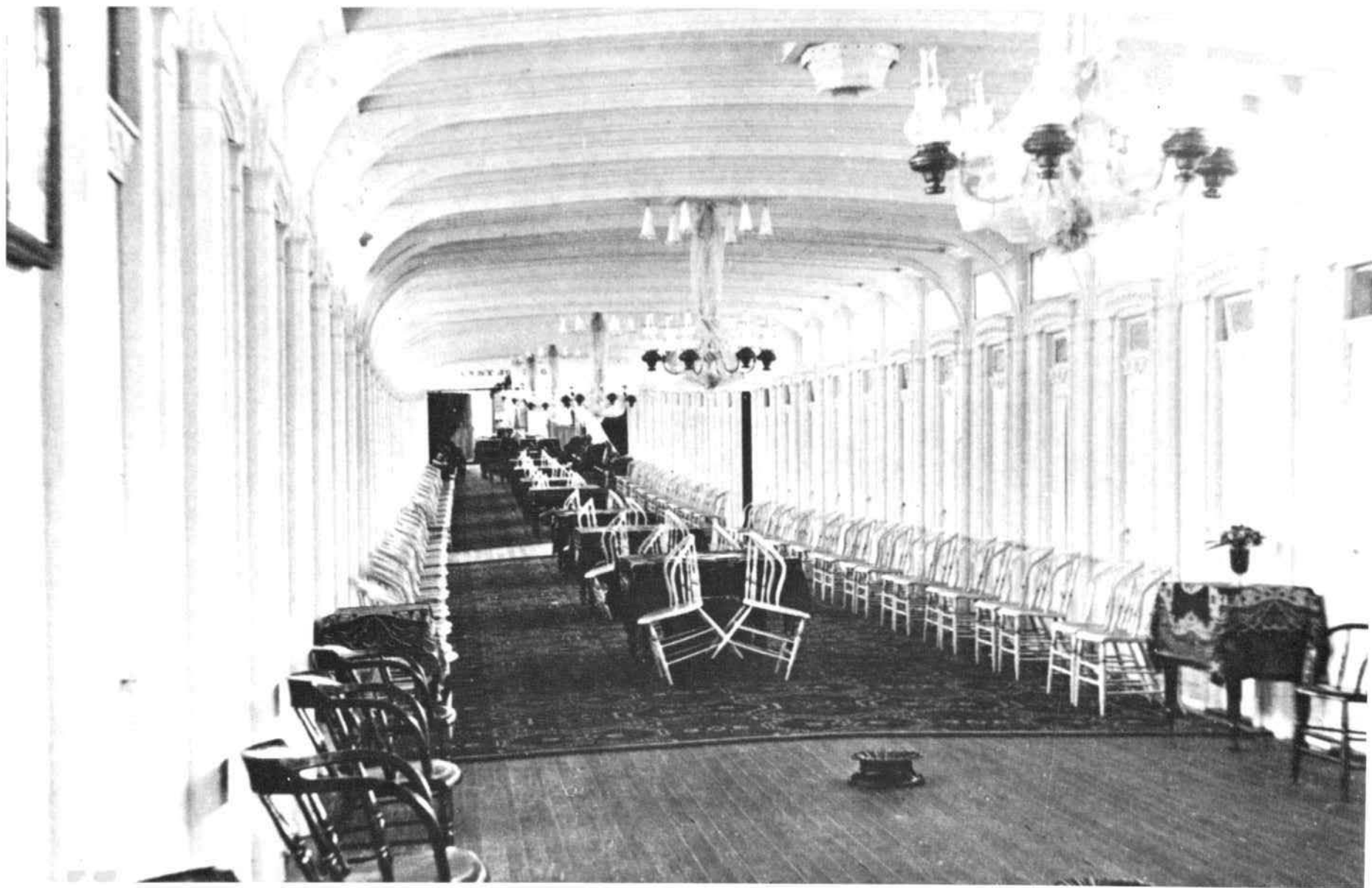
THE BIGGEST steamboat to come down the Kanawha River was the side-wheel transfer STE. GENEVIEVE, built at the Ward plant, Charleston, in 1922. Her steel hull measured 286.3 x 54 x 11. The over all width, due to the wheels, was 86 feet, too wide for the old-style Kanawha locks (55 ft.) so she came out on a freshet when the wickets were lowered. She worked high pressure engines 22's- 8 ft. stroke, powered by three boilers on each side, each 44" by 26', each having 10 6" flues, and was coal fired. She went to Ste. Genevieve, Mo., owned by the Missouri-Illinois Railroad Co. and transferred railroad cars between Little Rock Landing, Mo. (the river landing for Ste. Genevieve) and Kellogg Incline, Ill. A requirement of her building contract was that she must not

draw more than 5 feet with full bunkers and 10 cars aboard each loaded 82 tons. Another stipulation was that she could carry a 160-ton locomotive. Her three tracks could handle 18 railroad cars. She was a fixture in that area for nearly 40 years. She once was knocked out of commission when the tow of the ROBERT P. DOLLE hit her starboard wheel at the Little Rock Landing, April 6, 1944, and traffic had to be rerouted via St. Louis until repairs were made. Then in 1961 the owners petitioned the ICC to abandon the ferry operation, getting trackage rights southbound over the St. Louis & San Francisco, over the Thebes bridge, and northbound on the MP. When she quit business she was about the last, maybe THE last, side-wheel transfer on the Mississippi.



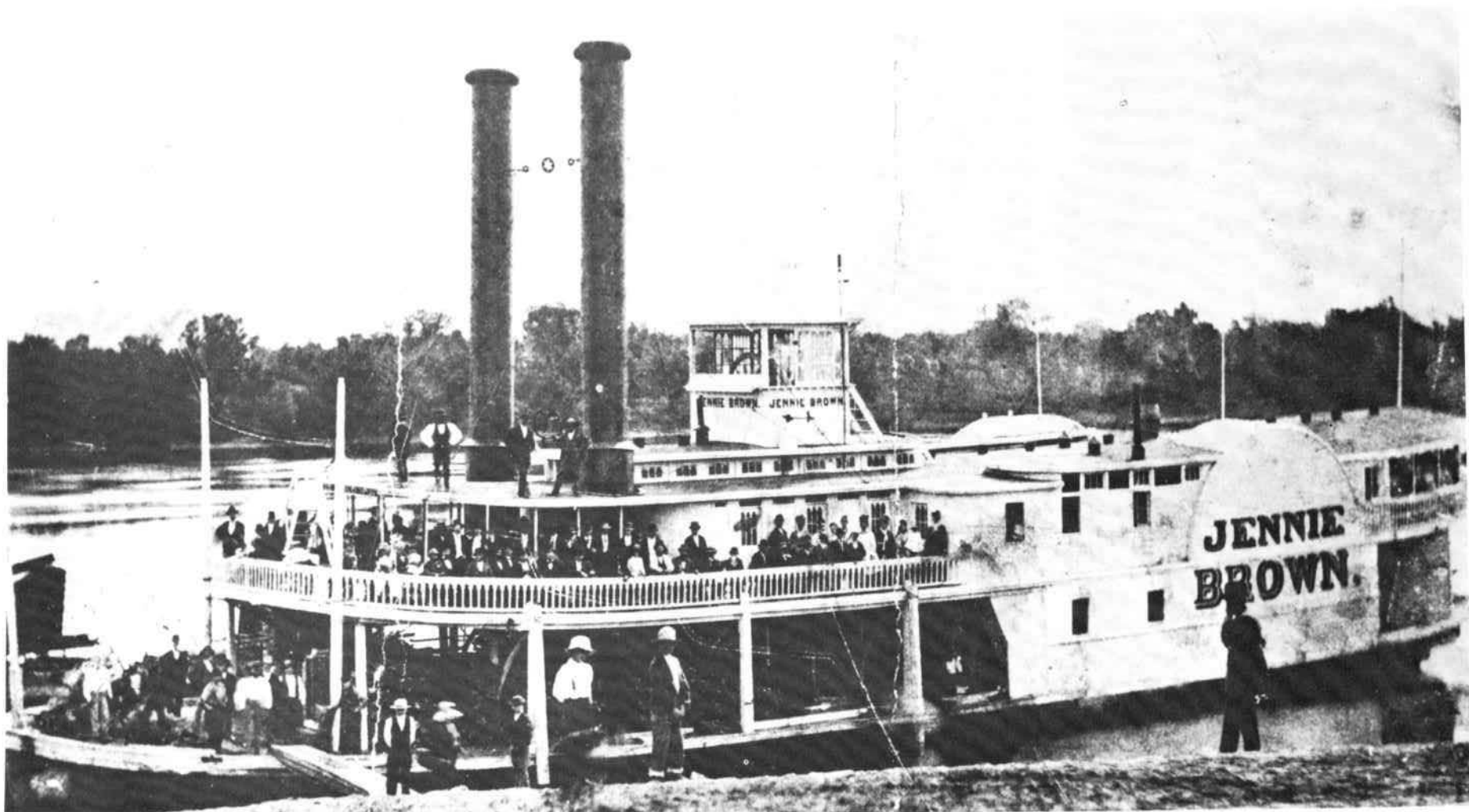
ANDREW JOHNSON, v.p., became the 17th U. S. president the day Lincoln died, April 15, 1865. He had been in office scarce a year when this 260-foot side-wheeler was named in his honor. The above photograph was made at Hannibal, Mo. by a photographer named Crosby whose name also appears on the only known picture of the side-wheel JEANNIE DEANS, which he snapped from the same angle, same place. The ANDY JOHNSON succeeded the DEANS in 1866 and this well may be her first appearance at Hannibal. Flags are flying and a throng of people are gathered both on shore and on the fore parts of the boat. Both boats ran St. Louis-Keokuk, about 184 miles each way, like the Louisville-Evansville trade. On Sept. 8, 1866 the ANDY JOHNSON carried President Johnson and entourage part of the way from Alton to St. Louis (he swapped boats in mid-stream and was aboard the RUTH upon arrival) in a marine

parade consisting of 37 steamboats, the like of which St. Louis had never seen before--nor since. Back to the picture a moment--notice the cannon aimed downriver and the nearby caisson, and we'll bet a plugged nickel these furnishings were wheeled to the landing to fire a salute when the new ANDY JOHNSON was first sighted, for she came up from St. Louis, her place of build. Not only did such celebration honor the new craft, but also alerted the Hannibalites (or whatever they called themselves) to run for the river. From the looks of things, plenty did. One would hope the horse was not tethered to that mooring post when the shots were fired; of course he wasn't; he's a spirited and noble animal, easy to tell; neither he nor the buggy would have tarried for the photographer. Probably photographer Crosby's outfit if the facts were available.



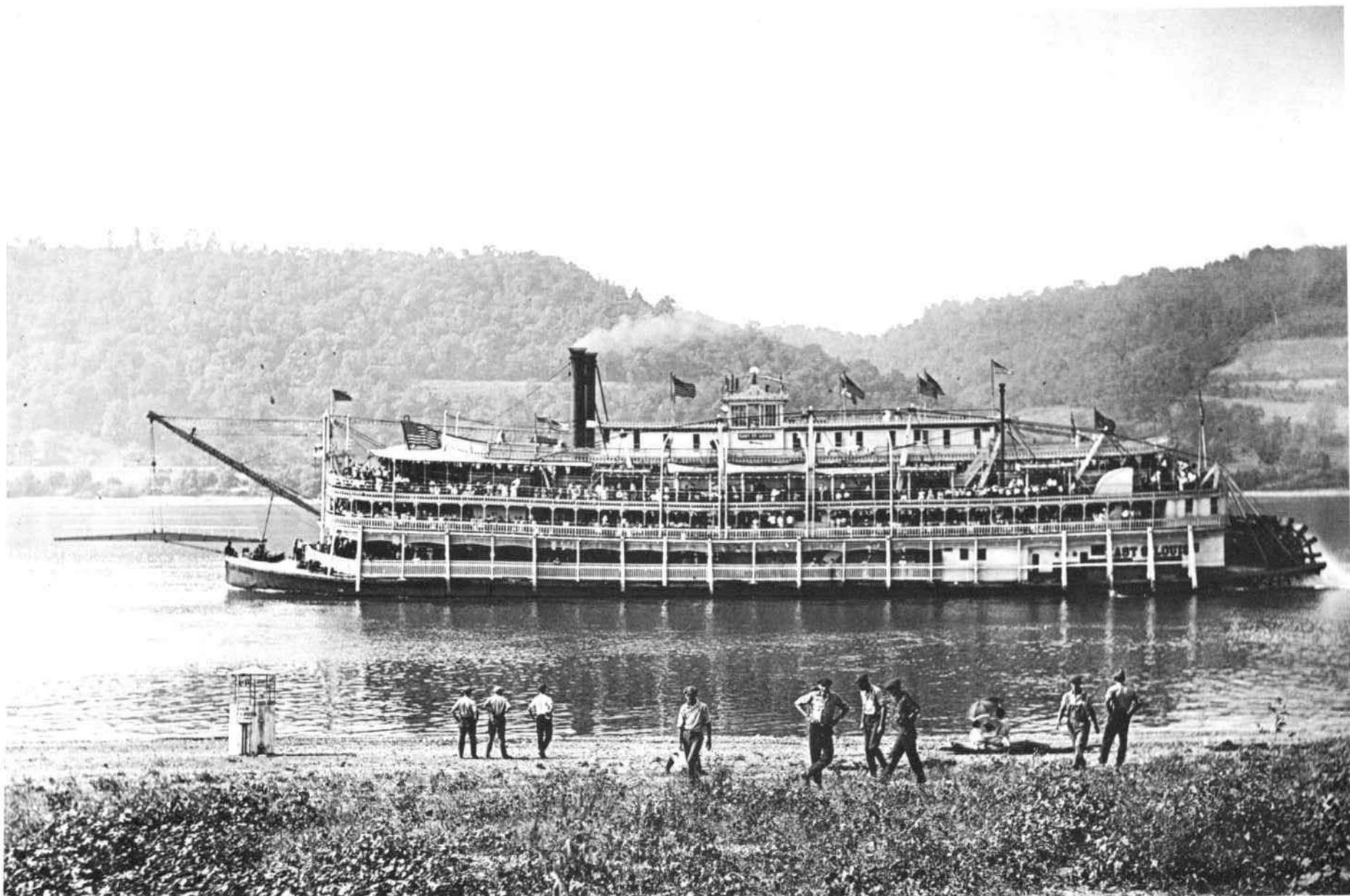
BEHOLD! Over a century after the fact our viewers now are invited to stand in the forward cabin of the ANDY JOHNSON and look aft to see precisely what U.S. President Andrew Johnson saw in 1866. --Or what Gen. U. S. Grant saw--he was a participant in the parade described in the boat's caption. This picture was taken by Gale & Curtis, Quincy, Ill. Ralph DuPae credits John Hartford's collection as the source of

both this and the ANDY JOHNSON picture. We have yet to learn where John found them. The "modern" appearance of the overhead bracket work in the ANDY's cabin is striking; the KATE ADAMS (last) yes; the CITY OF CINCINNATI yes, but this dates 1866 when the cabin of the GREAT REPUBLIC was being dreamed up at Pittsburgh with its gew-gaws galore.



THIS PICTURE recently came to light in the George B. Merri-
 cker collection. Ralph DuPae appended a note to it say-
 ing, "There seems to be a lot of interest about this boat
 in mid-America and I don't have anything much on it." Lytle-
 Holdcamper notices her as built at Louisville, Ky., 1864 and
 removes her from documentation in 1890. Her wood hull was
 137 x 23.6 x 4.5. Engines, 14's- 4½ ft. stroke. The first
 newspaper notice we've seen announces her in the Cincinnati-
 Chilo, O. trade, July 1864, Capt. Irwin. Maybe you already
 have noticed that the boiler deck is not roofed out to the
 railings, rather peculiar, nor is the hurricane roof run full
 forward. An old account suggests that she was built to U.S.
 specifications for use on the Missouri River as an express or
 dispatch boat, which well may be the case. She didn't long
 remain on the Ohio River, was inspected at St. Louis in 1867,
 and next we hear she was sold by James Rees and others to
 parties in Rock Island, Ill. where, in July 1869, she was to

be used "in building the new bridge." This, of course, was
 the railroad bridge completed in 1872, forerunner of the
 present bridge which crosses Lock 15. Before the bridge was
 finished the JENNIE BROWN had become a short-trader packet in
 the Davenport, Clinton and Fulton trade, Capt. William Pierce
 as master, with W. P. Hall, pilot. The above photograph was
 probably taken at that time, 1871-1872. She then was demoted
 to raft boat work, operated by John Lawler, Prairie du Chien,
 Wis. and rates several pages in "A'Raftin' On the Mississip',"
 authored by Charles Edward Russell. Although Lytle-Holdcamper
 perpetuates her into 1890, the more likely disposition is
 that Isaac Staples, Stillwater, Minn., bought her, tore her
 down, and used parts while building his rafter ISAAC STAPLES
 at his home town in 1878. Our thanks to the Murphy Library
 collection, University of Wisconsin, La Crosse, Wis. for the
 photograph.



© W. STOLL dug out the original glass plate and made this print for us. It is dated August 15, 1922, taken at Madison, Ind. by commercial and portrait photographer Hubert M. Flora. The EAST ST. LOUIS is out with a matinee, the ticket box left on the grade. Says C.W.: "My Dad took me out on a trip of the Engineers and Architeets Club on this boat in 1922 (maybe 1921) from Louisville and we went

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