

S&D

REFLECTOR

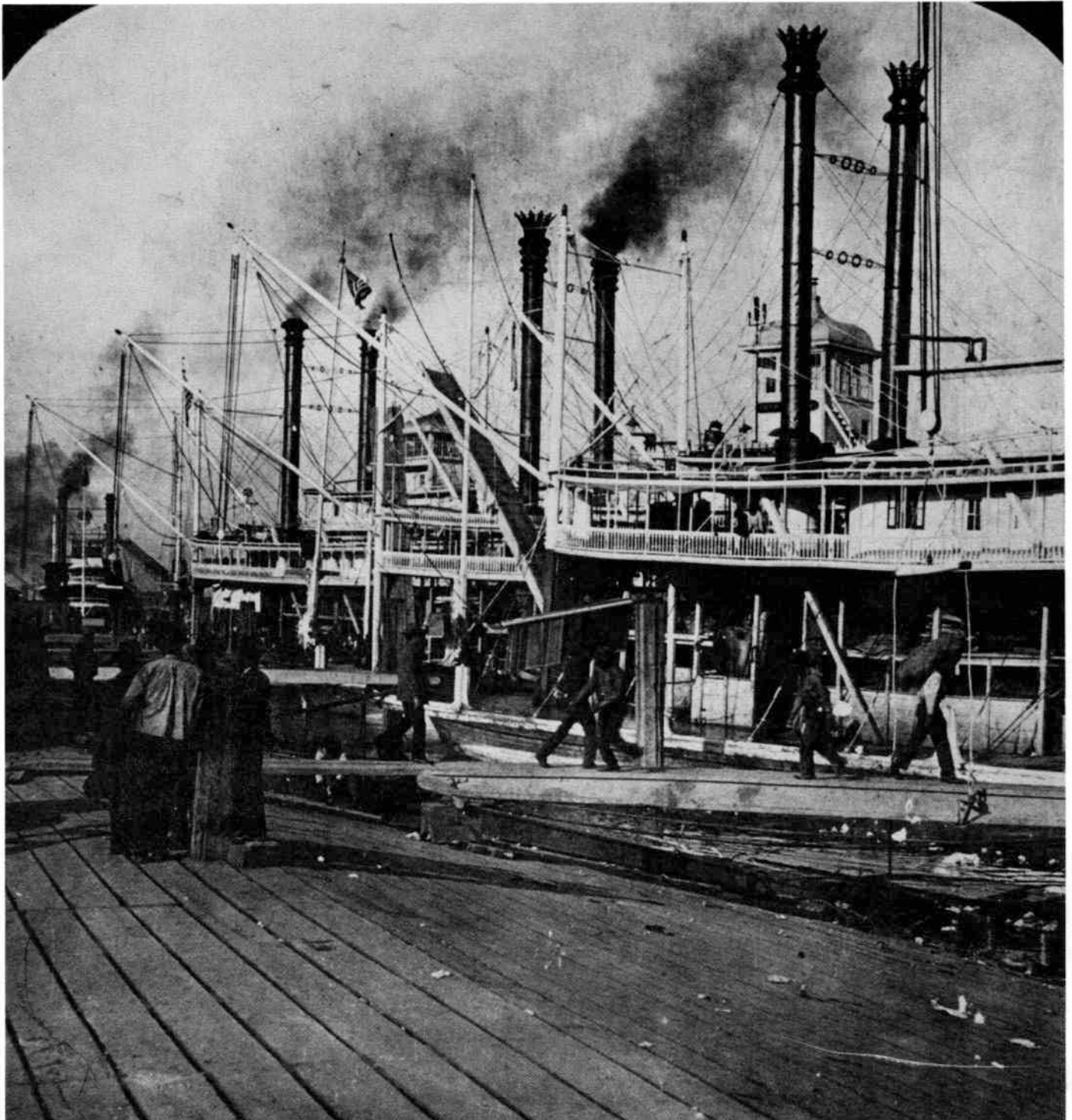
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 19, No. 4

Marietta, Ohio

December 1982



The Golden Gate Chapter of the Steamship Historical Society of America, based at San Francisco, will devote an up-coming meeting to steamboats of the Mississippi-Missouri-Ohio, and also those of the West Coast. The date selected is August 13, 1983. All members of S&D in the Bay area are invited. As the time approaches details may be obtained from the Chapter's vice chairman, Robert W. Parkinson, 2086 Allston Way, #222, Berkeley, CA. 94704.

Sirs: With reference to Capt. C. W. Stoll's query in the Sept. '82 issue, page 5, concerning whether the Kentucky River towboat GENERAL O. M. POE and the Great Lakes freighter GENERAL ORLANDO M. POE were both named after the same person, I am certain that this was the case.

General Poe was an outstanding officer of the Corps of Engineers. He served as Chief Engineer for General Sherman's army in the march from Atlanta to the sea. The remainder of his career was spent in civil works on the Great Lakes, where in the 1870s he designed and built the Spectacle Reef Lighthouse, an engineering wonder of its time, being built in the open sea, followed by similar construction of the Stannard Rock Light. He succeeded General Weitzel as Chief Engineer for all Great Lakes projects. Poe's protege, Lt. Col. Harry Hodges, was Chief of Design for Colonel Goethals during construction of the Panama Canal.

In 1896 the newest lock at Sault Sainte Marie was named the Poe. It was expanded to 1200 x 110 x 31 in the 1960s and made possible the new class of 1,000 ft. plus ore carriers.

R. E. Kennington,
Lt. Col. U.S. Army, Ret.,
2533 Acacia Ave.,
Sonoma, Calif. 95476

John Stobart, our steamboat artist with the English accent, sent us a news story from the Derby Evening Telegraph, Derby being in England where John's father once ran a chemist's shop and where John attended Derby School. "I wore that School blazer for so long I sometimes imagine I'm still wearing it," he says.

What got the Derby Evening Telegraph hopped up to doing a story on John was the sale of one of his recent steamboat paintings for \$72,000. It's that one of the ROB'T E. LEE arriving at Natchez in the moonlight. He entered the original in an auction being held in Houston, Texas---The Western Heritage Sale---which was something of an accomplishment to start with inasmuch as they usually (it's an annual thing) stick to cowboys and Indians. Well, the oil millionaires and ranchers liked the ROB'T E. LEE, bid it up, and when the hammer fell John Stobart was about breathless as the next and could



SNAPPED by C. C. Bowyer in the mouth of Kanawha River about 1915. The sternwheeler gas boat JOE S. is down from Parkersburg delivering lumber or logs to the Kanawha Docks. She is one of those long, rakish, slim-jim jobs and was built at Creston, W. Va. in 1909, hull 65.9 x 10.6 x 2. The packet CITY OF PARKERSBURG is moored at the right. Our thanks to Woody Rutter for the print.

scarcely realize what had happened.

John's affinity for ships and wharves dates back to his youth in Derby. "I visited relatives in Liverpool, and as a landlubbing Midlander, living far from the sea --and in those days, I don't know why, it seemed even farther--I was captivated by ships and waterfronts."

Comments John: "My old headmaster at Derby School must have gone into a dead faint on reading this story in my old local rag."

(See page 45.)

Yeatman (Andy) Anderson III is the subject of an illustrated article featured in the Tuesday, October 12 '82 issue of the Cincinnati Post by staff reporter Molly Kavanaugh.

Andy is introduced as the Curator of the Library's Rare Book Department (which includes the Inland Rivers Library) and is described as a "distinguished looking, slightly built, 60-year old." He is identified as a descendant of the Yeatman family who first settled Cincinnati, although he is a transplanted southerner from Greenville, S.C.

We now quote: "Anderson was involved with books long before his livelihood depended on them. 'My mother would read to us,' he recalls - tales of King Arthur and Robin Hood. Over the summers he remembers finishing the reading list for his grade level and then sneaking a peek at the lists for higher grades. After Hughes High School and American History studies at the University of Cincinnati, he pursued a master's degree in library science at the Univer-

sity of Illinois. There he met his wife, Harriet, who was also studying library science and they were married after graduation in 1950. That year Anderson was employed at the Cincinnati Public Library as a reference librarian. Two years later the administration began its rare books department and Anderson was put in charge."

In addition to the Inland Rivers Library, the Rare Book Department houses Ohio Valley Americana and Bibles. Other themes developed include books printed in Cincinnati, novels of the eight American Nobel Prize winners, and pre-1800 dictionaries.

The Rare Book Department is open to the public six days a week, 9 a.m. to 5 p.m. However, due to remodeling visitors must sign at the administration office on the third floor and be escorted to the department. We are indebted to R. Dale Flick for a copy of the article.

THE FRONT PAGE

THREE sternwheeler cotton packets are nosed in at the New Orleans wharf around the turn of the century. In the right foreground is the VALLEY QUEEN loading for Red River. Just beyond her is the FRED A. BLANKS for Ouachita River; then the NATCHEZ for Natchez and Vicksburg. At extreme left is the ST. JAMES loading for Bayou Sara. This is made from a stereoscopic slide owned by Bert Fenn, copied by the University of Wisconsin photographers of La Crosse.

SAVE THE W. P. SNYDER JR.

ROGER K. DUDLEY,
121 RIVER AVE.,
SWEET WATER,
PENNA. 15143

Sample

On Kootenay Lake in British Columbia a quite handsome steam sternwheel packet operated from the time she was built, 1898, until 1957. The S. S. MOYLE was a typical northwestern-style boat with paddlewheel cased in a rounded covering, pilothouse away forward on the front of the texas, with a tall single stack behind it. In an old picture she appears to be built on a wood hull about 160 feet long. The boiler deck cabin had skylights. She was built at Nelson, B.C. on the lake, and following retirement the Nelson JC's tried hard to get her returned to their doorsteps for preservation. However the Kootenay Lake Historical Society, based on the lake at Kaslo, B.C. won the day and she was beached on village-owned waterfront park land there in 1958.

Kaslo hasn't much going for itself, a 1,000 pop. town with cottages, tourism and retirement. The acquisition of the MOYLE was a shot in the arm. The Historical Society repaired and decorated the old steamboat and made of it a premiere tourist attraction.

But by 1980 deterioration was getting ahead of the best efforts of the Historical Society. They went to Ottawa for assistance. Announcement has just been made that the MOYLE will be taken over by Parks Canada for federal funding. In 1979 the cost of restoration was estimated at \$160,000, and now \$250,000 is more realistic. She needs a sprinkler system, a rebuilding of the paddlewheel, complete overhaul of the skylights, renewal of all deck canvas, and the woodwork must be scraped and painted.

Roy Green, who was curator of the old girl while she was operated as a museum, said "We've been Band-aiding the boat for more than 22 years---we're desperately in need of real expert help--I'm delighted to think this has come to pass."

--Thanks to Chase Putnam for the story which appeared in the Oct. 2nd issue of The Citizen, Ottawa.

BECOME GUESTS ABOARD DELTA
QUEEN FROM NEW ORLEANS TO ST.
LOUIS, JUNE 23 - JULY 4, 1983

Fill in a 3x5" card (exact size in the space at the left) marked at the top SAVE THE W. P. SNYDER JR. and then print your name and complete address. Mail this in an envelope addressed:

SAVE THE W. P. SNYDER JR.,
P. O. BOX 736,
Marietta, Ohio 45750

A check in any amount you may choose may be enclosed made out to SAVE THE W. P. SNYDER JR. Many of the checks being received range from \$5 to \$20.

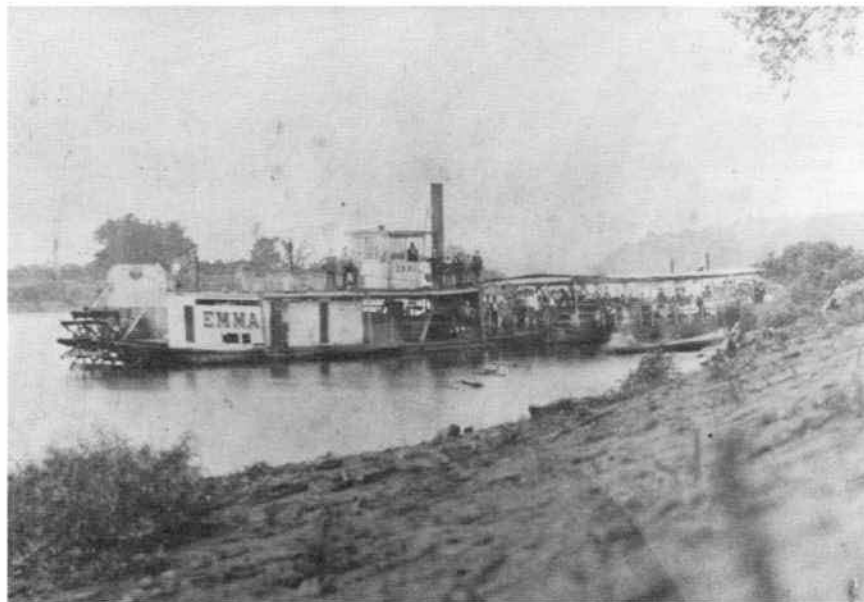
A grand drawing will be held at Marietta on April 7, 1983 at the annual meeting of the Washington County (Ohio) Historical Society. Entries must be received by March 31, 1983 to be included.

The lucky winner will be awarded two one-way tickets on the DELTA QUEEN departing New Orleans on June 23 and terminating at St. Louis on July 4, 1983, including transportation, meals on board and berth. She will stage a race with the MISSISSIPPI QUEEN over the entire course.

All donations will be applied to the upkeep and care of the W. P. SNYDER JR.

- OBITUARIES -

Carl G. Hall, page 39
Mrs. Charles N. Hall, 12
S. Durward Hoag, 4 and 5
H. Duane Huddleston, 37
Richard L. Hunster, 47



RAY SWICK, historian with the Blennerhassett Historical Park Commission, sends us the above along with an inquiry: "This is the EMMA docked at Blennerhassett Island around the 1880s; do you know anything about the boat? I suspect it was an excursion boat operating in the Parkersburg area, but do not know for sure." Ray Swick has hit his timing about right. The EMMA was built at Parkersburg, West Va. in 1885, 72 x 13.3 x 2.3. A photo exists of her taken on the Muskingum River where Capt. James Mason operated her 1892-1895 and shows her with towing knees and two stacks. Ray's picture is probably the way she first looked with a single stack. Capt. Walker Litten used her for low water packet work between Wheeling and New Matamoras in the summer of 1885. When dismantled her engines went to the LITTLE QUEEN built at Middleport, O. in 1896.

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of Pioneer Rivermen



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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
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Sewickley, Pa. 15143

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

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Opinion

The Marietta Times
Tuesday, October 19, 1982

Hoag impact permanent

The young man first set foot in Marietta on an April day in 1918, when he stepped off the trolley at Second and Greene streets. His inauspicious arrival marked the beginning of the S. Durward Hoag influence. He added a flavor to the community that didn't end with his death Monday at age 81.

Steve Hoag loved humor, work, riverboats, trains, highways and history. He loved writing and photography. He loved people. And he loved his adopted city of Marietta.

For 25 years, Hoag's column, "Round and Round Below the Railroad Tracks," appeared each Tuesday on the back page of this newspaper. It brought pleasure—or consternation—for thousands. Into it he injected his humor, his philosophy, his photographic skill and his verbal praise or criticism of things he liked or didn't like. Those who didn't know Steve Hoag personally knew him through his column.

He was interested in the success of his hotel, but he was most interested in seeing Marietta progress and improve. As a long-time close friend pointed out, Steve Hoag worked tirelessly to bring Interstate 77 through the Marietta area knowing full well that the highway would bring motels that would compete with his hotel.

In an era of change when many old hotels were closing because of the competition from motels, Steve Hoag created new concepts in hotel operation and made the Lafayette a model for others to copy.

He was a man of vision. In the 1930s he was among the first to appreciate the changes demanded by the automotive age and he convinced other local business operators to provide off-street parking facilities for their customers.

He had an intense appreciation of history. Through his efforts, priceless old photographs of Marietta have been preserved for future viewers to enjoy.

In its 194 years, Marietta has had few, if any, men or women who have had a greater or more permanent impact on the community than that made by S. Durward Hoag. Hundreds in this area and elsewhere who knew him sense a great personal loss knowing he will be here no longer to keep us on the right track.



The
Marietta
Times

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Thursday, Sept. 16, 1982

Welcome back, S&D

The smoke and sounds of another fantastic Ohio River Sternwheel Festival have faded from the old Marietta levee, leaving planners wondering how much bigger the seven-year-old event can possibly get. How could any attraction draw more spectators?

While this year's festival is fading out as a conversation subject, another annual event associated with the rivers is about to begin, although on a considerably quieter note. Sons & Daughters of Pioneer Rivermen are arriving for their annual meeting at Marietta, their permanent home port. The S&D will share the weekend with the Marietta Band-O-Rama and the Indian Summer Arts and Crafts Fair.

Heading the S&D delegation will be Capt. Frederick Way Jr. of Sewickley, Pa., who has been president of the organization since its inception. He has been a riverman from the days of the coal-burning steam-powered paddlewheel boats through the age of the powerful diesel towboats handling today's assorted river commerce. If ever anyone deserved to be an honorary Mariettan, it is he.

The S&D played a big part in making Marietta the country's leading museum city for inland marine history. Many of the river mementos of the past that have been exhibited here were preserved by S&D members.

The S&D annual meeting won't have the fireworks of the Sternwheel Festival, but it will be just as happy an event for the river clan here to attend to business and enjoy a reunion with others for whom river travel, past and present, holds a special fascination. This old river city welcomes the S&D, which has stimulated so much interest in river history.

10 Years Ago

Sons and Daughters of Pioneer Rivermen are arriving in Marietta for their annual meeting. George Schotten of Hubbard is bringing his huge model of the steamboat Pioneer.

S. Durward (Steve) Hoag died at the Marietta Memorial Hospital at 9 on the morning of Monday, October 18, 1982. He was 81.

Steve Hoag was born in Binghamton, N. Y. on December 19, 1900, son of Reno G. and Daisy Belle (Clough) Hoag. To his latter day friends Steve seems to have always been a Marietta fixture but such was not the case. He did not come to Marietta until April 1918, the years of his youth having been spent with his family as they moved from pillar to post. In 1909 Reno Hoag became steward-manager of the Bay City Club, Bay City, Mich. Early in 1911 the family moved to Detroit where Reno managed the Charlevoix Hotel just off Grand Circus Park. Then in 1914 they moved to Ann Arbor, Mich. while Reno promoted a kerosene burner for home-heating furnaces. Thence back to Detroit where Reno managed the Detroit Club and later the Penobscot Club. In 1915 Reno became associated with the Colonial Hotel and then the East Shore Country Club. At this point Steve graduated from eighth grade and entered East Technical High. Also at this time Steve commenced to get his early hotel training, slinging drinks to the members of the Country Club from a recipe book. In the fall of 1917 when the Country Club closed Reno landed a new job, as manager of the Altamont Springs Hotel at Fort Thomas, Ky. Steve entered Cincinnati's Woodward High School commuting on the Green Line street cars. And so it was that Reno again changed jobs, becoming manager of the Lafayette Hotel in Marietta in February 1918. Steve followed to Marietta when he had completed his second year at Woodward High.

The Lafayette formally opened for business July 1, 1918 with personnel problems and Steve, at various times playing day clerk, night clerk, porter, chef and second cook and, to quote him, "and unsticking the passenger elevator which persisted in sliding into the upper regions of the attic and past the limit switches."

That fall, September 1918, he entered Marietta High School and became editor of a new school annual dubbed the Orian prior to his graduation in June 1919. Steve went to Marietta College that fall but dropped out in 1922 to give full time to the hotel.

When S&D held its first annual meeting at the Lafayette in September 1939 all of the guest rooms had been modernized with wall to wall carpeting and maple Early American furniture. The Hoag Addition had been opened the year before with its 30 modern rooms. Not only was Steve's influence visible "below the r.r. tracks" as he delighted in calling his immediate sphere of activity, but he had immersed himself constructively in the Chamber of Commerce and during his tenure as president he got U. S. 77 on the map as a national interstate highway, and in 1963 he was honored with the first award as Marietta's Most Outstand-

ing Citizen.

The assistance Steve gave to S&D over the years is almost beyond measure. He served on S&D's Board of Governors from its inception in 1955. Although plagued with infirmities he made the supreme effort and attended and participated in the latest meeting last September 18th. During the heyday of S&D's River Museum at Campus Martius Steve was the one who installed the Heekin Whistle Collection, framed many of the pictures and probably had his most fun helping get the W. P. SNYDER JR. moored in the Muskingum River. His penchant for steamboats led him to decorate the Lafayette lobby and hallways with river-related artifacts and photographs, plus the outstanding collection of original oil paintings of boats, many of them executed by S&D's marine artist William E. Reed. In such respect the Lafayette is a River Museum in its own right, always attracting much favorable attention.

It would be a toss-up to decide whether Steve Hoag at heart was a hotel manager, or a river buff, or a railroad fan, or a newspaper columnist, or a photographer, or a civic leader (he served a two-year term as president of Marietta City Council) or whether most of all he



S. Surward Hoag enjoying S&D's outing on the LIBERTY BELLE on Saturday, September 9, 1978, photo by Woody Rutter.

enjoyed home life on Strecker Hill. One day he was driving us across the then-new I-77 bridge over the Ohio River and we were emboldened to ask him plain out what he considered the most outstanding accomplishment of his career. "That's easy," he answered quickly, "it was the day Della said she'd marry me."

Steve is survived by his wife Della Kathary Hoag, whom he married July 22, 1955; by a son, Stephen D. Hoag Jr. of Marietta; a sister, Maxine Hoag Kennedy of Winter Park, Fla.; three grandchildren and two great-grandchildren.

Friends called at the McClure-Schafer Funeral Home. He was a member of the St. Luke's Lutheran Church, Marietta. Because of construction work at the church, services were held in St. Mary's Catholic Church on Thursday, October 21 with the Rev. David Genszler of St. Luke's and Msgr. Robert Punke of St. Mary's officiating. Family and friends gathered at the East Lawn Mausoleum on Newport Pike for the entombment.

Memorial contributions may be made to the building fund of St. Luke's Lutheran Church, 401 Scammel St., Marietta, Ohio 45750.

Sirs: I must express my pleasant surprise at seeing the TIME item on our cats reprinted on page 42 of the September issue. May I just correct two minor items which TIME got wrong? First, Phyllis' salary is \$350 every two weeks; and the cat food/litter order is also every two weeks.

Off the record, we have far more than 40 cats but try to be discreet about it. Our actual current total is (CENSORED). We live on the Pratt campus in an 8½ room English style row house built in 1906. About half of the rooms are closed off to the cats and these are filled with the books, photo files and etc. that a collector collects.

There is a covered run in the back yard 6' x 6' by 40 ft. long. It has such goodies as shelves, and three trunks for the little ones to lie, crawl, sun, scratch and sleep on. We try to find homes (good homes that is) for them, but for every time we send out two of them, three more come in. (I am trying to write and monitor tapes being copied at the same time, plus beating off cats; sorry for this sloppy letter.)

Phyllis was a bit uptight about the way the TIME writer said that litter pans were all over, as if they were just dropped anywhere. Truth is we have a total 12 scattered around, tucked away into corners or under chairs.

There is a half-attic which is finished at the front of the house and a tiny room next to the front bedroom of the second floor which I suspect was designed as a nursery, and both of these we use for quarantine cases.

The kitchen and cellar plus a

small corner of the run are reserved for cats which have feline leukemia and which is usually fatal in 3 months to a year. The main run I might add is accessible via flaps in a back window so that the cats can come and go at will, there being an IN and OUT flap.

Having so many cats does tie us down. Qualified cat sitters are hard to find. This year my wife and I couldn't get off for the same vacation time. I made it out to San Francisco in May and in 2½ weeks visited five paddle steamers, two side-wheel and three sternwheel. The former are of course ERVINA and EPPLETON HALL in San Francisco. Visited the PORTLAND in Portland and the W. T. PRESTON at Seattle.

Interestingly enough one of the persons involved in the preservation of the Seattle prop steamer VIRGINIA V is a marine architect and he showed me proposed plans for converting the PORTLAND into an excursion steamer. One problem is that one boiler would have to go, to allow a W.T. bulkhead in the hull. The upper deck would be extended aft and they were trying for a passenger capacity of about 1000. More power to them.

The W. T. PRESTON's future seemed less certain and her crew were talking about moth-balling her and installing dehumidifiers. This of course is of last May, and there may be more current news on her. It was interesting to note that PRESTON's pitmans are still wood, whereas PORTLAND's are welded steel.

The steam sternwheeler being built at Stockton, Calif. is virtually a one-man project. My friend and I were greeted with

much suspicion at first but eventually the owner became quite cordial, merely expressing the wish that his project not receive any publicity. The boat's boilers and engines are in, and the superstructure seemed 90% or so complete.

Guess I'll close at this point (while Canadian steam locomotives whistle in my earphones) so I can get this in the mail. I'm trying to clear up a backlog of correspondence for in another day or two I'll be involved in stage sets. My wife and I are volunteers with the Light Opera of Manhattan, a theatrical group which specializes in Gilbert and Sullivan, one of our weaknesses. I've been doing the theater maintenance for the last couple of years, wiring, etc. and a year ago another fellow and myself made the sets for the revival of "Red Mill." Ditto this past May for "Night In Venice" and tomorrow I expect to have the drawings for new sets to be built for "H. M. S. Pinafore." Next season it's "Rose Marie." (I've thought about starting a movement to legalize a 36-hour day.)

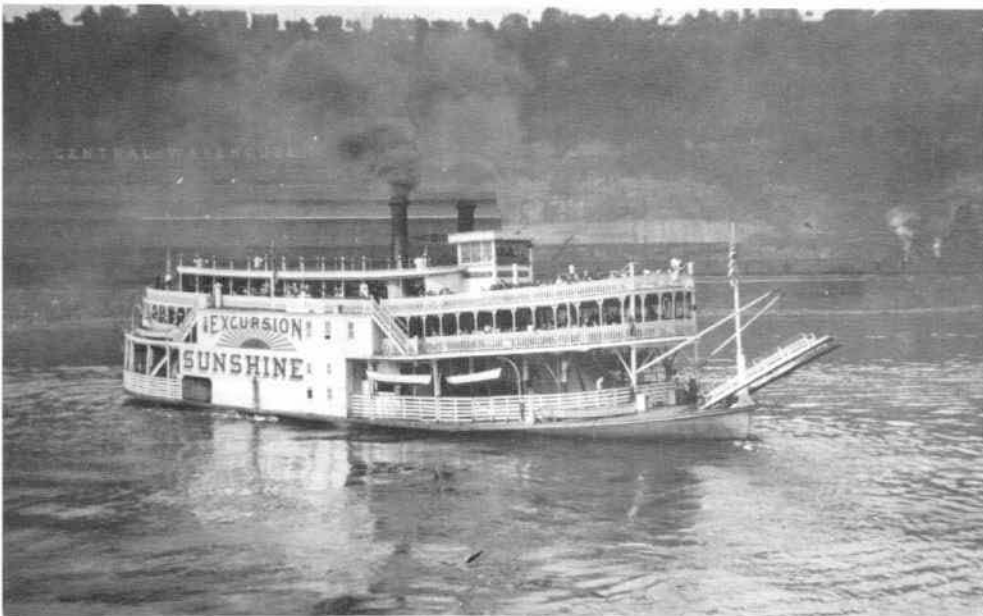
I suppose Phyllis and I don't fit the normal mold (with all these cats I shouldn't wonder) and I might add that our house fits our mood. In addition to the usual adornments on the wall, one corner has a large illuminated voltmeter which shows the D.C. voltage when the school's plant is running (120) and a 14" dia. gauge near it which shows the main boiler pressure. A smaller one below it shows the steam pressure in the line feeding the houses (27 of them) which are heated at 5 psi also from the central plant.

Will close with regrets of not having made it to Louisville last month with SSHSA but other matters prevented it. Best regards.

Conrad Milster,
178 Emerson Place,
Brooklyn, N.Y. 11205

=Conrad Milster somehow found time to contribute a learned paper on "Giant American 'Walking' Beam Engines" published with illustrations in the March '81 issue of "Marine Propulsion." He is chief engineer at the Pratt Institute, Brooklyn. "Connie" Milster recently gave up his regional New York editorship in "Steamboat Bill," quarterly of the Steamship Historical Society of America, having conducted the column since 1974. The extinction of steam in the area was the cause of it when on Sept. 17th the Staten Island ferry JOSEPH F. MERREL was laid up due to minor mechanical problems, the last steam powered commercial vessel in the North East. -Ed.

The Great Lakes ore carrier WILLIAM P. SNYDER JR. was scrapped at Ashtabula, O. last year. Built in 1912 at Ecorse, Mich., she was 590 x 64.2 x 34.2, steel, operated by Shenango Furnace Co. with headquarters in Pittsburgh.



THIS particularly attractive picture of Capt. William McNally's side-wheel SUNSHINE was taken by C. C. Bowyer at Pittsburgh in 1916, rounding out in the Monongahela River, heading downstream. Captain McNally was father of Bill McNally, who was once treasurer of S&D and then served on our Board until his passing on July 2, 1975.

S&D

REGISTRATION AT S&D, SEPT. 18, 1982
(In order of registry)

ON SATURDAY, Sept. 18th S&D met at Marietta with a record attendance (195 sat down to dinner), heard a series of optimistic reports at the Board of Governor's meeting, and enjoyed an after dinner program longer than Gone With the Wind.

The first event was a get-together reception held in the Lafayette's Riverview Room Friday evening. Registration was handled by Nell Way; Annie Mallinson and Mary Putnam served punch, with later assistance by Lee Sutphin, and Bee Rutter carved the cake.

Down by the river in the dark of the moon lay the CLAIRE-E, DON ROB'T, WILD GOOSE and the SHUFFL'N SAM, all having stayed over from the previous week-end when the Sternwheelers had really laid it on at Marietta with boat races and events culminating in a fireworks display which Gene Fitch described as "really scary at the end when all those bombs went off." The SHUFFL'N SAM sort of took our eye, about the right size to manage, operated by Jack and Helen Steadman who hail from up Pipe Creek at a place named Jacobsburg, O. which sure enough has a zip 43933. The RUFUS B II had departed Thursday morning with Dr. Philip Bettler of Sioux City, Iowa at the helm, but the Missouri River influence was visible on the DON ROB'T. By the way the WILD GOOSE is not the old WAYALD GEUOOSE J. Mack Gamble used to talk about; she's the ex-U.S. Engineer's sternwheeler GILLETT, now operated by a bride and groom team (married this past mid-May) of Zanesville, Pat and Mary Hankinson. Gene and Claire Fitch look fit as two fiddles and were making like blackbirds, about ready to cast off the lines for winter quarters at Guntersville, Ala. They even welcomed black dog wrecks aboard the CLAIRE-E.

Newsworthy is the fact that S. Durward (Steve) Hoag showed up at the Lafayette for dinner Friday evening, first dinner he's eaten there since he sold the place to Harry Robinson in December 1974. Late that afternoon he just up and announced to Della that's what he wanted to do. "Do you know what you're saying?" she asked him. He paused briefly and answered, "Yes, I know what I'm saying." He ordered rare roast beef and Bob Mosley oversaw that it came to the table just as the "boss" had always liked it--quivering. "How does it feel to be here?" we asked him. Steve thought a bit. "Good service and good food--as usual," he said. He and Della stayed for

Alma Ash	Lamb, Ind.
Pat Buchanan	Indianapolis, Ind.
Kathy Russell	Indianapolis, Ind.
Ethel Mae Noland	Marietta
Vernon Fitzberger	Baltimore, Md.
Jim and Alice Wilson	Staten Island, N.Y.
Mr. and Mrs. Robert W. Ashley	Letart Falls, Ohio
Jim LaFrance	Perrysburg, Ohio
Mr. and Mrs. Forrest Steinlage	Louisville, Ky.
Mr. and Mrs. Goff Carder	Murraysville, W. Va.
Rita and Alan Bates	Louisville, Ky.
Dr. Anthony Twort	Great Britain
Charles and Alta White	Murraysville, W. Va.
Mr. and Mrs. Jerome Collins	St. Albans, W. Va.
Mr. and Mrs. Wayne Reed	Linton, Ind.
Mrs. Julia Thomas	Powhatan Point, Ohio
Mr. and Mrs. William Patterson	Richmond, Ind.
Bob Booth	Pittsburgh, Pa.
T. Kent Booth	Mt. Dora, Fla.
Bob and Elaine Rea	Clarrington, Ohio
John Booth	Bethesda, Md.
Capt. and Mrs. K. J. Eddy	Marietta
John and Sharon Fryant	Alexandria, Va.
Janna Fryant	Alexandria, Va.
Robert S. Way	Euclid, Ohio
Mr. and Mrs. Gene Fitch	Mv. CLAIRE-E
Mr. and Mrs. Peter Holloway	Asheville, N.C.
John Donaldson	Nicholasville, Ky.
Mr. and Mrs. James V. Swift	St. Louis, Mo.
Chase and Mary Putnam	Warren, Pa.
Ellen and Ian Putnam	Warren, Pa.
Mr. and Mrs. Fred Way III	Cleveland Heights, Ohio
Capt. and Mrs. William Judd	Cincinnati, Ohio
Dorothy Frye	Cincinnati, Ohio
Mr. and Mrs. Larry Walker	Cincinnati, Ohio
Jim Sutton	Metairie, La.
Don and Lela Vornholt	New Richmond, Ohio
Mary and Park Biehl	Cincinnati, Ohio
Jim and Katherine Paisley	Wheeling, W. Va.
Lloyd and Rita Ostendorf	Dayton, Ohio
David K. Smith	Catlettsburg, Ky.
Richard Neale	Parkersburg, W. Va.
Kay and Don Klein	Rock Valley, Iowa
Jack E. Custer	Franklin, Tenn.
Sandra Miller	Louisville, Ky.
Jeff Spear	Marietta
Keith E. Norrington	New Albany, Ind.
Robert W. Parkinson	Berkeley, Calif.
Bee and Woody Rutter	Birmingham, Mich.
Irwin Mc. Urling	Baden, Pa.
Fred Rutter	Lithopolis, Ohio
Mr. and Mrs. Jim Reed	Raleigh, N.C.
Jeff and Jonathan Reed	Raleigh, N.C.
Bob and Mary Masterson	Cincinnati, Ohio
Capt. Clare Carpenter	Belpre, Ohio
Bill and Marga Smith	Springfield, Ohio
Don Brookhart	
Raymond and Bea Miller	Harvey, Iowa
Doris and Major Ott	Lansdowne, Pa.
Fred and Edna Donsback	Covington, Ky.
Bill Warren and Lois Mueller	Middlebourne, W. Va.
Paul V. and Mildred Bennett	Beaver, Pa.
Marcia Bennett Dorothy	Salem, Ohio
Alexandra N. Dorothy	Salem, Ohio
Leigh Dickinson	St. Clairsville, Ohio
Mr. and Mrs. S. Durward Hoag	Marietta
Mr. and Mrs. Robert Beckett	Hebron, Ohio
Mr. and Mrs. G. W. Sutphin	Huntington, W. Va.
Mr. and Mrs. Jay F. Way	Akron, Ohio
John B. Briley	Marietta
Bob and Virginia Smith	Sewickley, Pa.
Grace and Homer Hawley	Charleston, W. Va.
Jerry B. Devol	Devola, Ohio
Frank X. Prudent	Cincinnati, Ohio
Anne Putnam Mallinson	Pittsburgh, Pa.

the reception, and Steve was back again promptly Saturday morning for S&D's Board meeting.

By Saturday morning the weather was on the cool side. There had been rain sprinkles. So we cancelled the noon get-together at the Boat Club, moving it indoors to the Lafayette's Sternwheel Room for the second year in a row.

First order of business Saturday was the Board meeting at 9:30. Seven members tried and true answered to Chairman Rutter's roll call. Two were absent. Tom Kenny had telegraphed his regrets from St. Louis and word came from the hotel's desk that Bill Reed had cancelled reservations "due to an illness." After we had returned home Monday Bill phoned to say he had developed a pesky case of laryngitis and by then was recovered.

Answering to a request for the Secretary's Report Bee Rutter told of an Associated Press story written by Robert J. Dvorchak which literally blanketed the nation in mid-summer, relating, among other things, the existence of S&D. During the June-September period she processed 60 new memberships, many of them precipitated by the AP publicity. (As an aside to this, today, 9/8/82, we received from Jean Unferseher of the New Orleans Steamboat Company still another clipping of this same AP story which appeared in the Schenectady (N. Y.) Gazette 9/4/82.) Mdme. Secretary also announced the printing of a supply of brochures, prepared by Jerry Sutphin, detailing S&D's accomplishments, how to join, etc., released in late August and in early September over a limited geographical range, and already producing new memberships. The September '82 issue of the S&D REFLECTOR was mailed to 1,124 members domestic and foreign. She concluded by reading aloud a rather touching letter from Mrs. Lola G. Dudding printed elsewhere in this issue.

Larry Walker submitted the annual Treasurer's Report in which most of the expenses paid were for the preparation and printing of the S&D REFLECTOR, the total of disbursements being \$12,165.45. The cash balance in the general operating fund as of Sept. 18, '82 was \$13,705.09. The Chairman thanked Larry in behalf of all for his valuable work both in S&D's finances and in assisting in the preparation of required IRS forms.

Bert Fenn, speaking for the J. Mack Gamble Fund, announced that the Ohio University Press has scheduled the release of "Way's Packet Directory 1848--1983" in time the S&D's 1983 September meeting. The per copy price has not yet been decided. It will contain illustrations. The Index, now completed, contains 8,000 listings.

The trustees for the J. Mack Gamble Fund authorized minor repairs and a repainting of the TELL CITY pilothouse, the work to be supervised by John Briley.

Yeatman (Andy) Anderson reported

Registration -- continued

R. Dale Flick	Cincinnati, Ohio
Ken Hale	Memphis, Tenn.
Frederick Way, Jr.	Sewickley, Pa.
Paul and Dottie Pryor	Dayton, Ohio
Mr. and Mrs. Charles Remley	Marietta
Ralph R. DuPae	La Crosse, Wis.
Marguerite Hammett	St. Marys, W. Va.
Delly Robertson	New Richmond, Ohio
Mary and Jim Eversman	Columbus, Ohio
Bill Barr	Winfield, W. Va.
Louise Barr	Winfield, W. Va.
Janis Ann Johnson	Kansas City, Mo.
LeRoy and Louise Pratt	Des Moines, Iowa
Capt. John Leonard	St. Catharines, Ontario
Doris G. Foley	Keokuk, Iowa
Cori Reade	Covington, Ky.
Alvin McMillian	Lewisburg, Ohio
Bert Fenn	Tell City, Ind.
Floyd Acton	Columbus, Ohio
Harry Robinson	Marietta
Robert C. Robinson	Alexandria, Va.
Guy L. Williams	Columbus, Ohio
Dee Marsh	Columbus, Ohio
Charles and Jean Arnold	Vienna, W. Va.
Mr. and Mrs. C. E. White	Murraysville, W. Va.
Guy Anderson	Cincinnati, Ohio
Andy Anderson	Cincinnati, Ohio
Alan Gintz	Marietta, Ohio
Russell Quillin	Letart Falls, Ohio
Jack Robson	Pomeroy, Ohio
Robert W. Ashley	Letart Falls, Ohio
J. Sheldon and Ethel Scott	Steubenville, Ohio
Jan Clement	Memphis, Tenn.
B. E. and Helen Prater	Sarasota, Fla.
Lela May Dunham	Williamstown, W. Va.
Jim and Claudia Pickens	Columbus, Ohio
Carl and Nancy Zeffries	Carrollton, Ky.
Lowell Carpenter	Cleveland Heights, Ohio
Mr. and Mrs. Donald F. Klein	Rock Valley, Iowa
J. P. Bupp	Charleston, W. Va.
Mr. and Mrs. Charles H. Stone	Point Pleasant, W. Va.
Frank and Virginia Phipps	Largo, Fla.
J. G. and Betty Long	Paducah, Ky.
Herbert and Burgen Bates	Gallatin, Tenn.
Judy Patsch	Rock Island, Ill.
James T. Swartzwelder	Pittsburgh, Pa.
Pat and Mary Hankinson	Zanesville, Ohio
Slim Brandt	Steubenville, Ohio
Otis Reynolds	New Cumberland, W. Va.
Charles and Diana McMahan	New Matamoras, Ohio
Vachel McMahan	New Matamoras, Ohio
Robert Latta	Pittsburgh, Pa.
Pauline Swize	Pittsburgh, Pa.
Lynn Webster	Lake George, N.Y.
Wilbur E. Dow, Jr.	Lake George, N.Y.
Donnis Ward	Washington, Pa.
Ethel Hennen	Washington, Pa.
Michael J. Fletcher	Edgewood, Ky.
Pattie Purnell	Rabbit Hash, Ky.
Clarke C. Hawley	New Orleans, La.
Lucy and C. W. Stoll	Louisville, Ky.
William (Bill) Talbot	Keokuk, Iowa
Charles H. Martin	Belle, W. Va.
Bus Longrod	Medina, N.Y.
William and Elane Rist	Huntington, W. Va.
Ann Zeiger	Cincinnati, Ohio
Ralph and Dorothy Hendricks	Reno, Ohio
Present but not registered	
John P. and Nancy Killoran	Hurricane, W. Va.
Andy Putnam	Warren, Pa.
Mark Booth	
Juanita Etter	Marietta
Eloise Hendricks	Marietta
Letitia Langord	Sewickley, Pa.
Randy Strothman	Pittsburgh, Pa.
Jim and Sherley Greenwood	Newport, Ohio
Jessica and Jason Way	Akron, Ohio
Ken Hawley	Charleston, W. Va.
John and Joan Spear	Marietta
Capt. Henry Gay	New Matamoras, Ohio

completion of the extensive addition to the Cincinnati Public Library at Eighth and Vine. Coupled with this good news he added some "bad" news--due to renovation work under way on the library's old section it almost requires an act of Congress to gain admission to the Inland Rivers Library.

Jack Custer described the activities of the Middle Ohio River Chapter of S&D which now has some 100 members. Fred N. Donsback, Jr. gave the details of the field trip to Springfield, Ill. slated for October 8-10. Lloyd Ostendorf was to be the featured speaker. R. Jerome Collins reported a good year for the Ohio-Kanawha Branch of S&D.

Jan Clement, historian for the Mississippi River Museum, better known as Mud Island, Memphis, was on Cloud Nine. Having opened its facilities to the public for the first time on July 3rd there had been some 400,000 visitors during the first eleven weeks. The Middle Ohio River Chapter of S&D went

Registration -- concluded

Cancelled with regrets

William E. and Mabel Reed
Mr. and Mrs. Harry Reed
Michelle Kingsley
Capt. Tom Kenny
John and Marie Hartford

Pittsburgh, Pa.
Charleston, W. Va.
Silver Spring, Md.
Ferguson, Mo.
Madison, Tenn.

there on July 24th and Jack Custer wrote an extensive illustrated story of Mud Island which appeared in the Sept. 11th issue of The Waterways Journal.

Chairman Rutter delved back in time and read aloud the minutes of the Board meeting held twenty years ago, Sept. 15, 1962. The late John W. Zenn and J. Mack Gamble got into a verbal donnybrook about raising S&D dues to \$5, reminder that a few such family squabbles were ingredients in S&D's growth and unity.

Following considerable discussion S&D's Board set the closing date for accepting entries for the

DELTA QUEEN's two prize winning free tickets, New Orleans to St. Louis. Last day for entries will be March 31, 1983. John Biley then announced that the drawing of the lucky winner will take place at Marietta on April 7th 1983 during the annual meeting of the Washington County (Ohio) Historical Society.

Board member C. W. Stoll prepared and sent a wish-you-well telegram to Ruth Ferris in Brentwood, Mo. who was celebrating her 85th birthday on Sunday 19th. Her reply by post card dated on the 22nd: "The telegram was delivered on the great day, and helped raise



Capt. Harry C. Allendorfer, Jr., USN (Ret.) presented to S&D a visual report on Maritime Preservation at the national level. His organization in the past five years has been involved in 141 projects in 35 states. This portrait taken by Eileen Daily was snapped during the course of the address.

Alan L. Bates in our last issue told of his ability "to express anger, disgust and frustration by swearing great oaths," but you'd never suspect it here. His marine architectural genius produced that river race horse, the NATCHEZ. Our thanks to Eileen Daily for capturing him on film.



a big head of steam. To be thought of by my special steamboat friends at the S&D's great annual meeting is something to be remembered and just what was needed to keep me chugging along, Ruth."

THE NOON luncheon, prepared as usual by Mrs. Robert (Betty) Pottmyer, shifted because of unsuitable weather to the hotel, was enjoyed by 166 persons. Bee Rutter and Chase Putnam sold tickets at \$4 per. The Marietta Boat Club through Commodore Van Olnhausen, president of the Dime Bank, had offered the Club's facilities. Although the hotel was the best recourse in view of the circumstances, regrets were expressed by many who missed the freedom of the out-of-doors. We will try again for the Boat Club in '83. A lively round of introductions featured the conclusion of the luncheon.

Ralph DuPae, ambassador at large for the University of Wisconsin's



Do we detect a note of skepticism here as Patricia Langord is on the receiving end of a C.W. peroration? And have we told you that Patricia is a Sewickley resident? Her film "Working River" which she and Randy Strothman and crew brought to S&D won enthusiastic reception. The candid camera shot is by Eileen Daily, Toronto, Ohio.



Midge Bennett of Beaver, Pa. obliged Eileen Daily with a beautiful smile during the festivities. Her husband Paul also was on deck at S&D, son of the late Virgil E. Bennett who served an early apprenticeship as clerk on Monongahela River packets and later was a valued member of S&D's Board.

steamboat picture collection, was particularly anxious to explore the vast file of framed photographs stored at Campus Martius in the S&D treasure-trove. It's a tedious chore and one loaded with occasional rewards inasmuch as some of these old pictures have no duplication in existing collections. In a real sense Ralph's quest is a joint venture inasmuch as he makes copy negs and prints available for the S&D REFLECTOR with the double result of bringing joy to many and assuring the perpetuation of the scenes. In such manner a couple of afternoon hours seemed not much more than fifteen minutes, and we had much assistance from John Briley and Bill Reynolds.

By now the capricious Marietta weather had turned itself into sunshine and summer, so we hung our feet over the balcony of room 210 to pass the time of day with the Way--Rutter--Mallinson--Putnam clan to discover that the speaker of the evening had arrived in the hotel and there was a room problem. The solution was easy; Wrecks and I gave up our 410 to them and moved our Ken-L Ration and Cracker Jack into the second floor problem room.

The dinner was great and the participants would have gone over the 200-mark had it not been for Bill Reed and his laryngitis, and if Michelle Kingsley had been there (she was in the East preoccupied with a job-change) and if Louise Carley, and Ruth Ferris and so many more of the regulars had been there. John Hartford was in Memphis putting on a show at Mud Island. Where were our Mansfield friends, Charles and Alice Fuchs? The astonishing part of the business were the numerous "first-timers." More than one person had an uncanny sense of Bob McCann,

his vest pocket loaded with pencils, his blue eyes beaming, explaining about an old steamboat whistle (and undoubtedly right about it.) Had J. Mack Gamble been there to learn that 195 had taken seats at the 1982 S&D dinner he would surely have said again: "This thing is getting too big; I think I'll go home." All a part of the bittersweet and beauty of S&D. We get older; C.V. and Agnes Starrett can't make it these days, and Steve Hoag tried so hard. Going and coming up Rt. 7 we automatically blow short toots on the horn for Bill and Hazel Greenwood, Bill Richardson, Walter McCoy, J. Mack. Yet some of the youngsters at the dinner tonight can almost remember Jesse P. Hughes and are proud of it. A few of them really do remember him. One day they will be elected to fill some vacancies. There were a few fall leaves, crimson and yellow, floating on the surface of the placid Muskingum.

Turned out that the VALLEY GEM was absent. Jim Sands was running an up-one-day and down-the-next to Sistersville. This lack on Friday afternoon did not deter Capt. Doc Hawley, C. W. Stoll and Keith Norrington who joined in a safari cooked up by Jeff Spear to visit the church organs in town. They recruited an excellent guide, John Sandt, who came to Marietta in 1928 as a math prof at Marietta College and has been a dedicated organist most of the years since. The ecumenical tour included seven churches, trying out the consoles of each, and ending up at the Presbyterian Church where C. W. broke forth with "Darkness On the Delta."

CAPT. HARRY C. ALLENDORFER, JR. brought to us in crisp discourse, aided by slides and a superb movie, the importance and the romance of maritime preservation. He is, of course, the best in the business, and the National Trust For Historic Preservation made no mistake when they chose him to the directorship of Maritime Preservation. This retired Navy skipper operates out of Washington, D.C., the salt water in his system somewhat diluted when he up and married a Wheeling girl, his wife Nancy. Nancy accompanied him to S&D as also did her mother, Mrs. Frank N. Carroll. Sally Carroll, West Virginia golf champ, and daughter of Mrs. Carroll, also joined in the occasion. The Carrolls have been S&D oriented dating away back when the late Dr. Carroll operated pleasure craft at Wheeling, one of which he named ANTHONY MELDAHL after he had befriended the famed and late Capt. "Tony" Meldahl for whom the Ohio River locks and dam is named.

Captain Allendorfer is no stranger to S&D either. Twice in the last few years his Maritime Preservation has matched funds with the W. P. Snyder Charitable Fund, in 1978 and 1980, applied to preserving the W. P. SNYDER JR. On



Mdme. Secretary Bee Rutter has been wondering since she first heard at S&D of 121 River being described as "the vatican" (which never fails to give us the creeps) whether she might qualify as "Sister Bee." Anyhow it struck her funnybone. The excellent portrait by Eileen Daily.

the occasion of the first match-grant Capt. Allendorfer attended S&D to hand over the check to John Briley. We were all up at the Betsey Mills Club for the meeting that night, remember? The date was Sept. 9th 1978, the temperature in the room about right to fry an omelette and Bert Fenn had put on a slide show "Tall Stacks On the River," one of the top ten we ever had, and that was the same night we wound up with Bob Stone's movie about building the New River Gorge Bridge with everybody sweating and mopping. Two seconds after adjournment I made a dive for the back door and the out-of-doors and like to passed out.

The New River Gorge picture was a bit off the beaten path for S&D, as also perhaps was Captain Allendorfer's movie of the "tall ships" arriving and parading past the Statue of Liberty manned by sailors of many nationalities. We sat through his show dumbfounded with the dawning realization that no-

body but this white-thatched Navy Skipper could have so successfully pulled the rabbit out of the hat so artfully.

R. Dale Flick, spokesman for the Nominating Committee, placed in nomination the entire slate of existing officers. C. W. Stoll, chairman and parliamentarian, received an unanimous affirmative vote from the membership to this effect. The officers for '83 remain the same.

Capt. Clarke Hawley provided lively commentary while showing a pictorial version of the debut of the NATCHEZ on the Ohio River this spring when she tramped to Louisville to win the annual Derby Week steamboat race. The slides were selected from hundreds taken by Allen Hess who kindly shipped them over from Boston for this premiere S&D showing. Many of them were worthy of S&D REFLECTOR color covers. The NATCHEZ has turned out to be a photogenic steamboat almost on a par with the QUEEN CITY

and VIRGINIA of yore. Doc told his viewers that the NATCHEZ will not attempt another such foray until after the conclusion of the New Orleans Expositon of '84.

The usual hour for terminating S&D banquet programs had arrived. C.W. announced a short break and said that those wishing to return could see a new movie titled "Working River" recently premiered in Pittsburgh. Nearly everybody had returned to their chairs fifteen minutes later when Letitia Langord was introduced, with the imposing title of Coordinator of Special Projects, University Center for Instructional Resources of the University of Pittsburgh. She didn't seem in real life to be big enough for all that. Or old enough either. She and four others of the team, headed by soundman and editor Randy Strothman, had driven down from Pittsburgh to try out their river show on a real river audience.

Well! When the moon set over the river, everything dull gold, with a Doc Hawley rendition of "Beautiful Dreamer" tapering off for background, played on the DQ's calliope, who in the audience would have believed that almost a whole hour had gone by! Maybe it was because Letitia had no particular fish to fry and she wasn't selling anything. She just plain likes the river. Everything about the river fascinates her. She loves people who feel like she does. So she hunted out these people and persuaded them to talk. Her cast of characters ranges from deckhands to Harlan and Anna Hubbard. Letitia has an innate sense of how to convincingly string all of this into a story, plus a sound knowledge of movie technique. My darling daughter who doesn't mince words even with her father, said later: "My favorite movie of the evening was that last one. I think they wove that all together to give an honest picture of how people are attracted to the river and how it is to work on the boats. I could look at that one again and like it just as much as the first time."

JIM SWIFT wrote an account of the meeting which appeared in the October 2nd issue of The Waterways Journal. He makes note of the "several interesting exhibits" displayed in the hotel's Sternwheel Room during the noon buffet luncheon, "including a big model of the DELTA QUEEN by Guy L. Williams, Columbus, Ohio, a model of the Solar-wheeler, single decked boat by John Fryant, Alexandria, Va.; and several models of steam machinery."

Then Jim goes on to say, "A unique display in the room was that of Mr. and Mrs. William F. Smith, Springfield, Ohio, of replicas of steamboat stacks that held a frame for photographs, including one of the steamer STEEL CITY at Point Pleasant, with a flock of sheep coming up the roadway from the Stone's ferry. Mr. and Mrs. Jerry Sutphin had a number of steamboat

sketches on display."

Yes, indeed. Lafayette manager Bob Moseley also exhibited in the hotel's lobby a collection of photographs of S&D personalities.

And although S&D's after-dinner program did not conclude until almost the mystic hour of midnight, slides from private collections were still being shown when we were giving Wrecks his final tour of inspection.

So this in a nutshell was S&D of '82. But not quite. Just yesterday, October 10th, three weeks after, I brought my car to a rather sudden stop to keep from running over a squirrel, and a long-necked bottle rolled out from under the front seat with red foil over the stopper. The label read "The Smith's Own" and under a side-wheeler's picture the words "Patti's Cherry 1981." So here's a toast to the Smiths of Springfield.

Sirs: Travelling to Marietta each September for our annual S&D get-together at the Lafayette is like "goin' home." Our meeting has become a real family reunion for members eager to renew old friendships and welcome new ones.

The banquet, with interesting speakers, tops itself each year, and lasts longer.

Due to the lateness of the hour after a long, busy day, not many stayed to show slides and movies this year. Quite a few were disappointed they were unable to take part and share what they'd plan-



Jan Clement and Keith Norrington both run museums albeit on a slightly different scale. Judy Patsch was holding the camera.

ned.

I share their disappointment but can only hope they realize that for various reasons, such as time and expense, my past parties now be fond memories.

"Time is the essence" at S&D, where only so many activities can be crammed into one fun-filled week-end.

Looking forward to being with our river fraternity again in 1983.

Delly Robertson,
844 Old 52,
New Richmond, Ohio 45157

Mrs. Kate H. Hall, widow of the late Capt. Charles N. Hall, died at St. Petersburg Beach, Florida, Friday, August 13, 1982. She was 98. Born at Manchester, Ohio in 1884 she was daughter of James Phillip and Julia Vaughn Hundley. She married Charles Napoleon Hall of Rome, Ohio in 1904, river pilot who served with Greene Line Steamers and is better recalled as master of the ISLAND QUEEN (2nd.) While living in Cincinnati Mrs. Hall was an active member of the Knox Presbyterian Church and in Florida of the Westminister Presbyterian Church. She is survived by a daughter, Mrs. T. S. (Isabella) Newman, of St. Petersburg Beach, by one grandson, by three great grandchildren, and two great-great grandchildren. Graveside services were held at St. Petersburg Beach on Tuesday, August 17th last. --S&D REFLECTOR is grateful to Bob Masterson for the notice.

Gary Frommelt of New Vienna, Iowa, bought the old sternwheel LOUISE (b. 1923 at Clarington, O. as the J. A. CRESAP) from the Winona County (Minn.) Historical Society a couple of years ago and slowly but surely has been putting a new hull under her. She's beached on Latsch Island, which is Winona-owned property, and the city has been applying the heat on Gary to get the boat out of there, or else.

Gary, in his early 30s, has worked on towboats and on the DELTA QUEEN, and when he sent us these pictures he had been in the engineer room of the PRESIDENT at New Orleans.

The upper view, taken in August '82, shows a 3x12" stern plank being fitted to place.

Middle view shows Lexie Palmore on the job, also taken last August, and she had painted the nameboard and had devoted a week "of miscellaneous hard work to help out."

Lower view shows Capt. Walter Karnath who, with his wife Doris, have been of considerable help. "They have advised, housed, helped and fed me," writes Gary.

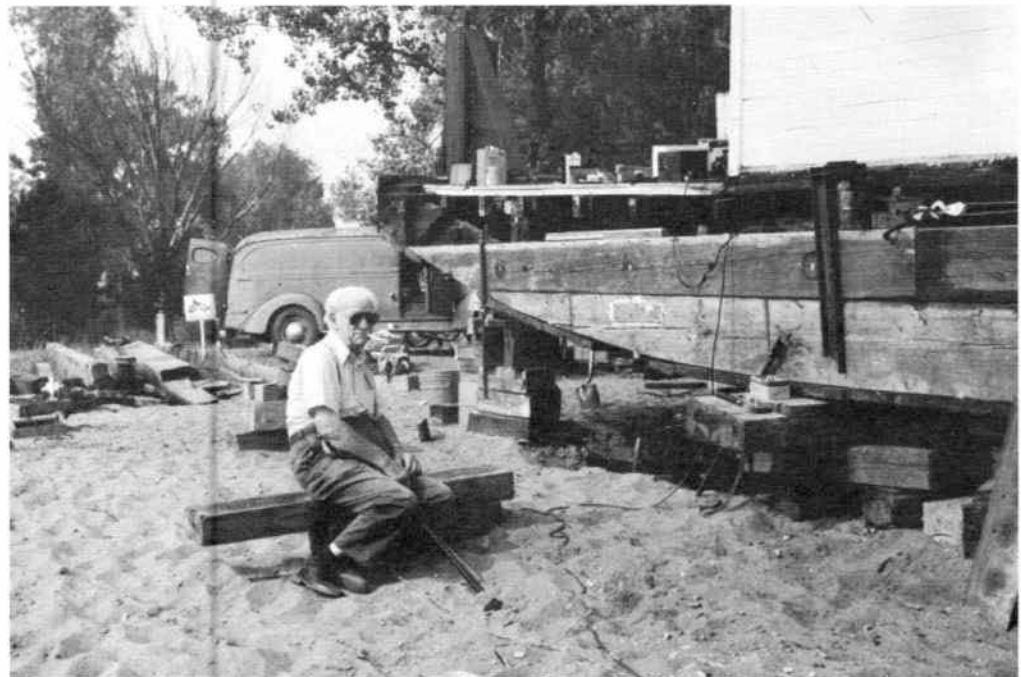
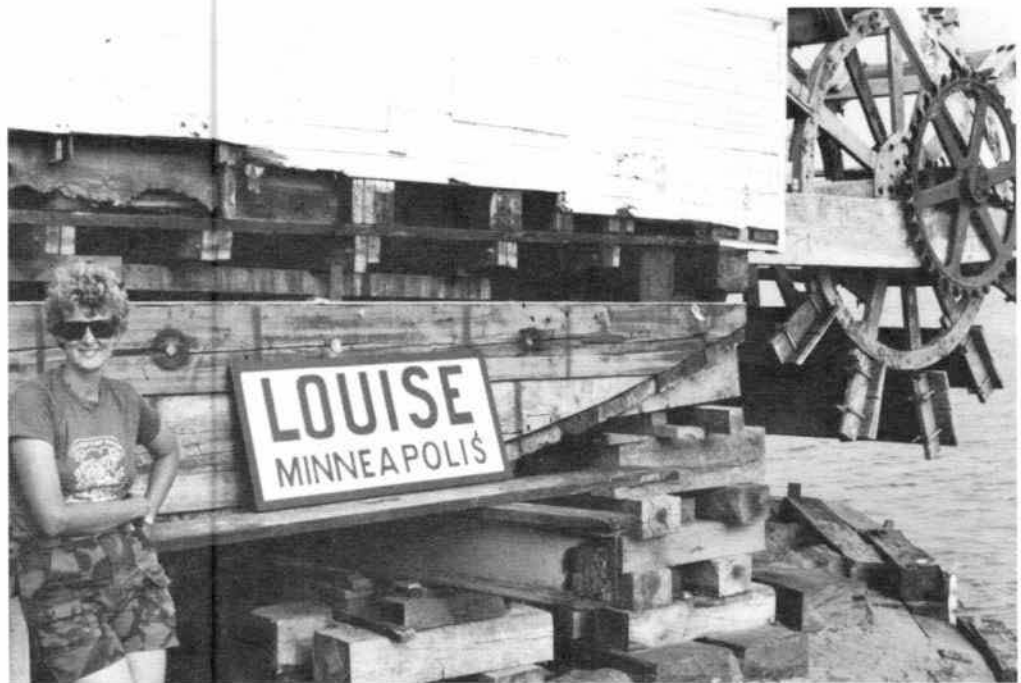
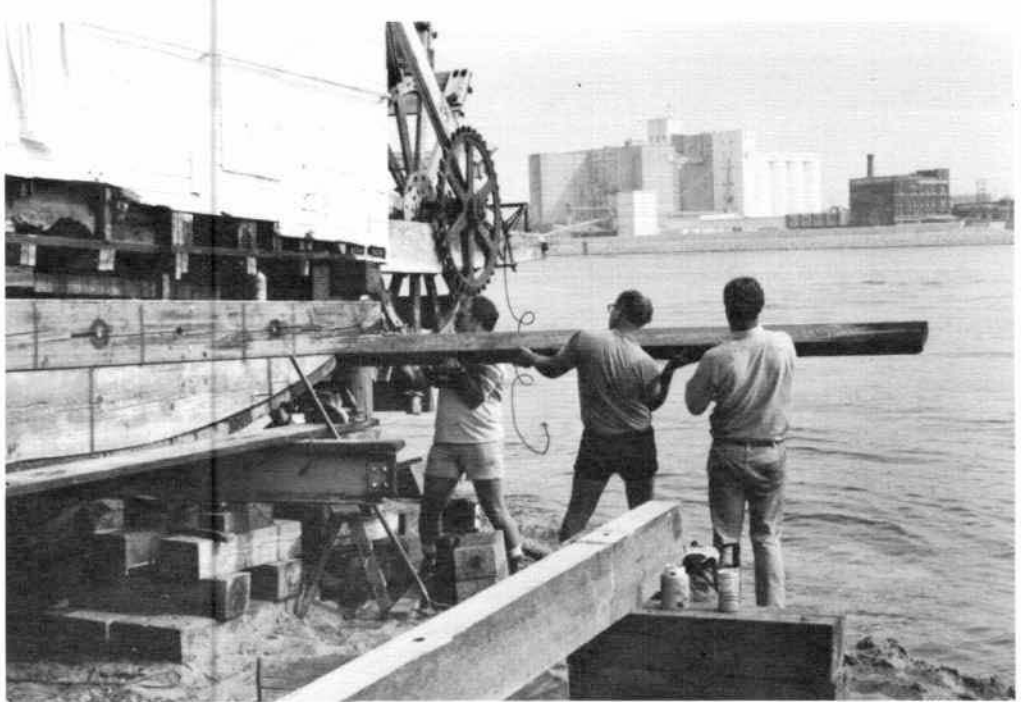
Also lending assistance has been Connie Wessels who hails from Gary's home town.

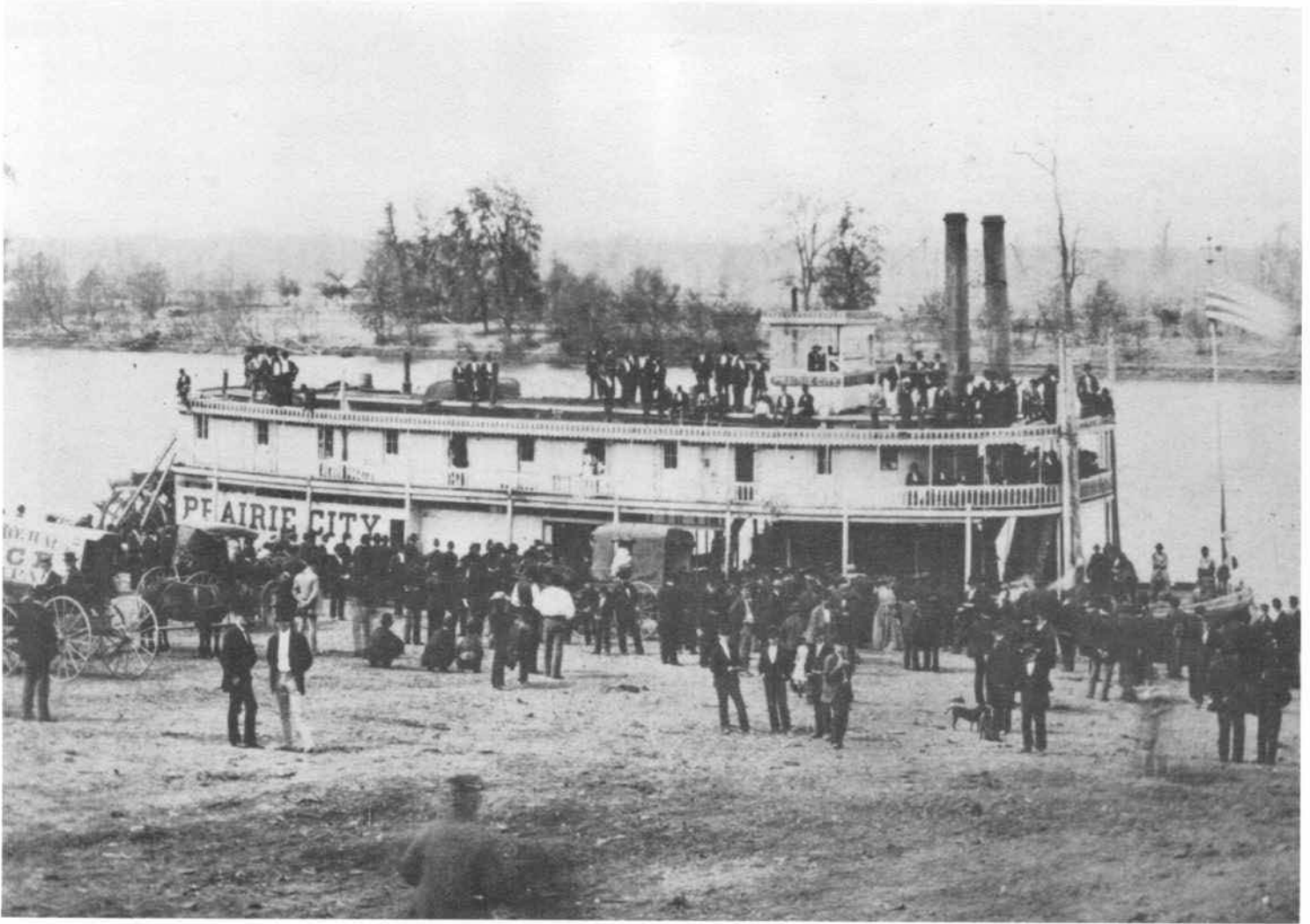
Says Gary: "My lady friend and I are the sole financiers and she is a bit more skeptical than I at times. The whole project has been a crazy thing in a way. The old boat was in horrible shape and most persons who looked at it judged it was too bad to repair. Well, with some determination and a lot of sweat it's becoming a reality."

Soon as the hull is completed Gary plans to tow her 120 miles down the Mississippi to Guttenburg, Iowa (his home town) and pull her out so's next year work can be done on the starboard side of the hull.

Among other things she's probably going to need a new engine.

In our Dec. '71 issue we did a story on the LOUISE which took her from the Upper Ohio to Panama City, Fla., thence to Chisca on the Minnesota River. She started out as the J. A. CRESAP, then became the SKIPPER in Crain Bros. fleet. Clyde Daily renamed her LOUISE in 1967 before her geographic adventures commenced.





CAPT. JESSE JOHN BARR needed a replacement for the J. H. BEST in the Parkersburg-Zanesville trade, so he went to the Wabash River and got the PRAIRIE CITY which had been built at Cincinnati that spring of 1873 for the Evansville-Terre Haute trade, Capt. H. H. Flesher. The above picture was taken at Terre Haute, Ind. probably on her maiden trip, judging from all the attention she's getting, early March 1873. The photographer was H. M. Pound who produced stereoscopic slides, and this is made from such a slide owned today by Bert Fenn. Capt. Jesse J. Barr ran her in the

Muskingum the fall and winter of 1873 while he was building the LIZZIE CASSEL, and then sold her back to the Wabash River. She exploded her boilers at Hodge's Landing on the Wabash, December 27, 1879, at that time running out of New Harmony, Ind. making connections with the St. Louis & Southeastern Railway at Wabash Station. The boat was practically demolished and one of the victims was the captain's wife, Mrs. McIntyre, hurled out on shore. This exceptional picture comes to us from the Murphy Library collection at La Crosse, Wis.

Sirs: The report of the SULTANA find in the September issue, page 26, recalls to me an episode in the fall or winter of 1945 when I was still the property of the U.S. Army Air Forces, at the Memphis Municipal Airport.

While stationed there I came to know Capt. Rees V. Downs, who introduced me to Joe Curtis, the popular news reporter. I was invited to ride with them to the scene of a possible discovery of the SULTANA remains over in Arkansas at a location where one of the "oldest living inhabitants" remembered seeing the burning hulk drift ashore. Thanks to the relaxation of duty hours after V-J Day I was glad to accept.

My recollection is that we crossed the bridge to West Memphis, then headed upstream in Arkansas.

Getting into back roads we picked up the land owner who guided us to the edge of what, in my Yankee innocence, I took to be a cotton field, but well may have been soybean (though I don't think soybeans became a cash crop until some years later). At the far edge of the field (but with no indication that there was any river within miles) we were shown an ancient timber (maybe plural) projecting above the hard-packed soil. That's the whole story, and within another week or so I was out of uniform and en route to Alabama and New England. It well may be that Joe Curtis wrote of this adventure in the Commercial Appeal.

Another matter: It was a deep shock to read of Bob McCann's death. His picture, and Tom's and

Captain Jesse's, were a salutary, if cruel, reminder of how old I am.

C. Bradford Mitchell,
7019 Shore Road,
Brooklyn, N.Y. 11209

Stanford Alumni Association announces a reunion of the College of the Western Rivers to be held on the Stanford campus on January 15, 1983. Participants in the three DELTA QUEEN trips they have sponsored are receiving invitations.

Our thanks to the Nominating Committee for serving at S&D's election of officers, Sept. 18th: Dale Flick, spokesman; Helen Pratter, and Wilbur Dow.



PROMINENT on the Indiana hillside about five miles below Vevay on the Ohio River is this stately white-painted residence built in 1838 by Capt. Thomas T. Wright. He came to Switzerland County with his parents from Maryland in 1816 and in young manhood ran flatboats to New Orleans. He married Eliza Craig, daughter of George Craig (hence Craig's Bar in the Ohio). Eliza inherited the property where the present-day mansion stands. Mrs. A. V. Danner, local historian, says Captain Wright's initial venture in steamboats was a share in the packet SWIFTSURE NO. 4 built at Cincinnati in 1846 which well may be the case inasmuch as the Schenck family of Vevay were involved. Of the half-dozen or more packets Wright later operated, the HIGHFLYER is the one better recalled, a side-wheeler built at Madison, Ind. in 1854, 253 feet long. That same year he moved his family to Memphis, where he died November 5, 1874. The hillside mansion fronting the Ohio is spoken of as "the old Hildreth home" by local oldtimers, and presently is occupied by Mr. and Mrs. William Scott.

THE FRED HARTWEG AFFAIR

Sirs: In the September issue you bring up the famous FRED HARTWEG incident of 1907.

First, the Deep Waterways Association at which President Theodore Roosevelt was to be the speaker in 1907 wanted the Combine to send the SPRAGUE to St. Louis with a coal tow for the President to see. That St. Louis run was not an easy one, so the Combine was understandably reluctant to send the big boat up there. And, furthermore, the boat's operational problems were only beginning to be worked out at that time.

Since the heyday of the long distance packet between St. Louis and New Orleans was already a memory, there was not much that the river men could find to impress the President with.

The river and coal men of Pittsburgh would not give up on the SPRAGUE. For a brief period, they entertained the grandiose notion of meeting the President at Cairo aboard the SPRAGUE. Some 36 guests were planning to make that trip; however, the SPRAGUE was laid up at Paducah in need of repairs.

As a result, the HARTWEG was given the "honor" of taking the Pittsburgh delegation from Cairo to Memphis. The FRED HARTWEG was an exceptionally fast steamboat, and her master, Clarence Nichols, was one of the best pilots between St. Louis and Memphis that the Combine had.

You make one troublesome statement: "...instead of remaining behind in her assigned (emphasis mine) position." The problem is that there was no assigned position for the HARTWEG or the rest of the steamboats.

George Uhler (who later gained fame in the TITANIC investigation of 1912) was at St. Louis and saw the procession arrive from Keokuk and then depart for Cairo. Uhler made the statement later that there was a precise order for the steamboats in that procession.

While I have no doubt that Uhler and the Steamboat Inspection Service had only the best of intentions, the SIS neglected to issue any orders to the steamboats accompanying the President in 1907.

I have scoured all the sources that I can find for 1907 to locate some semblance of a parade order or schematic diagram of the re-

spective positions for the steamboats; however, there is none to be found. All that I have dredged up is a request from Mr. V. A. Cordes of Memphis to the owners/operators of the steamboats in the presidential parade to get in touch with him. Presumably Cordes was going to tend to the details of the procession from Island 40 to Memphis. But the problem was that Cordes was simply a businessman of Memphis and had no connection with any federal agency normally involved with the President's security and other details involved in a steamboat procession.

My contention is that there were no orders given for that procession. In fact, this notion is further corroborated by the testimony in Nichols' hearing at Memphis in which it was maintained by others that any orders of this nature would have readily been obeyed, had they been given.

Nichols was pronounced guilty without a fair hearing or trial.

When the flotilla was coming down from Island 40 above Memphis, the MISSISSIPPI was first, the COL. A. MACKENZIE second, and the HARTWEG third. When Nichols tried to get out front, he was told via megaphone from the MISSISSIPPI to get back in his place. The officers of the MACKENZIE subsequently warned him that they were in a parade, not a steamboat race.

While there are some peripheral details that could be brought in, I think that the central issue which has been neglected over the years is that Nichols was understandably confused as to who was in charge of the procession.

If I am not badly mistaken, the ones who had the authority to establish positions in the steamboat procession were the inspectors of the Steamboat Inspection Service, not the U.S. Engineers, nor the Lighthouse Establishment, nor the Inland Waterways Commission.

Nichols allegedly told the master of the MISSISSIPPI to take his "wreck" out of the way. At that point, about a kilometer above Memphis, the HARTWEG left the MISSISSIPPI and the MACKENZIE rocking in her wake.

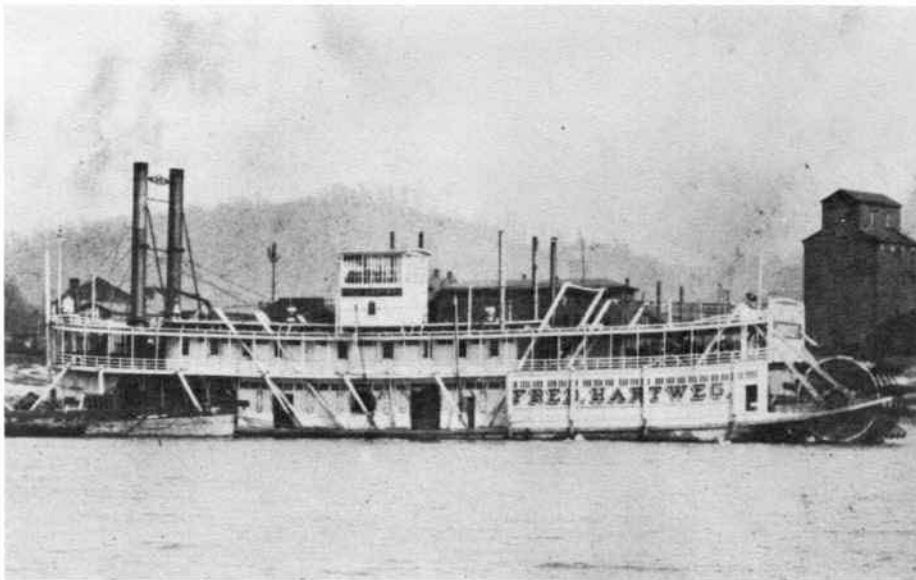
And, of course, the HARTWEG arrived at the foot of Monroe first.

I've done some careful dredging in hopes of someday finding out the truth behind this zany incident.

One interesting discovery is that the famous telegram was not fired off immediately, the way that some researchers and writers have inferred.

It appears that the officers of the MISSISSIPPI had had a rough time handling the procession from Cairo south. The HARTWEG and ALTON had gotten into an impromptu race with the MISSISSIPPI past New Madrid so the HARTWEG is not the only boat worthy of censure.

Before Roosevelt left the MISSISSIPPI, her officers spoke with him briefly. Precisely what they related is not known; but they were obviously less than thrilled with



BUILT at Brownsville, Pa. on the Monongahela River the FRED HARTWEG was the last boat launched at the old Pringle Yard. After this launching the Axtons bought ground in the lower part of West Brownsville and started a new yard, and next built the HARRY BROWN there. The HARTWEG was built in 1896 with a wood hull 160 x 29 x 4.5. Her engines came from the former NELLIE SPEAR, 18's-7 ft. The Hartweg family operated in the Cincinnati area, although this towboat went to Cairo early in her career owned there by B. B. Bradley who sold her to the Combine. Capt. Clarence Nichols, star performer in the accompanying story, was son of Capt. Charles Nichols who, with a brother James, owned the side-wheel THOMAS SHERLOCK. Capt. Clarence died on September 23, 1918. The Combine sold the HARTWEG to the Barrett Line in 1912, and thereafter she was the DOROTHY BARRETT until lost in ice at Richardson's Landing, Tenn. in February 1918. -Photo by Thornton Barrette.

the behavior of the HARTWEG and her talented pilot.

Roosevelt took the matter under advisement and then departed for the Deep Waterways Association convention and was gone until ca. 5:00 p.m. When Roosevelt left the convention, he was taken to the railroad station, where he was met by the Steamboat Inspection Service.

It was after 5:00 p.m. that the famous telegram was sent, while TR was on his way to Stamboul, Louisiana, to hunt bear. And, please note, the telegram was not to George Uhler, but rather to the Supervising Inspector at Evansville, Indiana.

The efforts to revoke Nichols' license were not from Washington, but from Evansville.

Moreover, Nichols was suspended for 180 days by the SIS, whereas the President's telegram stated 90 days.

In the hearing that followed the telegram, it was brought out that there was no concern for danger and that Nichols had handled the HARTWEG with consummate skill.

There are several latent issues to this suspension: (1) underpaid government pilots very jealous of the well-paid Combine pilot who was a tip-top pilot; and (2) by suspending Nichols, the Steamboat Inspection Service was also con-

veniently and surreptitiously concealing the fact that the orders for the presidential procession had not been dispatched to the steamboats at all.

But more than anything else, Nichols was master of his boat and here were men in questionable authority attempting to tell him what to do.

The Steamboat Inspection Service normally ran a fairly tight operation; However, I have a lengthy list of its egregious oversights over the years. Whenever possible the Steamboat Inspection Service would cover its tracks carefully, especially when there was a serious blunder, such as this one. However, in this case, there was no way to conceal the SIS's stupid blunder, so Nichols was the convenient scapegoat.

My reason for taking this position is comparing what happened at Vicksburg only two and a half weeks later when Roosevelt was involved in another steamboat procession.

The presidential train arrived at Delta, Louisiana, from Stamboul, and was ferried over to Vicksburg by the PELICAN, while Roosevelt was taken from Delta to the foot of Grove Street in Vicksburg.

You should see the details that the SIS went to to make certain

that there would not be a repeat of the Memphis rodeo/circus. Roosevelt came to Vicksburg on the BELLE OF THE BENDS and no other steamboat was allowed near, except the SENATOR CORDILL.

Nichols' suspension was simply a smokescreen.

Now, Fred, you also missed the moral of the story badly. Anytime that a Combine boat had a guest on board, there was trouble ahead. When the SPRAGUE left Sand Island on February 14, 1904, with her first big tow of loads, she was attempting to redeem two disastrous years of problems. Unfortunately, Will S. Hays, river columnist of the Louisville Courier-Journal was aboard. Needless to say, she lost almost all that big tow.

And then several months later in 1904, the FRED WILSON was making up a tow at West Louisville early one morning. She had a guest on board and she blew up.

Now, can you imagine what would have happened had the SPRAGUE been in that presidential steamboat procession with 36 guests aboard?

And another thing: on page 3 of the September issue you list 12 men who were aboard the HARTWEG. I've seen various versions of that list, most with the names you mention, though there is another who seems to be on one list and not another.

Custer's Contention: There were 13 guests on the HARTWEG, and that trip was a predestined disaster for all concerned.

More than anything, I would like to be able to get in my time machine and be able to talk with George W. Theiss to hear his side of that story.

Another item that you neglected to take into account: President Roosevelt considered himself "Theodore," and he did not care for "Teddy" at all. The Pittsburgh delegation evidently did not know this and every time they came alongside of the HARTWEG, they continued to chant "Teddy, Teddy, Teddy."

You might also take a look at pages 812-16 in Vol. V of the Letters of Theodore Roosevelt. It is clear that Roosevelt was having some problems with being able to sleep with the whistles bellowing constantly from Cairo to Memphis.

Jack E. Custer,
135 Yorktown Road,
Franklin, Tenn. 37064

=There is a good smattering of interesting reading in Jack's letter new to us, particularly the urge to get the SPRAGUE into the act. As to who should decide the sailing sequence in a river boat parade, seems to us that in the many such spectacles staged at Pittsburgh over the years, a Grand Marshal and his Committee called the shots. Of interest would be to know how many Pittsburghers were in the HARTWEG's pilothouse when she went by the MISSISSIPPI and how much liquid cheer was involved. -Ed.

STANFORD ALUMNI ASSOCIATION

BOWMAN ALUMNI HOUSE STANFORD CALIFORNIA 94305 (415) 497-2021

THE STANFORD ALUMNI ASSOCIATION chartered the DELTA QUEEN this past September 3-14. One hundred and sixty qualified members and friends came aboard at Pittsburgh, about 90% of them from California, and coasted down to New Orleans. They paused enroute for prearranged bus tours at Marietta, Louisville, Evansville (where they visited New Harmony and returned to the boat at Mount Vernon), Memphis and elsewhere, and listened respectfully to daily lectures aboard (usually one; one day three), dressed casually, ate too much food, learned to love Vic and Mom Tooker, took turns at the Captain's table, basked on deck on sunny afternoons and asked a thousand and one questions. For these privileges they paid from \$1,350 to \$3,500 each for a package deal including reservations at Pittsburgh's Hilton the day before departure, DQ accommodations and passage, onboard meals, the bus trips, and most related gratuities but not plane fares. Only twice before has there been anything quite like it, and these were prior Stanford Alumni voyages several years back from New Orleans to St. Louis, also on the DQ.

Much advance planning goes into such an event. A letter came to Ye Ed from SAA dated November 20, 1981, signed by Peter R. Voll, the director of Travel/Study Programs. He had spent the last week in October riding the DQ to develop the itinerary for the September '82 tour and, having read "Saga of the Delta Queen" on board, he was wondering would I be their guest captain Pittsburgh to New Orleans. Then on July 9th '82 this Peter Voll appeared on board the DQ at Pittsburgh immediately following the surprise party staged by Mary Louise Johnson and reported in our last issue, page 27. Accompanying him was a perky young lady, Kathleen N. Ferrington, recent Stanford graduate, now program coordinator for SAA's Travel/Study Programs. The three of us had dinner at the Red Bull in Ambridge following a visit at 121 River with the upshot that Kathleen nearly missed the boat (the DQ was due to leave Pittsburgh at 8 p. m. but fortunately was 20 minutes late) and I was signed on to deliver one "lecture" and quit the SAA trip at Marietta. Reluctance on my part was solely due to possible interference with S&D's upcoming September meeting. But this combination of Peter and Kathleen could talk an apple off a tree.

O brother! how I did want to see Jan Clement's Mud Island at Memphis, and here was the chance if only I would stay aboard that far, so the apple fell when C. W. Stoll displayed great enthusiasm about climbing aboard at Louisville and we'd see Jan's Mud Island together. So all aboard for Memphis.

Cathy Baloga and her husband Bill would look after Wrecks and the cat C.W. (not named for S&D's C.W.----contraction for Crescent Wrench) so Ross Rogers on boarding day drove me bag and baggage to Pittsburgh's Monongahela wharf. Nice first visit with William S. (Bill) Hays, Pittsburgh attorney with river forebears, Capt. S. Seward B. Hays and Abraham Hays, then for lunch with Ross and Capt. Tom Kenny over at the new P. & L. E. complex, Station Square. Tom had shared pilot watches on the DQ from Cincinnati to Pittsburgh with Capt. Harry Loudon, where he was relieved by Capt. John B. Ritchie, Sr. of Paducah. Ross dropped me off at the boat and then got Tom headed for the Airport en route back to his home in Ferguson, Mo.

Operating crew on the DQ as we backed away with a toot of the whistle (new law, formerly three toots):

Capt. Harold DeMarrero, master
Loudon and Ritchie, pilots
Kari Preston, mate
Emit McCauley, 2nd mate
Edgar Jones, chief engineer
Fred Klein and Tim DeFlora,
watch engineers
Robin Hixson, chief purser
Tommy Lee Jones, steward

Terry Wm. Severns, cruise director

Vic Tooker, interlocutor
Robin Stapp, head purser
Mike Davison, housekeeping purser

Rissa Scholl, gift shop
Cleatus Lee, chef
Adrian Johnson, maitre d'
Geoff McGregor, bar steward

THE DELTA QUEEN is always an event and among the spectators at the Emsworth Locks was Patricia Langord whose new movie "Working River" brought forth much favorable response at the S&D meeting. The throng at Sewickley caused me to rush to the pilot-house and ask Harry Loudon, "Mr. Bixby, kin I blow the whistle?" so Harry said help yourself and we gave them a salute. At Dashields Locks we waved to Roy and Marion Hegner, among others. Roy looks after our typewriter and asks us to apply the charges to extending his and Marion's S&D membership. They must be paid up through 1990 by this time. "Roy, some one of these days I'm going to die!" I remonstrate. "So am I," he answers.

First night out supper at 6:45 in the Orleans Room and turns out

The Thrill That Comes Once in a Lifetime



THIS CARTOON by Parkersburg, West Va. native H. T. Webster (1885-1952) is apropos here to illustrate the enthusiasm generated by Peter Voll and Kathleen Ferrington of the Stanford Alumni Association for their DELTA QUEEN cruise from "the head of the crick" to New Orleans this past September. -Our thanks to Bob Parkinson of Berkeley, Calif. for the stat.

that Capt. Harold DeMarrero has a captain's table set up for twelve, at which he presides at the head, flanked by five guests on each side each armed with a neatly prepared invitation. In such manner during the course of the voyage every passenger, or most at least, have a chance at it. To add a little style there is a choice of wines and an after-dinner cordial, compliments of the Captain. Capt. DeMarrero, being on watch, is frequently absent while making a lock or some other demand, and he planted me at the far end of the table as a permanent fixture to carry on as "guest captain" to assure a continuity. This was great fun, of course, and an aimable means of meeting these seasoned globe-trotters, doctors, a Rear Admiral, a General, a Pulitzer Prize winner, a dear sprightly lady descended from German barony, and everybody asking me sooner or later where the term "texas" came from. Texas, and towboat and boiler deck certainly need explaining.

Being one to easily borrow trouble, and during dinner having taken aboard a sampling of the calibre of my unusual shipmates, I was not exactly put at ease to learn that the initial speaker of an ar-



MRS. Elizabeth J. (Betty) Winters has our thanks for the above. She lives in Carmel, Calif. and says this is one of 300 pictures she took during the Alumni Cruise. Betty is at the right, and Sue Cockcroft is her picture-partner.



IT WAS a nice warm afternoon at the Howard Steamboat Museum in Jeffersonville, Ind. and a great opportunity to photograph the latest addition to the river fraternity. Kathleen Ferrington of the West Coast, recent Stanford graduate, is the Alumni's program coordinator and was getting her initial exposure to steamboatin'.

ray of talent scheduled to address this "College of the Western Rivers" had missed the boat, so to speak, and would not be boarding until we got to Cincinnati. I was to take his place. Maybe I should have stayed home with Wrecks. As Peter Voll was introducing me, and doing "a masterful job of it--the Orleans Room filled to overflowing--I nervously reached in my pocket for my notes and they were not there. Instead I drew forth an old shopping list. The microphone had been poked under my nose and I read aloud: "Clorox, Tide, milk, Kitty Litter." Warning: do not (repeat NOT) attempt this as an opener before a general audience. "Wrong notes," I explained, "anyhow you now know I own a cat." Those beautiful people laughed. Peter Voll had provided a blackboard, a piece of chalk and an eraser. Pictures of the river and its boats got me safely through the rest of it.

Due to an early morning fog we were a little late arriving at Marietta, but not seriously so, and the High School Band in full regalia struck up their music out on the wharf--they had been playing at the County Fair and had been hustled to the levee in buses for the DQ's arrival--not on the itinerary---a complete surprise. As reward these youngsters were given a tour of the steamboat while the SAA passengers took off in other buses for the Ohio River Museum and a tour of the W. P. SNYDER JR. Jeff Spear has a knack of appearing when most wanted, and he lugged a box of the new S&D REFLECTOR's September issue down to the boat for me from the Lafayette



and while he and I were ogling it for the first time I missed the last bus to the Museum and took a taxi.

Without much doubt the outstanding attraction was the SNYDER's pilothouse. The Californians had not been allowed in the DQ's sanctum sanctorum, so we rang the bells, pointed out the gadgets, and they liked the lazy bench and the big coal stove. Back at the boat and resting my hot dogs on an upper deck, Vic Tooker put on a calliope recital which beat anything I've ever heard; maybe the echo-bounce from the hotel and from up Front Street had something to add to it; maybe the acoustics were right. He outdid himself and was rewarded with plenty of shore applause. Yes, and maybe that's what put the instrument out of whack. They still were trying to get some life back into it when I debarked at Memphis.

PEASOUP fog during the night and early morning with Her Ladyship safely contained in a lock chamber at Racine Locks and Dam. These warm fall days and chilly starlit nights are the recipe. Peter Voll, Kathleen Ferrington and I have fallen into a pattern of breakfasting together

hard aft on the starboard side in the Orleans Room. I order a small orange juice, buttered toast with jelly, and coffee. Kathleen, an American Studies major, Stanford '81, chides me for eating like a canary. Peter Voll, Stanford '65, enjoys breakfast as he outlines the events of the day which--this day--will not include a shore stop at Ripley, Ohio due to the fog delay. William M. Chase with a PhD, on the faculty of Stanford's English Department, speaks this morning on "Mark Twain and Life on the Mississippi River." At 3:30 the group will hear Capt. DeMarrero, who doesn't need a subject. So now I learn from Peter Voll, with Kathleen adding persuasion, that at 4 tomorrow afternoon "by popular acclaim" (their words) I am to again address SAA, and me fresh out of old shopping lists.

Passing Huntington I'm wondering about Jim Wallen and Jerry and Lenore Sutphin. Shortly below there a call came on the pilothouse radio from the CAMDEN QUEEN. Gene Lister wanted to race. This trim excursion boat operates out of Camden Park, up Twelve Pole Creek. Off our port side she commenced fanning a mean wheel and

looked like she was going all sixty but was no match for the DQ which glides along apparently half asleep while clipping off the miles. Today Gene will be mentally figuring a bigger and faster boat for his Park trade or else I don't know Gene Lister.

Cincinnati was not included in the SAA itinerary as a shore stop inasmuch as she was due there in the wee hours of the morning. Two fog delays and need of drinking water changed the tune. Virginia Bennett came aboard for a visit and picked up Harry Loudon to deliver him home at 6770 River Road. Harry tells me that trip pilots are getting \$188 a day, if you can imagine that. In my youth I worked with veterans who had spent a lifetime at it and thought they were Croesus at \$10 per. Yes, even at \$8 per. Lexie Palmore will spell Capt. John Ritchie from here to New Orleans--our soft-spoken Texas lady pilot has been aboard posting up for an extension to Pittsburgh.

Madison, Ind. was definitely on the SAA program with proposed visits to the Lanier and Sullivan houses but no thanks to Ol' Man Phawg the DQ slipped by there in the middle of the night without so

much as slowing down in order to be on time for a full day's program at Louisville on Tuesday, Sept. 7th. Martial music greeted the morn---the Jeffersonville High School Band, some of the youngsters still sleepy-eyed, played on the esplanade with a will. This greeting at Louisville surprised even Peter Voll. The SAA's are off in buses for Churchill Downs and Farmington. Keith Norrington taunts me with a better proposition, a visit to his home in New Albany, so away we go for my first look at the river loot this pack rat has cabbaged and has on display, an overwhelming admixture of this'a and that'a from old steamboats. Every item has had tender loving care and has a place of honor on walls and tables. Once in a while things really turn out to exceed my expectations, and Keith's display is one of them. I suppose we would have lingered much longer but--surprise!--lunch was ready. Keith's mother had set out the meal, and Ken Norrington, his father, joined us.

The SAA's were due by bus at the Howard Steamboat Museum at 2 o'clock. Keith drove us over for our first visit since the disastrous fire of March 18, 1971 (see June '71 issue for pictures and details.) The SAA visitors were grouped on the front lawn (nice warm afternoon) and were welcomed by Louise Schildroth. Once inside the famed Howard mansion ladies stationed in every room were ready to answer questions. We learned that Director J. T. Smith had steered the Jeffersonville Band to the DQ for this morning's serenade and it was delightful to renew acquaintances with Catherine Richardson who shared almost insurmountable obstacles with Loretta M. Howard to achieve the present success story. The men-folk were fascinated with the broken shaft from the DQ now exhibited in the backyard, complete with flanges and cranks. Many wondered what it weighed. In the spring of '74 the paddlewheel was lifted off at the Avondale Yard, tipping the scales at 44 tons--this of course including the arms, buckets and all. So 40 tons won't miss it far. The Howard Steamboat Museum is a miracle of restoration. Those who visit the place, not knowing of the fire, would never suspect there having been one. When Peter Voll and Kathleen Ferrington put it on the SAA agenda along with Churchill Downs and Farmington they made no mistake. The SAA delegation was enthralled.

LATE THAT AFTERNOON we slipped down through the Louisville-Portland Canal and into the McAlpine Lock with C. W. Stoll, who had just joined us, lecturing over the intercom about the geology of the Falls and directing attention to landmarks historically important in the area. His fact-studded discourse won C.W. instant promotion with the management. Instead of sharing room 335 with me, as had been the original plan,

he was assigned room 334 all to himself and was not informed of the switch until his baggage had been transferred by porter. When he entered the room he found on the stand a complimentary supply of Southern Comfort, a favorite of his. These SAA people operate on the proposition that trifles make perfection, and perfection is no trifle. That evening C.W. was invited to the Captain's table.

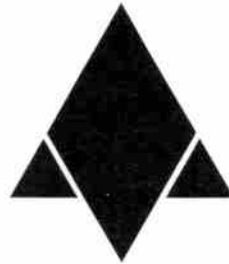
The lectures continue unabated. As we wended by Puppy Creek I was musing to myself about Bert Fenn's Tiwappity Bottoms over there on the Kentucky side named for the sound a johnboat makes while gliding along through a slightly rippled river, and we were attending a discourse titled "Sinclair Lewis and Babbitt" delivered by Stanford PhD holder Bill Chase. Advance copies of "Babbitt" had been mailed to the SAA steamboaters so's they could fortify themselves. Many I talked with had read the book years ago; my exposure had come while clerking the GENERAL CROWDER in 1923. Tiwappity Bottoms may eventually outlive "Babbitt" but its chances are poor; it's not on the map. Bert Fenn found out about it almost by accident.

By the way, Capt. Harold DeMarrero's address about the Mississippi River and its devious ways turned out a pleasant surprise to us and an attention-getter for his

audience. Not every day in the week are we of the river blessed with a steamboat captain good on his two hind legs before a distinguished group. Mark him down for a future S&D candidate. During my second "lecture" I was telling about John Hartford's ballad of the Virginia In the Cornfield and then thought to pause briefly to ask if anyone knew the identity of John Hartford. Why sure they knew John Hartford---"Gentle On My Mind." We'll have to get him going on Tiwappity Bottoms.

This afternoon we are briefly tied at Evansville with the usual parade of buses, and with a little radio-controlled miniature automobile scampering over the levee guided by one of our deckhands. It's fascinating. The imposing McCurdy Hotel continues to dominate the riverfront although no longer a hotel; good grief I remember when Mr. Devenney slaved over the lumber requirements for framing the windows. The water works in the bite of the upper bend is still there, now without the tall brick smokestack which made of it a local landmark.

The buses are taking the SAA people out to visit New Harmony and will return them to the boat at Mount Vernon later in the day. C.W. chides me for dragging my feet and not going along; he says New Harmony was the basis for the "Way fortune" which may have some



Stanford Alumni Association
Travel/Study Programs

*You are cordially invited
to join*

Captain Harold De Marrero
Captain Frederick Way, Jr.

for dinner on

**Tuesday
September 7**



LORETTA M. HOWARD, mentioned in the accompanying story, sat for this portrait at her home in Jeffersonville, Ind. on July 10, 1962. The photographer was James T. (Jim) Swartzwelder. Mrs. Howard (1885-1978) was secretary-treasurer of the Howard Shipyards & Dock Co. When her husband Jim died in 1956 she forwarded his ambition to make of the Howard mansion a River Museum. She lived upstairs, acted as curator, suffered two hip fractures, the house was gutted by fire --but she did it.

credence, but not enough to stir me off a boat which for the next 37 miles will turn itself into a private yacht, few if any passengers aboard, steaming down the Ohio to Mount Vernon. C.W. had seen the place so he also stayed aboard. We rode in the pilothouse most of the way.

THURSDAY, SEPT. 9th and moored at Paducah this beautiful fall morning. Shore leave for the passengers. A long cloth banner is unfurled out on the wharf bearing greetings to our pilot Capt. John Baptist Ritchie, Sr. and his bride Joan, this being their home town. They are pleased with the unexpected attention and are pos-

ing for photographs.

The morning lecture shortly after we get under way is by Stanford history professor Don E. Fehrenbacher whose subject is "Lincoln and the Mississippi Valley." He was awarded the Pulitzer Prize in History for 1979 and is regarded as one of the finest Lincoln scholars. We aimed to ask him if he knows Lloyd Ostendorf, and certainly he must have seen Lloyd and Rita's ABRAHAM LINCOLN when they exchanged greetings with us up the river. Too many admirers were swarming about him at the conclusion of his well-received talk to permit the opportunity.

This is a day for lectures. During the afternoon Capt. Lexie

Palmore displayed her art work and fended off many, many questions after a brief talk, followed by a tea hosted by that perennial trooper Alice Tooker. Later in the day Charles Kolb, retired chief geologist with the Vicksburg Engineers, presented a bang-up talk illustrated with slides shown by his wife Bertha.

As the DQ passed Cairo and entered the Mississippi C.W. held forth on the intercom as passengers lined the rails and pitched coins into the Father of Waters' first muddy boils. Where this custom came from I don't know, but it's been going on for years. The first half of the movie "Gone With the Wind" was screened last



PETER R. VOLL, director of Travel/Study Programs, Stanford Alumni Association, visited at 121 River on July 9, 1982 and was persuaded to back up against John Stobart's New Orleans harbor scene featuring the J. M. WHITE. For the curious, the picture under the barometer and clock is made from a woodcut of the side-wheel GEORGE WASHINGTON built at Cincinnati winter of 1824-25 by Henry M. Shreve. Under it is the original ink drawing of the BETSY ANN by Jerry Sutphin. Ye Ed's head is hiding Dean Cornwall's Kentucky River scene featuring the BETSY ANN.

night, and the balance of it tonight as the DQ's headlights were busy spotting buoys. We let Clark Gable and Vivien Leigh fend for themselves and went to bed.

Come morning and the DQ was taking on fuel oil at the lower end of Memphis, 1,199.1 miles from Pittsburgh and journey's end for C.W. and me. Bill Chase held forth on "Mark Twain and Huckleberry Finn" at 10 o'clock, every chair occupied; the only lecture we missed and probably the one from which much profit could be gained. So Huck must remain in our memories as one of the most uncomplicated characters (perhaps the most) in American literature. Maybe Bill Chase made him out that way, I hope.

Stanford's history prof Don and his wife Virginia Fehrenbacher did C.W. and me the honor of asking us to share luncheon at their table, during the course of which Peter Voll came to the dais, gave us courtly thanks for the parts we had played (little enough) and presented each of us with a signed 16x20" print of Lexie Palmore's recent DELTA QUEEN painting, a wistful nocturnal scene, stern quartering, under full headway.

Capt. Edward C. Winford who lives in Memphis visited aboard and joined S&D. During the trip memberships also were taken by Capt. DeMarrero and his wife Connie, and by Capt. John B. Ritchie,

Sr. and his bride Joan. In addition to the Stanford Alumni membership, their program coordinator Kathleen Ferrington joined personally.

The fuel oil aboard, the DQ now moved up to what is called John B. Edgar Point, a river access below the mouth of Wolf River. The city fathers have denied permission to the DQ and MQ to land at the city wharf following a caving in of the cobblestones believed to have been caused by hydraulic erosion from the boats' bowthrusters. We bid goodbye to the 160 SAA tourists as they boarded buses for a look-see at Beale Street and the Cotton Exchange, but caught up with most of them a while later as they toured Mud Island.

Mud Island is off to a rollicking start; since it opened on July 3rd last some 400,000 persons have ridden the monorail approach over Wolf River to get there. Lexi Palmore, C.W. and I walked the five-block-long scale model of the Mississippi River, something of a feat for tired feet, and then did up the exposition's exhibit rooms, and finally tracked down Jan Clement who had been squiring the SAA people about town. No adequate description of Mud Island will be forthcoming until Chuck Remley has seen it and sits down to rest his tired dogs and expounds his opinions. Meanwhile I'm not going to try, feeling like the Arkansas



ALICE (Mom) and her son Vic Tooker entertained the Alumni backed by the Riverboat Ramblers. On several occasions Mom poured tea at 4 p.m. parties in the forward cabin lounge. Vic distinguished himself playing a calliope recital at Marietta. Hotel guests applauded from the balconies and hundreds cheered from the city's cobblestone wharf.

farmer for the first time seeing a real giraffe and saying simply, "There ain't no such thing." Mud Island is like that; too unbelievable to be true.

At six that Friday evening, September 10th, the DELTA QUEEN with her Stanford Alumni again aboard, bound for New Orleans, headed down around President's Island. C.W. and I boarded an airplane bound for Louisville via Atlanta (what's so great about Atlanta?) and Knoxville.

BACK ISSUES AVAILABLE

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Vol. 4 #2	Vol. 8 #3

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Any or all of these will be carefully wrapped and mailed to you at the going price, \$3 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Sirs: In the September issue, page 26, there is a picture of the second ROB'T E. LEE. The caption asks, "Who took it, where and when?" There are two of these photos, identical even to the old stains, in the Howard Collection at the Inland Rivers Library here in Cincinnati. On the back of one of these is written, "Second Robt. E. Lee; from a small photo owned by Paul Howard, whose father Capt. Tom Howard was chief clerk on several of Capt. J. W. Cannon's boats." Although this does not answer the questions posed, it may prove something to go on.

M'Lissa Herrmann,
3337 Statham Ave., Apt. 6,
Cincinnati, Ohio 45211

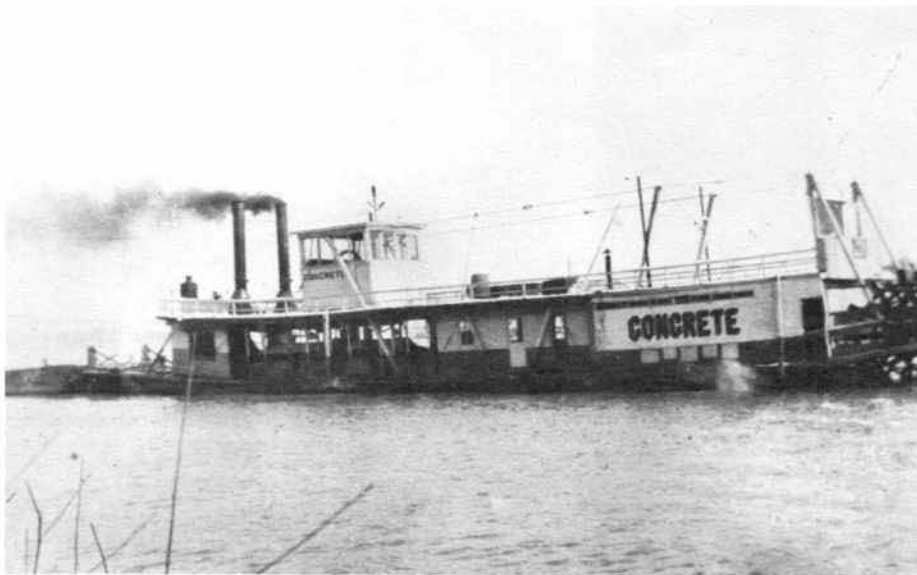
=For the past two years M'Lissa has been associated with the Rare Book Department at the Cincinnati Public Library and has developed a fascination for the steamboat photograph collection. We welcome her letter which was accompanied by photostats of the two photographs of the LEE on file at the Cincinnati Library. They are the same as the one shown in our last issue. Alan Bates brought to our attention that this picture (whoever took it, where and when) does not show the hog-chaining so

prominent in other known views of the second LEE, so now to our original three questions we add one more: Were the hogchains original to the boat and then removed? Or was it the other way around? -Ed.

Sirs: I am sitting here looking at the photo of the QUEEN CITY as a wharfboat shown on page 22 of the last issue. I just can't imagine that the QC just sat there without someone trying to save part or all of her. She still has her bell, nameboards over the forecabin, wire railing, and it's hard to tell what all is still on the inside. Photos like this one are what dreams are made of.

Jerry Sutphin,
204 Chestnut St.,
Huntington, W. Va. 25705

=Jerry no longer is with the U.S. Engineers and plans to expand his capabilities in graphic design, art work and audio visual production. Currently he is making available ten of his pen-and-inks made on 8 1/2 x 11" ivory linen textured paper, image size about 5x7" of the BETSY ANN, QUEEN CITY, CHESAPEAKE, HUDSON, ISLAND QUEEN, SAINT PAUL, IDLEWILD, SPRAGUE, W. P. SNYDER JR. and ALICE BROWN @ \$5 each or \$40 per set, mailing costs included, a "merry Christmas" idea if ever there was one. -Ed.

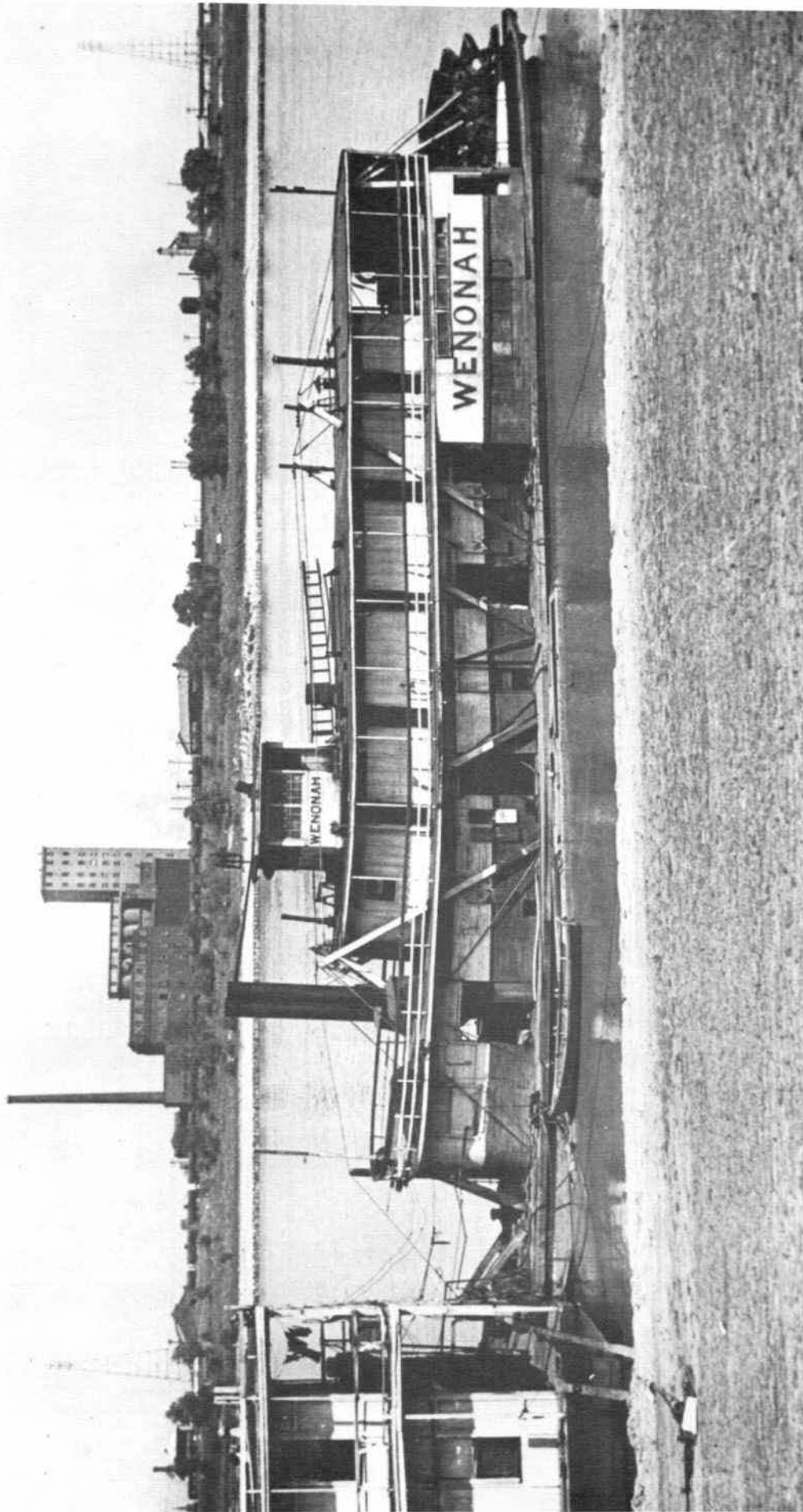


IN AUGUST 1905 the small towboat NELLIE BARTLETT was sold to the Ohio River Sand & Concrete Co., Marietta, O., William J. Duffy, president, and was renamed CONCRETE. She was well known in the Marietta area, a previous owner having been the Ohio River Bridge & Ferry Co., Beman G. Dawes, managing owner, with Capt. S. D. Davis, master. They used her while the piers were being constructed for the Marietta-Williamstown bridge, the same one still in operation today. The NELLIE BARTLETT was built at Little Hocking, O. in 1896 with a wood hull 98.5 x 14 x 3.8. The Ohio River Sand & Concrete Co. disposed of her in December 1906 and in 1908 she was documented with Evansville, Ind. as home port, still named CONCRETE. By the way, this is not the same CONCRETE pictured and described in the Dec. '69 issue of this magazine, page 22. Our thanks to our Murphy Library friends for the above print.

Sirs: What got me started in steamboating was the last time the DELTA QUEEN came up the Illinois River and raced the JULIA BELLE SWAIN. I've been meaning to write and inquire about getting on the S&D Reflector mailing list. I run as pilot on the JULIA BELLE when I'm not working for my regular company, Ingram Barge. I run mostly St. Louis-New Orleans and haven't been up Pittsburgh way but once in three years. Went up as far as Cincinnati last winter when the ice was so bad between Cairo and St. Louis. I'm at Harbert Pt. right now northbound above Helena a ways, 5.6 on the Memphis gage; getting a little rough in places but the buoys are good. 13.3 on Helena gage I believe. Am enclosing an old channel report--thought you might enjoy looking it over. Any info on the Reflector would be greatly appreciated.

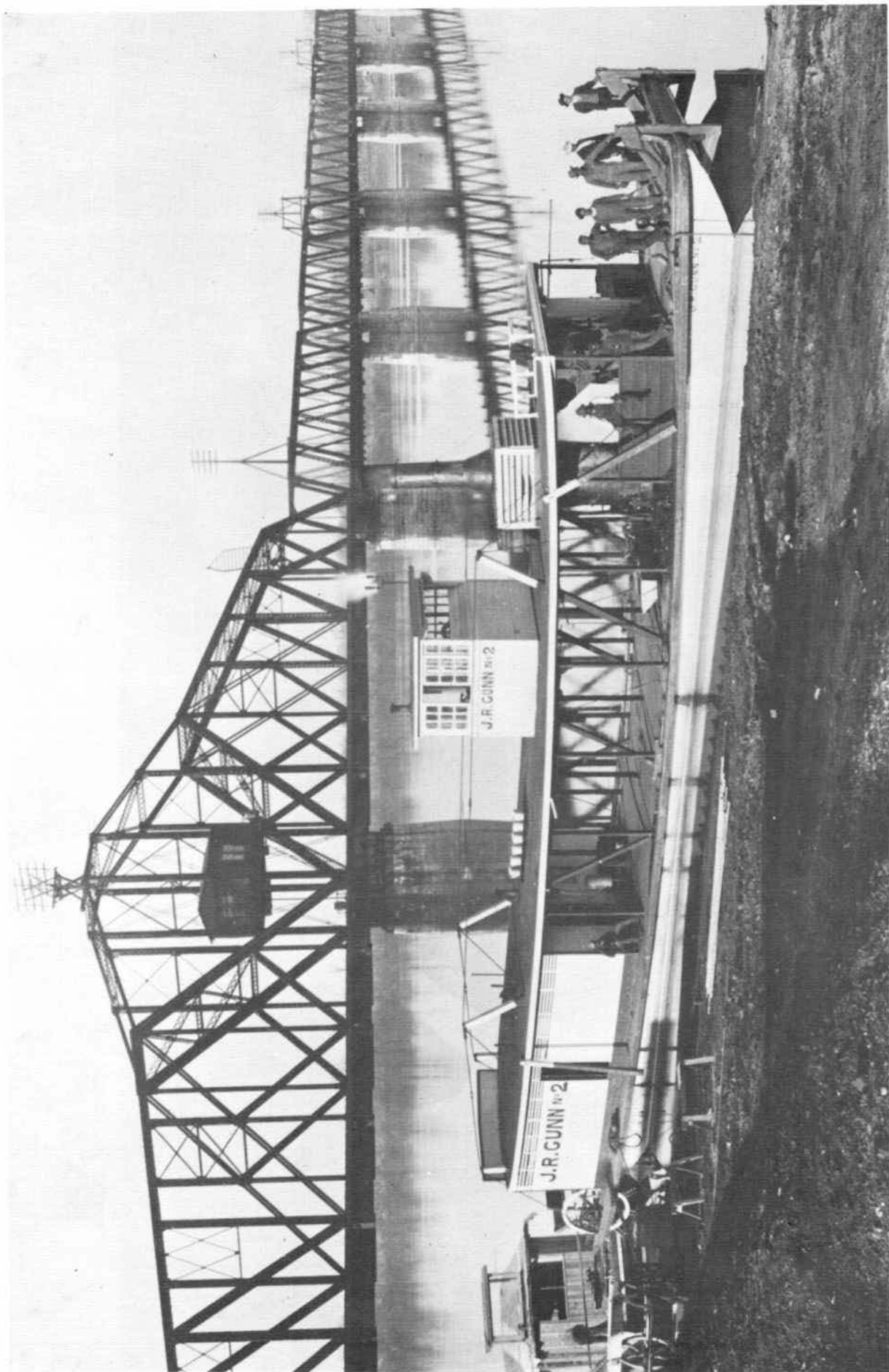
Tim Miller,
Swan Lake Club,
RR 1, Henry, Ill. 61537

=The "old channel report" is dated 9 Sept. '82 issued by CGC PATOKA downbound; first one we've read in decades. The lingo has not altered. Sample: "From wide out off WALNUT BEND LWR LT crossing to HARBERT PT UPPER LIGHT passing 1 red nun in 30 ft and 1 black can in 23 ft. When open on HARBERT PT UPPER LIGHT pull into shape of LB passing 2 black cans in 23 ft." In exchange we've mailed Tim Miller a copy of S&D's latest channel report, the leaflet prepared by Jerry Sutphin. -Ed.



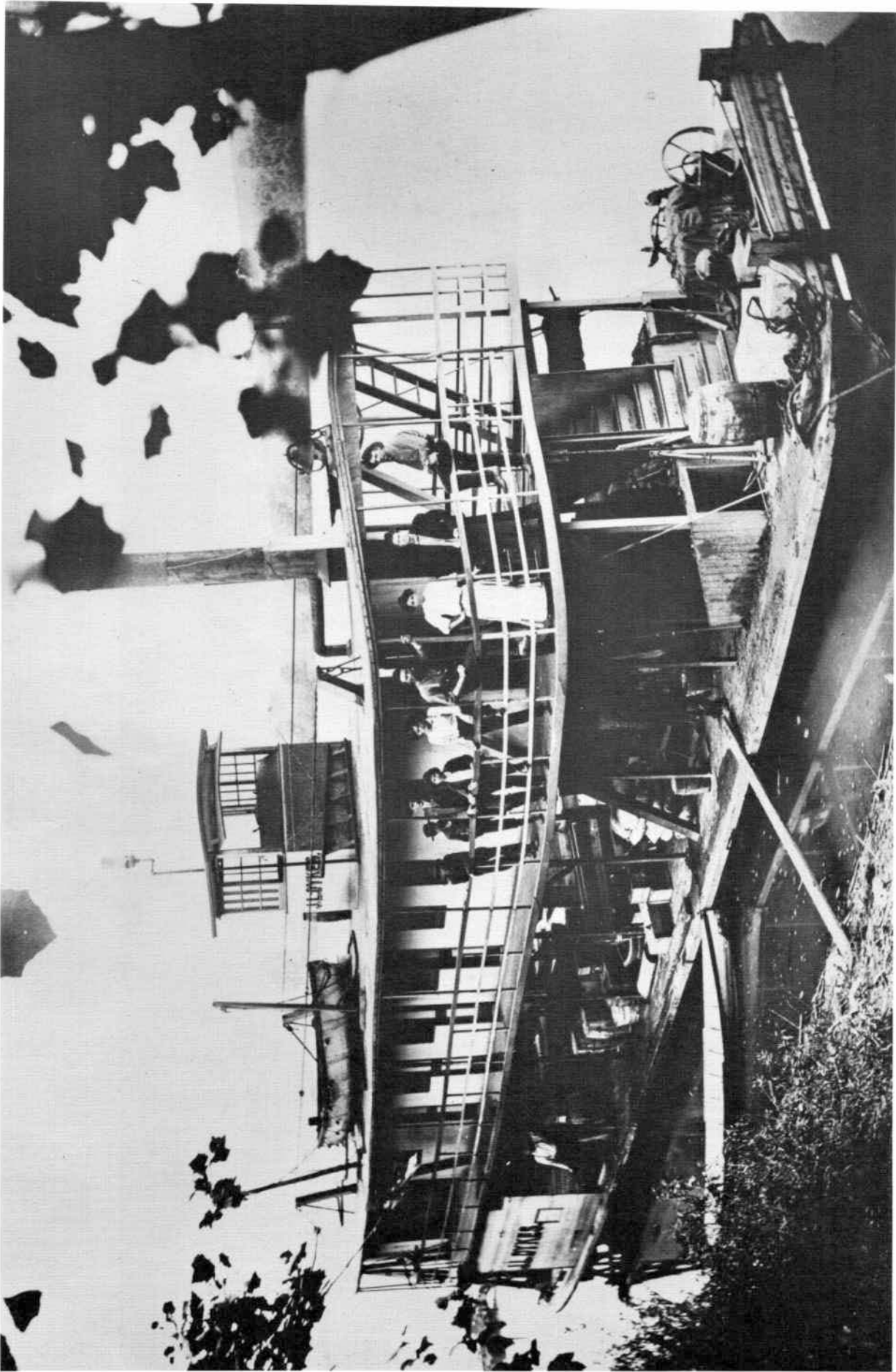
DURING the 1940s the WENONAH was hitched to Capt. J. W. Menke's showboat GOLDENROD at St. Louis as this picture shows. In the latter few years of that decade Capt. Menke stripped off the paddlewheel but she was kept hitched to the showboat until she was burned for scrap at East St. Louis in early February 1951. The WENONAH originally was the LITTLE CLYDE built at Rumsey, Ky. in 1894, wood hull, 98 x 20 x 4.5. She was owned by W. M. and M. L. Sauerheber of Spottsville, Ky.

In 1907 she was rebuilt and redocumented as a new towboat. For a time she towed French's NEW SENSATION showboat. Renamed WENONAH she was owned by the Joyce-Walkins Tie Co., Paducah for about ten years, often working for Arrow Transportation Co. The Miller Construction Co., Bowling Green, Ky. operated her, and by 1939 she belonged to Capt. J. W. Menke. Our thanks to the University of Wisconsin's steamboat picture collection at La Crosse for the picture.



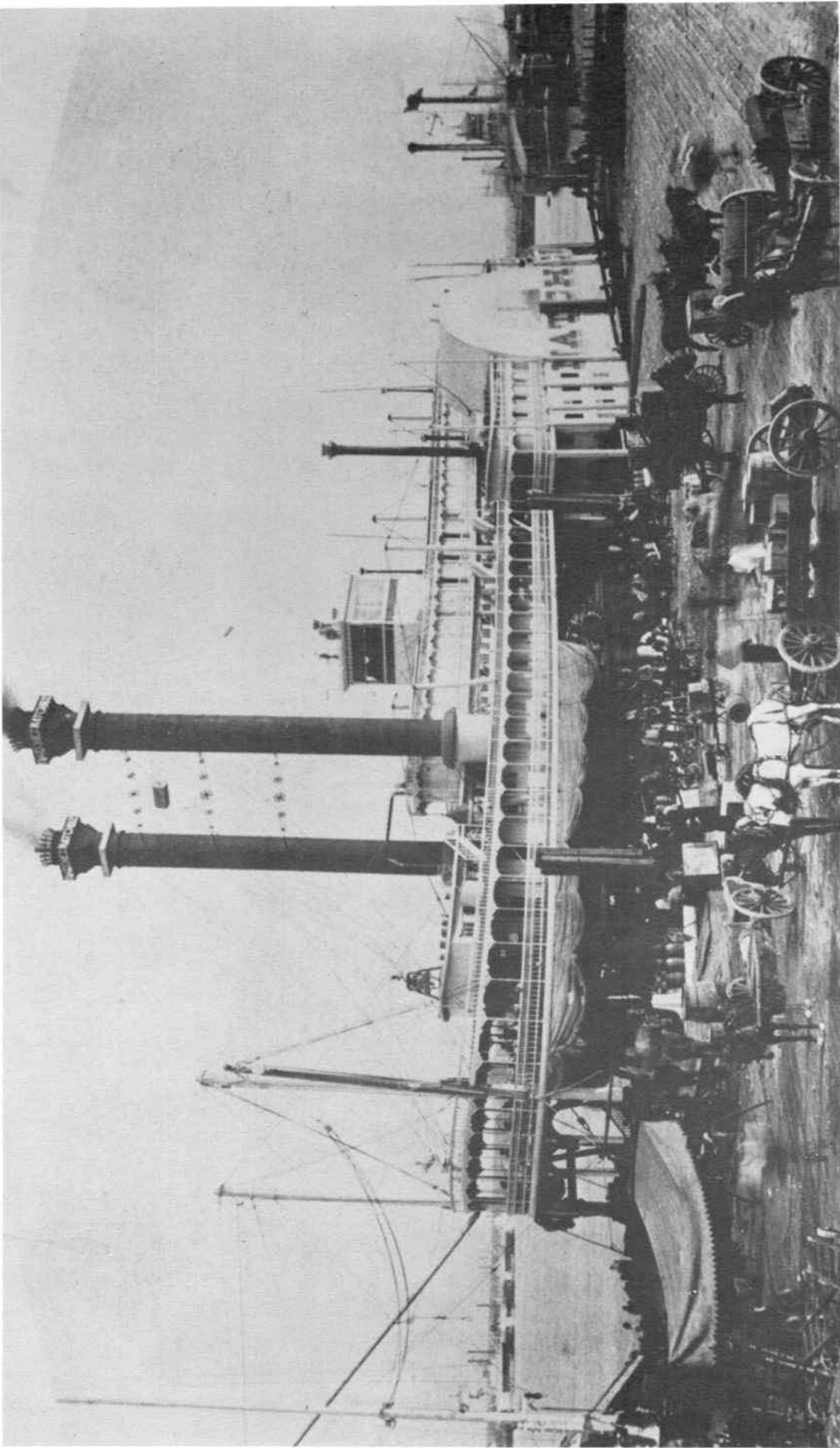
ONE of the problems while preparing Way's Packet Directory (scheduled for release next fall) was to ascertain, in cases where information or photographic evidence was not available, whether such a boat as this one should be included in the listings. All we knew was that the J. R. GUNN NO. 2 was built at Deca-

tur, Ala. in 1904, hull size 85 x 16 x 3. Packet or towboat? Thanks to Ralph DuPae we now present her picture to show she had sturdy towing knees. On the other hand she has ample clear deckroom space for carrying cargo. We omitted her in the Packet Directory, but the possibility lurks she just may have done packet work.



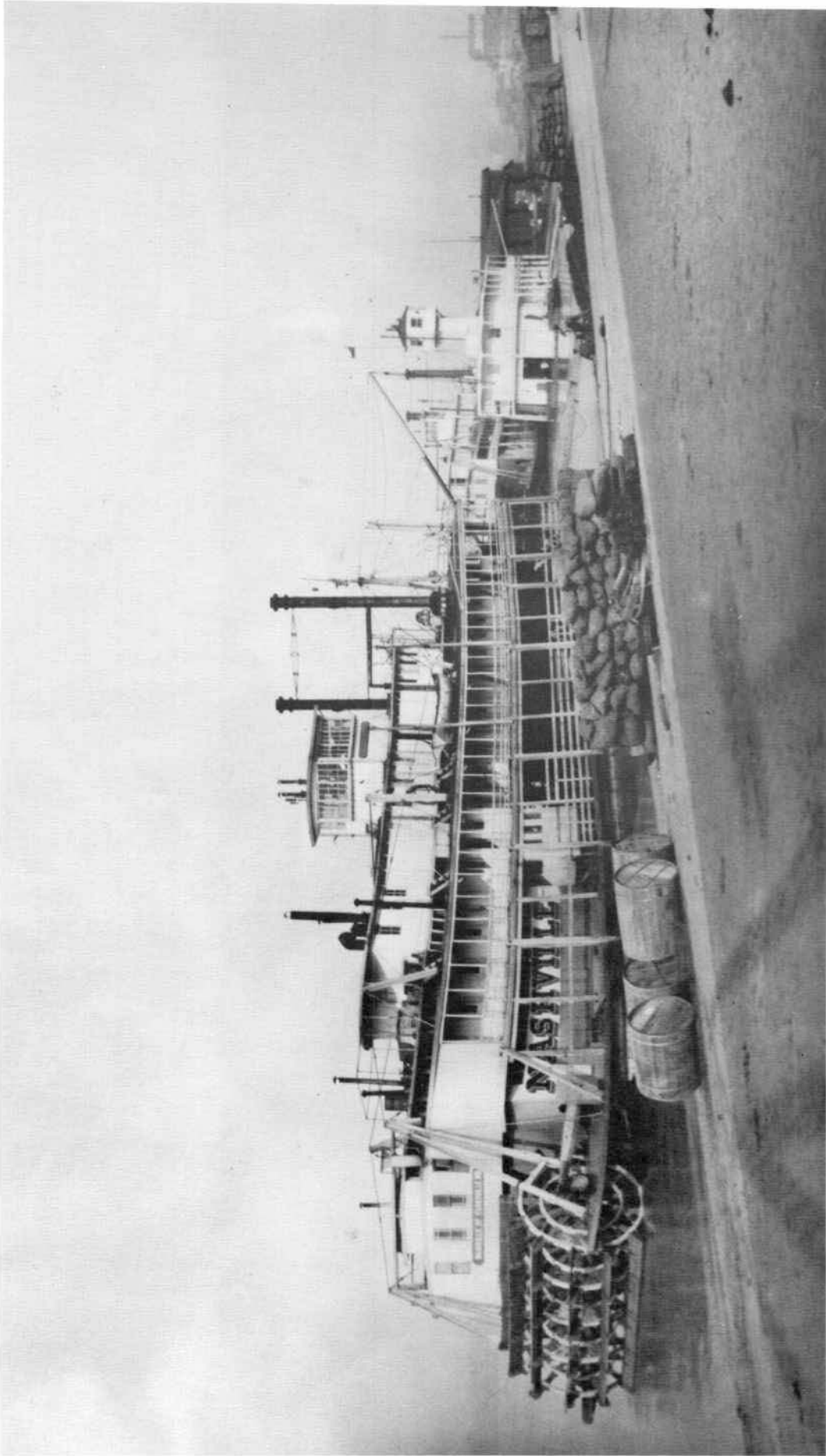
THIS home-spun Upper Tennessee River packet J. L. DYKES was built at Kingston, Tenn. in 1906 on a wood hull 84.7 x 14 x 3, so small that even the MAXIE YOSI would look like the LEVIATHAN alongside of her. Capt. J. L. Dykes, builder and owner, ran her in short trades and during the hay season towed a flat out

ahead, bringing the bales to Loudon, Tenn. (between Chattanooga and Knoxville) then a thriving hay market. This picture showed up in the collection of Edward A. Mueller and came to us thanks to the Murphy Library endeavor at La Crosse, Wis. According to Lists of Merchant Vessels she was registered at Mobile in 1918.



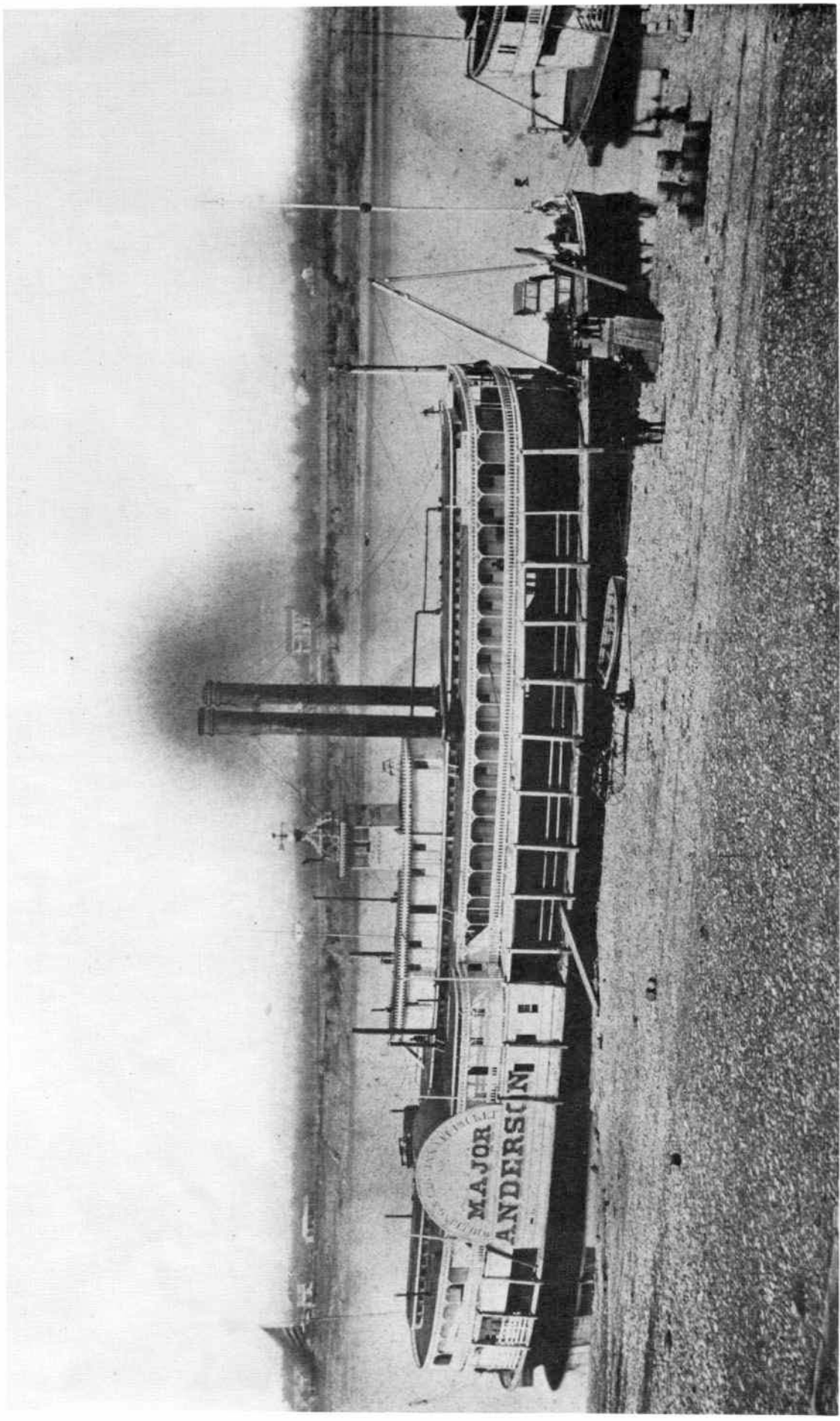
FROM Ed Mueller's collection comes this excellent view of the last side-wheel NATCHEZ moored at New Orleans, the ne plus ultra of the many packets built and operated by Capt. Thomas P. Leathers. She was the same length as the "racer" which preceded her, 303 feet, and but six inches wider of hull, 46½ feet, but by some optical illusion appeared much larger. All of the side-wheel packets named NATCHEZ which Captain Leathers owned were built at Cincinnati, dating back to 1846, and this was the eighth, and last one. She was launched at 4:30 p.m. on Saturday, Aug. 2, 1879 without the traditional breaking of a bottle of champagne on the bow "and without any nonsense." On September 29th a huge crowd had assembled at the New Orleans levee to witness her ini-

tial arrival. When she appeared upriver a dense pall of smoke was coming from her larboard guard amidships. Her cotton cargo was afire, and 246 bales were jettisoned, plus 38 sacks of cotton seed. Despite this near-tragedy she made a safe landing and the royal reception was reported in a two-column story in next day's Cincinnati Commercial. For eight years she was immensely popular in the New Orleans-Vicksburg trade. Business waned and in 1887-1888 she was laid up most of the time but was brought out in late December 1888 for a trip to Greenville. Her hull timbers had dried, the seams had opened, and at Stack Island she was in sinking condition and was run out on Stack Island where she settled and a rising river finished her. The date was January 1, 1889.



FIRST TIME Ye Ed saw the NASHVILLE she was moored just as seen here, at the Louisville, Ky. wharf, in July 1919. I took a post card size picture of her at this same identical angle but it did not turn out nearly so sharp as this one from the files of C. W. Stoll. As you may infer from the name of her, she was Howard-built in 1910 for the Cumberland River, Nashville-Evansville, and later Nashville-Paducah.

The Williams brothers of Evansville bought her in the spring of 1919 for the Louisville-Stephensport--Evansville trade. They renamed her SOUTHLAND in 1922. The white houseboat with the tower on it (at the right) is the U.S. Coast Guard's life saving station, established there in 1881. The packet JOHN W. HUBBARD is moored at the Louisville & Cincinnati Packet Company's wharfboat.



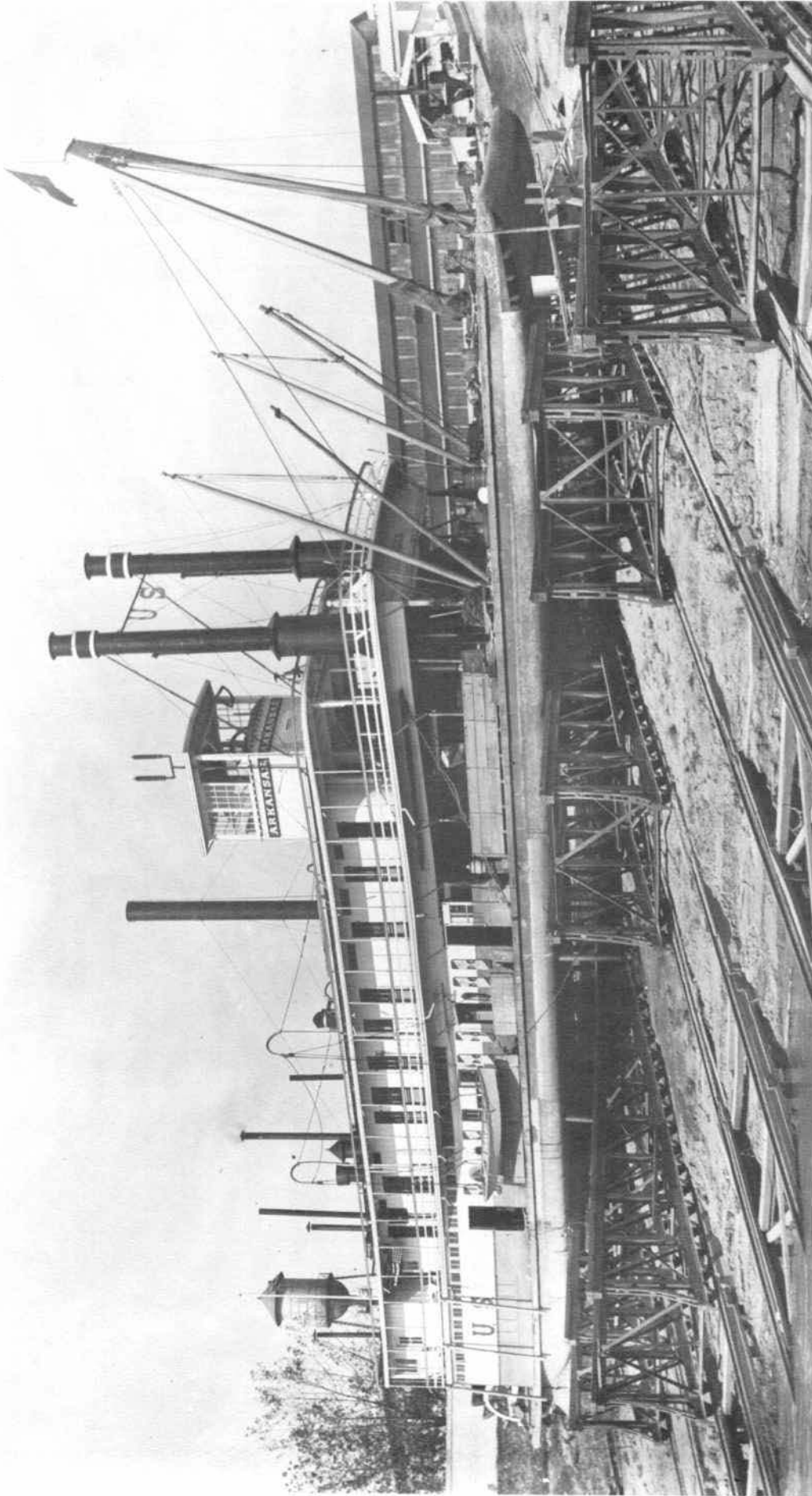
NAMED FOR Major Robert Anderson of Fort Sumter fame in 1860 when built for the U. S. Mail Line Co. for the Cincinnati-Louisville trade, she was bought in September 1868 by Capt. Charles Muhleman to succeed the WILD WAGONER in the Wheeling-Cincinnati trade. This photograph was taken at the Wheeling wharf shortly thereafter. Her mud clerk at the time was a mild-mannered young man named Martin F. Noll who later was to become the secretary-treasurer of the Louisville & Cincinnati Packet Co., a position he held until the company ended business in 1931. The background of this picture shows

Wheeling Island, then sparsely settled and largely farm land. The above print was made from the original photograph which reposes in the S&D storage files at Marietta, copied by the University of Wisconsin crew at La Crosse. The semi-circular lettering on the wheelhouse reads WHEELING AND CINCINNATI PACKET. Swinging stages had not been adopted in 1868 and, instead, a stage was carried thwartship on the forecastle. The MAJOR ANDERSON burned at Cincinnati on March 7, 1872 along with the side-wheel ST. CHARLES.



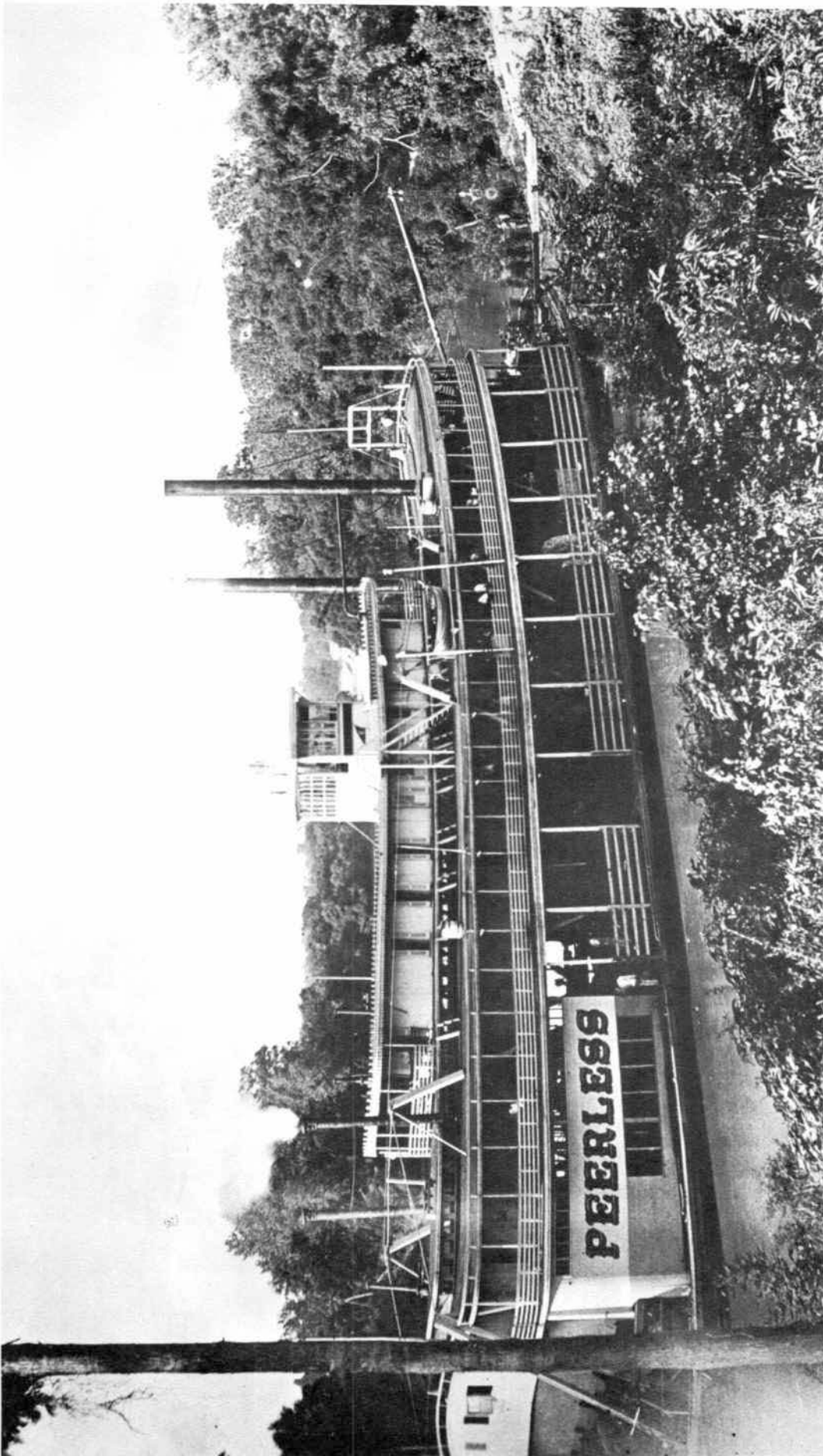
The steam prop yacht VIXEN was built at North Bend, O. in 1899, wood hull 50.5 x 9.5 x 3.2. Her original name was T. P. TARVIN. This photo was taken at Ironton, Ohio

by Thornton Barrette and at the wharfboat are the KEY-
STONE STATE (mostly in view) and in behind her is the
QUEEN CITY of the Pittsburgh & Cincinnati Packet Line.



HAULED on the marine ways at West Memphis, Ark. this revealing view shows the very shallow hull of the U. S. Engineer's snagboat ARKANSAS. As her name implies, she was built for Arkansas River service. She was built at Jeffersonville, Ind. but apparently not at the Howard Yard (likely the Sweeney Yard) in 1900 on a steel hull 30 ft. wide and but 4'6" deep. Her over all length was 155'6". Capt. Henry A. Mayer came out master of her and remained in charge for a quarter century or

more. Capt. Rees V. Downs was pilot during the boat's early days and recalled that when he was on her she had no electric light plant and steered by hand. Capt. J. A. Pate, who lived at Pine Bluff, succeeded Capt. Mayer, and was a veteran of the Alaskan gold rush, had run mail to Nome by way of boat and dog sled, and was an uncle to Capt. Russell V. Warner of Memphis. We believe her last master was Capt. Ray E. Allen. She was dismantled in 1940, being replaced by the ARKANSAS II.



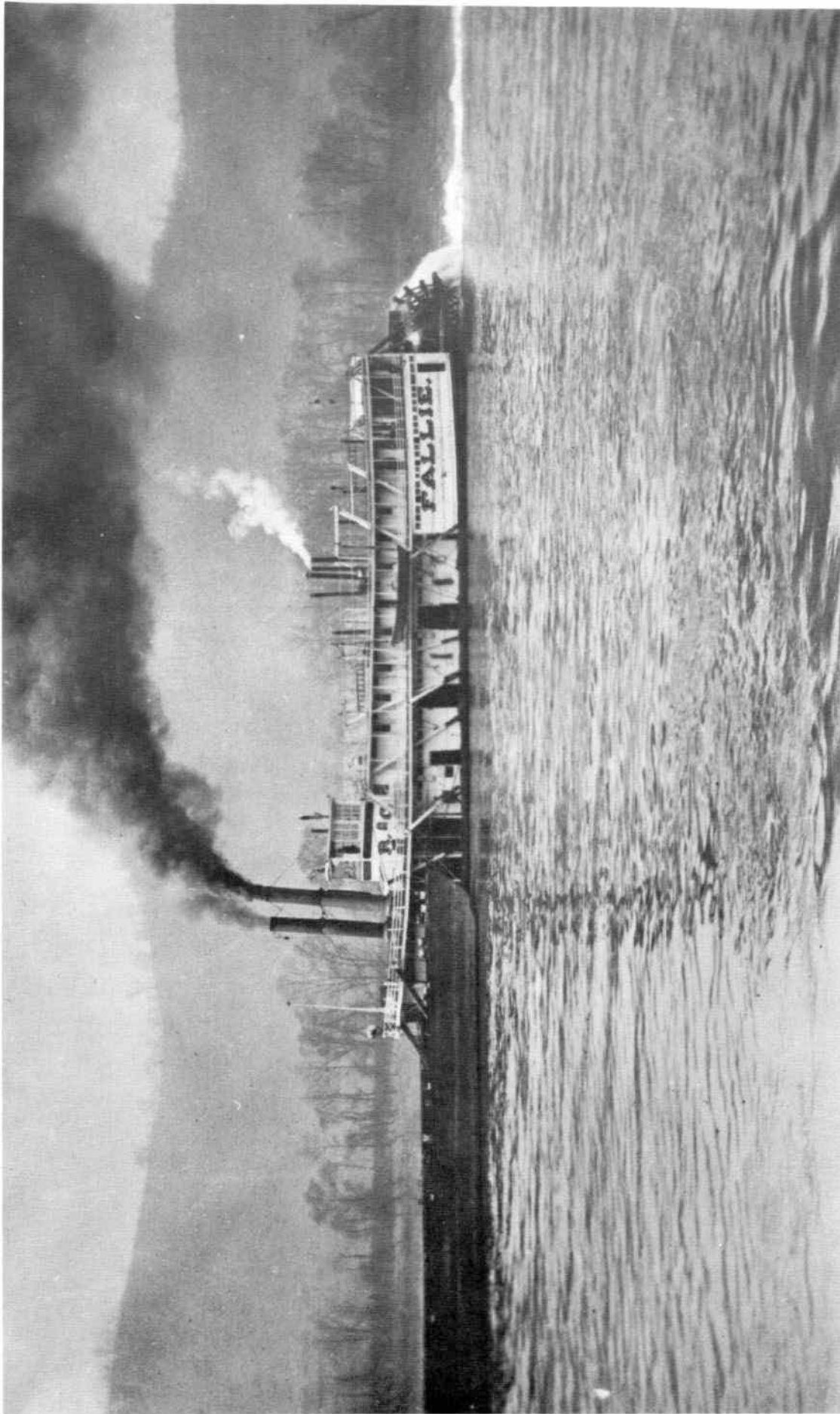
An excellent picture of the PEERLESS from the collection of Edward A. Mueller of Jacksonville, Fla. taken about 1916 at an Alabama River landing. She started out as the JAMES T. STAPLES, built at Mobile in 1908, which exploded boilers in 1913 costing the lives of several of the crew including the captain, mate, and chief engineer. After surveying the wreck an insurance adjuster reported: "hull and machinery are the only valuable." In 1915 she was back in business with a completely new upper works constructed at Mobile and under new ownership, now renamed PEERLESS. In the fall of 1917 PEER-

LESS was bought by Capt. Owen F. Burke, Mobile, and was added to the Burke fleet then composed of the M. A. BURKE and HENRY BURKE. These latter two were disposed of shortly and during a renovation in the early 1920s PEERLESS was gussied up with fancy-topped stacks, new stage mast, fancy palings overhead around the deck rail stanchions and was renamed HELEN BURKE. One of her pilots was Capt. Merton Hatfield who later was Commander Hatfield with the U.S.C.G.'s Marine Inspection at Pittsburgh.



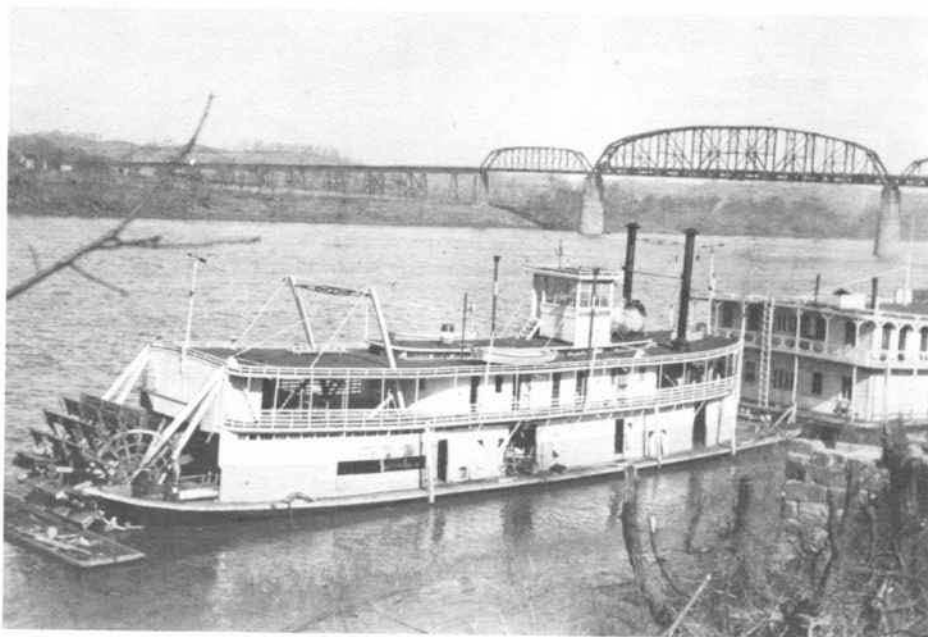
U PBOUND with empties on the Ohio River near Syracuse, O. about 1897, river photographer Thornton Barrette captured the ALICE BROWN in this unforgettable picture. It appeared once before in S&D REFLECTOR, issue of December '72, wherein is recounted, with illustrations, the story of Brown's Line's many towboats. Since that time the Murphy Library people have produced this quality reproduction---looks like it was taken just yesterday. The ALICE BROWN was in active service 1872-1915, a span of 43 years, most of those years towing coal south from Pittsburgh to New Orleans, first owned by the Browns and later by the Combine. We recall her in service, then in the "boneyard" at Pittsburgh, and after dismantling her hull with the main deck still intact was used as a wharfboat at Martins Ferry, O. Sev-

eral years ago at a party we met Mrs. LeRoy Thompson of Sewickley Heights to discover that her maiden name was Alice Brown Painter, directly related to Brown's Line's Capt. W. Harry Brown (her grandfather), son of William H. Brown who built the ALICE BROWN. So the Brown family carries on. Mrs. Thompson, known to her friends as "Alicie," has in her livingroom a gorgeous oil portrait of her mother Mary Alice Brown Painter who by her friends was called "Alicia" and hence the towboat ALICIA, the Alicia Marine Ways (now HBC Barge, Inc.) at Brownsville, Pa., etc. Alicie Thompson has a brother, Charles A. Painter III who, in his home at Laguna Beach, Calif. has oil portraits of Capt. W. Harry Brown and brother Capt. Samuel S. Brown.



THIS picture was taken on the Ohio River at Baden, Pa. with a post card size camera by Ye Ed about 1918. The FALLIE, owned by the Combine, was upbound for Pittsburgh with empties. She had a wood hull 150 x 27 x 4.7 and worked odd-size Rees engines, 17'-6½ ft. Miss Fallie McKinley christened the boat with champagne at the launching in 1894 at the Axton Yard, Brownsville, Pa. Her father headed up the McKinley Coal Co., Monongahela River miner and shipper, the original owner. About two years after this picture was taken the FALLIE was sold by

the Combine to Tampico, Mexico, and she left Pittsburgh on July 17, 1920 towing the towboat ENTERPRISE, which also had been owned by the Combine and was Mexico-bound. As matters turned out the FALLIE never made it; she was lost in the Gulf before she was out of sight of the Jet-ties. The ENTERPRISE had better luck, but not much; she survived the crossing loaded on a barge, but there was a delay of several months before she was launched from the barge in Mexico. Meanwhile her seams had dried out and she went down like a rock.



THIS PICTURE turned up in the C. C. Bowyer collection and turns out to be the RED WING moored at Point Pleasant, W. Va. hitched to the Emerson Showboat. Capt. Ralph Emerson Gaches bought her in late 1923 from Capt. M. H. Newcomb of Pepin, Wis. along with an excursion abrg named MANITOU which had been built at Wabasha in 1916, allowed 474 passengers. Emerson sent the MANITOU, towed by RED WING, up the Monongahela River in 1924 running excursions clear up to Fairmont, W. Va., continued her in 1925 and in 1926 had them up the Allegheny to Freeport and Kittanning. That winter, on December 24th, the RED WING burned while laid up at the Eichleay Marine Ways, Hays, Pa. Walter B. Eichleay acquired the MANITOU, moored her at Pittsburgh, and ran charter shore dances aboard. When Pittsburgh staged its last major steamboat parade, Friday, Oct. 18, 1929, celebrating the completion of Ohio River locks and dams, the MANITOU with a capacity crowd aboard was towed by the BETSY ANN during the event. When Capt. M. H. Newcomb was running the MANITOU (1916-1923) towed by the RED WING, he once had the outfit up the Chippewa River to Durand, Wis., 17.4 miles, which may be the last time the people of that place saw a steamboat.

If you're stalled about what to get that steamboat fan for Christmas here's an idea. Mode-Art Pictures, Inc., P.O. Box 8050, Pittsburgh, Pa. 15216 has a supply of those color prints made direct from the paintings of William E. Reed. The over-all size of each is 18x22" with the bright color print appearing 14x18", styled for framing. Bill Reed's boats are as follows:

D.Q.-BELLE OF LOUISVILLE RACING
BETSY ANN
HOMER SMITH
GRAND REPUBLIC
QUEEN CITY
AMERICA (Stw. cotton)
DELTA QUEEN

Each print is priced \$10, or all seven for \$60. Shipping price is included.

Bob Stone tells us he has about twenty-five in stock of Bill's Pittsburgh harbor scene. One each of these will be included as a bonus with the first 25 orders received for complete sets.

The "Williamson Turn" mentioned in our last issue, page 11, a term used by Capt. Wilbur E. Dow, Jr. in the pilothouse of the NATCHEZ, is Coast Guard Hoyle. The maneuver is described in "Manual For Lifeboatmen, Able Seamen, And Qualified Members of Engine Department," CG 175, dated March 1, 1965, page 50:

Instructions for Completing the 'WILLIAMSON TURN' - Depending on which side the man falls overboard put the rudder hard over to that side to swing the stern away from the man. Hold the rudder hard over until she is swinging then steady her up on a course about 60° off the original course.

When the vessel heads on new course, swing rudder hard over to the other side until vessel is on a reverse course 180° from original course.

Original speed should be maintained until the vessel is steady on the reverse course.

Tom Way, who searched this mat-

ter out for us, says the instructions are accompanied with a drawing showing a vessel steering 000°, then 60°, then looping around to 180° "to pick up the unlucky soul."

We can vouch for it that pilot Roddy Hammett did not make a "Williamson Turn" when turning the NATCHEZ about at the mid-course of the race at Louisville. Had he done so he would have mowed down approx. seven motorboats and a red buoy. But then, too, nobody had toppled overboard.

Sirs: Concerning the "interrupted" skylight roof on the CITY OF HICKMAN, page 29 last issue, get out your magnifying glass. There is no gap in the skylight; a freight wagon is sitting on the hurricane roof. Its dark-colored body covers the white skylights. The wagon is loaded and the cargo is covered with a light-colored canvas which hides the dark-colored skylight roof. Thus is created an optical illusion that looks like a gap in the structure. Look close and you can see the wagon's wheels, plain as day.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

-Right as rain. -Ed.

Halley's Comet which made its last visit to our solar system while the VIRGINIA was in the cornfield (1910) is on its way back for a return engagement. Astronomers at California Institute of Technology picked it up in October about one billion miles out, headed this way, scheduled to circuit the sun in early 1986. Those who recall seeing the most famed of comets in 1910 are now pushing 80. We stayed up until the early dawn to catch a glimpse out on Mt. Nebo but apparently had read the directions wrong, or else it shot by while we were cat-napping. There was a gas-boat named COMET built about the time of Halley's, then in 1913 came the COMET NO. 2, owned at Catlettsburg, Ky., and then COMET NO. 3 built in 1921 in the Ashland Sand & Gravel Co. fleet at Ashland, Ky. We recall these three offspring but beats us how we missed the real article with a tail millions of miles long as it swung around the sun.

MERRY CHRISTMAS to all the S&D clan and special thanks to so many good friends who have contributed to the columns of S&D REFLECTOR in the form of pictures, clippings, post cards, souvenirs and letters. In this greeting we are joined by S&D officers and Board members, and by those dedicated persons who are so successfully operating S&D's two Chapters. And HAPPY NEW YEAR from all of us to all of you.

Railfan & Railroad, popular bi-monthly, investigated MoPac's "navy," the Vidalia-Natchez operation, in its November '82 issue, the text, artwork and photography by Bob Karsten, including the case-in-on-Masonite front cover accentuating the carfloat STE. GENEVIEVE.

Upon reading the account, our railroad fan Tom Way gave us a phone call asking if the carfloat STE. GENEVIEVE is the stripped-down side-wheel steam car ferry of that name built by Ward at Charleston, W. Va. in 1922. Tom was led to suspect as much when he read the hull dimensions quoted in the article, 286½ x 54 x 11, which agrees with those of the Ward-built ferry. Bob Karsten, writer of the story, apparently was led to believe otherwise, and we quote as follows: "The barge, which is believed to have been built around 1903, was originally used by the Missouri & Illinois Railroad in transfer service across the Mississippi between Kellogg, Illinois and Ste. Genevieve, Missouri, before being absorbed into the MoPac System."

True, the Howard Ship Yard at Jeffersonville, Ind. built a wood hull railroad transfer in 1903 named STE. GENEVIEVE for the service described. It sank at the Kellogg Incline in March 1918 and in 1922 was replaced by the steel

hull STE. GENEVIEVE (second). By 1961 this second one had been withdrawn from service and was stripped of paddlewheels, machinery and boilers. Our impression is that today it serves as the carfloat in the Vidalia-Natchez service towed by the diesel-prop NATCHEZ. Comments are invited. Meanwhile our thanks also to Richard E. Brown who also provided us with a copy of the magazine.

Thanks to C.W. Stoll for identifying Tenemo Landing, Tenn. (which he spells Tennemo), the scene of the destruction by ice of the DICK C. PAPE (Sept. issue, page 42). "It is in that long bend below Caruthersville near Linwood Bend, about four miles above the I-155 Highway Bridge; there used to be a Tennemo Light in this vicinity but not for some time," he reports.

A news story has been going the rounds about the bones of an old packet named MITTIE STEPHENS showing up on Caddo Lake in Texas where she burned in February 1869. Rich Brown sent us a clipping from The Register, Santa Ana, Calif., from their Oct. 16, 1982 issue.

Then two days later, on Oct. 20, we had a phone call from Jim Tribble of Texas A. & M. University, College Station, Tex. asking for

details of the boat. Jim is with the school's Environmental Engineering Division.

The wreck, so far identifiable by water-logged hull timbers only, is on the shore of the Texas end of Lake Caddo, above Shreveport, La., and formerly navigated by Red River boats to Jefferson, Texas. In several accounts we have read of the fire place her on the Louisiana end of the lake. The life-loss in "Merchant Steam Vessels of the United States 1790-1868" is entered as "many." The Santa Ana account says 64 of the 104 aboard were lost, which certainly agrees with "many."

The MITTIE STEPHENS was built at Madison, Ind. in 1863, a side-wheeler, wood hull 170 x 29 x 4, first owned by Capt. A. C. Goodin, I. L. Stephens and A. T. Temple, designed for Missouri River service. Within a year she was running out of New Orleans. Advertisements exist of trips she made from New Orleans to the Upper Red in 1868, going through to Jefferson, Texas.

Sirs: Since returning here from the Pittsburgh-New Orleans Stanford Alumni trip I was in the local photo shop and noticed an interesting looking gentleman busy inspecting some 8x10 enlargements. I glanced at them and I'll be a catfish's whisker! they were of the DELTA KING. Turns out he is Stan Garvey, a Sunset magazine employee, interested in the KING's reconstruction. His pictures are of the hull and interior "as is." Of course I let it drop that earlier that week I'd been aboard the DELTA QUEEN steamboatin' with Cap'n Way. He knew not only your name but most every one of your books as well. He insisted that I pass along to you that serious steamboat aficionados do indeed exist on this side of the Big Muddy.

Joel Simon,
338 Central Ave.,
Menlo Park, Calif. 94025

=Joel was ship's photographer during the Stanford Cruise featured in this issue. Our thanks to him for many color slides taken by him during the event which arrived at 121 River too late for inclusion in this issue. -Ed.



SOME WHILE BACK we identified a small towboat as the MARLEN RIGGS to have her turn out to be the MONIE BAUER instead. Some kind soul sent us two copy pix of the MARLEN RIGGS shortly thereafter, too fuzzy for successful use in the S&D REFLECTOR. One of the fuzzy ones was the same likeness shown above, the present one being made from the original C. C. Bowyer negative by Woody Rutter. The scene is at Point Pleasant, W. Va. at the wharfboat moored in the Ohio River with the Kanawha & Michigan RR. bridge as background. Tied at the wharfboat is the packet RUTH, dating it 1916-1917. The MARLEN RIGGS was built at Higginsport, O. in 1907 on a wood hull 95.6 x 24.6 x 3.3, using the engines from the old EMMA COOPER. The owner was Capt. B. J. Riggs who did contract towing with her. Sold in September 1927 she was taken to the Arkansas River by the Pine Bluff Sand & Gravel Co. who retired her in 1930.

A mini-liner cruise ship is taking form at Jeffboat, Jeffersonville, Ind. Those who attend the Derby Week steamboat race at Louisville next spring will see her in the final stages of construction. The NEWPORT CLIPPER is to be 207 x 37 with 8½ ft. draft. Her twin props, powered by diesels, total about 960 hp. The customer who's building her is the Coastal Cruise Line, St. Louis. Rather surprising, this \$8 million craft will handle but 100 tourists on scheduled runs along the Atlantic Coast from New England to Florida, and must operate in protected waters due to her shallow draft. Orders for two additional such ships are pending.

Harold Duane Huddleston, aged 62, the noted Arkansas historian and High School instructor, died on Saturday, April 3, 1982 at North Little Rock. He had served as president of the Pulaski County (Ark.) Historical Society and specialized in the history of steamboating on the White, Black and Arkansas Rivers. His findings have frequently been reported in the columns of the S&D Reflector.

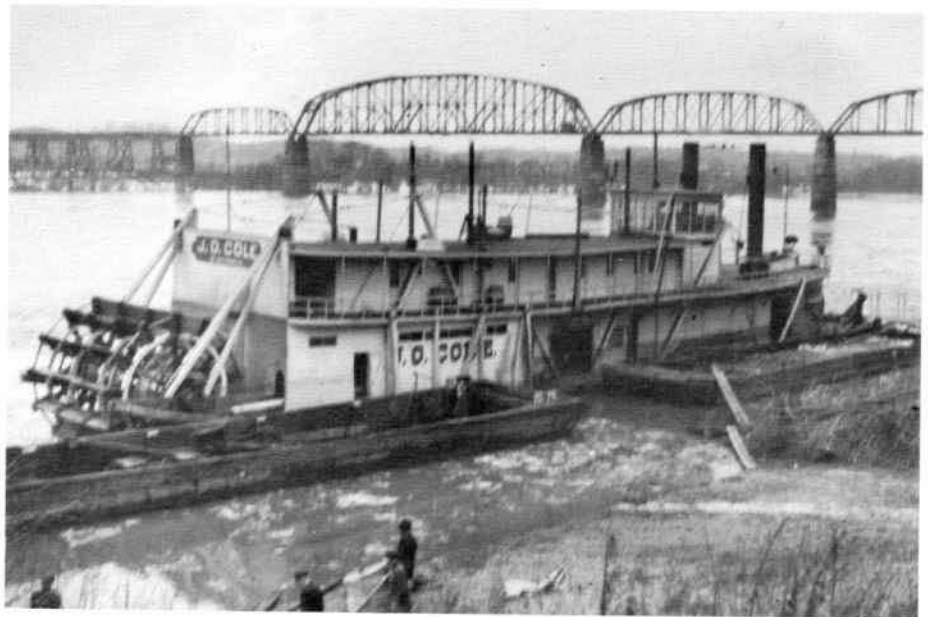
Duane was a retired Army major as well as an instructor and High School principal. He is survived by his wife, Mary Carpenter Huddleston, at home, 301 East B St., North Little Rock, and by four brothers and two sisters. We are indebted to James V. Swift for the details.

Sirs: I am in the delicious state of enjoying the September issue of the S&D REFLECTOR, Vol. 19 #3. Some of my friends grab the magazine when it arrives and devour it in a whole gulp. But I like to read it slowly, enjoying every delicious mouthful, as it were, and absorb as much as possible.

Two particular matters have grabbed my special interest so far: first the picture of the Pittsburgh wharf on page 22. I have seen the original snapshot of this that Dick Lemen took in 1934, and am amazed at how this fine blow-up from La Crosse really jumps out at you. My first reaction was that it is a shame that the angle is such that it does not show the left-hand shore of the Monongahela River a little more, for just a short distance above the margin the long-laid-up GENERAL WOOD is tied up. Dick Lemen's picture was taken in the early summer of 1934. Later that year, in the last week of August, I arrived by street car from Monongahela City to board the LIBERTY for my first trip up the Kanawha River. By then the SENATOR CORDILL had been taken over into the Allegheny River and I walked over to visit this wonderful old boat and, incidentally, to "acquire" one of those free-swinging cabin knobs. Later I visited aboard the GENERAL WOOD and brought away from her a piece of Texas gingerbread which I found lying on the roof.

Now about those shorter stacks on the NATCHEZ, mentioned on page 21. There was indeed concern about the boat clearing the Ohio River bridges with her original, high, and non-lowering stacks. So shorter stacks were placed, also non-lowering, which turned out to be several feet higher than intended when installed. As matters turned out the shortened stacks cleared without difficulty, but required that we use the Kentucky span of the new Interstate bridge below Brookport which is considerably higher than the Illinois channel span.

The observer may note in the picture on page 12 that the new, shortened stacks have platforms and railings at the joints. These railings were burned off (purpose-



WHEN THIS PICTURE was taken at Pt. Pleasant, W. Va. in 1917 the J. O. COLE was owned by Capt. Lewis Tanner who had lately bought her from the C. Crane Lumber Co., Cincinnati. She was built at Cincinnati in 1900 and much of her early career was spent in towing log rafts from the mouth of the Big Sandy River, and later from the Guyan River, to the Crane sawmills at Cincinnati. Her engineer for many years was Jake Brooker whose son Charles E. Brooker recalled in The Waterways Journal (Oct. 6, 1962) that these logs were rafted into "strings," each about 20 feet wide and 500 feet long, the logs lengthwise and secured together by tie poles and chain dogs. A normal tow consisted of from six to eight strings. The COLE backed these rafts, pulling from ahead, until below Manchester Islands, then cut loose and hooked to the rear, shoving them the rest of the way, 71 miles. The rafts were harbored from Sweetwine to the mills, from whence the strings were dropped down as needed. Once in 1907 the COLE attempted to pick up a string behind Eight Mile dike, became stranded, and spent the summer high-&-dry. Among her crew members in those log towing days were James G. Butler (later master of the DELTA QUEEN) and Edgar (Jocko) Meek. Jocko played deckhand and his father was watchman and his mother was the cook. Capt. Lewis Tanner sold her during March 1917 to the Fairview Mining Co. at Shawneetown, Ill. where she towed feldspar from Rosiclare. During the Big Winter 1917-1918 she was sunk by ice at Elizabethtown, Ill. but was recovered, and by 1920 was towing coal Cairo to Vicksburg, Capt. Harry G. Nichols. Dismantled in 1923 at Paducah, much of her equipment going to the building of the towboat W. L. BERRY. Our thanks to Woody Rutter for the above print, taken by C. C. Bowyer.

ly) before we got to Louisville, and in the picture on page 21 the platforms are hardly visible. For cosmetic, as well as for practical reasons, I prefer these shorter stacks. Nonetheless since the boat's return to New Orleans the original high stacks were put back on her, and will stay on her until after the 1984 Worlds Fair when, many hope, she just may again be visiting on the Ohio River.

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

Wheeling Daily Intelligencer reported, November 11, 1852: "We have the pleasure of announcing

that we have actually taken a ride on the Baltimore & Ohio Railroad within the precincts of the city of Wheeling. Yesterday the locomotive 'George Washington' was put in operation on the track, and under the careful supervision of engineer Mr. E. Addison, we were whirled from the South Side of Wheeling Creek to Ritchietown and back in less time than we can tell about it. The locomotive is 20 years old. Beautiful reach from the Depot to Caldwell's Run."

The 'George Washington,' tender and two cars were brought from Pittsburgh on barges towed by the CLARION to the Belmont Mills and there pulled up a temporary track by 30 workmen.



Ronald W. Sommer, supervisor, public relations, Dravo Corporation, showed up at S&D accompanied with Dravo photographer John Dubas. Objective: to get a portrait of the perennial president of S&D. We suggested they get a beautiful lady and a black dog into the act to add some pizzaz, and Ronald said gallantly, casting an eye around in the Lafayette's Gun Room, that although beautiful ladies were in some abundance, where was the black dog coming from? Lynn Webster and her Dad, Wilbur E. Dow, Jr. and I had been partaking of lunch when all of this came about, so some kind soul produced Wrecks from room 410. John Dubas said he thought he'd try it without a flash, which he did, out there in the lobby,

although I'd put on my Sunday-go-meetin' McGregor Upper Mississippi Yacht & Boat Club cap with the idea the photographer would head for the river bank to do the job. The result does not do justice to Lynn, or Wrecks either, for that matter, but after serving 40 years as president of S&D a little darkness has a certain cosmetic effect, don't you think? When Ronald Sommer sent me the print he wrote a short note to go with it, saying "We're genuinely sorry that the picture didn't turn out better, but I hope you'll accept our good intentions as a token of our admiration for the work of your organization and our regard for you personally." So that's our story.

BOOK WE HAVEN'T FINISHED READING

On page 12 the author, Phil Ault, is in the process of describing a trip he is taking on the MISSISSIPPI QUEEN:

"Indeed, the recently constructed, all-steel MISSISSIPPI QUEEN resembles an old-time steamboat, even the most elaborate river packet of early days, about as much as a sleek modern motel on an interstate highway does an aged group of tourist cabins on a minor road. The QUEEN's cabins are air-conditioned; there are elevators between decks, a plate-glass wall two stories high at the stern, and a swimming pool. The QUEEN is propelled by diesel engines, instead of the clanking steam engines into whose boilers gangs of deck hands constantly threw wood."

"Whistles Round the Bend," published by Dodd, Mead & Company, \$10.95. For ages 12 up.

Sirs: Hello from Carlisle, Kentucky; a great place. Thought you might be interested to know of a funeral I conducted last April. It was for Betty Blake. Seems she grew up in this church here in Carlisle. Her mother was a pillar of the church for years and Betty never transferred her membership. Regards to all in Sewickley.

Philip Hastings,
Carlisle, Ky. 40311

=The Rev. Hastings, formerly pastor of the Shields Presbyterian Church in the Sewickley Valley, conducted the funeral services for Lady Grace Way in March 1980. -Ed.

S&D member Byron C. Dudding died following a heart attack at Point Pleasant, West Va. on August 17, 1982. He was 68. Mr. Dudding was a retired rural mail carrier. His interest in the rivers was of long standing and stemmed from his father and grandfather having been associated with the packet TELEPHONE in Kanawha River trades. The day before his fatal attack he had been to Gallipolis to visit aboard the DELTA QUEEN. He is survived by his wife, Mrs. Lola G. Dudding, who informs us that the only item of jewelry her husband wore to the grave was his treasured S&D lapel pin. Announcement of his death was received with regret when S&D's secretary Bee Rutter read Mrs. Dudding's letter at the Board of Governors meeting on September 18th last.

Carl G. (Hoot) Hall died, aged 91, at Huntington, West Va. on Tuesday, October 5, 1982. He was a steamboat and diesel engineer, native of Mason County, West Va. The first boat he served on as chief was the EUGENE DANA SMITH in 1913 when he was 23. He was on her in February 1918 when breaking ice gorges carried her from the mouth of Kentucky River to Brooksbury, Ind. His pride-and-joy was the steam sternwheel towboat ALEX-

ANDER MACKENZIE upon which he help place the machinery at Point Pleasant, West Va., went aboard as chief, and remained her chief until she was laid up at Peoria in 1951. During his engineering career he handled 39 towboats, having served his first apprenticeship on the ROBERT P. GILLHAM. His wife, the former Josephine DeWeese, passed away in October 1981. Surviving are three daughters; Mrs. Karl (Virginia) Krieger of Huntington, Mrs. James Brady, Jr. of Barboursville, West Va. and Mrs. Atwood Teagle of Ormond Beach, Fla. Also surviving are five grandchildren and five great-grandchildren. Services at Huntington were conducted by the Rev. Donald R. Weiglein of the First Presbyterian Church. ---S&D REFLECTOR is indebted to Jim Wallen for details.

Rudy Gerber of Kirkwood, Mo. recalls that his first river ride

was aboard the DUBUQUE, when she was a packet, to Burlington, Iowa, with his grandparents in 1914. Then in 1920 and 1921 he went with his grandfather up the Illinois River to Peoria on the GOLDEN EAGLE. "From then on I managed to spend every spare moment aboard the GOLDEN EAGLE, BALD EAGLE or CAPE GIRARDEAU, and frequent excursions on the IDLEWILD, SAINT PAUL, J.S. and CAPITOL.

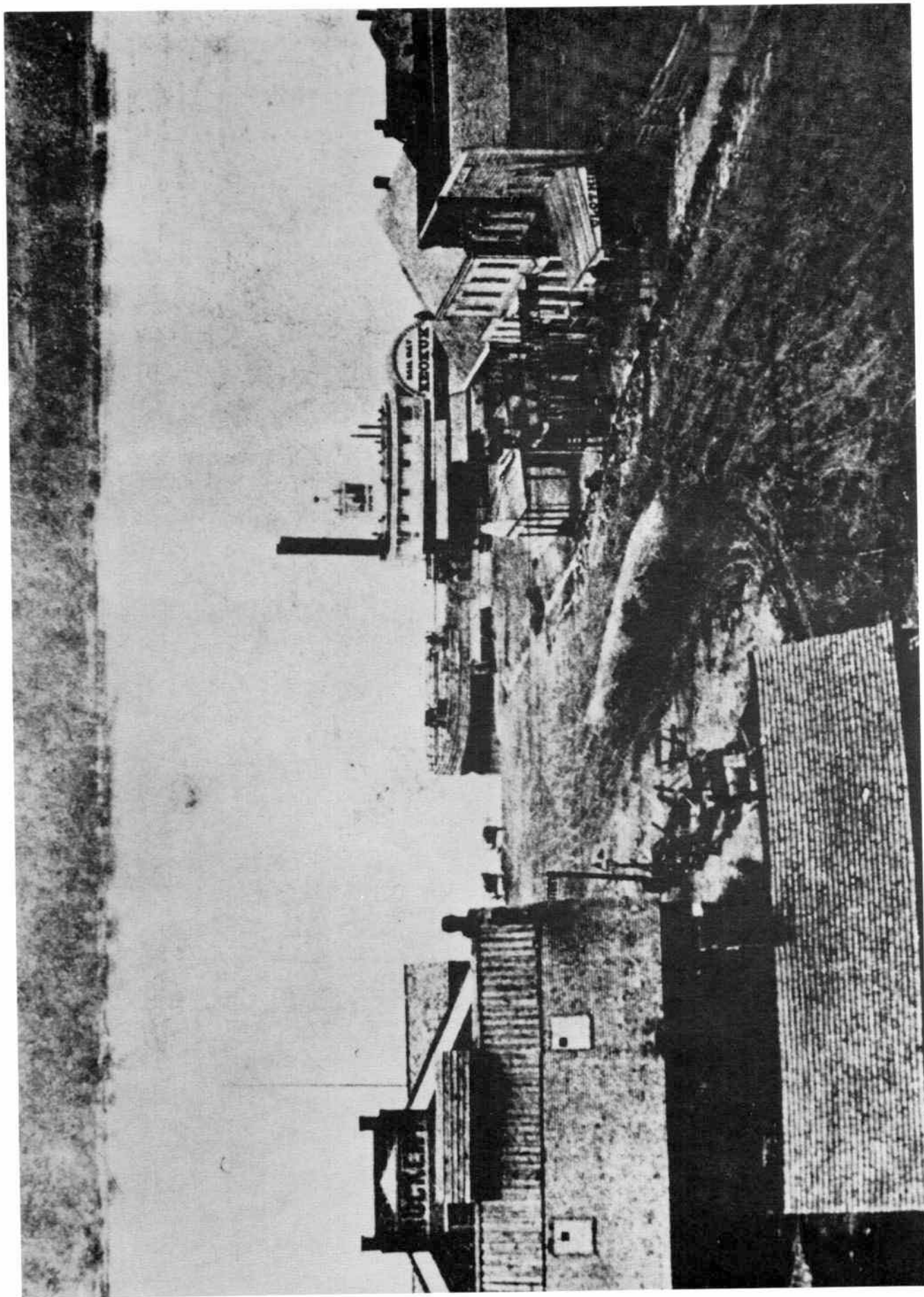
"In later years I helped Capt. Henry Leyhe with his seasonal advertising and met, through him the late Capt. Aubrey D. Haynes II, then superintendent of transportation for the Mississippi Valley Bagre Line. Thanks to him I took towboat trips to St. Paul, Chicago and New Orleans.

"Now I'm riding aboard the last of the proud Streckfus fleet, the TOM SAWYER and HUCK FINN."

Rudy, now 75, has known Ruth Ferris "all of his life," and dates his friendship with C. W. Stoll back to 1936.



BUILT AT ANTIQUITY, OHIO (a hop-skip above Pomeroy on the Ohio River) in 1914, the DOROTHY ADGATE got her engines, boilers and outfitting at Point Pleasant, W. Va. where this picture was taken by C. C. Bowyer. Her owner was the Foundation Company of N.Y. who had the contract for building the lock at Dam #19, Ohio River. She ran afoul of the lock wall that December and turned turtle--nobody hurt--and was retrieved. The Foundation Company used her on a succession of contracts. She caught fire at Hazelwood, Pa. on the Monon on January 11, 1919 and burned off most of the cabin. Repairs were made at the foot of Neville Island, Pa. where her owners maintained a storage yard. She was sent to the Muskingum River for work at a power plant at Philo, O. in 1922, and Capt. Hazel Litton was in charge. In 1927 the Sixth Street bridge over the Allegheny River at Pittsburgh was moved to span the back channel of Neville Island over to Coraopolis, Pa. and the DOROTHY ADGATE made the move, using the WM. B. RODGERS and J. H. McCRADEY as bow boats to assist. The next year, 1928, she was sent to Quincy, Ill. where a bridge was being built, and Capt. John L. Kerr and A. L. Wilcox were on her. In November 1929 she was offered for sale by Blaske Boat & Barge and that's the last news we know of her. She was wood hull, 91 x 18.6 x 3.2; had engines 10'-3 ft. and one boiler. Our thanks to Woody Rutter for the print.



Main Street, Keokuk, Iowa c. 1869; see story col. 1, next page.

PICTURE ON OPPOSITE PAGE

E. P. Libby, a photographer who came to Keokuk, Iowa around 1867 made a stereoscopic slide from the hill looking down Main Street c. 1869. The late R. J. Bickel had this copy made and gave it to William L. (Bill) Talbot who, in turn, loaned it to Ralph DuPae, and so we have it here.

The center-wheel ferry KEOKUK was built at Brownsville, Pa. on the Monongahela River in 1867, wood hull 144 x 41 x 4.3. She was built at the Pringle Yard, her 10's- 4½ ft. engines made by Snowden & Sons of that place. The owners were Louis L. Hine, R. N. Martin and John Van Dyke, all of Keokuk, and she appeared at the Pittsburgh wharf on June 10, 1867 ready for delivery, Capt. A. D. Hine. Two thousand boxes of glass were loaded aboard consigned to Keokuk merchants. Bill Talbot says: "The lettering RAIL WAY on her wheelhouse did not mean that any railroad cars were conveyed aboard; the offices of the Toledo, Wabash & Western Railway was near the landing, and the ferry conveyed passengers across the Mississippi to Hamilton, Ill. where the railroad terminated. The river was bridged in 1871 ending the railroad ferry service." There was a dispatch in the Pittsburgh Gazette dated Aug. 22, 1873 to wit: "The ferry KEOKUK which has been lying in the bay at Quincy for some time past sunk below her guards on Wednesday." She was not removed from documentation until 1880.

Sirs: I have been asked by the Red Spot Paint & Varnish Co. of Evansville to find more information on the sternwheel steam towboat RED SPOT which was operated on Green and Ohio Rivers in the railroad cross tie business in the 1910-early 1920 period.

I'm contacting several of my S&D friends in the Middle Ohio River Chapter in hopes of finding something more in the way of information. Since the new S&D Steamboat Directory is still months away from being available I was wondering if you might reveal its contents under the listing RED SPOT?

I have, in addition to the company's request, a special interest in the boat as my wife has worked for the Red Spot Paint & Varnish for several years.

Any information you can provide about this boat or her sisters, WHITE SPOT and BLUE SPOT, will be appreciated by many of us in Evansville.

Randy Ward,
3029 Hartmetz Ave.,
Evansville, Ind. 47712

=First, the forthcoming Steamboat Directory is properly a directory confined to passenger-carrying steamboats 1848-1983, so the BLUE SPOT and her friends WHITE SPOT and RED SPOT must await the preparation of a projected Directory

of Towboats. The RED SPOT was built at Paducah in 1912, wood hull 111 x 26.3 x 4.2. High pressure engines, 13's- 4½ ft. came from the towboat BELLEVUE. Two boilers, each 38" dia. by 26 ft. long. She was owned by the Ayer & Lord Tie Co. until they sold her in 1922 to the U.S. Engineers at Florence, Ala. She was working at the construction of Wilson Dam on the Tennessee in January 1925. We do not know her fate and will appreciate such information.

Actually there were two towboats named WHITE SPOT. Capt. W. L. Berry of Paducah in the fall of 1913 bought the CITY OF PEORIA at a U.S. Marshal sale, renamed her WHITE SPOT and towed with her on the Cumberland and Tennessee. In 1915 he built a new wood hull at Paducah, 112.7 x 26 x 2.9, used the CITY OF PEORIA engines, 13's- 6 ft. and two boilers from the FLORENCE, each 38" dia. by 20 ft. long, and she was the second WHITE SPOT. This one was sold to New Orleans owned there by National Petroleum Corp. They had planned to take her to Mexico in 1917 but changed their ideas. They sold her to the Barrett Line about 1927 and she became the JEANNE BARRETT.

The BLUE SPOT was built from the old Pittsburgh towboat WILMOT at Pt. Pleasant, W. Va. in 1907 on a wood hull 115.6 x 23.6 x 3.7. She had high pressure engines, and was owned by William Holcomb, associated with Holcomb Hays Co. of Chicago. She burned at Paducah in late July 1916. Capt. Jesse P. Hughes told us that her hull was still bedded in the river there in 1944.

These "Spots" as we gather it, got their names from identifying paint daubs on cross ties. -Ed.

Sirs: I want to thank you for the two copies of the S&D REFLECTOR in which you featured the rebuilding of the MONONGAHELA, and also the other photographs and data I gave you on the part American Bridge has played on the Western Rivers since 1903.

One copy was passed to Ralph Frederick, Marine Sales Manager, and Bob Bestwick, General Manager, Marine, of now USS Fabrication Division at Ambridge.

So often you give someone articles, data, etc. which you believe to be of considerable value and nothing happens-it just disappears into nothingness. It is gratifying to see that the information was appreciated, and so well used.

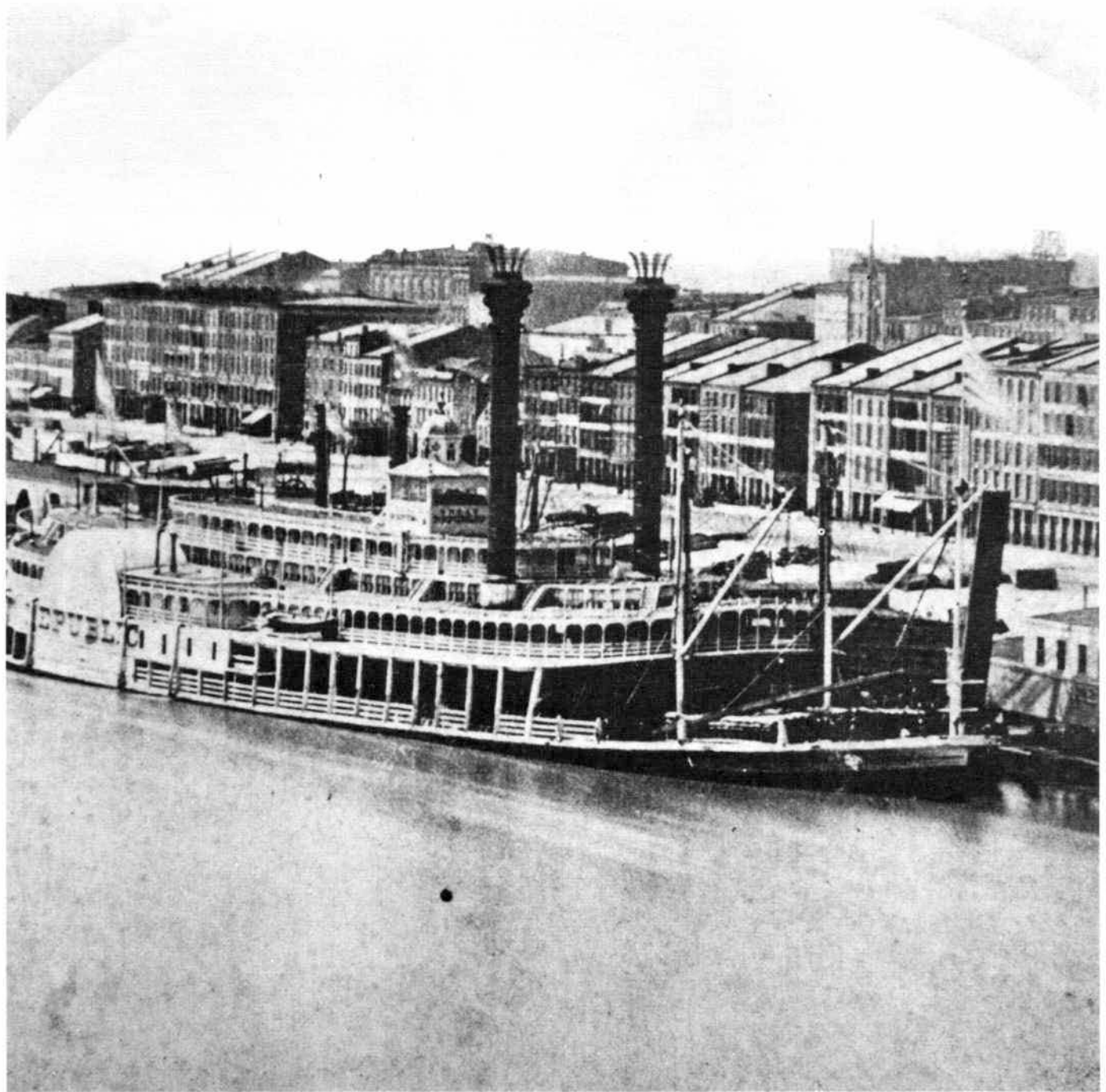
George P. Hogg, Jr.,
150 White Oak Drive,
Pittsburgh, Pa. 15237

=George Hogg until retirement was Chief Naval Architect with American Bridge Division, U.S. Steel. Included in his gift is an 8x10 negative file of boat and barge launchings at Ambridge, Pa. Ralph DuPae has combed these for pertinent inclusions in the University of Wisconsin's river collection. Old textbooks on marine architecture are slated for the Inland Rivers Library, Cincinnati. -Ed.

The Ohio Valley Improvement Association met in Pittsburgh the last week of October (gorgeous weather.) Two of the delegates drifted out of orbit and came knocking at 121 River. Gene Garrigan of Jeffboat was engineering the HARRY TRUMAN in 1949 when first we met, and Bill Barr was on his way to Charleston and Winfield, West Va.

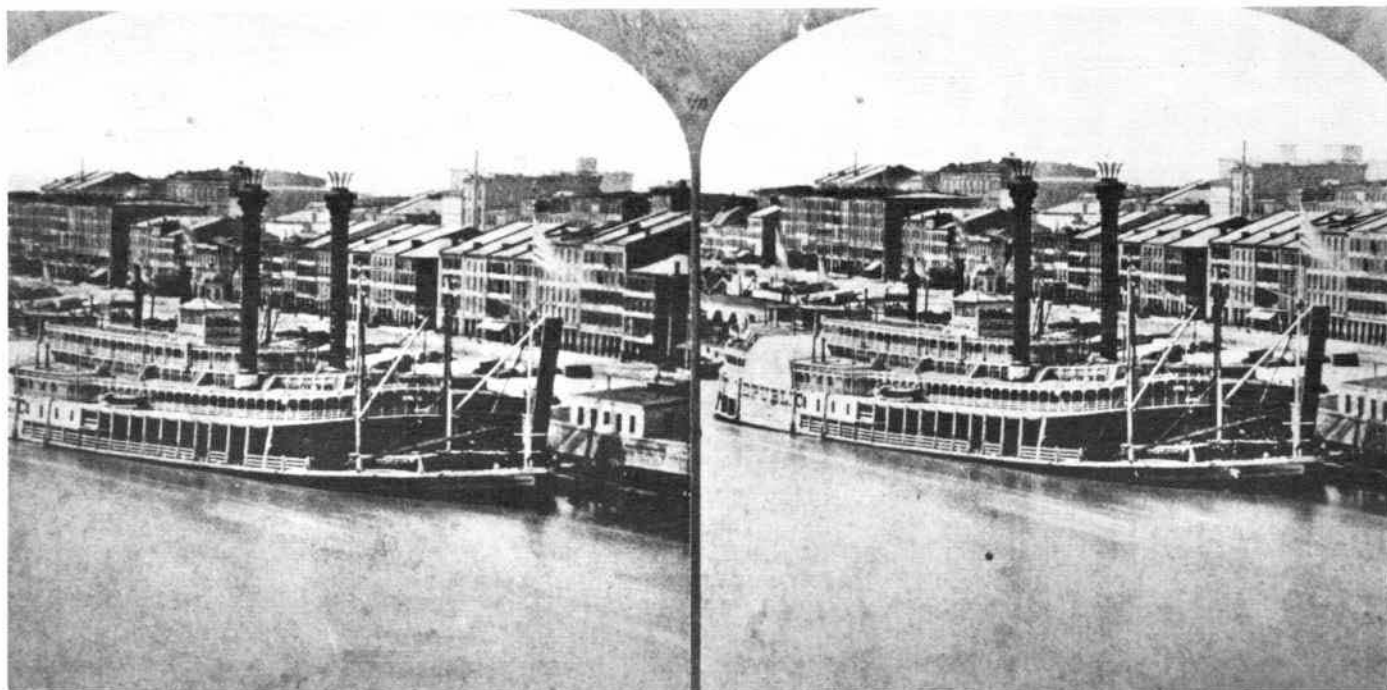


SOMETIMES pictures come to hand you hardly know what to do with, and this is a case in point. This one was obviously torn out of an album, has no identification, but rather than send it to an orphanage we're passing it along to you. The beat-up old packet is the GOLDEN FLEECE and on the stern bulkhead is "Port of St. Louis, Mo." Probably taken at Mound City, Ill. where she lay around in the early 1920s. The wrecked towboat in the foreground is anybody's guess.



BERT FENN has a small but notable collection of stereoscopic slides. This one shows the GREAT REPUBLIC moored at St. Louis, taken from a span of the then new Eads Bridge opened to traffic in 1874. This superlative of marine architecture had been built in 1867, the hull at Shousetown, Pa. (now Glenwillard) and completed at Pittsburgh. In the fall of 1872 she was hauled on the ways at Carondelet, Mo. and the hull was increased in size to 350 x 56'8" x 10'6". Originally she measured 335 x 51 x 9.5. The present-day excursion boat ADMIRAL is 365 x

53.8 x 7.6. Under the management of Capt. William H. Thorwegan the GREAT REPUBLIC was the cock-a-doodle-doo of the Mississippi, running between St. Louis and New Orleans. During a repair program in 1876 her name was changed to GRAND REPUBLIC, and she burned barely a year later. Captain Thorwegan lived to a good age and was honored in 1914 as guest captain on the maiden trip of Eagle Packet Company's new steamer PEORIA. Our thanks to the Murphy Library people for the above photo made from Bert's slide.



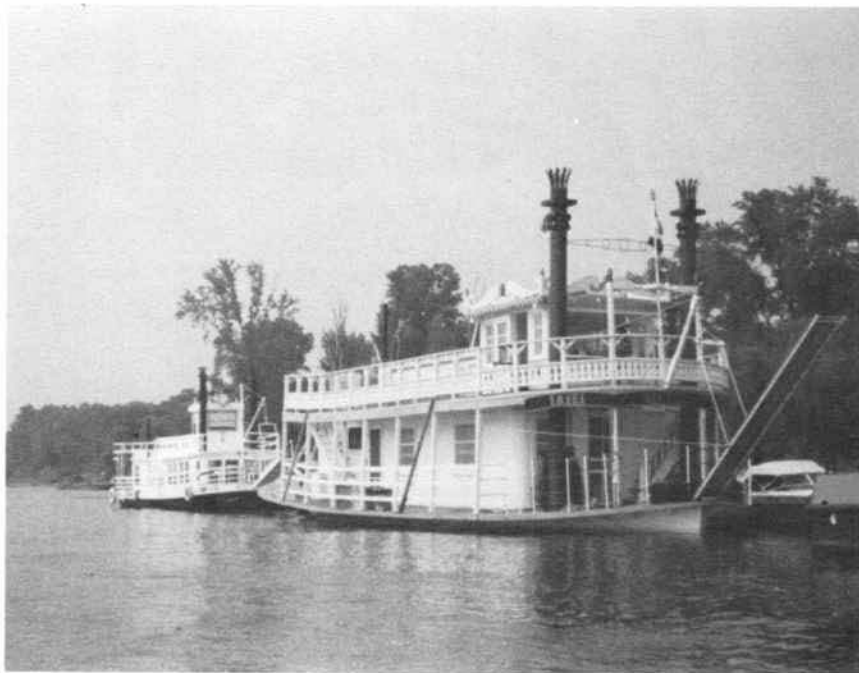
Those of you who have a stereoscope now may look at the GREAT REPUBLIC as seen in those by-gone days when St. Louis had the new Eads Bridge and this showpiece steamboat down by the river, and didn't need an Arch.

SPECIAL NOTE TO BERT FENN: Bert unearthed negatives some while back taken along the Ohio River of various steamboats including the VALLEY BELLE and others. We have been running these from time to time making guesses about the locations, and with no information about the photographer who took them. We were talking with Goff Carder at S&D, who lives at Mur-raysville, West Va. and he tells us that the photographer was Allan H. Middleswart, active in that area some while back, and that the VALLEY BELLE is posed at Wheaton Run, West Va., just below former Ohio River Lock and Dam 21. Mr. Carder also informed us that a river museum is housed in the old lockhouse at former Lock 22 at Ravenswood, West Va.

Sirs: I have been kicking around the idea of writing an article on present-day Mississippi paddle-wheelers. My editor at the Smithsonian Magazine suggests an approach focusing on one riverboat pilot--a man (or woman) who has been on the river for several years, is in his prime, is perhaps even considered the "king" of the pilots, as a context for that focus. I look forward to hearing from you at your earliest convenience.

David Green,
3804 N.E. Hassalo,
Portland, Oregon 97232

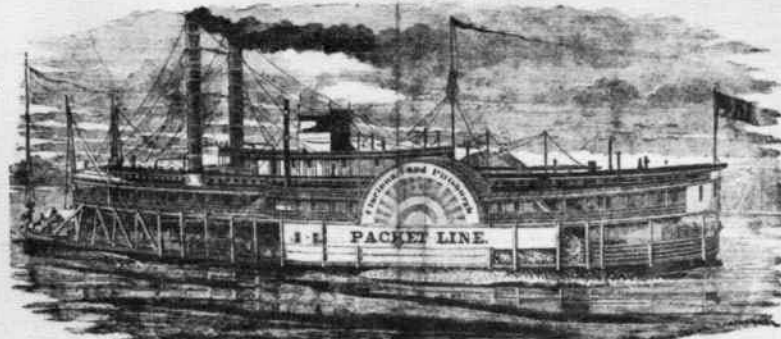
=Four years service with a pilot's license would be about right for the raise of grade to king or queen. Applicants may speak for themselves, if you're in your prime, that is. -Ed.



LLOYD OSTENDORF has our thanks for the above, taken last July at Jess Tucker's boat yard in Cincinnati. The Missouri River sternwheeler DON ROB'T is in the foreground and behind her is the ABRAHAM LINCOLN owned by the Ostendorfs of Dayton, Ohio. Donald F. and wife Kay Klein of Rock Valley, Iowa, and Raymond and Bea Miller of Harvey, Iowa crewed the DON ROB'T, and all four were at our S&D doings on Sept. 18th. This picture hardly shows the rusted remains of the steam towboat CLAIRTON (b. 1919 for Carnegie Steel) which reposes on shore behind the ABRAHAM LINCOLN. Lloyd says there is a capstan on the riveted forecandle.

CINCINNATI AND PITTSBURGH REGULAR

PACKET



LINE!

Season

'79, '80.

Comprising the Following Elegant New, Swift and First-Class Passenger Steamers,

DOWN TRIP.

Leaves PITTSBURGH, MONDAY, 3 p. m.

Passes ROCHESTER, MONDAY, 5 p. m.
- EAST LIVERPOOL, 7 p. m.
- STEUBENVILLE, 9 p. m.
- WHEELING, 11 p. m.
- MARIETTA, TUESDAY, 10 a. m.
- PARKERSBURG, 11 a. m.
- FOREBAY, 12 p. m.
- GALLIPOLIS, 10 p. m.
- HUNTINGTON, WEDNESDAY, 9 a. m.
- IRONTON, 1 a. m.
- PORTSMOUTH, 7 a. m.
- MARYSVILLE, 10 m.

Arriving at CINCINNATI, Wednesday, 6 p. m.

KATIE STOCKDALE

THOMAS CALHOON, Master. MART. NOLL, Clerk.

UP TRIP.

Leaves CINCINNATI, THURSDAY, 5 p. m.

Passes MARYSVILLE, THURSDAY, 10 p. m.
- PORTSMOUTH, FRIDAY, 8 a. m.
- IRONTON, 10 m.
- HUNTINGTON, 12 p. m.
- FOREBAY, 11 p. m.
- PARKERSBURG, SATURDAY, 9 p. m.
- MARIETTA, 10 p. m.
- WHEELING, SUNDAY, 7 a. m.
- STEUBENVILLE, 10 a. m.
- EAST LIVERPOOL, 12 p. m.
- ROCHESTER, 1 p. m.

Arriving at PITTSBURGH, SUNDAY, 8 p. m.

DOWN TRIP.

Leaves PITTSBURGH, WEDNESDAY, 3 p. m.

Passes ROCHESTER, WEDNESDAY, 5 p. m.
- EAST LIVERPOOL, 7 p. m.
- STEUBENVILLE, 9 p. m.
- WHEELING, 11 p. m.
- MARIETTA, THURSDAY, 10 a. m.
- PARKERSBURG, 11 a. m.
- FOREBAY, 12 p. m.
- GALLIPOLIS, 10 p. m.
- HUNTINGTON, FRIDAY, 9 a. m.
- IRONTON, 1 a. m.
- PORTSMOUTH, 7 a. m.
- MARYSVILLE, 10 m.

Arriving at CINCINNATI, FRIDAY, 6 p. m.

EMMA GRAHAM

HOD. KNOWLES, Master. NAT. EARHART, Clerk.

UP TRIP.

Leaves CINCINNATI, SATURDAY, 5 p. m.

Passes MARYSVILLE, SATURDAY, 10 m.
- PORTSMOUTH, SUNDAY, 8 a. m.
- IRONTON, 10 m.
- HUNTINGTON, 12 p. m.
- GALLIPOLIS, 9 p. m.
- FOREBAY, 11 p. m.
- PARKERSBURG, MONDAY, 9 p. m.
- MARIETTA, 10 p. m.
- WHEELING, TUESDAY, 7 a. m.
- STEUBENVILLE, 10 a. m.
- EAST LIVERPOOL, 12 p. m.
- ROCHESTER, 1 p. m.

Arriving at PITTSBURGH, TUESDAY, 8 p. m.

DOWN TRIP.

Leaves PITTSBURGH, FRIDAY, 3 p. m.

Passes ROCHESTER, FRIDAY, 5 p. m.
- EAST LIVERPOOL, 7 p. m.
- STEUBENVILLE, 9 p. m.
- WHEELING, 11 p. m.
- MARIETTA, SATURDAY, 10 a. m.
- PARKERSBURG, 11 a. m.
- FOREBAY, 12 p. m.
- GALLIPOLIS, 10 p. m.
- HUNTINGTON, SUNDAY, 9 a. m.
- IRONTON, 1 a. m.
- PORTSMOUTH, 7 a. m.
- MARYSVILLE, 10 m.

Arriving at CINCINNATI, SUNDAY, 6 p. m.

BUCKEYE STATE

W. H. KERR, Master. R. H. KERR, Clerk.

UP TRIP.

Leaves CINCINNATI, MONDAY, 5 p. m.

Passes MARYSVILLE, MONDAY, 10 m.
- PORTSMOUTH, TUESDAY, 10 m.
- IRONTON, 12 p. m.
- HUNTINGTON, 3 p. m.
- GALLIPOLIS, 9 p. m.
- FOREBAY, 11 p. m.
- PARKERSBURG, Wednesday, 9 p. m.
- MARIETTA, 10 p. m.
- WHEELING, THURSDAY, 7 a. m.
- STEUBENVILLE, 10 a. m.
- EAST LIVERPOOL, 12 p. m.
- ROCHESTER, 1 p. m.

Arriving at PITTSBURGH, THURSDAY, 8 p. m.

DOWN TRIP.

Leaves PITTSBURGH, SUNDAY, 12 noon

Passes ROCHESTER, SUNDAY, 2 p. m.
- EAST LIVERPOOL, 4 p. m.
- STEUBENVILLE, 6 p. m.
- WHEELING, MONDAY, 3 a. m.
- MARIETTA, 5 p. m.
- PARKERSBURG, 7 p. m.
- FOREBAY, 9 p. m.
- GALLIPOLIS, 10 p. m.
- HUNTINGTON, TUESDAY, 1 a. m.
- IRONTON, 3 a. m.
- PORTSMOUTH, 5 p. m.
- MARYSVILLE, 7 p. m.

Arriving at CINCINNATI, TUESDAY, 6 p. m.

HUDSON

PHIL. ANSHUTZ, Master. AL. SLAVEN, Clerk.

UP TRIP.

Leaves CINCINNATI, WEDNESDAY, 5 p. m.

Passes MARYSVILLE, WEDNESDAY, 10 p. m.
- PORTSMOUTH, THURSDAY, 8 a. m.
- IRONTON, 10 m.
- HUNTINGTON, 12 p. m.
- GALLIPOLIS, 9 p. m.
- FOREBAY, 11 p. m.
- PARKERSBURG, FRIDAY, 9 p. m.
- MARIETTA, 10 p. m.
- WHEELING, SATURDAY, 7 a. m.
- STEUBENVILLE, 10 a. m.
- EAST LIVERPOOL, 12 p. m.
- ROCHESTER, 1 p. m.

Arriving at PITTSBURGH, SATURDAY, 8 p. m.

MAKING PROMPT CONNECTIONS

AT GALLIPOLIS with Kanawha River Packets for CHARLESTON, West Va. AT MARIETTA with Muskingum River Packets for Zanesville. AT PITTSBURGH with Railroads for all Points EAST, AT CINCINNATI WITH STEAMBOATS ALL POINTS NORTH, WEST AND SOUTH.

J. T. STOCKDALE, Sup't
Office on Wharfeboat, at PITTSBURGH, PA.

J. N. WILLIAMSON, Sup't
Office, No. 3 Public Landing, CINCINNATI.

POSTER ON THE OPPOSITE PAGE

One day better than 40 years ago Ye Ed received a phone call from a gentleman who lately had moved himself and family into a trailer and was disposing of an old "steamboat poster" which had been in the family for years. We drove out to the West View section of Pittsburgh to discover he had this approx. 14" by 18" poster folded up (the crease marks are evident) and he parted with it for \$20.

It was printed in Cincinnati by the W. W. Pike Steam Print, 15 Public Landing and we presume that J. N. Williamson, Cincinnati superintendent of the Pittsburgh and Cincinnati Packet Line, had them posted or pasted at strategic public places as sort of billboard advertising. Color was used for most of the printed words.

Rather odd that a side-wheel packet was used for the illustration inasmuch as the four steamers featured were all sternwheelers. Doubtlessly the wheelhouse lettering "Cincinnati and Pittsburgh PACKET LINE" was dubbed in at the print shop. We don't recall having seen this particular engraving used elsewhere. The 'scape pipe alongside the pilothouse has two white collars--which may be a clue as to the identity.

The sole person mentioned that we came to know was Mart Noll, clerk of the KATIE STOCKDALE.

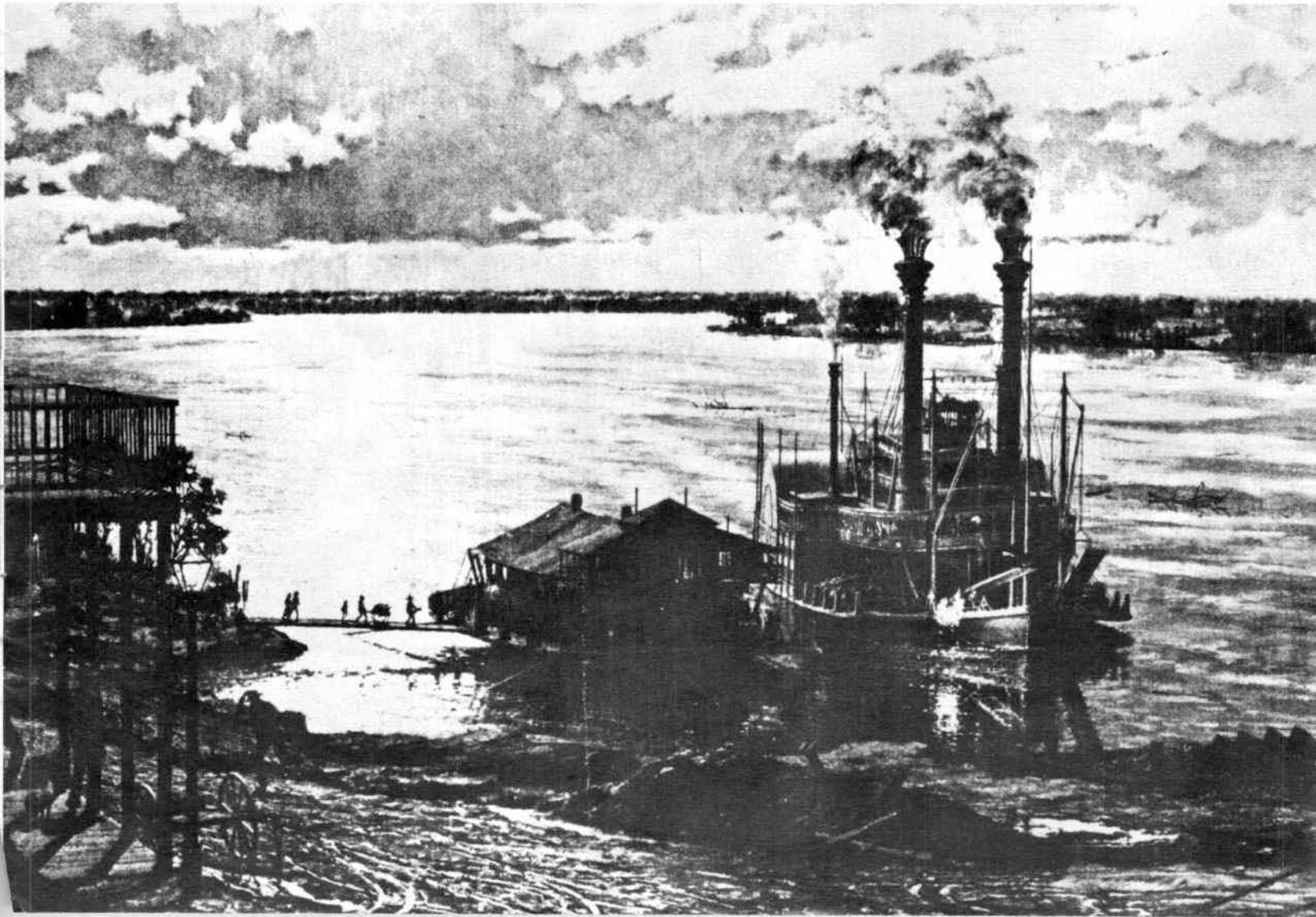
The departure hours from Cincinnati are all 5 p.m. which was adhered to as long as packets ran. The Pittsburgh leaving time was 3 p.m. to get the boats "down out of the woods" as far as possible before dark, and we note the HUDSON, leaving Pittsburgh on Sundays at 12 noon. Soon afterward the Sunday departure was changed to Saturdays, with a Tuesday evening departure from Cincinnati.

The original poster now is in the S&D collection at Marietta, in storage. We prevailed on Ralph DuPae to take it to La Crosse, Wis. where this photo copy was made.

Among the notations in our hamper marked "Things To Be Done" is a rather stale clipping from the Madison Ind. Courier-Journal of Sunday, July 11, 1976. It tells about the town's ornate cast iron fountain made in New York by the French sculptor J. P. Victor Andre and first exhibited at the Philadelphia Centennial Exposition in 1876. There are four others like it, in Savannah, Ga., Poughkeepsie, N.Y., Cuzco, Peru and Madrid, Spain. The International Order of Odd Fellows brought it to Madison. Big problem: In 1976 the Greek goddess atop of the fountain was held in place by temporary guy wires, and the water had been turned off in fountain and pools. We need an update on this.

JOHN STOBART'S ROB'T E. LEE ARRIVING AT NATCHEZ

ON PAGE 2 of this issue is the story of how this oil painting recently sold for \$72,000. John Stobart sent us this black-and-white to show us the lay-out. Without color the glory of the scene is entirely lost, but even in black-and-white there is a great deal to captivate the imagination. This is the second LEE, built for Captain Cannon following the retirement of the "racer," in 1876. A photograph of her was featured in our September '82 issue on page 26. The dark silhouetted effect of the LEE, the wharfboat and the buildings is brought on by night-time moonlight. Our only claim to fame in the scene is a lamp-post hardly visible in the left foreground; we sent John Stobart a sketch of such a lamp and he used it.





STEAMBOAT, anybody? The steel hull sternwheel snagboat MONTGOMERY, having operated since 1926, is slated for decommissioning. The accompanying pictures were taken Oct. 1, 1982 showing her at White City, Florida. She has two high pressure 14's- 6 ft. engines. The paddlewheel has 14 arms, is 18 ft. dia. and works 20 ft. buckets. Her Scotch marine boiler is allowed 210 psi and dates back to 1926. The steel hull is 156 ft. long and her over-all beam is

34'3". She last operated summer 1982 and is considered in serviceable condition. Prospects are that she will be transferred to a U. S. Engineer base near Eufala, Alabama, in the near future for decommissioning. Details will be made available by the U.S. Army Engineer District, P.O. Box 2288, Mobile, Alabama 36628. -Our thanks to R. Yuill, 1401 Carson, RD #35, Birmingham, Ala. 35215 for the pictures and details.



A very overdue obituary is extended to Richard L. Hunster who died January 24, 1928 at Cincinnati, Ohio, aged 66. He was born in 1862 at Madison, Ind., son of Alexander and Catherine Ralle Hunster of that city. His mother was a Cincinnati native. Dick Hunster pursued a career as a commercial photographer operating from his home at 1080 Gilbert Ave., Cincinnati. He had an avid interest in steamboats and took many pictures of them from various vantagepoints in the Cincinnati harbor using glass plates 6½ x 8½-inch size. Some of these were truly salon quality. He was a black, and the true worth of his genius was not recognized during his lifetime. Dick was survived by a brother, Andrew W. Hunster of Sciotoville, Ohio. Burial was in the Union Baptist Cemetery, Cincinnati.

For the above we are indebted to Anthony Peluso, 710 Warburton Ave., Yonkers, N.Y. 10701 who pursued the quest to discover that Richard Hunster was listed in Cincinnati directories as a photographer at least from 1898. The vital statistics are from his death certificate.

Our thanks to John Miller, 729 Hazelhurst, Keokuk, Iowa 52632 for sending along a photo-copy of the sternwheel packet PITTSBURGH built at Cincinnati in 1879 which we plan to use. John says his print is marked "Marine Photo Co." Some years ago Capt. Sam G. Smith of St. Louis sold steamboat photographs and he was, in fact, the Marine Photo Co. His one-man-band operation was a forerunner of the University of Wisconsin's project at the Murphy Library in La Crosse, Wis. Sam Smith did not take steamboat pictures--he copied old ones--and became quite proficient. In such manner he preserved and made available many pictures which otherwise would have been lost to the present and future generations.

The new excursion boat LA CROSSE QUEEN was christened and placed in service early this summer. She is built on a hull 82 x 26 x 5 and is designed for 400 capacity. Two Detroit 4-53 diesels drive hydraulic pumps to operate twin sternwheels each 14 ft. dia. The designer was S&D's Alan L. Bates and she was built complete at her home port, La Crosse, Wis.

Paul and wife Linda Sayther operated a much smaller LA CROSSE QUEEN starting in 1975, and got the notion in their heads to build a larger one. Paul, now 35, formed the La Crosse Riverboat Company, a boat-building firm, and went to work. He is a former Coast Guard and commercial airline pilot. The original LA CROSSE QUEEN was sold in the late fall of 1981 to Green Bay, Wis. purchasers.

The new LA CROSSE QUEEN, as did her predecessor, operates out of La Crosse on a daily schedule from Memorial Day until Labor Day and does charter work April through November.

PITTSBURG LANDING - ON THE BACK COVER

Sirs: For another picture donation to the S&D REFLECTOR please find enclosed a superior quality photograph made from the original glass plate. In August 1980 we visited Pittsburg Landing, Tenn. on the Tennessee River for the purpose of seeing if by chance this picture could have been taken there long ago. The glass plate was found in Gadsden, Ala. in 1978. Absolutely no doubt at all as to where the picture was made, right at Pittsburg Landing. The stone wall you see is still there, however, the bank now is almost a jungle with growth and no longer presents an opportunity for a picture in the clearing as it once did.

I regret more of the steamboat is not visible. Yet with a glass you can almost read the lettering on the hurricane deck side-board: TENNESSEE AND (something) PACKET COMPANY.

In an S&D REFLECTOR several years ago you mentioned a sylvan setting on Coney Island with the steamer HUDSON in the background. This picture in Tennessee reminds also of a sylvan setting..whatever that is.

We sure would like to know what steamboat this was as it could assist in dating the picture. Not much to go on; however your assistance in putting a good glass to work could possibly help if it can be made out.

After being in S&D for twelve years it's time I made some kind of little contribution in the way of pictures. When first joining S&D my check for membership was mailed to Mrs. Rutter in Canal Winchester, Ohio....and to me this was absolutely the prettiest name

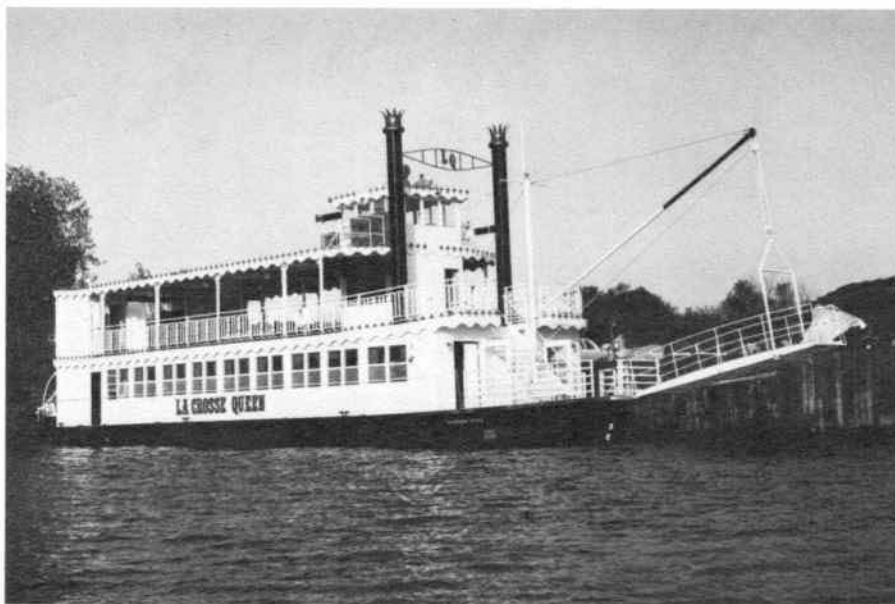
for a town or city I had ever heard of. Still miss addressing mail to that city.

Let me add this: My interest in the Mississippi River goes back, really, to a beautiful clear October day in 1940 when my mother took my sister and me on an excursion one Sunday aboard the ISLAND QUEEN at Memphis, Tenn. When we passed the U.S. Engineer fleet at West Memphis it was a beautiful site--all the white steam-powered vessels tied in a long row--side-wheelers and sternwheelers--and no camera to capture this. I'll never forget the complete and total attention of the two gentlemen in the pilothouse, really professional-type pilots, with the younger doing most of the steering. Capt. Harry Doss and son--would seem to be the names.

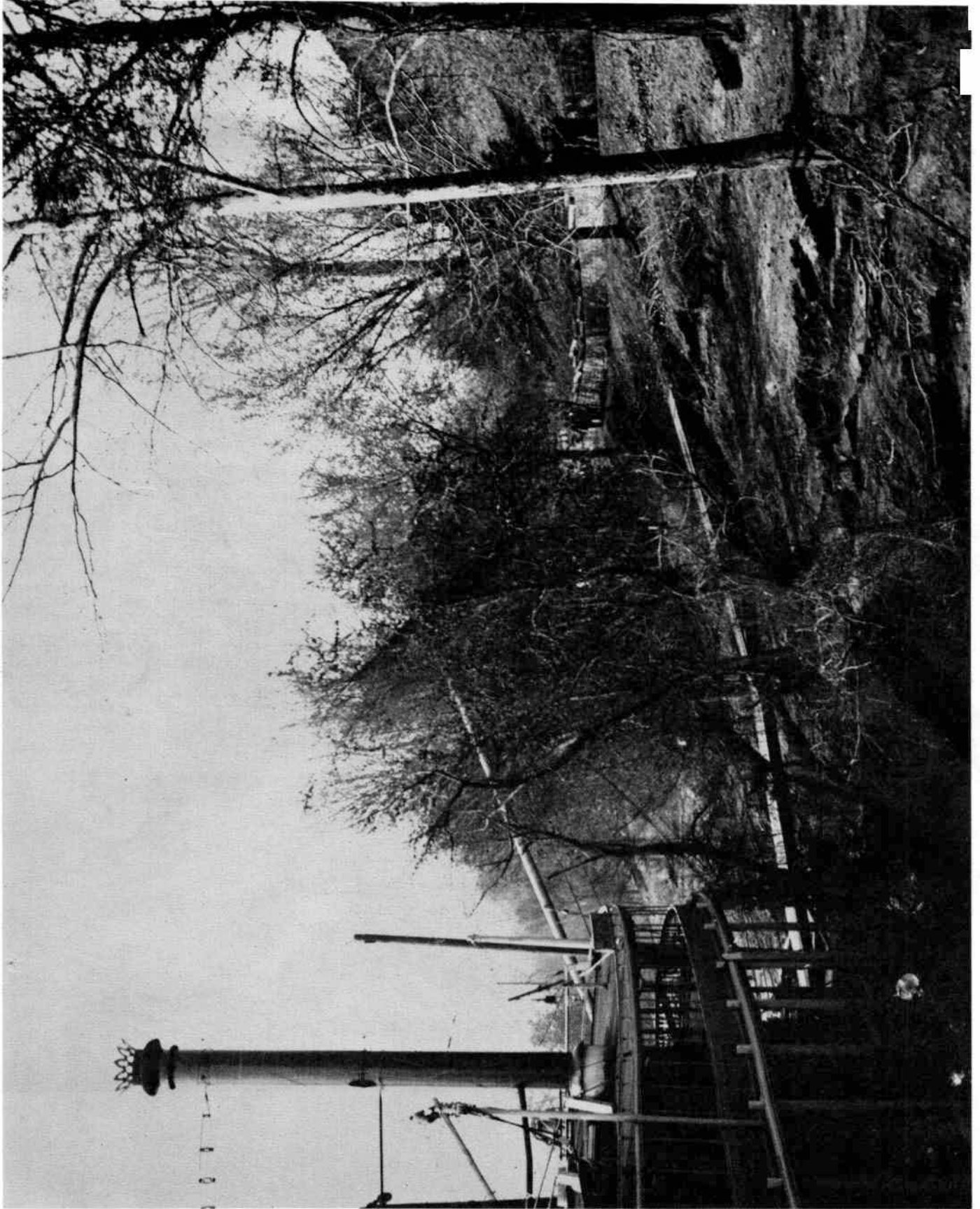
Let me close--all this just to contribute one picture.

Robert C. Harrell,
P.O. Box 402,
Gadsden, Ala. 35902

=The boat is one of the fleet of the St. Louis & Tennessee River Packet Co. Many of them had sort of look-alike features. This one has a fanciful boiler deck railing and pronounced roof crown which suggests the CITY OF SHEFFIELD built by Howard in 1890. She ran until 1902 usually St. Louis-Tennessee River. Looks like late fall (leaves on the ground) and certainly is the best picture we have seen of the river approach to Pittsburg Landing of Civil War fame. Our thanks to Bob Harrell not only for the "sylvan" picture, but for a good letter to boot. -Ed.



LA CROSSE QUEEN - Story in left column.

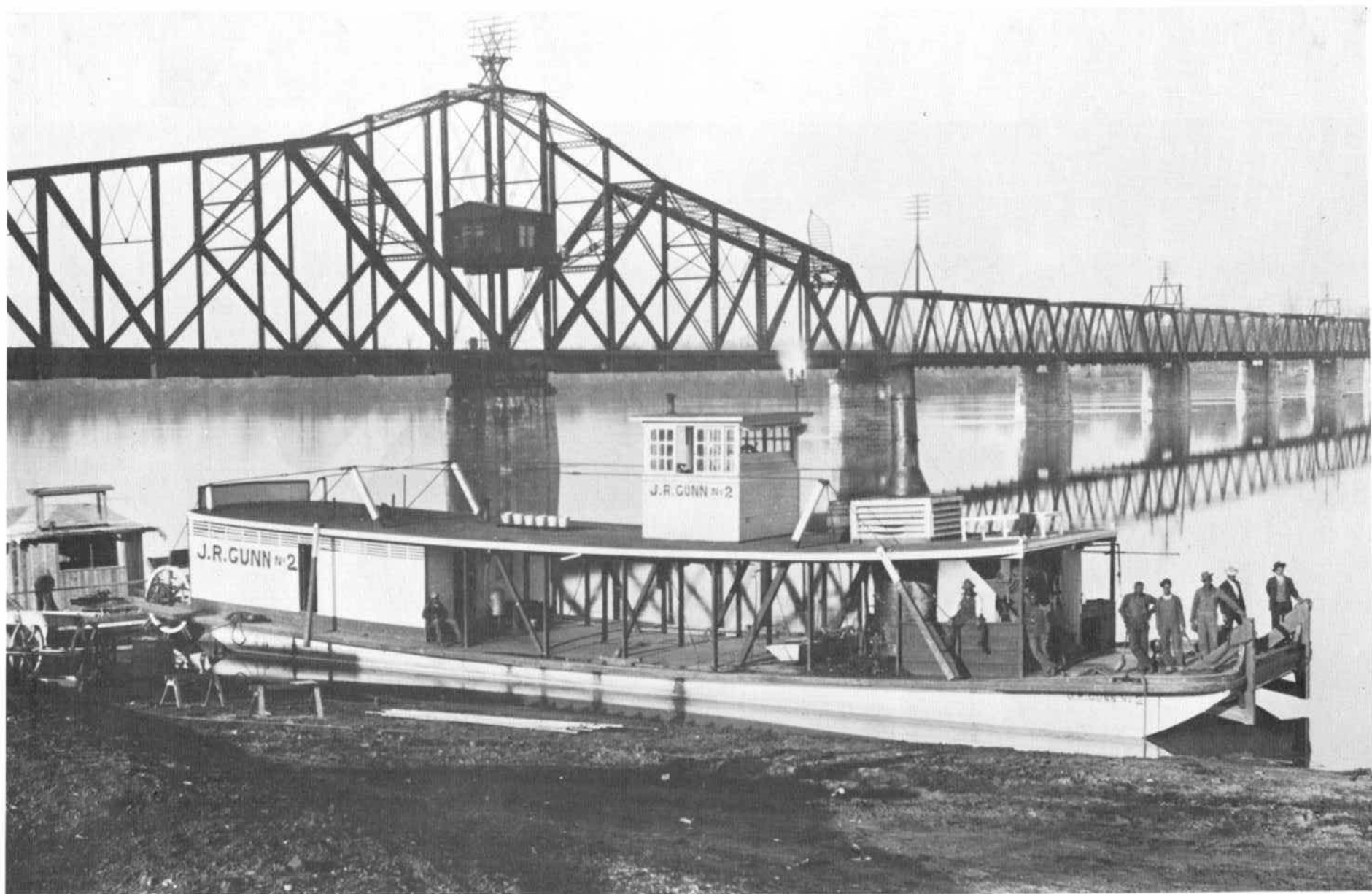


Pittsburg Landing - See page 47.



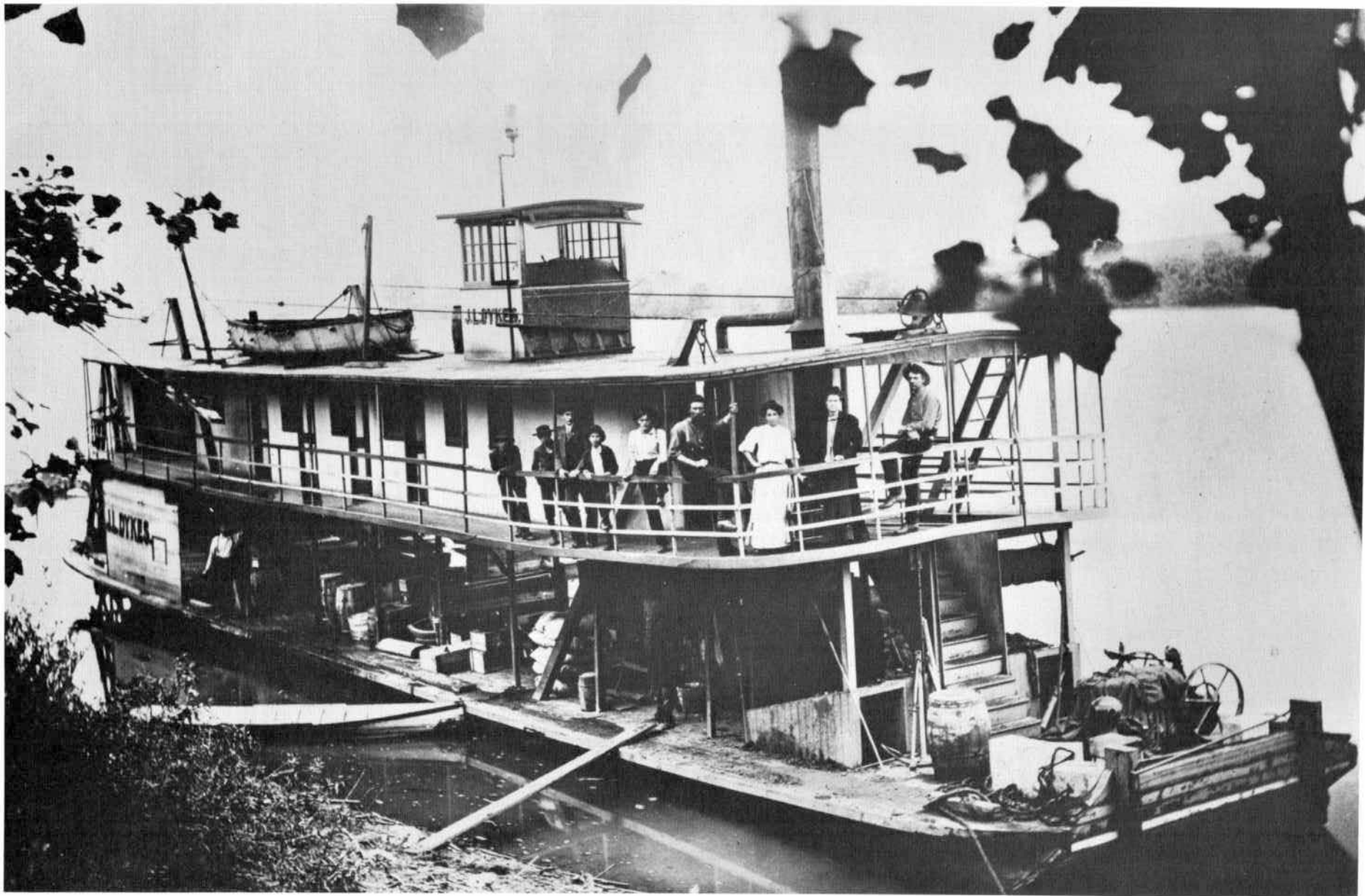
DURING the 1940s the WENONAH was hitched to Capt. J. W. Menke's showboat GOLDENROD at St. Louis as this picture shows. In the latter few years of that decade Capt. Menke stripped off the paddlewheel but she was kept hitched to the showboat until she was burned for scrap at East St. Louis in early February 1951. The WENONAH originally was the LITTLE CLYDE built at Rumsey, Ky. in 1894, wood hull, 98 x 20 x 4.5. She was owned by W. M. and M. L. Sauerheber of Spottsville, Ky.

In 1907 she was rebuilt and redocumented as a new towboat. For a time she towed French's NEW SENSATION showboat. Renamed WENONAH she was owned by the Joyce-Watkins Tie Co., Paducah for about ten years, often working for Arrow Transportation Co. The Miller Construction Co., Bowling Green, Ky. operated her, and by 1939 she belonged to Capt. J. W. Menke. Our thanks to the University of Wisconsin's steamboat picture collection at La Crosse for the picture.



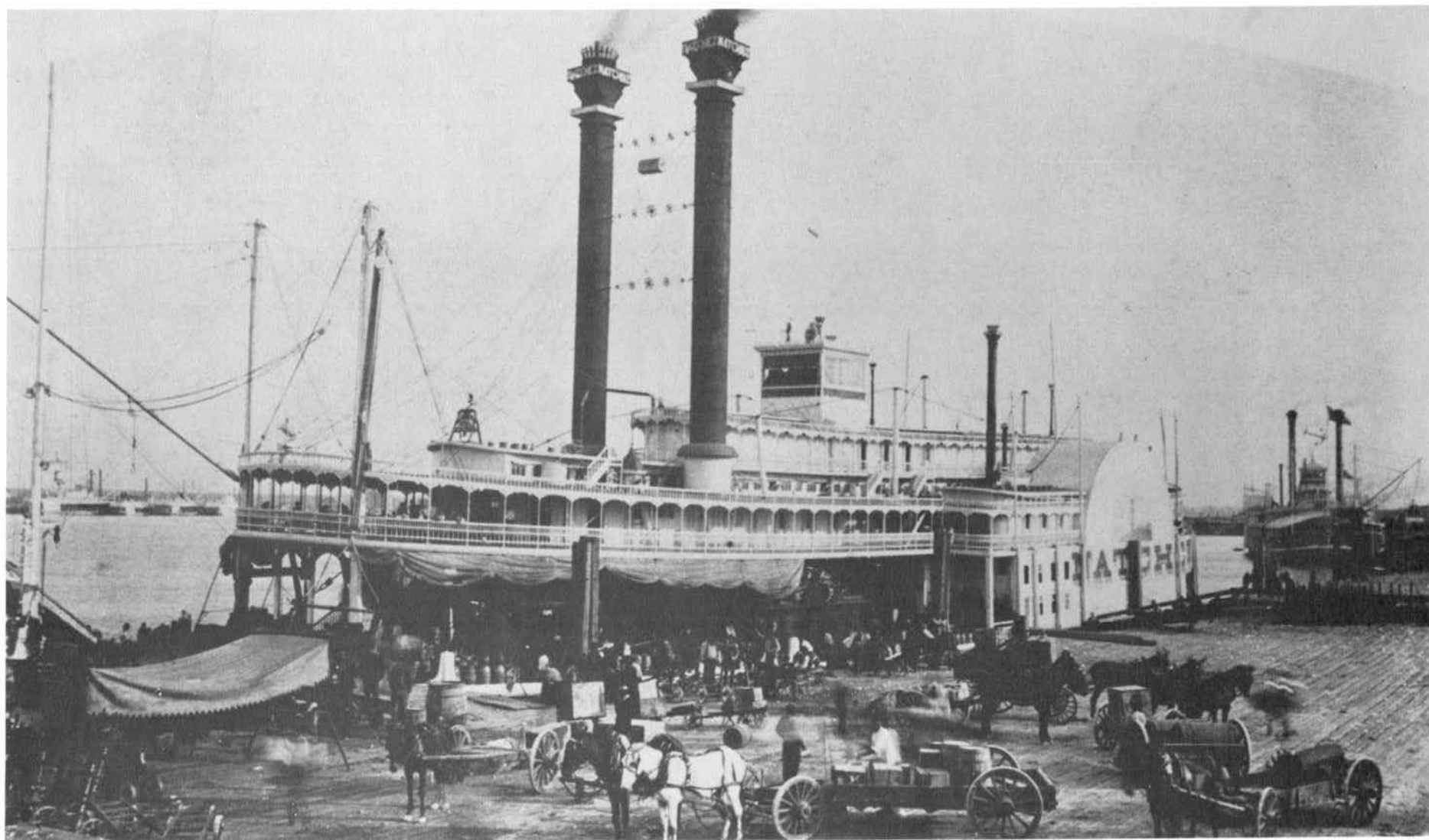
ONE of the problems while preparing Way's Packet Directory (scheduled for release next fall) was to ascertain, in cases where information or photographic evidence was not available, whether such a boat as this one should be included in the listings. All we knew was that the J. R. GUNN NO. 2 was built at Decatur,

Ala. in 1904, hull size 85 x 16 x 3. Packet or towboat? Thanks to Ralph DuPae we now present her picture to show she had sturdy towing knees. On the other hand she has ample clear deckroom space for carrying cargo. We omitted her in the Packet Directory, but the possibility lurks she just may have done packet work.



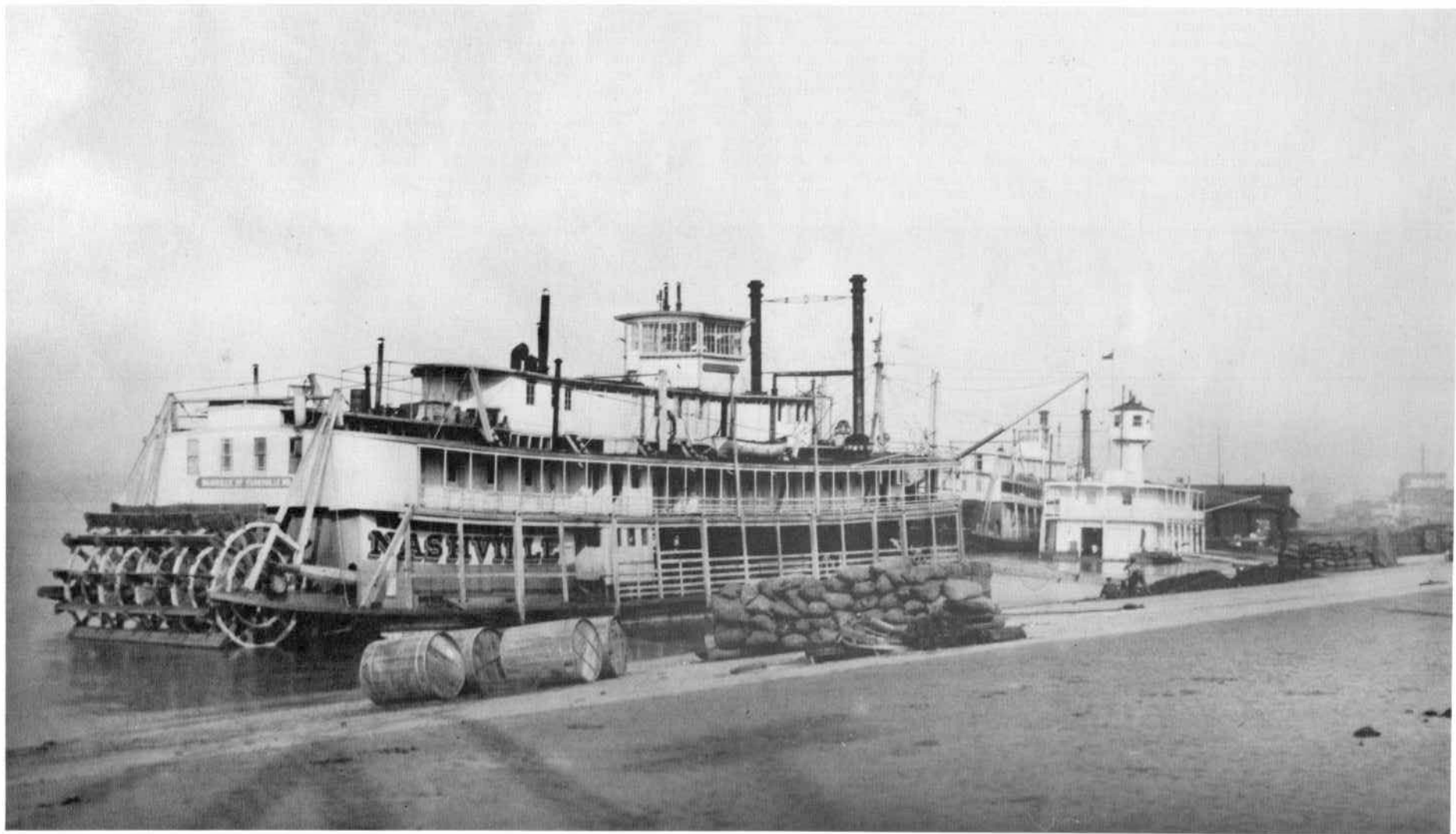
THIS home-spun Upper Tennessee River packet J. L. DYKES was built at Kingston, Tenn. in 1906 on a wood hull 84.7 x 14 x 3, so small that even the MAXIE YOST would look like the LEVIATHAN alongside of her. Capt. J. L. Dykes, builder and owner, ran her in short trades and during the hay season towed a flat out

ahead, bringing the bales to Loudon, Tenn. (between Chattanooga and Knoxville) then a thriving hay market. This picture showed up in the collection of Edward A. Mueller and came to us thanks to the Murphy Library endeavor at La Crosse, Wis. According to Lists of Merchant Vessels she was registered at Mobile in 1918.



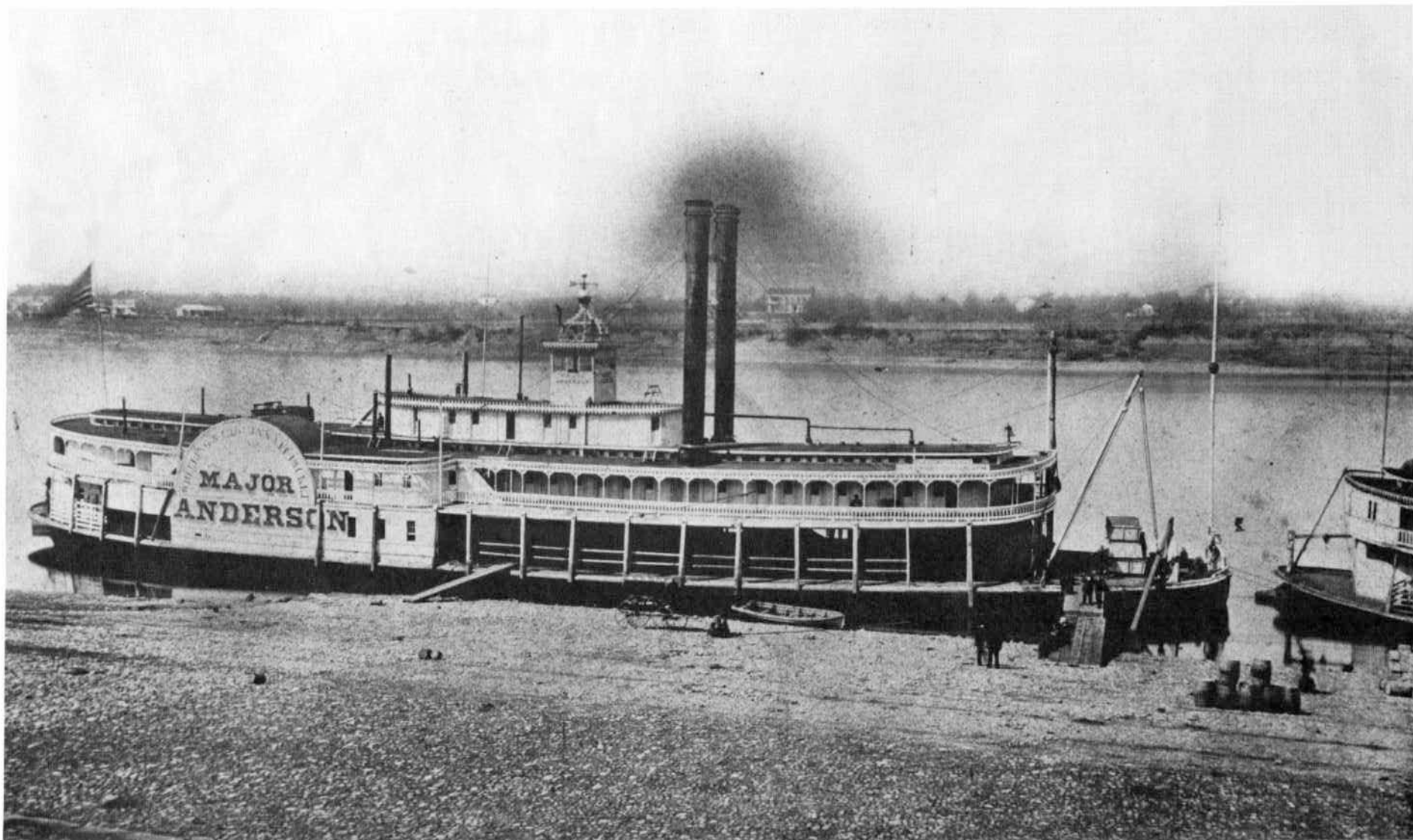
FROM Ed Mueller's collection comes this excellent view of the last side-wheel NATCHEZ moored at New Orleans, the ne plus ultra of the many packets built and operated by Capt. Thomas P. Leathers. She was the same length as the "racer" which preceded her, 303 feet, and but six inches wider of hull, 46½ feet, but by some optical illusion appeared much larger. All of the side-wheel packets named NATCHEZ which Captain Leathers owned were built at Cincinnati, dating back to 1846, and this was the eighth, and last one. She was launched at 4:30 p.m. on Saturday, Aug. 2, 1879 without the traditional breaking of a bottle of champagne on the bow "and without any nonsense." On September 29th a huge crowd had assembled at the New Orleans levee to witness her ini-

tial arrival. When she appeared upriver a dense pall of smoke was coming from her larboard guard amidships. Her cotton cargo was afire, and 246 bales were jettisoned, plus 38 sacks of cotton seed. Despite this near-tragedy she made a safe landing and the royal reception was reported in a two-column story in next day's Cincinnati Commercial. For eight years she was immensely popular in the New Orleans-Vicksburg trade. Business waned and 1887-1888 she was laid up most of the time but was brought out in late December 1888 for a trip to Greenville. Her hull timbers had dried, the seams had opened, and at Stack Island she was in sinking condition and was run out on Stack Island where she settled and a rising river finished her. The date was January 1, 1889.



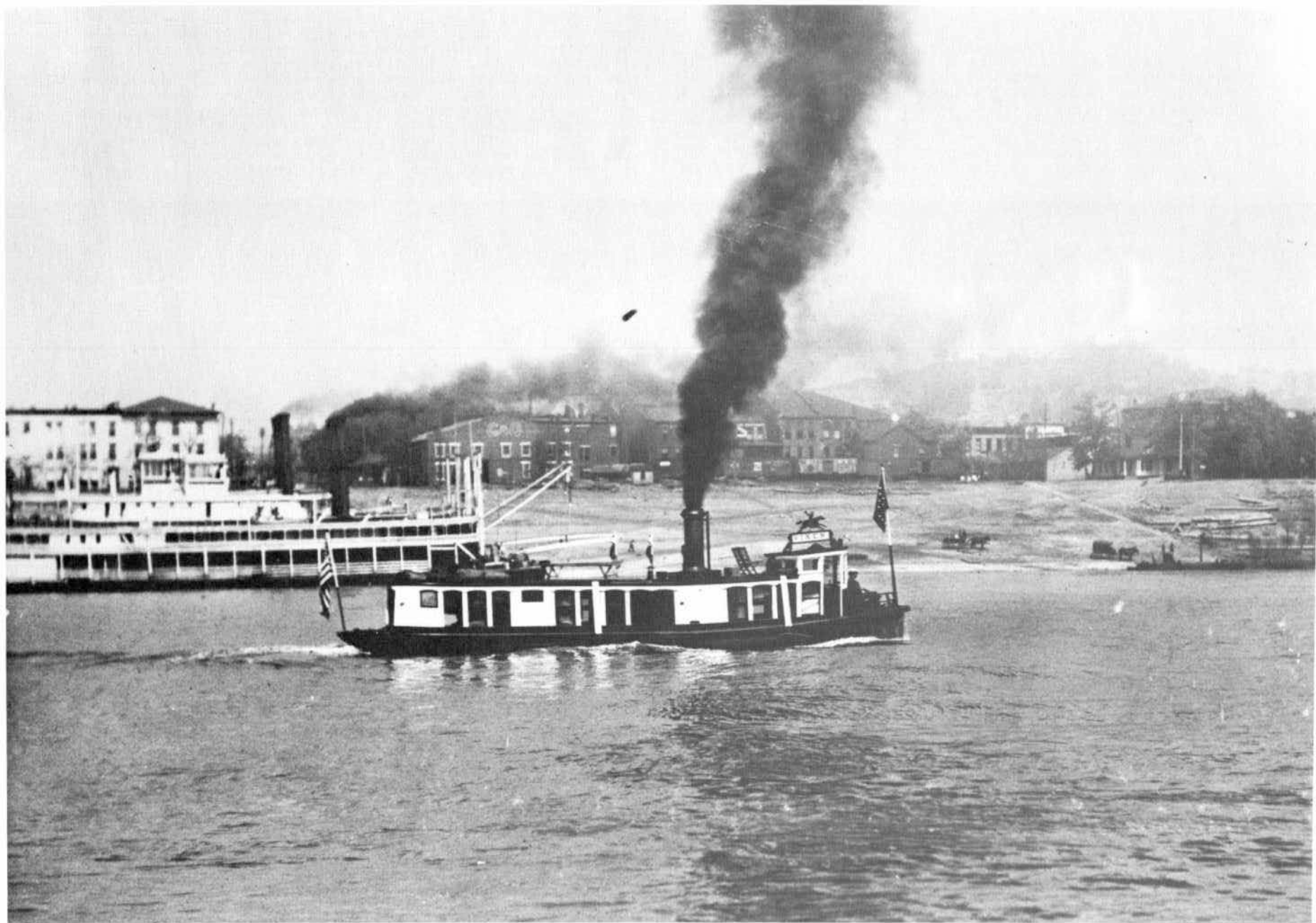
FIRST TIME Ye Ed saw the NASHVILLE she was moored just as seen here, at the Louisville, Ky. wharf, in July 1919. I took a post card size picture of her at this same identical angle but it did not turn out nearly so sharp as this one from the files of C. W. Stoll. As you may infer from the name of her, she was Howard-built in 1910 for the Cumberland River, Nashville-Evansville, and later Nashville-Paducah.

The Williams brothers of Evansville bought her in the spring of 1919 for the Louisville-Stephensport--Evansville trade. They renamed her SOUTHLAND in 1922. The white houseboat with the tower on it (at the right) is the U.S. Coast Guard's life saving station, established there in 1881. The packet JOHN W. HUBBARD is moored at the Louisville & Cincinnati Packet Company's wharfboat.



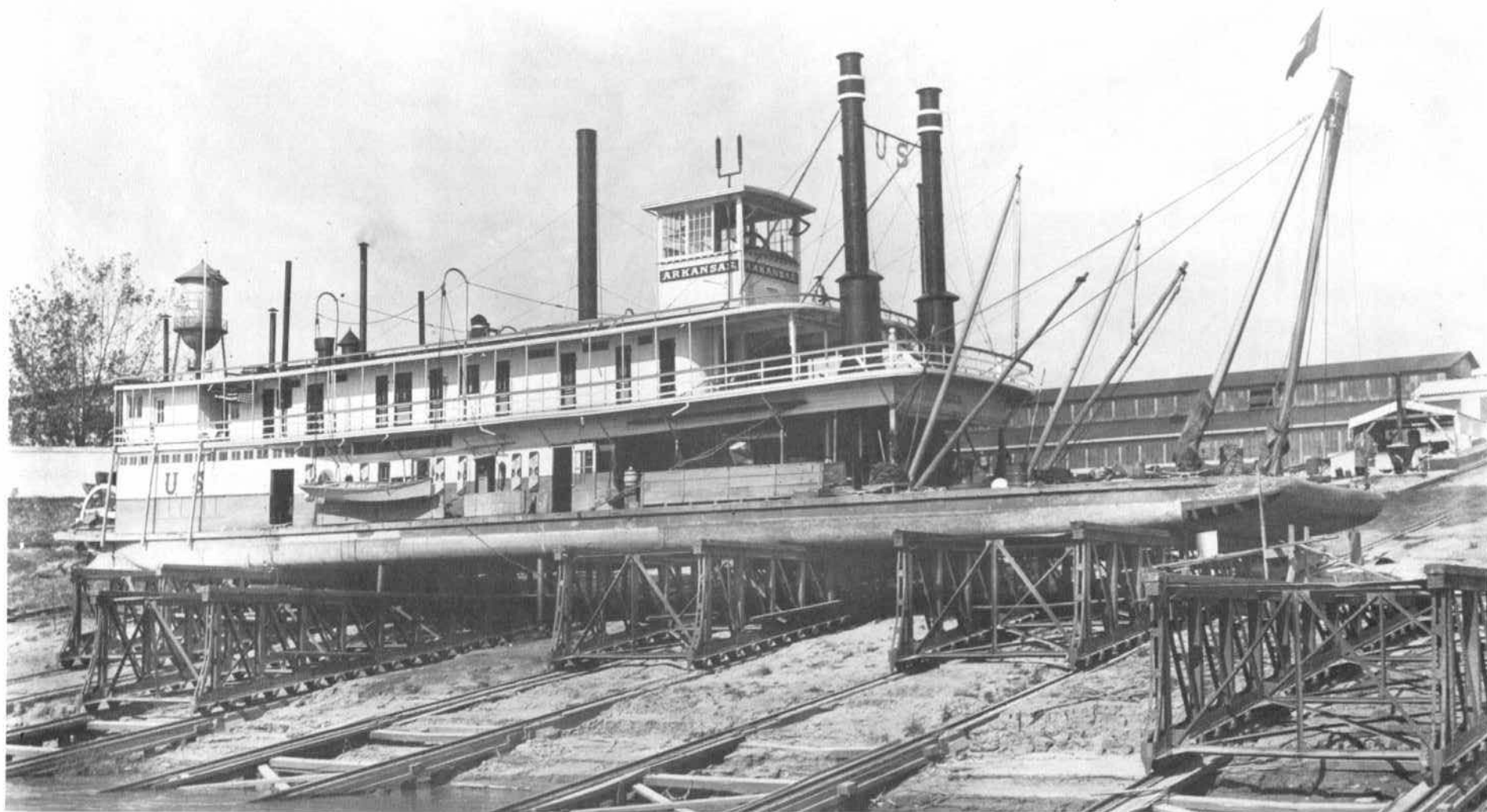
NAMED FOR Major Robert Anderson of Fort Sumter fame in 1860 when built for the U. S. Mail Line Co. for the Cincinnati-Louisville trade, she was bought in September 1868 by Capt. Charles Muhleman to succeed the WILD WAGONER in the Wheeling-Cincinnati trade. This photograph was taken at the Wheeling wharf shortly thereafter. Her mud clerk at the time was a mild-mannered young man named Martin F. Noll who later was to become the secretary-treasurer of the Louisville & Cincinnati Packet Co., a position he held until the company ended business in 1931. The background of this picture shows

Wheeling Island, then sparsely settled and largely farm land. The above print was made from the original photograph which reposes in the S&D storage files at Marietta, copied by the University of Wisconsin crew at La Crosse. The semi-circular lettering on the wheelhouse reads WHEELING AND CINCINNATI PACKET. Swinging stages had not been adopted in 1868 and, instead, a stage was carried thwartship on the forecastle. The MAJOR ANDERSON burned at Cincinnati on March 7, 1872 along with the side-wheel ST. CHARLES.



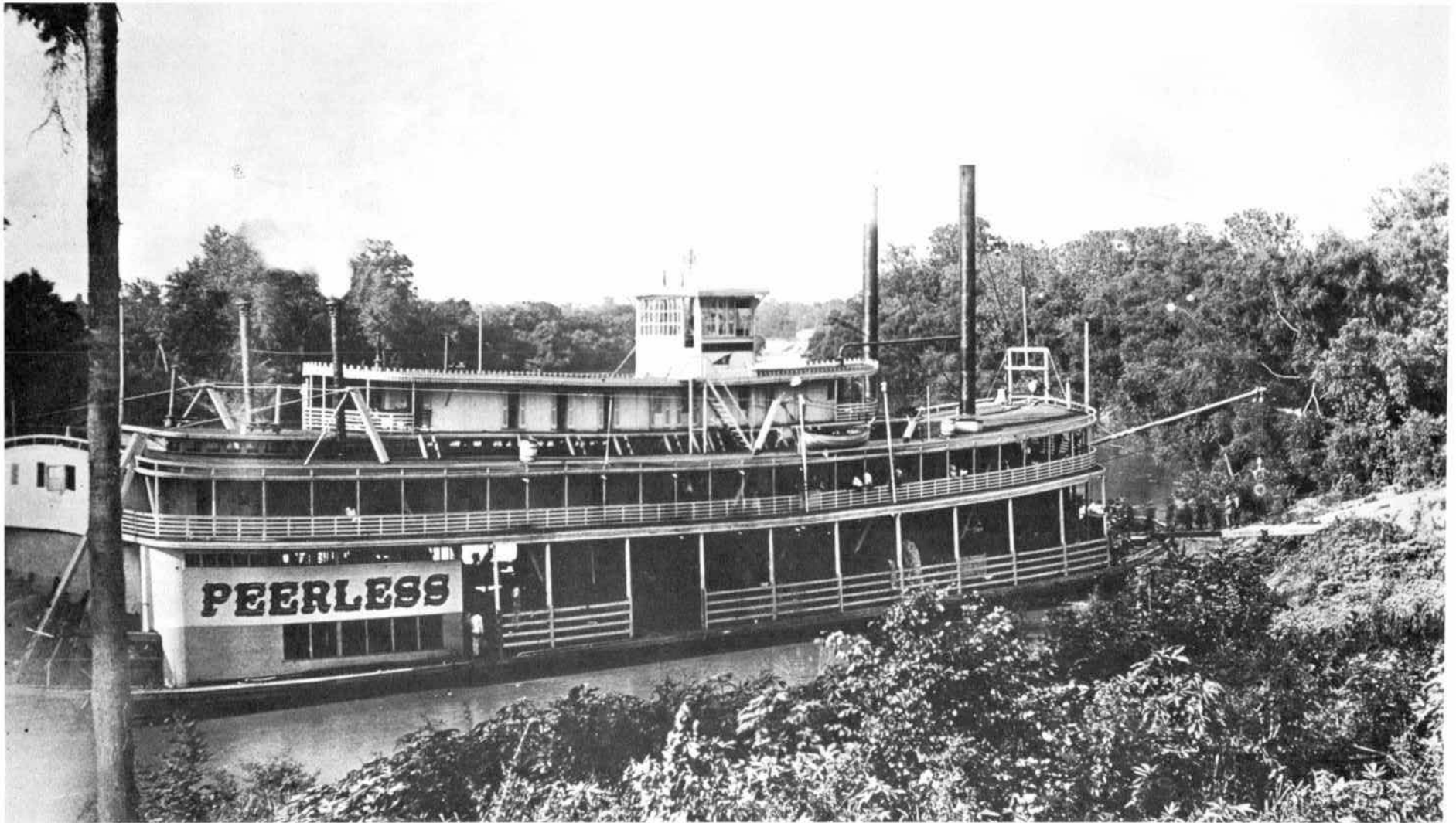
The steam prop yacht VIXEN was built at North Bend, O. in 1899, wood hull 50.5 x 9.5 x 3.2. Her original name was T. P. TARVIN. This photo was taken at Ironton, Ohio

by Thornton Barrette and at the wharfboat are the KEYSTONE STATE (mostly in view) and in behind her is the QUEEN CITY of the Pittsburgh & Cincinnati Packet Line.



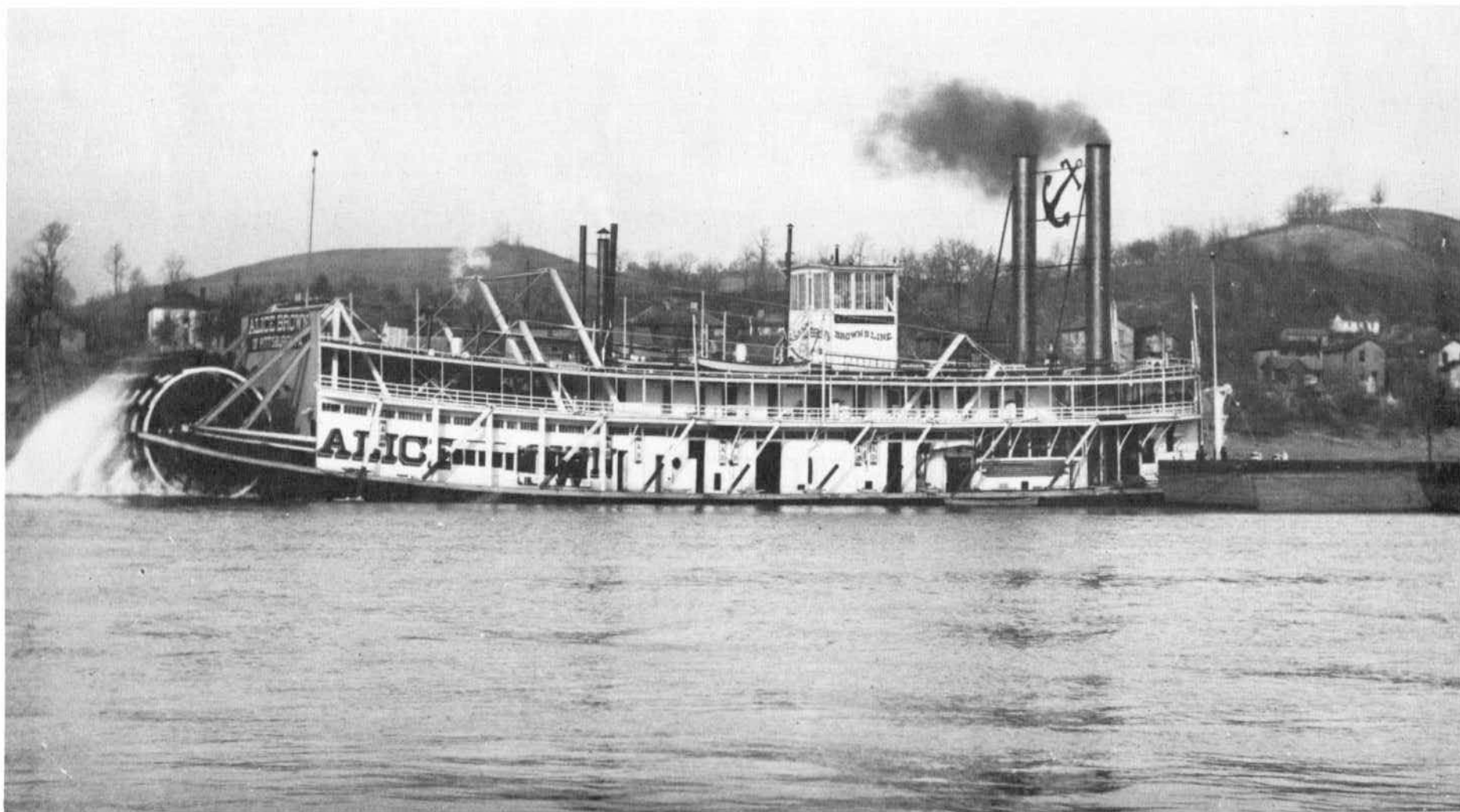
HAULED on the marine ways at West Memphis, Ark. this revealing view shows the very shallow hull of the U. S. Engineer's snagboat ARKANSAS. As her name implies, she was built for Arkansas River service. She was built at Jeffersonville, Ind. but apparently not at the Howard Yard (likely the Sweeney Yard) in 1900 on a steel hull 30 ft. wide and but 4'6" deep. Her over all length was 155'6". Capt. Henry A. Mayer came out master of her and remained in charge for a quarter century or

more. Capt. Rees V. Downs was pilot during the boat's early days and recalled that when he was on her she had no electric light plant and steered by hand. Capt. J. A. Pate, who lived at Pine Bluff, succeeded Capt. Mayer, and was a veteran of the Alaskan gold rush, had run mail to Nome by way of boat and dog sled, and was an uncle to Capt. Russell V. Warner of Memphis. We believe her last master was Capt. Ray E. Allen. She was dismantled in 1940, being replaced by the ARKANSAS II.



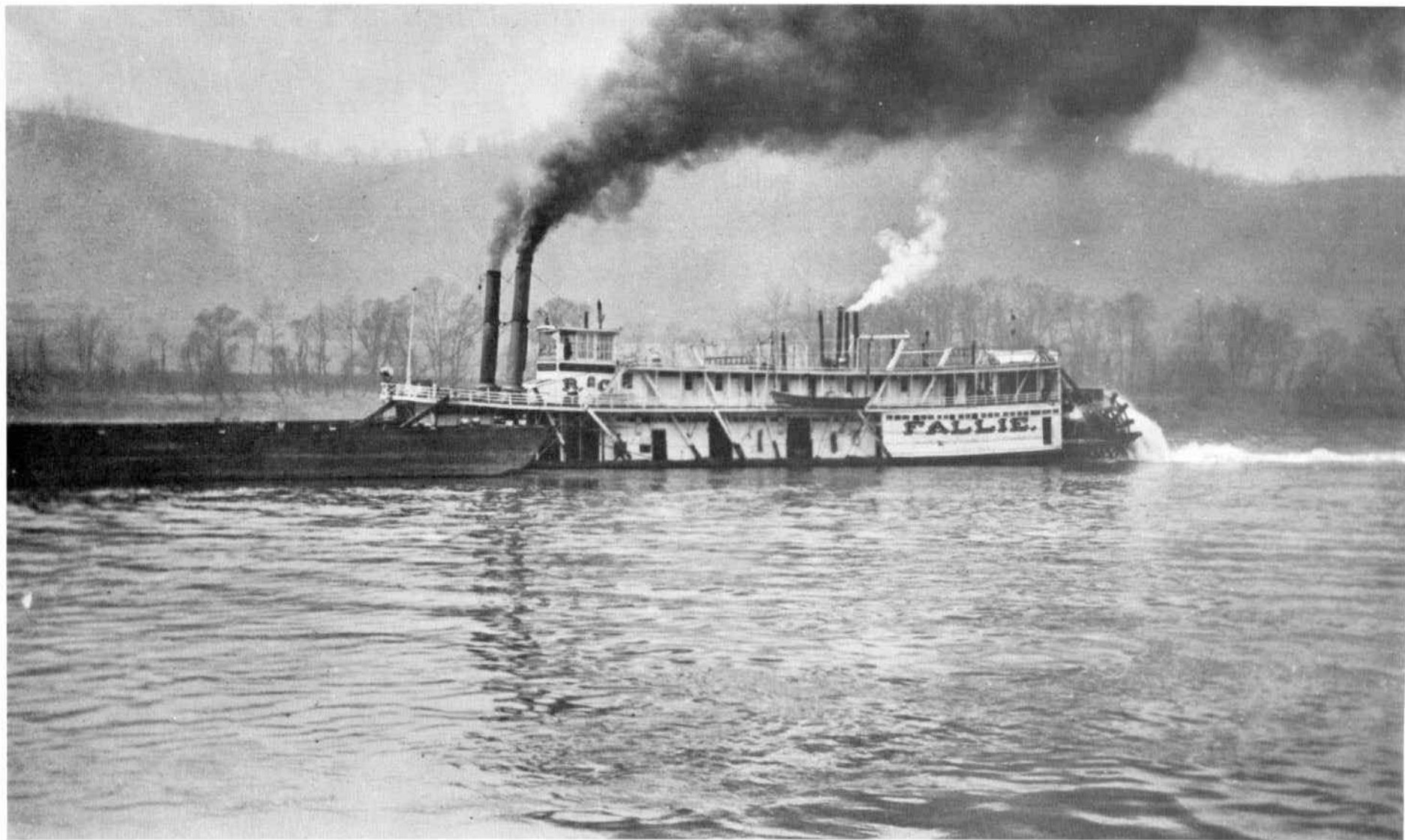
AN excellent picture of the PEERLESS from the collection of Edward A. Mueller of Jacksonville, Fla. taken about 1916 at an Alabama River landing. She started out as the JAMES T. STAPLES, built at Mobile in 1908, which exploded boilers in 1913 costing the lives of several of the crew including the captain, mate, and chief engineer. After surveying the wreck an insurance adjuster reported: "hull and machinery are the only value." In 1915 she was back in business with a completely new upper works constructed at Mobile and under new ownership, now renamed PEERLESS. In the fall of 1917 PEER-

LESS was bought by Capt. Owen F. Burke, Mobile, and was added to the Burke fleet then composed of the M. A. BURKE and HENRY BURKE. These latter two were disposed of shortly and during a renovation in the early 1920s PEERLESS was gussied up with fancy-topped stacks, new stage mast, fancy palings overhead around the deck rail stanchions and was renamed HELEN BURKE. One of her pilots was Capt. Merton Hatfield who later was Commander Hatfield with the U.S.C.G.'s Marine Inspection at Pittsburgh.



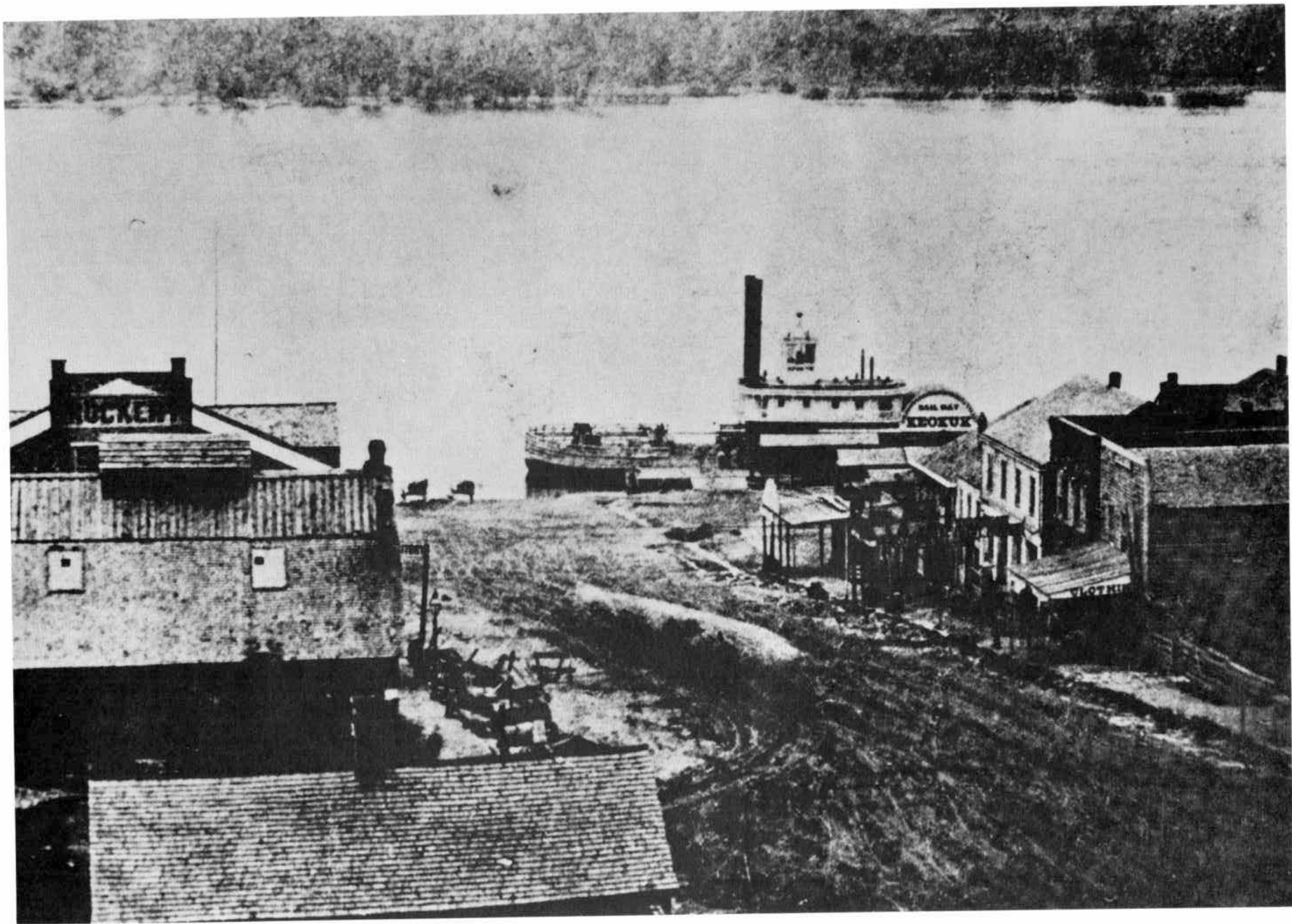
UPBOUND with empties on the Ohio River near Syracuse, O. about 1897, river photographer Thornton Barrette captured the ALICE BROWN in this unforgettable picture. It appeared once before in S&D REFLECTOR, issue of December '72, wherein is recounted, with illustrations, the story of Brown's Line's many towboats. Since that time the Murphy Library people have produced this quality reproduction---looks like it was taken just yesterday. The ALICE BROWN was in active service 1872-1915, a span of 43 years, most of those years towing coal south from Pittsburgh to New Orleans, first owned by the Browns and later by the Combine. We recall her in service, then in the "boneyard" at Pittsburgh, and after dismantling her hull with the main deck still intact was used as a wharfboat at Martins Ferry, O. Sev-

eral years ago at a party we met Mrs. LeRoy Thompson of Sewickley Heights to discover that her maiden name was Alice Brown Painter, directly related to Brown's Line's Capt. W. Harry Brown (her grandfather), son of William H. Brown who built the ALICE BROWN. So the Brown family carries on. Mrs. Thompson, known to her friends as "Alie," has in her livingroom a gorgeous oil portrait of her mother Mary Alice Brown Painter who by her friends was called "Alicia" and hence the towboat ALICIA, the Alicia Marine Ways (now HBC Barge, Inc.) at Brownsville, Pa., etc. Alie Thompson has a brother, Charles A. Painter III who, in his home at Laguna Beach, Calif. has oil portraits of Capt. W. Harry Brown and brother Capt. Samuel S. Brown.



THIS picture was taken on the Ohio River at Baden, Pa. with a post card size camera by Ye Ed about 1918. The FALLIE, owned by the Combine, was upbound for Pittsburgh with empties. She had a wood hull 150 x 27 x 4.7 and worked odd-size Rees engines, 17's-6½ ft. Miss Fallie McKinley christened the boat with champagne at the launching in 1894 at the Axton Yard, Brownsville, Pa. Her father headed up the McKinley Coal Co., Monongahela River miner and shipper, the original owner. About two years after this picture was taken the FALLIE was sold by

the Combine to Tampico, Mexico, and she left Pittsburgh on July 17, 1920 towing the towboat ENTERPRISE, which also had been owned by the Combine and was Mexico-bound. As matters turned out the FALLIE never made it; she was lost in the Gulf before she was out of sight of the Jetties. The ENTERPRISE had better luck, but not much; she survived the crossing loaded on a barge, but there was a delay of several months before she was launched from the barge in Mexico. Meanwhile her seams had dried out and she went down like a rock.



Main Street, Keokuk, Iowa c. 1869; see story col. 1, next page.



Pittsburg Landing - See page 47.