

S&D REFLECTOR

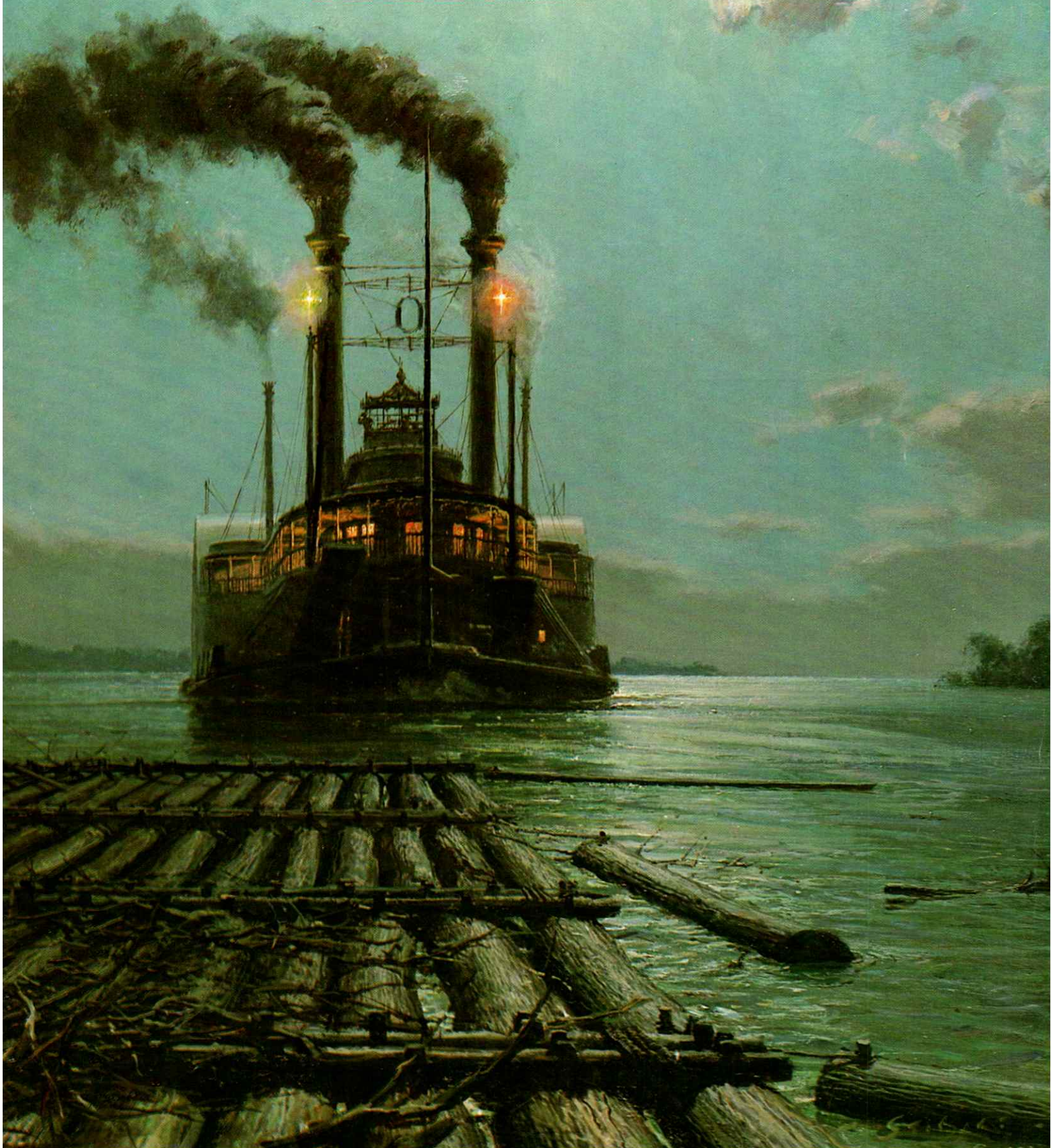
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 20, No. 4

Marietta, Ohio

December 1983



OUR CHRISTMAS ISSUE'S COVER

Log rafts in great numbers were floated down the Mississippi in Mark Twain's piloting days, destined to the sawmills at Natchez, Baton Rouge and New Orleans. Guided by oar and sweep they were floated along on the river's current. During rainy or windy nights, or when fog threatened, the raftsmen usually persuaded them into safe moorings. When the moon shone bright with only long bends and safe reaches ahead, the crew often let 'er float, and on a slowly falling river the enormous raft would pretty much do its own piloting and stick to the channel. A lantern, displayed from a pole, beamed warning to approaching steamboats of the raft's presence. Such solitary night watches broken occasionally only by the flip and splash of a gar or channel cat grew exceeding tedious. The temptation was to borrow the lantern and play poker in the roughshod shanty which served as home away from home. No steamboats in sight for miles ahead or behind, so why not? John Stobart took an artist's fancy to such situation and has titled his new canvas "Moonlight Encounter On the Mississippi." The poker players intent upon their game had not heard the ponderous coughing of the upbound steamer until it is nigh upon them. The pilot on the steamer sees the dim outline of the raft at the same moment and has to pull 'er hard down to port. The ensuing two minutes will be restricted to unprintable comments bruising the night air, exchanged back and forth until the raft and steamboat are out of earshot of one another. Oh well, it livened up the watch and no harm done.

Sirs: Ray and I thoroughly enjoy reading each issue of the S&D REFLECTOR. We were especially pleased to read Keith Norrington's recent report of the visit to the First Presbyterian Church in Port Gibson, Miss. (Sept. '83 issue, page 25.)

We have a copy of the "Biography of Horatio Nelson Spencer," Ray's great-grandfather, which includes a mention of the active participation in the building of the church. At that time he was the chairman of the church's Board of Trustees.

"construction of the new sanctuary was begun in 1859. ...As time passed on, the Yankee contractor became more and more fearful of the threat of war, forfeiting his contract and heading for safer territory. At that point he had completed only the heavy walls up to the parapet. Using his skilled labor (these were his slaves trained in a woodworking

and blacksmith shop which he had set up at Almont, his plantation), Mr. Spencer accepted the task of completing the church. His youngest son, 15-year-old James G., told how he watched his 61-year-old father walk the parapet, supervising installation of the supporting beams and roofing...

"It is said that Mr. Spencer while on a visit to an eastern city saw in a shop window a sculptured hand with forefinger pointing heavenward. The thought crossed Mr. Spencer's mind---Would not such a carving be most fitting to top the spire? Mr. Dan Foley, a Port Gibson craftsman, was engaged to carve a hand with an extended forefinger.In place, the goldleaf-covered adornment was a tribute to the church's founding minister (Dr. Butler)..."

The finale:
"When the war began Mr. Spencer was a man of wealth. It was swept away..."

In the "Biography" a mention is made of Mr. Spencer's acquirement of a bell "bot of Mensley's Sons, West Troy, N.Y." and a "weight operated three-face clock of Sperry & Co., N.Y." for the tower of the church. No mention of the three chandeliers. We wonder when they were installed? Great-grandfather

died in 1876.

Ray and I thought you might be interested in the Spencer family's connection with the Port Gibson Church. Hope you and Wrecks are well and behaving yourselves. Our warmest regards.

Harriet (Mrs. H. N. Spencer, Jr.),
526 Riomar Drive,
Vero Beach, Fla. 32963

=Great-grandfather Spencer died the same year (1876) the "racer" ROB'T E. LEE was dismantled, so in all probability he never knew of the availability of the three chandeliers. They were installed in the church in the early 1880s, a gift of the William Parker family. Great-grandfather Spencer's gift, the wooden goldleafed hand, was reduced to sawdust and chips by woodpeckers. In the 1890s the congregation subscribed for a metal hand 14 feet tall (an average man can stand upright in its hollow interior) which has adorned the steeple from that day to this.

Harriet Spencer's husband Ray is board chairman of The Waterways Journal. Their sons H. Nelson Spencer III and John E. Spencer are actively associated with the magazine. -Ed.



CAPT. C. C. BOWYER of the Merchants National Bank, Point Pleasant, West Va., round-tripped Pittsburgh-New Orleans on the HOMER SMITH on her Easter Cruise, spring of 1916. At Memphis he picked his way over the wharf cobblestones to take this picture of the new IDLEWILD, latest addition to the Memphis scene, a steel hull excursion boat recently built at the James Rees & Sons shop in Pittsburgh. The day was murky and the negative turned out rather flat, but Woody Rutter recently made this print from it, the best one we have seen to date. The boat at the IDLEWILD's stern with the high stacks is the KATE ADAMS at her steel hull wharfboat, and moored outside of her you can see the stacks of the HOMER SMITH. On down the line at the Lee Line wharfboat is what looks to be the JAMES LEE. The paddlewheel at the extreme right may belong to the U.S. Mississippi River Commission's SEARCH, originally the packet H. D. MUNSON from the Muskingum River.

S&D members participated in the San Francisco meeting of the Golden Gate Chapter of the Steamship Historical Society of America's August 13th gathering.

The conclave was held in the Lurie Room of the San Francisco Main Library. S&Ds present included Lloyd Barron, Kathleen Ferrington, Bob Kennington, Miklos Kossa, Bob Parkinson, Dick Rutter and Peter Voll.

Naval architect David Seymour described the refloating of the DELTA KING at Richmond, Calif. where it had been sunk to the main deck, and presented slides of the operation.

Miklos Kossa, also a naval architect, described with slides the series of changes made to the paddlewheel of the MISSISSIPPI QUEEN.

Bob Parkinson showed slides of Mississippi and Pacific Slope steamboating of 20 years ago.

The 207-foot cruise ship NEWPORT CLIPPER stirred uneasily on the launch ways at Jeffboat. Barney Ebsworth, president of Coastal Cruise Lines, Inc., St. Louis, was addressing an estimated crowd of 4,500 spectators. Before he could finish his speech, someone on the ground frantically signalled to him to finish because the CLIPPER was beginning to stealthily slip down the launchway. Otherwise all went off smoothly last July 16 at the Jeffersonville (Ind.) ceremonies.

The "Towboat Tribune" in its July-August issue reported that the Jeffersonville High School Band provided music; 6,152 hot dogs were consumed and washed down with 8,168 soft drinks.

The Tribune wound up its story with two particularly interesting paragraphs, and we quote:

"When Ebsworth was interviewed by a Louisville television station the day of the launch, he said he intended to buy two more Jeffboat-built cruise ships. Ebsworth said he plans to negotiate the contract for the second 'love boat' in September of this year.

"The third cruise liner would not be considered for construction until a full year after the second boat, which would mean September, 1984."

The NEWPORT CLIPPER was price-tagged by the Tribune at \$8 million.

Way's Packet Directory, released at S&D, contains some errors in the photo section. An ornamental cut facing the PRINCESS (#4590) is represented as having originated as the joker in "Steamboat Playing Cards." Not so. The true facts about the cut appear on the next picture page where it is repeated.

The side-wheeler listed as the PHANTOM (#4475) is the PHAETON.

The ADDIE JOHNSTON (#0062) was built at Port Byron, Ill., but the town across the river there is not La Crosse, Wis. as stated; should read Le Claire, Iowa.

The ferry A. BALDWIN (#0030) is described as a sternwheel ferry,



THE ABOVE was taken by John L. Fryant who has this to say about it: "Sprague, Ala. is about ten miles south of Montgomery on Route 331. The little post office is still very much in business; they even stay open 'til 1:30 p.m. on Saturdays. The size of the facility is appropriate for the community. If you blink your eyes while driving through you will miss it. I always wondered if the name had any connection with the boat. It doesn't; the place was named for a well-liked railroad conductor on the Seaboard Coast Line which passes close by. I believe his name was Robert. The two people posing in the photo are my wife Sharon and Rifles, who resembles a dog but in reality is a furry, four legged person."

catamaran hulls. Actually the paddlewheel was recessed between the catamarans. Same is true for the A. M. HALLIDAY (#0022).

Sirs: It took me only one visit to the New Albany Public Library to identify the photo on page 40, last issue, as New Albany. The New Albany city directory for 1882-1883 advertised the New Albany and Portland Ferry Co. having the THOS. CONNER and FRANK McHARRY, with offices at 2 Pearl (or First) Street at the corner of Water. Moses Irwin was the superintendent and the pilots were James Conner and Thomas H. Conner. Peter Beebe is listed as captain of the THOS. CONNER, and R. Edward Beeler as captain of the McHARRY. All were residents of New Albany.

The presence of the coal barge in the picture led me to look up coal firms in the directory. There was Henry W. Fawcett operating a coal firm at 2 Pearl Street, corner of Water, the same location of the Ferry Company office. This would account for the presence of the coal barge with FAWCETT marked on it, and also the coal hoist in the center upper section of the photograph.

There are two homes on Main Street in New Albany still standing with the same design of roof and chimney as the tallest white building at the photo's right.

Water Street as it appears in the photo is now gone, replaced with the flood wall.

Sandie Miller,
4223 Cutliff Drive,
Louisville, Ky. 40218

Sirs: That picture on page 40 of the last issue has been widely used hereabouts in depicting early New Albany. The location is about where the old E. T. Slider coal elevator was located. I can remember some of those houses.

Paul W. Seabrook,
1119 East Market St.,
New Albany, Ind. 47150

=Paul Seabrook now is 87. -Ed.

- O B I T U A R I E S -

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S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 20, NO. 4

MARIETTA, OHIO

DECEMBER 1983

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

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of the current issue at \$2.50 each postpaid are available from the editor. Back issues are listed and priced on another page.

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

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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William Barr

IT'S PRESS TIME and John Briley has just phoned to say that the new roof is on the SNYDER, good news indeed. Also we've had a last minute con-flab with the girls at Ohio University Press and what they told us about Way's Packet Directory may be found on page 27. But let's clear the track for a moment simply to say Merry Christmas to all of the S&D crew and lovely members, and to extend the editor's thanks for the many, many contributions of photographs, news items and articles which create the heart and soul of this magazine. This Christmas issue rounds out twenty years since the REFLECTOR was dreamed up and then made its first uncertain appearance in March of 1964, Happy New Year to all of you. --And now, let's get back to work.



CLAIRE and GENE FITCH, pioneers of the business of converting outmoded steel hull towboats into privately owned pleasure boats. They acquired the 1926-built DIESEL and rebuilt her at Fly, O. in 1967 to become the CLAIRE-E. Since then they have become the best loved of river couples. This picture taken by Eileen Daily shows them at S&D attending a party honoring them on the occasion of their 50th wedding anniversary. In October they took the CLAIRE-E to winter quarters at Guntersville, Ala. and Lynn Dow Webster hopped aboard at Cincinnati for her first exposure to this nomadic river life--and promptly became an addict.

S&D

LORENA

H. D. L. WEBSTER

J. P. WEBSTER
Arr. by R. H.

1. The years creep slow-ly by, Lo-re - na, The snow is on the grass a - gain.
2. A hun - dred months have passed, Lo-re - na, Since last I held your hands in mine. The sun's low down the sky, Lo - re - na, The And felt the pulse beat fast, Lo - re - na, Though frost gleams where the flow'rs have been. But the heart throbs on as warm - ly mine beat fast - er far than thine. Then long a - go 'twas flow'ry now, As when the sum - mer days were night. Oh! the May, When up the green-clad slope we climbed To sun can nev - er dip so low. A - down af - fec - tion's cloud - less watch the dy - ing of the day. And hear the dis - tant church bells sky. The sun can nev - er dip so low. A - down af - fec - tion's cloud - less sky. To watch the dy - ing of the day. And hear the dis - tant church bells chime.

John Hartford Sang "Lorena" as the Finale.

-Thanks to Ross Rogers, Jr. for the above.

ON THAT pleasant morn in the early fall S&D members at Marietta perked up their ears. The DELTA QUEEN was whistling 'way down in the bend below town. She wasn't due until about noon--but no mistaking that soft deep treble. As it turned out Capt. Tom Kenny was one of the first to step off the stage, and he was due to attend S&D's Board of Governor's meeting at 9:30. In all of S&D's meetings since 1939 no S&D officer had before arrived amid such pomp and circumstance aboard a royal yacht.

Actually the S&D meeting had gotten under way the evening before. On Friday, September 16th, starting at 8, the Riverview Room at the Lafayette was thronged with well-wishers honoring Claire and Gene Fitch, married 50 years.

All nine of the S&D Board of Governor members were present at the Saturday morning meeting. Chairman J. W. Rutter opened with a moving tribute to the memory of S. Durward (Steve) Hoag who had died exactly one month after attending the 1982 Board meeting. He then introduced Ann Putnam Malinson who was appointed to fill the vacancy on the Board.

A report of the J. Mack Gamble Fund disclosed grants to the University of Wisconsin's Murphy Library project wherein Ralph DuPae scouts out old steamboat pictures in amount of \$5,000; also \$3,680 to the Ohio Historical Society for needed renovation of the W. P. SNYDER JR; \$960.10 for repairs and painting of the TELL CITY pilot-house; \$705 for acquisition and preservation of old 8 mm. and 16 mm. movies of steamboats, and a grant of \$5,000 to the Ohio University Press, which was applied to the publication of Way's Packet Directory. Projects in view for 1984 include a 1979-1983 Index for the S&D REFLECTOR, presently being prepared by Alan L. Bates; the microfilming of all issues, starting with Vol. 1, No. 1 of the S&D REFLECTOR, and a grant to Captain Way for the compilation of a complete Directory of River Towboats.

S&D's treasurer Larry Walker's annual report detailed expenses for the fiscal year of \$13,782.12, most of which was related to the production and distribution of the S&D REFLECTOR. Receipts deposited came to \$13,014.55. Balance on deposit as of Sept. 17, 1983 was \$12,937.52. The Cincinnati firm of Ellerman & Heffron prepares the IRS form 990, as required for a non-profit corporation, for which service they received \$175.00.

Andy Anderson, curator of the Inland Rivers Library, said that

the new quarters on the third floor of the main library, Eighth and Vine, Cincinnati, are completed. Also completed is the project of cataloguing all steamboat and river photographs. The J. Mack Gamble papers are now available, and one of the primary acquisitions of the past year is a huge book furnished by the Cantrells of North East, Pa. detailing in text and drawings the story of building the Davis Island Lock and Dam, the first one constructed on the Ohio River.

R. Jerome Collins, reporting for the Ohio-Kanawha Chapter of S&D, said there had been three meetings held in the past year with an average attendance of 19. He also reported a balance in the treasury of \$43.85. These meetings are reported in the S&D REFLECTOR, written by Jim Wallen, and make for fascinating reading.

Jack Custer outlined the various field trips and meetings held by the Middle Ohio River Chapter of S&D. The membership is now about 100, and their treasury balance stood at \$1,179.20.

John B. Briley, manager of Ohio Historical Society's properties in

Marietta, announced that thanks to the recent gift of \$5,000 from the W. P. Snyder Charitable Fund, work of replacing the roof of the W. P. SNYDER JR. is under contract and that the B. F. Goodrich Co. has donated the roofing material.

The Board approved the transfer of the Tom Greene navigation light from its present location near the Lafayette Hotel to a new site on the Ohio River Museum premises. The work will be supervised by John Briley. The reason for the move is that the light "has outlived its usefulness" at the present site, has not been lighted for the past several years, and is presently surrounded by foliage. At the Ohio River Museum it will become a featured exhibit as well as serving as a guide to passing pilots.

Jack Ottenheimer, president of the BECKY THATCHER Museum, told the Board of plans to create a River Museum aboard the boat, and requested material from the S&D collection. Chairman Rutter asked for suggestions and opinions from members present. Ann Zeiger suggested photographs and pictures,



Jane Curry, pro-tem cruise director of the DELTA QUEEN, found eager takers for 25 copies of her book, "The River's in My Blood" at S&D. Photo by Marga Smith.

and Jim Wilson amended this idea to be limited to photo prints made from pictures and photographs and available from the Murphy Library or the Inland Rivers Library.

A motion was made and seconded and unanimously carried to double the annual stipend of S&D's secretary Mrs. J. W. Rutter. This was followed by a generous wave of applause from the members.

Jim Swift announced that he had 50 copies of the 1983-1984 calendar, compliments of Streckfus Steamers, Inc., St. Louis, available first come, first served. There was one fell swoop. The meeting was adjourned.

LUNCHEON was served in the hotel's Sternwheel Room, an innovation wherein the meal was brought to the tables on attractive chinaware, with silverware, glasses, etc. supplied. Having judged from our luncheons of recent years we guesstimated that about 160 would participate, but the final count was well over 200. Guests of honor for the occasion included Capt. Fred Martin, senior v.p. operations of the Delta Queen Steamboat Co., up from New Orleans; Capt. Dean Bruch of the DQ who makes his home in River Ridge, La., and James W. Rea, the DQ's chief engineer who lives in Sebastian, Fla.

The unprecedented attendance was augmented also by an array of attractive young ladies associated with river endeavors. Prudence (Pru) Clendenning arrived from Washington, D.C., program manager, domestic study tours, with the Smithsonian Institution. Smithsonian has the DQ chartered for a tour in October '84 from New Orleans to Memphis. Kathleen N. Ferrington, program coordinator,

REGISTRATION AT S&D, SEPT. 17, 1983

(In order of registry)

Julia Thomas	Powhatan Point, Ohio
John and Joan Spear	Marietta, Ohio
Keith E. Norrington	New Albany, Ind.
Jan Clement	New Orleans, La.
Lexie Palmore	Tyler, Texas
Bill Kelley	Cincinnati, Ohio
Hazel S. Rush	Portsmouth, Ohio
Muriel Kuwatch	North Bend, Ohio
Jim Sutton	Metairie, La.
Jeffrey Logan Spear	Marietta, Ohio
Don Brookhart	Belpre, Ohio
Bill and Marga Smith	Springfield, Ohio
Capt. Clare and Mabel Carpenter	Belpre, Ohio
Kay and Don Klein	Rock Valley, Iowa
Lloyd and Rita Ostendorf	Dayton, Ohio
Frances and Lindsey Norris	Myrtle Beach, S. C.
Jim and Shirley Greenwood	Newport, Ohio
Dr. and Mrs. Gale	Newport, Ohio
Cathy and Carol Janes	Athens, Ohio
Helen Gawthrop	Athens, Ohio
Will Garvey	Evanston, Ill.
Bee and Woody Rutter	Birmingham, Mich.
Glenn and Sabra Cantrell	North East, Pa.
Henry and Martha Gay	New Matamoras, Ohio
Wm. W. Wilcock Jr.	Chestertown, Md.
Michelle Kingsley	New York, N. Y.
Thomas E. Way	Ashton, Ill.
Fred Rutter	Lithopolis, Ohio
Win and Carol Brown	Columbus, Ohio
Michael and Michelle Brown	Columbus, Ohio
Dee Marsh	Columbus, Ohio
Guy L. Williams	Columbus, Ohio
Mr. and Mrs. James R. Paisley	Wheeling, West Va.
Mr. and Mrs. Ben P. Donnell	St. Louis, Mo.
Capt. and Mrs. Wm. L. Foley	Andalusia, Ill.
Jennie McNally	Pittsburgh, Pa.
Richard Neale	Parkersburg, West Va.
Dianne Neale	Parkersburg, West Va.
Charles R. Neale	Parkersburg, West Va.
Mr. and Mrs. James V. Swift	St. Louis, Mo.
Irwin M. Urling	Baden, Pa.
Scott Sanders	Baden, Pa.
Gene and Claire Fitch	m.v. CLAIRE-E
Floyd and Thelma Acton	Columbus, Ohio
Jack and Alice Massey	Cincinnati, Ohio
Ann Zeiger	Cincinnati, Ohio
Mary and Jim Eversman	Columbus, Ohio
Jim, Judy and David Schenk	Hendersonville, Tenn.
William E. and Mabel Reed	Pittsburgh, Pa.
Steve Reed	Charleston, West Va.
Harry Reed	Charleston, West Va.
Chris and Connie Eaton	Athens, Ohio
Allen Hess	Jamaica Plain, Mass.
Catherine Reed	Coraopolis, Pa.
Jennifer Reed	Charleston, West Va.
Donna Gale Reed	Charleston, West Va.
Fred N. Donsback Jr.	Covington, Ky.
Roy Emery	Hanover, Ind.
Betty Buckley	Zanesville, Ohio
Vernon Fitzberger	Baltimore, Md.
Mr. and Mrs. Harry Robinson	Marietta, Ohio
Mr. and Mrs. James Reed and Jon	Raleigh, N. C.
Mr. and Mrs. Paul L. Pryor	Dayton, Ohio
Ann E. Hodson	Wilmington, Ohio
Barbara Hameister	Blanchester, Ohio
Frank X. Prudent	Cincinnati, Ohio
Gene Grate	Middleport, Ohio
R. Dale Flick	Cincinnati, Ohio
Paul and Dorothy Anton	Peoria, Ill.
Bill Barr	Winfield, West Va.
Mrs. Robert S. Barr	Winfield, West Va.
Robert and Darla Kershaw	S. Yarmouth, Mass.
Carl and Laurel Schnepf	Indianapolis, Ind.
Wayne and Barbara Reed	Linton, Ind.
R. C. Heck	Parkersburg, West Va.
Sheila Diane Heckert	Parkersburg, West Va.
Jack E. Custer	Louisville, Ky.
Sandie Miller	Louisville, Ky.
Jerry and Lenora Sutphin	Huntington, West Va.
Pattie Purnell	Rabbit Hash, Ky.
Michael Fletcher	Ft. Mitchell, Ky.

travel/study programs, for the Stanford Alumni Association flew in from California. Stanford has the DQ under charter for a Pittsburgh to New Orleans tour also in October '84. Jan Clement recently had changed horses in the middle of the stream, no longer with the Mud Island project at Memphis, and arrived from Washington, D. C. where she presently is working with the U.S. Department of Commerce on the U.S. exhibit for the World's Fair at New Orleans in '84. Jane Curry was on deck with 25 copies of her new book, "The River's in My Blood" (which went like hot cakes) and recently released is another book of hers, "Samantha Restles the Women Question." Young ladies from the Ohio University Press, headed by Helen Gawthrop, production manager, set up a table in the hotel lobby and made available the first copies of Way's Packet Directory. The demand far exceeded the supply, and additional copies were rushed in from Athens.

Altogether it was a right lively time with Catherine Remley, Michelle Kingsley and Tom Way shuttling back and forth to and from the Marietta Airport picking up out-of-town guests. During the Friday evening reception for Gene and Claire Fitch we were somewhat startled to learn that Capt. John Leonard and Bus Longrod were serving punch pending the arrival of Anne Mallinson, Wendy Putnam and Nell Way. Jean O'Grady of the hotel management arranged for the pre-cut and tastefully decorated cake at that affair. The Marietta Times blossomed forth in their Friday edition with a front page story on S&D written by reporter Dave Poe following an interview with y.t. Thursday evening and illustrated with a portrait of y.t. taken by photographer Loren Fisher early next morning. That was sort of funny, too. Loren wanted to picture me holding a copy of the new Packet Directory--which had not arrived from Athens. So we substituted a copy of the Canton, O. telephone directory which was handy there in the hotel lobby and I placed my hand over the phone book to conceal its real identity. But the scene I'll never forget was staged in the Gun Room on Friday evening when Ellie Hendricks, donned in her beautiful dress, went from table to table hawking a big bundle of those newspapers at 25¢ per.

At the conclusion of the noon luncheon a brief program featured Capt. Wilbur E. Dow, Jr., president of the New Orleans Steamboat Company. Captain Dow (he's a full-fledged deep sea skipper) gave a graphic description of quick action on the parts of the city fire boat, fire department and individuals to contain the damage when the NATCHEZ was rammed at her New Orleans dock by the Greek freighter PRIAMOS last January 27th (see June '83 issue, pages 10-11 for photographs.) Captain Dow was accompanied to the meeting by his daughter Lynn Dow Webster.

REGISTRATION -- Concluded

- | | |
|------------------------------|-------------------------|
| James and Alice Wilson | Staten Island, N. Y. |
| Bert Fenn | Tell City, Ind. |
| Bernie and Helen Prater | Louisville, Ky. |
| Sylvan Gardner | Gallipolis, Ohio |
| James Robinson | Gallipolis, Ohio |
| Fran Mullins | Gallipolis, Ohio |
| Larry and Ethel Walker | Cincinnati, Ohio |
| Dorothy Frye | Cincinnati, Ohio |
| Ken and Karen Hawley | Memphis, Tenn. |
| Homer and Grace Hawley | Charleston, West Va. |
| T. J. Hall II | Cincinnati, Ohio |
| Cynthia J. Sschoeppner | Marietta, Ohio |
| Cornelia L. Reade | Covington, Ky. |
| Nathan and Helen Carder | Murraysville, West Va. |
| Charles and Alta White | Murraysville, West Va. |
| Michael and Lena Muldowney | Bridgeport, Ohio |
| Capt. John Leonard | St. Catharines, Ontario |
| Steve W. Gates | |
| Jim and June Bupp | Charleston, West Va. |
| Charles and Jean Stone | Pt. Pleasant, West Va. |
| Charles and Cricket Martin | Belle, West Va. |
| Bob abd Ginny Beckett | Hebron, Ohio |
| Sara, Julian & David Leikin | N. Royalton, Ohio |
| Midge and Paul Bennett | Beaver, Pa. |
| Bob and Mary Alice Masterson | Cincinnati, Ohio |
| Gene LeRoy | Scott Depot, West Va. |
| Jeanne and James Haley | Lakeside Park, Ky. |
| Lynn Dow Webster | Lake George, N. Y. |
| Wilbur E. Dow, Jr. | Lake George, N. Y. |
| Clyde and Karen Baker | The Plains, Ohio |
| Ralph and Dorothy Hendricks | Reno, Ohio |
| Mary and Frank Parker | Shavertown, Pa. |
| Mrs. S. Durward Hoag | Marietta, Ohio |
| Catherine B. Remley | Marietta, Ohio |
| Juanita Etter | Marietta, Ohio |
| Eloise Hendricks | Marietta, Ohio |
| Pat Welsh | Davenport, Iowa |
| Bob and Virginia Smith | Sewickley, Pa. |
| Elaine and William Rist | Huntington, West Va. |
| Jane Curry | Minneapolis, Minn. |
| Margie and John Briley | Marietta, Ohio |
| John W. Garden | Pittsburgh, Pa. |
| Prudence Clendenning | Washington, D. C. |
| Kathleen Ferrington | Stanford, Calif. |
| Claudia Pickens | Columbus, Ohio |
| Bob and Eleanor Booth | Bethel Park, Pa. |
| Bill and Lucille Potts | Sardis, Ohio |
| James D. Pickens | Columbus, Ohio |
| John and Marie Hartford | Madison, Tenn. |
| C. W. and Lucy Stoll | Louisville, Ky. |
| Ralph DuPae | La Crosse, Wis. |
| Frederick Way, Jr. | Sewickley, Pa. |
| James A. Wallen | Huntington, West Va. |
| Capt. T. Kent Booth | Mt. Dora, Fla. |
| Nell and Fred Way III | Cleveland Heights, Ohio |
| Tom Way | Ashton, Ill. |
| Ann Mallinson | Pittsburgh, Pa. |
| Jay, Jessica and Jason Way | Akron, Ohio |
| Bob Way | Cleveland, Ohio |
| Capt. Tom Kenny | Str. DELTA QUEEN |
| Capt. Fred Martin | Str. DELTA QUEEN |
| Capt. Dean Bruch | Str. DELTA QUEEN |
| James W. Rea | Str. DELTA QUEEN |
| Charles and Jean Arnold | Vienna, West Va. |
| Andy and Guy Anderson | Cincinnati, Ohio |

President Way named a nominating committee composed of Helen Hughes Prater, Andy Anderson and William E. Reed for the selection of S&D officers for the ensuing year, to report their findings at the evening meeting.

Tickets were distributed to all members who wished to avail themselves of an inspection of the DELTA QUEEN at the local Ohio River landing. Over 200 applied.

ONCE BEFORE in S&D history a visit was made aboard the DELTA

QUEEN. She was fresh around from California and was hauled on the Dravo marine ways, Neville Island, Pa. for conversion into a tourist boat. The date was 1947. A record-breaking 200 S&D members were guests of Capt. Tom Greene for the day, and the Dravo Corporation contributed a banquet, thanks to Alex Dann, and short excursions were provided aboard one of their towboats. Some of the delegates availed themselves of an opportunity to inspect the burned wreck of

Jim Swift snapped the shutter as S&D swarmed aboard the DELTA QUEEN some 225 in all on the sunny, warm afternoon of Sept. 17th.



the ISLAND QUEEN which lay at the foot of Wood Street in Pittsburgh.

Singularly, not from that time until now have the paths of S&D and the DQ crossed. Some few of those who came aboard her at Marietta had not seen her at all, let alone looking her over inside. One of these was R. Jerome Collins who had never set eyes on the DQ. The management and crew, from Capt. Fred Martin and Capt. Dean Bruch right down the line, showed everybody a good time. Pilot Harry Louden "received" in the pilot-house and those with a curiosity about machinery were welcomed not only to the engine room, but several tours were made of the pumps and condensers in the hull com-

partment beneath. One tour we know of was made to the floor of the boiler and firebox area below decks. My daughter Bee and I took it rather leisurely and paused for visits with S&D members. Afterward we wandered aboard the DIXIE for a visit with Primo and Jan Di Carlo, first viewing of the boat we've had since the extensive renovation at Warsaw, Ky. The result is a credit to all who had a hand in the work, the interior a model of marine craftsmanship.

While all of this was going on, a group had gathered at the Ohio River Museum for the planting of a sweet bay magnolia in memory of Chuck Remley whose passing was noted in our June '83 issue, page

20. Catherine Remley presented us with a picture of this occasion which appears in this issue. A similar remembrance, sponsored by S&D, will be planted in remembrance of S. Durward (Steve) Hoag whose death occurred on October 18, 1982.

Dan Foreman limbered up the callopie and the DQ wandered up the river headed for Pittsburgh. Be sure not to miss the double-page spread, this issue pages 24-25, of the imminent departure as caught by Allen Hess. Departures makes us think of arrivals, and we took great glee in being introduced to young Miss Julian Leikin, aged two months, daughter of Dave and Sarah Beckett Leikin, and currently S&D's



The clarion call on S&D morning, Saturday, Sept. 17, was the DQ whistling in the bend as she approached Marietta. Marga Smith caught the scene with the HENNEY COOK moored at shore and the MISS STERLING maneuvering.

Bert Fenn of Tell City, Ind. on the left and Capt. C. W. Stoll of the BELLE OF LOUISVILLE in conference. Michelle Kingsley took the picture.



Lucy Stoll in the foreground having a chat with Homer and Grace Hawley (parents of Doc and Ken Hawley.) Thanks to Michelle Kingsley for the picture.



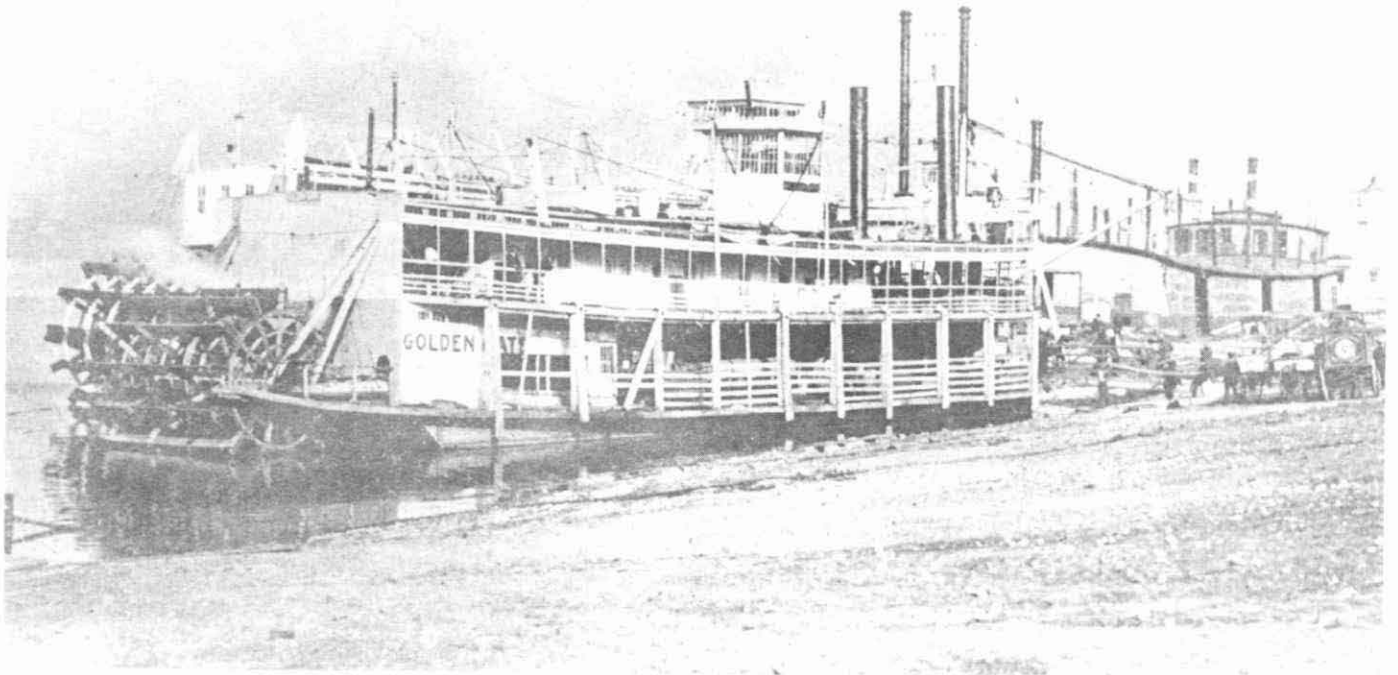
youngest member. The proud grandparents, Bob and Ginny Beckett, were standing by. Also present at the meeting, by the way, was Jason Frederick Way, great-grandson of Ye Ed, now better than 2½ years young. We sure get 'em all ages at S&D.

FEATURED SPEAKER of the evening following the 6:30 banquet in the hotel's Sternwheel Room was Ralph DuPae. In the course of his quest for river-related photographs he had rounded up pictures

of nearly every phase of the lumbering and rafting industry along the Upper Mississippi. These were displayed, projected on a screen, and among the more unusual scenes were those taken in virgin forests of Minnesota and Wisconsin showing the enormous girth of some of those original stands. Ralph then introduced Dawn and Eddie Allen of Trempealeau, Wis. who sang and played a series of witty and sparkling regional Upper Miss folk songs which about brought down the

house.

Capt. Lexie Palmore, aided by slides, told of recent exploration in Caddo Lake, Texas for the remains of the side-wheel packet MITTIE STEPHENS which burned there in 1869, with considerable life-loss. Lexie has become involved with the project which requires a great deal of scuba diving. She arrived at S&D with her canoe TIPPY strapped on top of her car, all the way from Tyler, Tex. but did no paddling in the Marietta



CORRECTION: In our last issue, page 2, we identified a boat as the GOLDEN GATE. Soon as Ralph DuPae saw it, he phoned from La Crosse. "That's the SILVER WAVE on page 2," he said. How did he know this? He had read the name on the original photograph with a magnifying glass. ---And bless Bess, he's right. Our apologies to Jerry Sutphin who had asked for the identification in the first place. Upset? Of course we were upset! Then by mail--totally unexpected--came this picture, shown above, of the GOLDEN GATE, taken at Louisville. C. W. Stoll had sent it--serendipity at work. So

here you are, Jerry, the real McCoy GOLDEN GATE (only picture known of her) and yours is the SILVER WAVE (only picture known of her with the cabin deck--one other view exists taken when she was originally single deck.) C.W.'s photograph is interesting in another respect; it shows a Red River cotton packet in the background--the one with the tall thin stacks. We nominate her as the RED RIVER, and our guess is that she was at Louisville doing low water work for one of the regulars--about 1903-1904. Soon as this gets in print we'll probably have another phone call from Ralph.

area. Later on she launched it at Madison, Ind. and paddled down to Payne Hollow, Ky. for a visit with Harlan and Anna Hubbard, recounted elsewhere in this issue.

Andy Anderson, spokesman for the nominating committee, offered the reelection of the entire slate of officers for the ensuing year. C. W. Stoll, following the rules of Henry Martyn Robert, received an unanimous affirmative vote from the members present.

Jim Swift recalled that exactly 50 years had elapsed since the publication of Ye Ed's first nationally published book, "Log of the Betsy Ann," and the present appearance of "Way's Packet Directory." As a token of the occasion he presented us with a bottle of Early Times. --And at this point our thanks to Jim for his extensive and brilliant story of the S&D meeting which started on page 15 of the Sept. 24th issue of The Waterways Journal, and continued through pages 53, 56, 57 and

59. Those who wish to receive this weekly river magazine may send \$15 to 319 North Fourth St., St. Louis, Mo. 63102. \$20 in Canada and \$28 foreign. Plug.

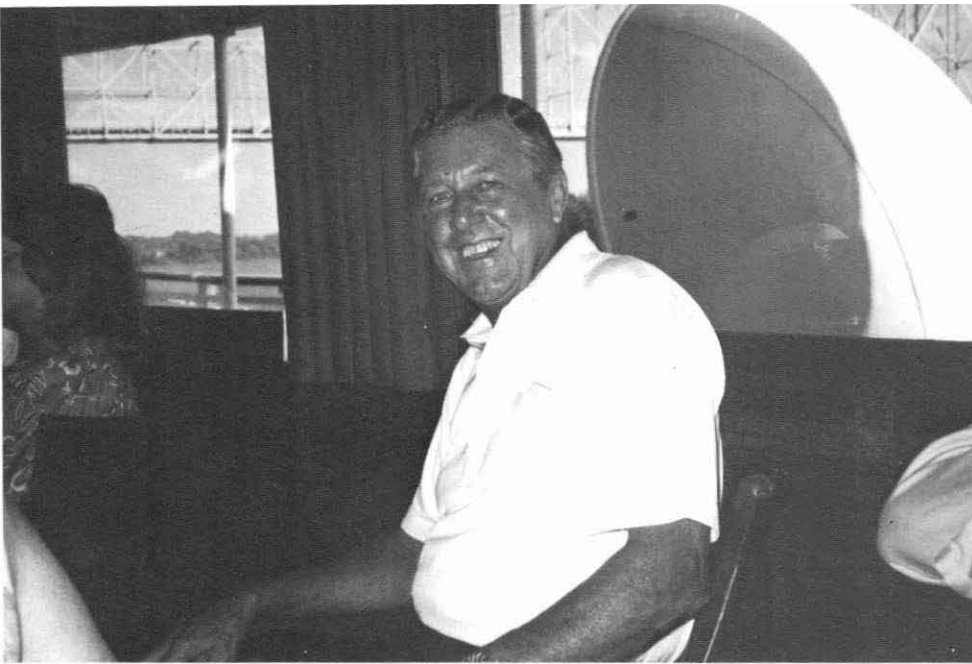
John Hartford brought to the meeting a fitting finale with the old-time Civil War favorite "Lorena." Nothing could have been more appropriate. The packet LOR-ENA was built at Marietta, named for the song, and the dear lady for whom the song was written spent her latter days as a Marietta resident. This hark back in broader sense served as a living tribute, the nitty-gritty purpose of S&D, the remembrance of departed ones dear to all of us.

And so far into the night the showing of movies and slides, and on Sunday morning breakfasts in the Gun Room, suitcases in the lobby, huddles at the parking lot, first leaves of fall floating on a placid Ohio, and the lovely people of S&D are off to further adventures for another year.

James T. (Jim) Swartzwelder did not show up at S&D. On the day of the meeting, Sept. 17, he wrote us a letter written aboard Amtrak's "Southwest Limited" on Santa Fe rails headed for San Diego. He was off on a jaunt which was to take him aboard Amtrak's "Coast Starlight" up the California coast thence to Portland (cruise on the Willamette River), then on the "Pioneer" via Columbia River gorge and Snake River to Salt Lake City (Ogden), connecting with the "Rio Grande Zephyr/California Zephyr" to Chicago, then "The Capitol Limited" back to Pittsburgh. "Kindest regards and my best wishes for another wonderful annual S&D meeting of the finest river organization in the United States of America," he concludes. Back in our school days we had one principal and several teachers who would accept the above as a proper excuse for absence.

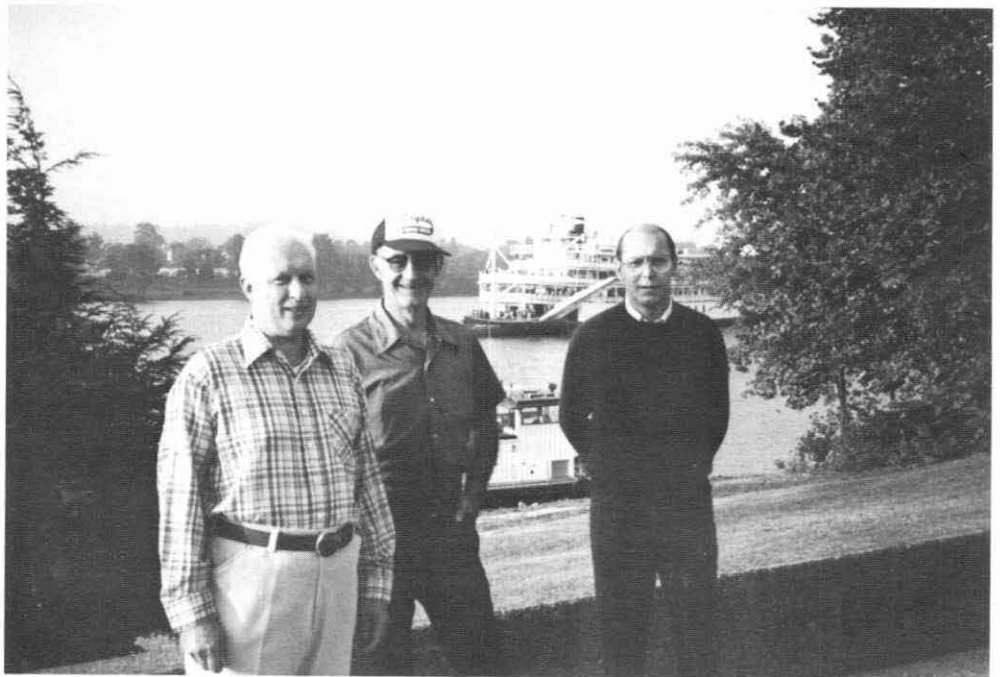
Capt. Fred Martin, senior v.p., operations, Delta Queen Steamboat Company, pictured aboard the DQ during the open house S&D visit on the afternoon of Sept. 17th.

John and Marie Hartford attend the Friday evening reception for Claire and Gene Fitch.



From the left: William R. (Bill) Smith of Springfield, Ohio; Capt. Jack Loomis, for whom Bob Bosworth renamed the PEACE (1934 edition) in 1980, and Jerry Sutphin greet the Saturday morning arrival of the DELTA QUEEN.

All three pictures by Marga Smith, Springfield, Ohio.

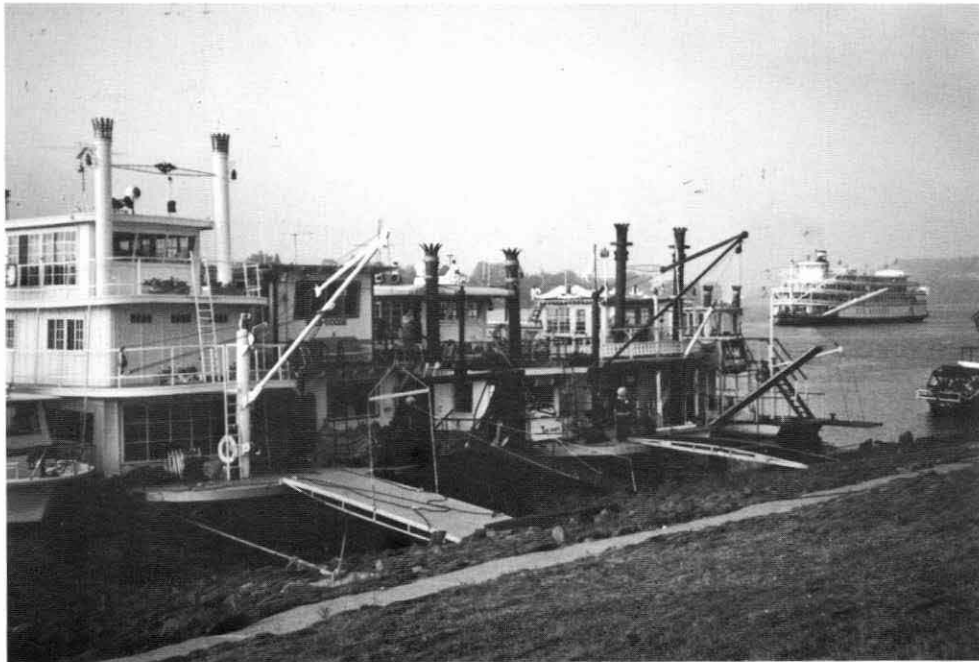




Capt. Harry Loudon greeted S&D members in the DQ's pilothouse during the open house tour on Saturday, Sept. 17th.



Capt. Wilbur E. Dow Jr. of the Lake George (N. Y.) Steamboat Company and the New Orleans Steamboat Company, flanked by his daughter Lynn (left) and Michelle Kingsley.



DELTA QUEEN arriving at Marietta for S&D Day, Sept. 17th. On the receiving line, from the left: DIXIE, WILD GOOSE, CLAIRE-E and DON ROB'T.

--All three pictures courtesy of Marga Smith.



Karen and Ken Hawley up from Memphis smile for Michelle's camera.



Paul and Dorothy Anton came over from Peoria, Ill. where he is chief engineer on the JULIA BELLE SWAIN. On the right is Dr. Antony Twort (medicine) with an impressive address: Bryn Tor, Deanery Road, Godalming, Surrey GU7.-2PQ, United Kingdom. This was his second S&D meeting.



Jerry and Lenora Sutphin of Huntington, West Va. pause for a portrait. Michelle Kingsley took all three pictures on this page.

Sirs: The picture of the KATE ADAMS arriving through the trees in the last issue, page 23, was taken in March or April 1912 at Friars Point, Miss. by a local merchant with a Brownie box camera. The KATE is coming in to land at the levee during a flood. In the background, extreme right, is the roof of the KATE ADAMS warehouse. The Lee Line warehouse was just north of the KATE's, both set close to the edge of the river bank.

Friars Point is a ghost town today, and has been for some time. When I located this picture (one of a series) the merchant who had taken them was still holding out on the front street just inside the levee. The old gentleman then was selling washing machines, refrigerators and electrical appliances in a brick building 50 by 100 feet. All of the other stores and the picture show were boarded up. He must have been 90. That was about ten years ago.

The pictures of Capt. Gene Hampton in the last issue remind me that in 1922 I made a trip on the Lee Line's PRINCESS in the fall of the year. She was in the Cairo-Memphis trade with Capt. Bully (Billy) Jeffries in charge and the pilots were Pretty Boy (Earnest) Gore and Gene Hampton. When the PRINCESS laid up in January 1923, Gene went to Federal Barge and got his extension to New Orleans. He piloted for Federal Barge until he went to Standard Oil. Gene was a great talker and always wanted someone in the pilothouse to keep him company day and night.

In the caption under the SPRAGUE picture on page 9 last issue you wondered whether anybody ever rode the SPRAGUE's waves. When I was a pup a favorite summer recreation for boys was swimming in the Ohio River. Our favorite place was the Big Four incline, just south of the Bradley landing, adjacent to the old Halliday elevator at the south end of Cairo.

The Combine fleet was kept at Bradley Landing. During summer low water various of their steamboats were laid up there, with their yawls dropped in the water so's they wouldn't dry out. We could borrow them at any time, and often swam off the towboats. Yes, we did catch the SPRAGUE's waves in 1912, and also during her Aluminum Ore days 1914-1918; also behind the "big" BARRETT and the J. B. FINLEY. The roughest customer was the little REAPER which would hustle down from Paducah about 11:30 a.m., round to with a flourish and land at the old wharfboat. That little rattlesnake could rough up the whole river.

Us boys ran in gangs in the 10-16 year range. In those days who needed a swim suit?

William H. (Bill) Tippitt,
188 Holly Springs St.,
Hernando, Miss. 38632

Sirs: My work on paintings has been interrupted for a few days by a bite from a copperhead who nailed me one night when I went out on the terrace barefoot.

Anna and I are always interested in the Marietta meetings and read the S&D reports so carefully that the members have become our good friends, but we truly "live on the fringe of society" and such gatherings as the S&D meetings seem too formidable for us, as does the traveling necessary to get there. But we attend in spirit. Warmest greetings to all.

Harlan Hubbard,
Milton, Ky. 40045

=The above is dated Sept. 12th last. First word we had of the copperhead incident was when Roy Emery brought the news to S&D on the 16th. On Sept. 20th Joseph Peebles phoned C. W. Stoll to say he had been to Payne Hollow, Ky., where the Hubbards make their home, and had learned from Anna that Harlan had been bitten by the copperhead about 10:30 p.m. on the 10th. Thinking it was a bramble or a stick, he reached down and was bitten three times on the foot. He wished to wait until daylight to try to get out so meanwhile Anna cleaned the bites as best she could. She then went to a neighbor and arrangements were made to have an ambulance come to Lee's Landing on the Indiana shore about opposite Payne Hollow. They got Harlan in a rowboat via a chair-wheelbarrow he had rigged up, rowed him across the river and he was entered in King's Daughters Hospital at Madison, Ind. He got four shots of anti-venom serum, two of which were flown by helicopter from Fort Knox. The letter Harlan wrote us dated Sept. 12th was postmarked Madison, written while he was hospitalized. Latest reports are that the patient has recovered, but we cannot very well end the story until we determine what happened to the copperhead? -Ed.

ABOUT THE SNAKE, ETC. "The snake slithered off into the leaves," said Harlan later. "I never saw it again."

Kathy Ferguson, staff writer for the Madison (Ind.) Courier, adds a few interesting details:

After having been bitten, Harlan called his wife Anna and the two of them examined his foot with a flashlight (the Hubbards have no electricity). "There were a few trickles of blood," he remarked, but he added that it didn't look too bad, and he didn't feel it was safe or necessary for Anna to make the mile hike up the hill to get help from neighbors.

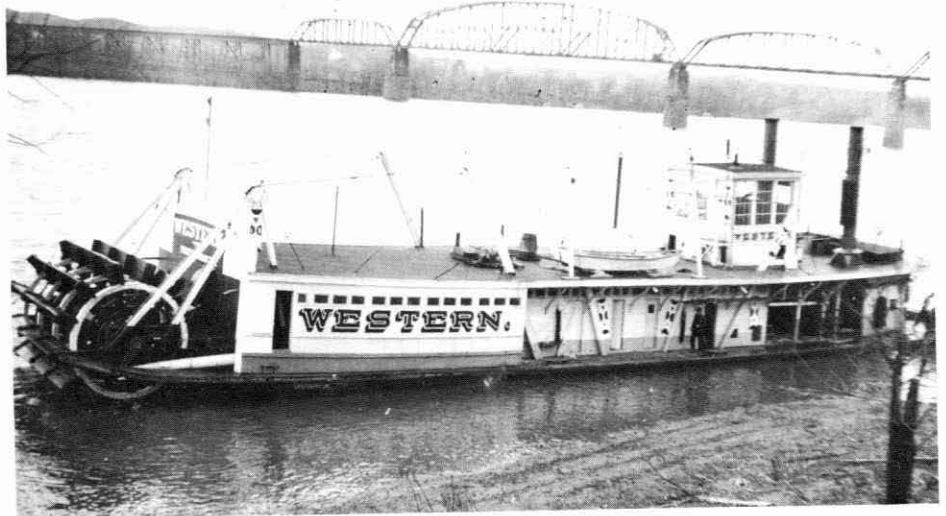
When Harlan woke up next morning his leg was swollen up to the knee and there was no choice but to get help. Anna hiked up the hill to the Robert Gosman residence, from which she phoned Dr. Marcella Modisett. The doctor made arrangements for the ambulance service on the Indiana side. The two husky Gosman boys, Robbie and Reggie, hiked back down the hill with Anna.

Paul Hassfurder, who lives on the Indiana side, drove to the river in his truck and rowed across in his johnboat. He picked up Harlan, took him across, and the ambulance was awaiting.

Said Harlan from his hospital bed, "It makes a good story." The news accounts stated his age at 82.

THE PICTURE BELOW

Taken by C. C. Bowyer at the Ohio River wharf, Point Pleasant, West Va. shortly after the towboat M. T. EPLING had been acquired by the Western Rivers Co. and renamed WESTERN in 1922. One year later a boiler deck cabin was added. In 1930 the Western Rivers Co. took bankruptcy and at a receiver's sale the towboat went to Pfaff & Smith Builders Supply Co., Charleston, West Va., who used the machinery in building the steel hull towboat JOE COOK in 1930.



THE BAY MANSION AT IRONTON, OHIO

Toured by Jim Wallen and Jerry Sutphin. Jim tells the story and Jerry took the pictures.

GLITTERING cut-glass chandeliers, marble fireplaces, stained glass windows, and the soft patina of woodwork give the aura of a comfortable and attractive Victorian home, and that is exactly what the Bay mansion in Ironton, Ohio is.

But the outstanding feature of this interesting 1886 home, built by an Ohio River steamboat captain, is that it has been thoroughly renovated, provided with all the modern amenities and conveniences--and still gives every appearance of what it was originally--a home that exemplified the very best of its era.

Credit for this tasteful and carefully done restoration goes to Mr. and Mrs. L. A. Lemaster who purchased the home three years ago and have since devoted much time and thought to achieving such a notable restoration.

Often referred to in earlier years as "the Bay mansion," it was originally built by a remarkable steamboatman, Capt. William Bay, or "Capt. Will," as he was well known on the Ohio River between Ironton and Cincinnati. With this elaborate home Captain Bay has left an impressive reminder of those colorful steamboating days of which he was so much a part.

When Mr. and Mrs. Lemaster came to Ironton three years ago after having lived in Hong Kong and in Australia in connection with his Dow Chemical management activities, they quickly spotted this interesting looking Victorian home as the place they wanted to enjoy.

And enjoy it they have, with Mrs. Lemaster's good taste in the right kinds of furniture and decorating, and Mr. Lemaster's interest in woodworking. They have achieved something special here. "But we're not through yet," said Betty Lemaster, adding that "Maybe we never will be."

Cleaning, polishing, refinishing and re-doing were just a small part of the beginning. Over the years, since the demise of Captain Bay in 1917, and his widow Lizzie in 1933, the house has seen a variety of uses and changes; a doctor's office, a beauty parlor and apartments--all traces of which have now disappeared.

Lee Lemaster went to work with the hobby that had been his for many years. He moved walls, changed corridors, modernized bathrooms and installed new ones, and did the painting and refinishing needed by the woodwork. There were, of course, some aspects of this work that required the help of electricians and plumbers, and Mr. Lemaster smiles when he re-



The Capt. William Bay mansion on South Sixth Street, Ironton, Ohio, now occupied by Mr. and Mrs. L. A. Lemaster.



The diningroom with original crystal chandeliers and doorways.

lates that the interior walls between the rooms are so thick the electrician did not have a drill long enough to go all the way through them.

"There are three courses of brick in the walls between the rooms," Mr. Lemaster mentions, relating that "the electricians had to drill through one side and then go around to the other side and drill from there, hoping the two holes would meet exactly." They did.

Cleaned and restored to their original elegance are nine marble fireplaces, each one different. There is oak flooring downstairs, and the ornamented wooden stairway from the front of the house is walnut. At the turn of the stairway there is a leaded-glass window, and the wall along the stairway is paneled in dark wood. There are two, small stained-glass windows on the upper floor, with pastoral scenes depicted in the colored glass.

All of the original doors, both inside and out, have been retained and are now refinished, swinging on hinges of worked brass. The door frames are also original, as is the woodwork in the modernized kitchen.

The downstairs ceilings are 12 feet high, just right for accommodating the tall mirror in the hallway.

The size of the project undertaken by the Lemasters is indicated by the fact that their home has 12 rooms. The third floor rooms were probably used for servant's quarters.

Immediately behind the house, and reached by a driveway, is a two-story carriage house of smooth brick, with living quarters above for the liveryman. On that side of the main house there is a portico for the protection of those arriving and departing by carriage. The ground floor of the carriage house has become Lee's workshop.

At the front of the house brick pillars with stone capping mark the driveway that leads under the portico and then on to the carriage house, and there is also another pair of similar brick pillars marking the front entrance.

Apparently Captain Will wanted to leave a reminder that he had built this place, for his name is scratched on a plate-glass window on the second floor.

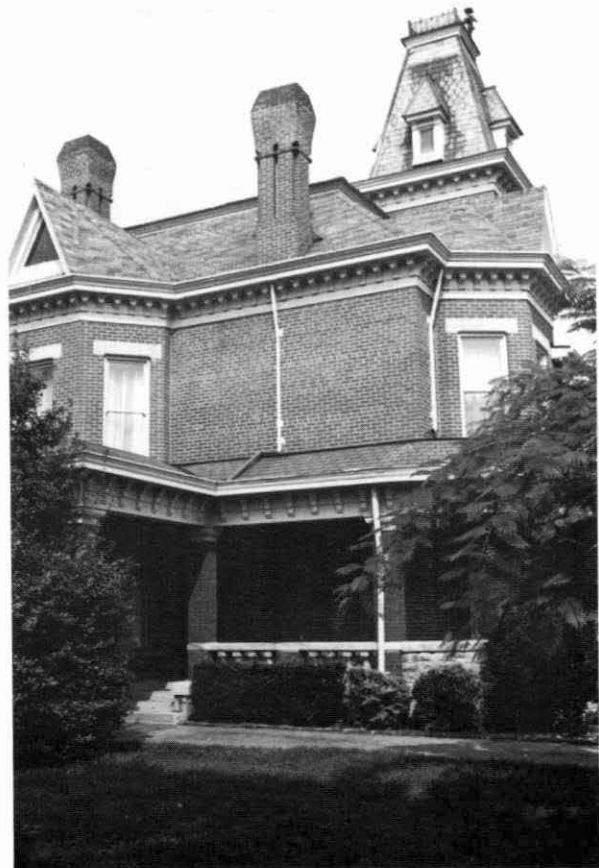
So Capt. Will and Lizzie Bay and the Lemasters have given today's world a beautiful and authentic portrayal of the best of the lifestyle of an earlier era. It is also something more--a very comfortable, attractive and liveable home for the Lemaster family.

--And what kind of a man was this Capt. Will Bay who started with a little boat that had been abandoned and built up one of the river's most important steamboat lines?

A photographic portrait made at middle age shows a man well dressed in the style of the day, wearing a mustache requisite for a steamboat captain. We see him



Looking into the entrance hallway from the front door. The 12-foot first floor ceilings are just right for the tall mirror.



Side view of the 1886 Bay homestead showing the portico at the left.

looking ahead with a calm, steady, self-confident gaze.

He must have been a man of action when the situation required. In early life he and his brother George and sister Sallie kept a store at Bradrick, Ohio. One night the store was attacked by a group of armed marauders. Brother George was wounded in the leg, and sister Sallie was shot in the ankle. Will Bay apparently came in the front door just in time--with gun in hand he fatally shot one of the attackers and wounded another.

Sirs: You may not remember me. I was striker engineer with Fred Dickow on the ISLAND QUEEN the first time she was docked at the Dravo yard, Neville Island, Pa. in about 1940. I also worked as striker and engineer with the Greene Line, The Ohio River Company, O. F. Shearer & Sons, the Barrett Line, and Mississippi Valley Barge Line. I went out to sea in 1942 and sailed as chief engineer for five years.

I recently visited the River Museum at Marietta where I found that you are still with us, and I joined S&D.

I spent 32 years as an engineer and superintendent with the Buick Division of General Motors, retiring five years ago. Last month I retired as director of a Nature Education facility for children.

Want to renew my river interest and hear from some people that I knew and sailed with years ago.

Donald Naish,
3854 Crawford Road,
Dryden, Mich. 48428

=The ISLAND QUEEN's hull was given sponsons at the Dravo ways in the fall of 1941. Yes, of course we remember Donald Naish. -Ed.



JIM WALLEN sends this one with the following comment: "This comes from the late Curtis Baxter, professor of English at Marshall University, Huntington, West Va., who died a little more than two weeks ago (Jim's letter is dated Oct. 1 '83.) Curtis, who grew up at Point Pleasant, had put in a summer as third clerk on the TOM GREENE in the late 1920s. His father was pastor of the Presbyterian Church at Point Pleasant, and his parents were close friends of Capt. and Mrs. Gordon C. Greene. Mrs. Greene often visited with the Baxters while the boat went

on to Pomeroy. Curtis even remembered a trip to Marietta on the GREENLAND. Last year he made a trip from New Orleans to Natchez on the MISSISSIPPI QUEEN. This picture was given to me with the supposition that it was taken at Point Pleasant during the 1913 flood." The scene is at Ravenswood, West Va. during a flood probably in the early 1890s with the VALLEY BELLE (closest) and the HARRY G. KNOX waiting it out. Behind the trees in the center is the Ravenswood House which had room numbers taken from the EMMA GRAHAM which was lost nearby in early 1886.

PEARL BURKS WRIGHT is the subject of a lengthy article in The Chautauquan Daily (N.Y.), issue of Friday, July 22 '83. Her photograph, holding her Pomeranian "Missy," accompanied the story by Christine Greenwald.

Excerpts:

"She was just 24 years old when she first arrived on the Chautauqua grounds--an honest-to-goodness Southern belle with a petite figure, a voice like warm honey and the gentility of a lady born.

"Pearl Burks didn't know it that summer day in 1923, but two wonderful events were to transpire in her life on the shores of Chautauqua Lake--events which have bequeathed to her the glorious gift of happy memories.

"Born and raised in the little town of Pine Bluff, Arkansas, Pearl grew up in a loving family just two generations removed from the blue-blooded plantation aristocracy of the Civil War. She attended Galloway College in her native state, and was teaching speech and coaching plays at the Pine Bluff High School when she heard about Dr. S. H. Clark's position on the Chautauqua Summer School faculty.

"He was from the University of Chicago----the greatest speech teacher who ever lived," she said almost reverently as we sat together in the Athenaeum's main parlor earlier this week. Her still-tiny figure was beautifully clad in aquamarine, and her liquid accent was clear and pleasant as she took me back to the early days of her womanhood. "I had taught speech, and I wanted to be the best....so I came to Chautauqua to study with Dr. Clark."

"It was in 1924, during her second Chautauqua summer, that the first thrilling event occurred. Auditions were to be held for a pageant that would celebrate the Institution's Golden Jubilee, and Dr. Clark urged Pearl to try out for a part.

"But they won't like my Southern accent," she protested, to no avail. The day of the auditions found Pearl and some 50 other girls on the Amphitheater stage.

"But when the director offered her a megaphone to use while she read her lines, Pearl politely refused.

"Madame, look at this theater," the director boomed. "Do you think your voice will reach to the rear seats?"

"It's only a try-out, sir," Pearl insisted quietly. She proceeded to read her lines, with the director listening intently. When she had finished, he dismissed the other hopefuls until the next morning and turned to Pearl.

"Miss Burks, you don't need the megaphone--and you are the leading lady."

"And that's how a young woman from Arkansas came to play the part of the Indian maid 'Chautauqua."

"Oh, the costumes were beautifully beaded," Pearl remembered 49 years later. Her gracefully expressive hands seemed still to

feel the detailed trimmings, and her face glowed as she recalled the experience. The Chautauquan Daily review of the occasion called the pageant 'spectacular,' and recorded an attendance of nearly 12,000 persons for the two performances.

"Exciting as it was, however, the Golden Jubilee Pageant pales in comparison with the major event of Pearl's next summer at Chautauqua. It was in 1925, in the dining room of the St. Elmo Hotel, that she met the handsome Donald T. Wright, the young editor of the prestigious Waterways Journal. Over her mild objections he persuaded her to abandon other plans for an outing with mutual friends. Eventually the two young people fell in love, were wed, and moved to St. Louis, where they lived for the 39 years of their marriage.

"It was a union of unusual happiness, full of mutual admiration, respect--and spice!

"I was born a Democrat," Pearl said proudly. "I'd never met a Republican until I married one," she laughed. "I became a Republican, and he became a Methodist!"

"Although Donald and Pearl never had children of their own, their lives brimmed with godchildren, wonderful friendships, hard work and travel. They were truly partners, with Pearl playing hostess for her husband's many business gatherings and attending numerous conventions with him.

"I'm the luckiest girl in the world!" she exclaimed looking back. "It was wonderful!" Her voice grew soft but firm as she spoke of her husband. "He did more for the inland waterways than any man in this century, through his pen. He hated low bridges---and he fought them. And he usually won!"

"With Chautauqua having served as a romantic catalyst in their lives, it's to be expected that the Wrights included the institution as part of their summers for many years. Indeed they were yearly visitors from 1926 until the start of World War II, and often after that. But last year marked Pearl's first visit to the Grounds since her husband's death in 1965.

"Although Pearl Burks Wright will be 84 in August ('83), she looks far younger, and takes a lively interest in her church, her many friends, her dog Missy, her lovely apartment in St. Louis, her travels and her memories."

---Many thanks to William E. (Bill) Reed for the above. -Ed.

Jerry Berger, who writes a column in the St. Louis Globe-Democrat, reported in the Oct. 25 issue that the Delta Queen Steamboat Company plans to build a 200-foot excursion boat to be based at St. Louis. "Stand by for details!" he concludes the story. --Thanks to Keith Norrington for the clipping.



IN OUR LAST ISSUE, page 14, we told of having visited a junk yard in Louisville, Ky. on May 4th last in company with C. W. Stoll and Jerry Sutphin. The object of our attention was this large bell resting on a wooden pallet, with the clapper detached and leaning against it. Cast into the bell was the inscription, Wm. Kaye, Louisville. Jerry took the measurements; 38" across the bottom of the lip, 29" tall to the yoke, and 60" circumference of body. About one month later the old bell was purchased and delivered to the BELLE OF LOUISVILLE. All of which prompted us to take another gander at the famous roof bell on the DELTA QUEEN which is inscribed Kaye & Co., Louisville, and has approximately the same measurements.



FIRST SURFACING of a photograph of the side-wheel ROCK ISLAND came when Ralph DuPae discovered it in the collection of Joseph Huber, St. Paul, Minn. The scene is at Prescott, Wis. and the photographer was J. P. Doremus of Patterson, N.J. who was enroute from the Falls of St. Anthony to the Gulf of Mexico in a Floating Gallery. The ROCK ISLAND was built at Madison, Ind. in 1870, wood hull 200 x 32, and had the engines from the CANADA. Although she ran on the Upper Miss she is known to have made St. Louis-Cincinnati trips in 1873. In our last issue, and again in this, mention is

made of attaching spars to a hull clevis. The whole set-up is graphically illustrated in this shot. Chain attached to the clevis is passed up over the edge of the forecabin nosing and there attached to block and tackle hooked in to the upper end of the spar. She has both spars rigged up for instant use. The ROCK ISLAND was lost at St. Louis in ice on December 13, 1876. This serves as a general date of reference for the photo, taken between 1870-1876, and also tells us the approximate date when photographer Doremus descended the river.

J. Sheldon Scott, a charter member of S&D and who, accompanied by his wife Ethel, had attended nearly all of the annual meetings, died at the age of 87 at 4:55 p.m. in the Ohio Valley Hospital, at Steubenville, Ohio on Thursday, September 29, 1983.

Born in Nelsonville, Ohio on June 1, 1906, a son of the late John and Florence Lorey Scott, he began study of the violin and other instruments under his father at the age of seven. He began organ studies at 15 and became organist at the Nelsonville Presbyterian Church at 19.

Sheldon was graduated with honors from Marietta College in 1918. Soon after, he won the Emerson Poetry Prize. The multi-talented Sheldon Scott was listed in the book "Ohio Composers and Musical Authors," and three of his works were published, including the alumni hymn, "Mother Marietta," for Marietta College.

A member of the United Church of Christ, he studied theory and composition in Columbus and Steubenville with J. B. Francis McDowell, a nationally known concert organist. He later collaborated with McDowell in designing pipe organs.

He was a founder of the Jefferson County (Ohio) Historical Society. Sheldon's career of designing church organs culminated in the Memorial Organ at the First Congregational Church, Steubenville. It was used for decades to train young organists, and consisted of five divisions and 1,903 pipes.

For 44 of his active years he managed the Steubenville water filtration plant, the position he held at the time of his retirement. Over those years he developed processes and invented equipment still in use there. It was during those years that Sheldon became a "steamer fan," and he often visited the packets at the local Steubenville landing, and became well known and regarded amongst the rivermen.

He also was the government weather observer for Steubenville and supplied forecasters with information. He kept detailed records of Steubenville's weather and developed several theories about the climate of the region.

Other than his wife, the former Ethel Rummer, whom he married in 1920 (and who also is an accomplished musician), he is survived by a daughter, Mrs. Fred (Dorothy) Quick of Grove City, Ohio; a son, Donald, of Oak Ridge, Tenn.; three sisters, Eleanor Rafanella and Cornelia Scott, both of Miami, Fla., and Kathleen Boyd of Nelsonville, and two grandchildren. One son preceded him in death. Burial was in the cemetery at Nelsonville.

We are indebted to Bud and Eileen Daily for particulars.

Sirs: With some encouragement Sheldon Scott delighted in demonstrating how well a church organ could duplicate the calliope of



OUR THANKS to John R. Miller, 729 Hazelhurst, Keokuk, Iowa 52632 for this cabin interior of the CITY OF CINCINNATI. John's father, Bob Miller, found this at an antique show, the original being a stereoscopic slide, made by the Whiting View Company, Cincinnati. John writes to say: "The back cover of the September issue showing the CITY OF LOUISVILLE and CITY OF CINCINNATI is a real dandy. The Howards did themselves proud when they built those two. Too bad that beautiful wicker chair in this cabin scene was not preserved, along with the other furnishings. The slide is not dated but looking at the young lady seated by the piano I'd guess around 1900-1902." The photographer was standing at the aft end of the ladies' cabin looking forward. The large book resting on the ornate table is a Bible; no packet those days was complete without one.

the excursion steamer WASHINGTON. There was a pipe organ designed and built by Sheldon in the Scott family home. The pipes filling most of the basement with the sound rising through a large grid opened in the diningroom floor. Requests for demonstrations of the basement organ were vetoed by Mrs. Scott.

He was chief chemist at the Steubenville water treatment plant for 44 years. The water works intake and pumping station is located on the Ohio River just above the mouth of Wills Creek, and it was here that Sheldon took an interest in the boat traffic. Lock 10 was just downstream a short

distance and there was ample opportunity to observe the boats rounding the bend of Half Moon Farm or waiting to enter the lock.

In the early 1930s with a \$10 hand-cranked Keystone 16 mm. movie camera, Sheldon Scott set out to record the fading days of packets. The QUEEN CITY was Sheldon's prime objective but somehow he was never able to catch her before the final trip. The \$10 camera did, however, record several trips aboard the LIBERTY, the ice gorge at Steubenville in 1934, the sinking of the SENATOR CORDILL at Dam 14, the OUACHITA and the arrival of the GORDON C. GREENE on her first trip to Pittsburgh in

1935. Perhaps only Sheldon Scott would have taken a walk around the rotting decks of the GENERAL WOOD, laid up in the Monongahela River, cranking his movie camera and delighting in a shot of chickens roosting in the furnace under the cold boilers.

Vacations for the Scott family in the early 1930s included several trips aboard the LIBERTY, not exactly a tourist boat. Such excursions were apt to include a long wait on the esplanade at Lock 10 for the LIBERTY to appear. No staterooms were available but Sheldon enjoyed sitting on the boiler deck all night if need be. Other family members were not so dedicated to the LIBERTY. In the Scott home one of the closet doors just off the family diningroom doesn't match the others. It was originally from the QUEEN CITY and then on the LIBERTY. Sheldon got it from Capt. Ben Raika when the LIBERTY was dismantled at Kanauga, Ohio.

When Sheldon and Ethel Scott were on hand at the 1982 S&D meeting, failing eyesight required Sheldon to identify old friends by their voices. He had joined S&D in 1943.

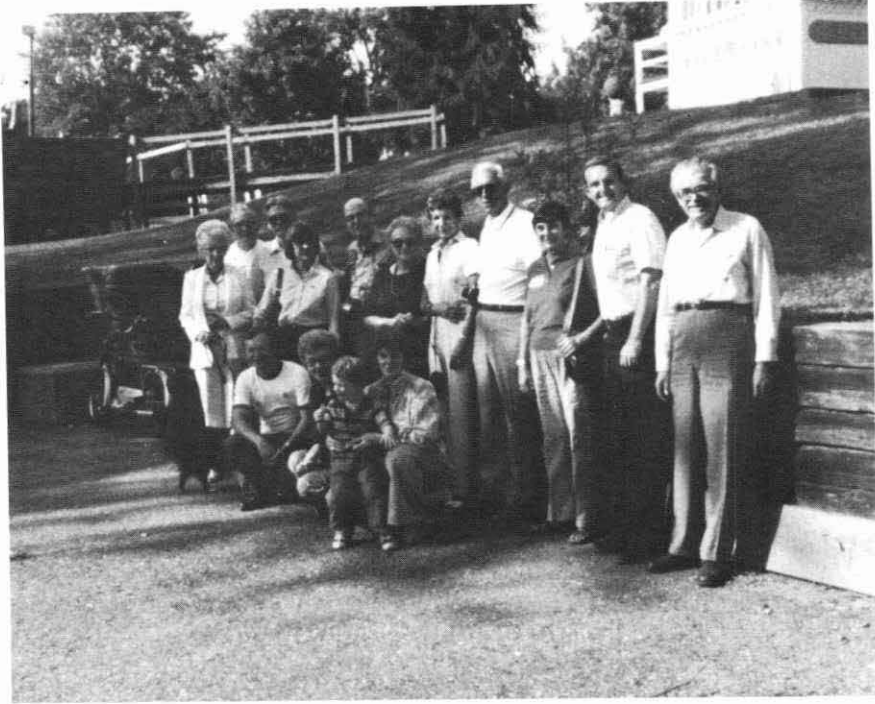
J. W. Rutter,
964 Worthington,
Birmingham, Mich. 48009

Sirs: About why Sheldon Scott did not get a movie of the QUEEN CITY: He went from Steubenville to Marietta on his motorcycle, and saw the QC upbound a short while before getting to Marietta. Having an errand to attend to there, he figured he would catch up with the QC on the way home up Route 7. But the QC proved faster than he thought, so he missed her. As events turned out it was the QC's last trip, never to run again. He often lamented to me about how badly he felt for not getting the QC on film on her last run.

His music compositions are in the Marietta College Library. Mr. Scott and I helped found the Jefferson County Historical Association which has a river room. Two of the models were built by Capt. Harry Kraft, the LORENA and BEN HUR. S&D members are cordially invited to come and visit the river room.

William E. (Slim) Brandt,
637 N. 6th St.,
Steubenville, O. 43952

Dale Flick of Cincinnati has presented S&D with a jackstaff from the DELTA QUEEN which has been in his possession for a number of years. Originally it was one of a pair, installed in California, mounted on the sun roof. Capt. Tom Greene used it out forward during the initial trip from New Orleans to the Dravo Marine Ways, and from it were attached flags of all nations the boat had passed on her Panama Canal transit. There is a picture of this



A sweet bay magnolia now graces the lawn of the Ohio River Museum, Marietta, planted in memory of Charles G. (Chuck) Remley, whose passing was noticed in our last issue, page 21. Our thanks to Catherine Remley for the picture taken following the planting, witnessed by many of his S&D friends. The tree came as a gift of the Putnam family.

in "The Saga of the DELTA QUEEN," page 106.

Befittingly, the DQ brought the old jackstaff to Marietta. Dale tended to getting it from his home to the river loaded on a 23-foot rented truck. Bill Reynolds and Jeff Spear met the DQ at Marietta on Oct. 6th and lugged it up the hill.

So happens that the W. P. SNYDER JR. is needing a new jackstaff. ---And so happens that her old one was 23 feet long. ---And so happens that the one from Dale Flick also is 23 feet long. As John Briley wrote to Dale: "It would appear that this would be a good adaptive use for the jackstaff and return it to its former function." And Dale agrees.

David F. Thomas died, 74, at Tampa, Florida on Monday, September 12, 1983. He was born May 13, 1909 at New Richmond, Ohio, a son of the late Capt. Paul F. and Virgie Lee Smith Thomas. The Thomas family lived at Proctorville, Ohio when they operated the 26th Street ferry between there and Huntington, West Va. One of these ferries was named DAVID F. THOMAS. Dave was instrumental in providing the steamboat engines displayed at the Ohio River Museum from the packet CARRIE BROWN, later serving on the Thomas ferries PAUL F. THOMAS and OWEVA. He is survived by three daughters, Rosemary Lynch (one of the ferries was named ROSEMARY) at

Monticello, Fla., Estelle Lee Lynch of Burke, Va. and Margery (Betty) Burcham of Proctorville; one son, Paul Austin Thomas of Columbus, Ohio; two stepdaughters, Deanna Carter of Millington, Tenn. and Judy Harris of Wichita Falls, Texas; twelve grandchildren and five step grandchildren. --Thanks to Jim Wallen for particulars.

Betty Blake's father, H. Stanley Blake, who was a Kentucky State Senator for 24 years, died in Georgetown, Ky. on Saturday, September 24, 1983 aged 88. He was first elected in 1937, a Democrat, his district composing Nicholas, Harrison, Robertson and Pendleton counties. In 1942 the district was enlarged to include Grant and Bracken counties. He was a native of Carlisle, Ky. Although confined to a wheelchair in his latter days he enjoyed sharing his daughter Betty's adventures with the DELTA QUEEN and MISSISSIPPI QUEEN. Betty preceded him in death on April 13, 1982.

Survivors include a daughter, Helen Shu of Georgetown; a son, William S. Blake of Dayton, O.; a brother, Sterling Blake of Cynthiana, Ky. and three grandchildren.

Services were held at the Carlisle Baptist Church and burial was in the Carlisle Cemetery.

Our thanks to C. W. Stoll for particulars.

Sirs: I respectfully suggest a correction. The FRANK H. KIRBY, listed as #2124 in the new Way's Packet Directory, was properly the JOHN H. KIRBY. While digging in the microfilms of the Galveston Daily News, 1913, I found that the JOHN H. KIRBY arrived in the Galveston area. On the 13th of May 1913 she was taken to Lynchburg, a landing where the San Jacinto River meets the Houston Ship Channel. Here she was loaded on a barge for transportation to Tampico, Mexico. Anyway I sent to the CAO for the certificate of enrollment. She was built as a yacht, official number 77557, at Chicago in 1902. Hull 81 x 17 x 3.2. Her certificate was surrendered May 24, 1913 because the vessel was sold foreign.

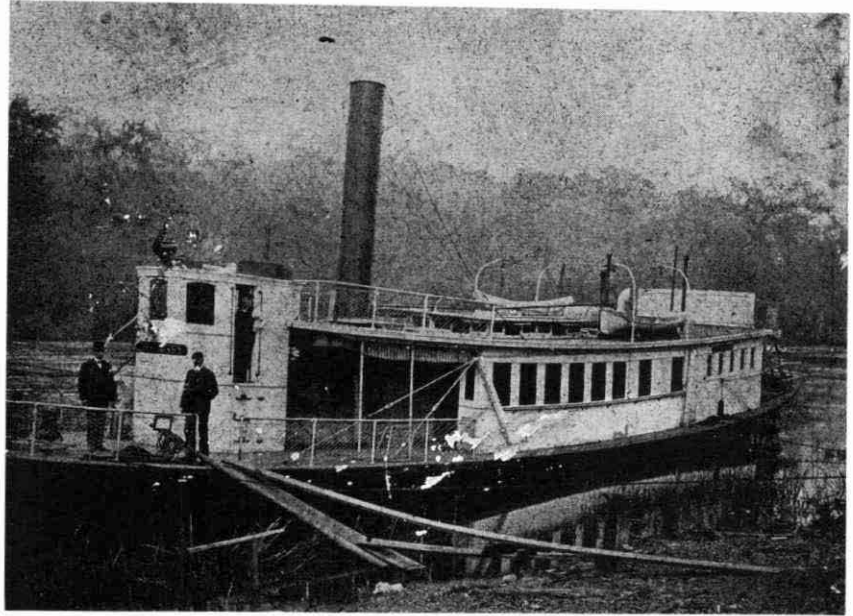
Henry T. Hilliard,
3375 Del Monte Drive,
Houston, Texas 77019

We derived our information from an article in The Waterways Journal, issue of March 5, 1949, where John A. Rogan, Sr., president of the Calumet Shipyard and Dry Dock Co., Chicago, recalled that in 1902 the Marine Iron Works of Chicago, with which he was then connected, built the FRANK H. KIRBY. The contract included delivery to Beaumont, Texas, where she arrived safely and was accepted. She was taken south via the Illinois-Michigan canal and down the Mississippi. Mr. Rogan furnished the photo which was used in the WJ's story. Obviously the Packet Directory is in error, and the name of the boat was JOHN H. KIRBY. Our thanks to Mr. Hilliard for the correction.
-Ed.

"Conquering the Rivers" will be the title of a new book from the Louisiana State University Press, scheduled for release in January '84. The author is Edith McCall who makes her home at Hollister, Mo. Mrs. McCall was in the Pittsburgh area this past October and honored us with a visit. She had done comprehensive research on Henry Miller Shreve and during her travels had met and talked with artist Lloyd Hawthorne of Pineville, La. (on Red River) who did a Shreve portrait some while back for the R. W. Norton Art Gallery, Shreveport.

Capt. Harold and Connie DeMarrero announce the arrival of a son, Mark Arthur DeMarrero, born on September 19, 1983, weighing in at 8 pounds plus. Congratulations to the parents and a welcome to the young man may be directed to their home, 1463 Millerville Road, Baton Rouge, La. 70816. Captain DeMarrero rejoined the DELTA QUEEN as master in mid-October.

Steamboat artist William E. (Bill) Reed and his wife Mabel were honored with a reception



JOHN H. KIRBY
See the article in column 1.

held to celebrate their 50th wedding anniversary on October 22nd last. The event took place at the Mount Calvary United Presbyterian Church in Coraopolis, Pa. Congrats can be mailed to their home address, 3237 Eastmont Ave., Pittsburgh, Pa. 15216.

The Steamship Historical Society of America staged its fall meeting based at the Holiday Inn, Sewickley, Pa., this past October 7-10.

A 7 p.m. dinner on the 8th in a private diningroom was followed by a program, attended by some 60 members, who heard Richard M. Whiting tell the story of the Skinner Engine Co., Erie, Pa. He was followed by Capt. Charles A. (Bill) Smith, former president of the Oil City Sand Co., who, aided by a graphic slide presentation, showed how his firm existed on the upper Allegheny River in the unimproved section, subject to severe ice jams. Then came another Smith (no relation), William R. Smith, of Springfield, Ohio, who with slides gave a capsule story of river showboats. The concluding speaker was Capt. Lewis H. Frazier with a witty, and sometimes bordering on the hilarious, tale gleaned from his many years as a Monongahela River boatman.

Displayed on the walls of the diningroom were professional photo enlargements of scenes made in the Pittsburgh harbor early in the century, auspices of Frank Kurtik, curator of the University of Pittsburgh's Hillman Library.

Capt. Ross Rogers, Jr. attended to the advance arrangements which included a cruise of the Pittsburgh harbor aboard the RIVER BELLE, a tour aboard the DELTA QUEEN, and a visit to the Station Square complex on Pittsburgh's

South Side.

Some of the SHSA members booked passage on the DQ for a two-night cruise to Wheeling and return, departing Saturday evening, Oct. 8 and returning Monday 10th.

The Great Lakes came in for a share of the proceedings when Capt. William A. Hoey showed slides of passenger carriers and ore boats he had taken over the years at a preliminary Friday evening get-together, Oct. 7th.

Generous credit was paid to Ross Rogers for organizing the details of accommodations, bus transportation and programs. Mrs. Nancy Moore of Coraopolis attended to secretarial duties. The management of the Sewickley Holiday Inn was most obliging from start to finish. Ye Ed, in a brief welcoming address, mentioned that he thought he was inured to surprises after a lifetime on the river, but never in the wildest of his imaginings did he ever expect to see SHSA convene in his hometown of Sewickley--complete even to Jim and Alice Wilson.

BACK ISSUES AVAILABLE

Early issues are almost completely out of stock. Our secretary has a few left including:

Vol. 2 #4	Vol. 4 #2
Vol. 3 #3	Vol. 5 #4
Vol. 3 #4	Vol. 7 #1
Vol. 4 #1	Vol. 8 #2

Also all copies of Vols. 9-20

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.

Our thanks to Charles E. Brooker, Carmel Manor, Fort Thomas, Ky. 41075 for sending to us by special courier (no less than T. J. Hall) a number of photographs and some ancient news clippings. One of the clippings, culled from the Cincinnati Enquirer, details the petition for voluntary bankruptcy filed by the Louisville & Cincinnati Packet Co. Unsecured bank loans were owed to the Fifth-Third Union Trust, \$9,500; the Fourth and Central Trust, \$25,800; First National of Covington, \$8,200; the Liberty Insurance Bank, Louisville, \$4,800, and the Mellon National Bank, Pittsburgh, \$5,000. Other creditors were Wood Products Co., Madison, Ind., \$1,895; Licking Coal & Towboat Co., \$24,416.20 on notes; Frisbie Engine & Machine Co., \$6,571; Capt. Martin F. Noll, on cash advances, \$1,477; the law firm Stephens, Lincoln & Stephens, Cincinnati, \$3,750, and Rollins, Burdick & Hunter, Chicago, \$2,789 for insurance.

Of the total assets, only \$22.56 was in cash in bank. John W. Hubbard, Pittsburgh, was also listed as an unsecured creditor in amount of \$78,617.34 on "demand notes."

The Louisville & Cincinnati Packet Co. owned the CINCINNATI, KENTUCKY, JOHN W. HUBBARD, and wharfboats at Cincinnati, Madison and Louisville. It had operated for 66 years and, prior to that, had existed back 42 more years under other titles, known those days as the "U. S. Mail Line" and the "White Collar Line."

The clipping supplied by Charles Brooker is not dated, but to the best of our recollection the bankruptcy was filed sometime in March 1932. There was some eyebrow raising in the U.S. District Court at Cincinnati, this being the first instance of its sort. Rail lines cannot be thrown into bankruptcy, nor file either a voluntary or involuntary petition. But a search of Federal statutes showed that a steamboat or packet line was not included in the law.

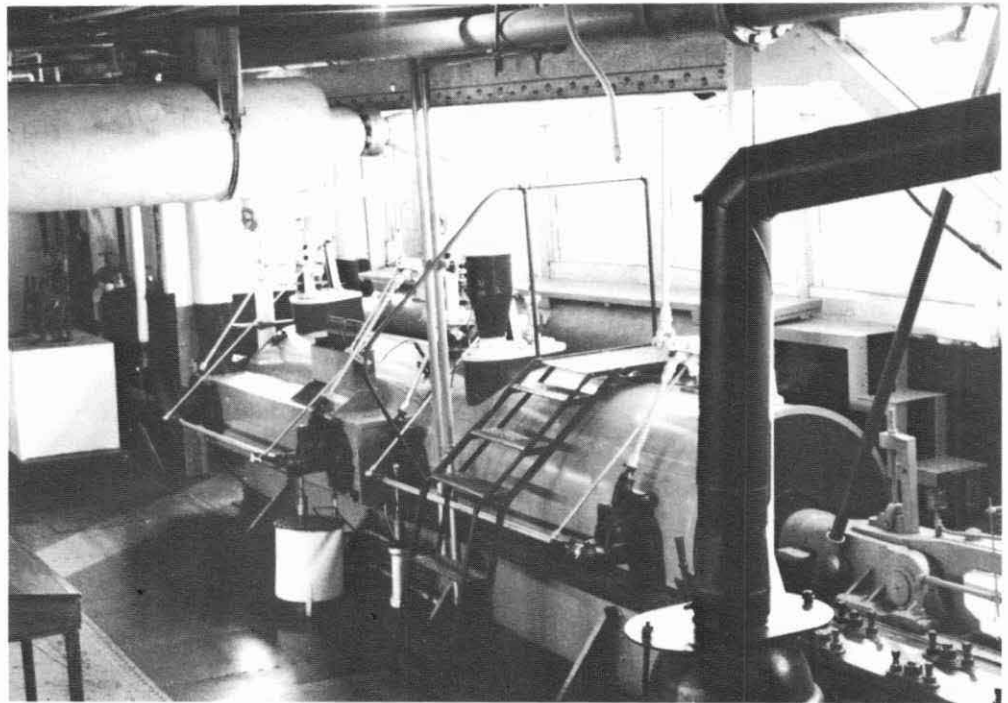
PICTURES AT THE RIGHT

We are grateful to Robert L. (Bob) Miller, 729 Hazelhurst, Keokuk, Iowa 52632 for the pictures taken this past May of the towboat GEORGE M. VERITY on exhibit at Keokuk. The center view is particularly good of the starboard compound engine built by Nordberg. She worked 15's, 30's- 6½ ft. stroke, condensing.

She was first named S. S. THORPE, built at Dubuque in 1927 for Federal Barge Lines, designed by T. Rees Tarn. In 1940 she was acquired by the American Rolling Mill Co. of Middletown, O. and Ashland, Ky. and was given her present name.

The lower view shows to advantage her "herringbone" wheel designed for better forward thrust. The plan was not widely accepted inasmuch as her backing ability was impaired.

Obviously she has had loving and tender care. Our compliments to all concerned.

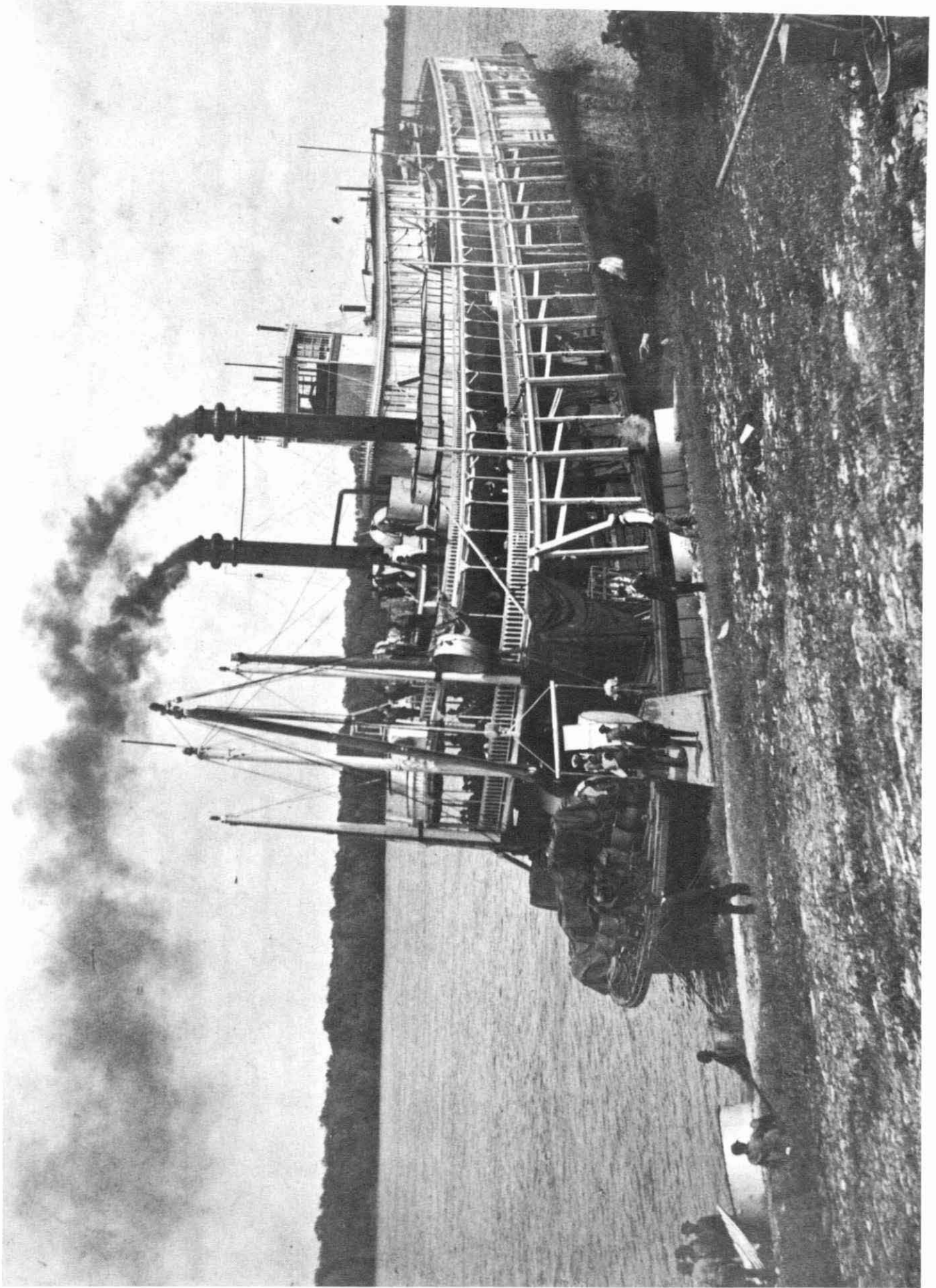




ON S&D DAY, September 17th, Allen Hess was given permission by Harry Robinson to use his special view camera and equipment from the roof of the Lafayette Hotel. At 5:00 p.m. as the DELTA QUEEN prepared to depart with calliope playing, Allen snapped his shutter and got a negative 8" x 20" in black and white. He kindly sent us a contact print reproduced above, slightly reduced for space requirements. In the right foreground are the privately owned sternwheelers DIXIE (with the white stacks), WILD GOOSE, CLAIRE-E and DON ROB'T. The large light-colored bus parked just a little left of center-foreground is the traveling home of John and Marie Harford. The Marietta-Williamstown high school bridge, temporarily closed for repairs, spans its incredible 1,818 feet from shore to shore.



ld up in mid-river by a single pier. When
ened to traffic in 1903 the nearest up-
ream highway bridge was at Wheeling, and
e next one downstream was at Cincinnati.
rietta's packet wharfboat formerly was
ored at the foot of the brick grade (paved
th Cisler bricks) which terminates near the
's stageplank. The concrete path leading
om the DIXIE et al. and paralleling the
ore caused a temper-tempest when venerable
bbles were removed to create it not so long
o, but looks now like it's settled in to
ay. Ashland Oil maintains a marketing of-
ce in the white building, left foreground,
"Boiler Corner." The ancient boiler from
ich this name is derived was shown in our
ne '83 issue, page 17.



SIDNEY - Where is she landed? - What's she loading?

PICTURE ON THE OPPOSITE PAGE

This comes from the collection of Joseph C. Dobler, 801 8th St., Manhattan Beach, Calif. 90266. The Diamond Jo liner SIDNEY is loading light-weight drums of some description, each one being hoisted to the hurricane roof. They are piled in two courses from the stacks on aft and a larger one is stowed in front of the texas. Some of our Upper Miss members may be able to identify the location, which, in turn, may prove a clue as to the purpose of these rather unusual containers.

Another question: Where did that name SIDNEY come from: who was Sidney? It's a little late to ask around Wheeling where she was christened in 1880, the name selected by the List family of that city who built her. If ever there was a Sidney List we've never heard of him. Maybe it's for Sidney, Ohio. Or less likely for Sidney, Australia. A lot of river lore was built around this particular steamboat and the name.

For our more modern readers, what you are looking at is the Streckfus excursion steamer WASHINGTON. The Streckfus boys completely rebuilt the SIDNEY at Mound City, Ill. in 1921 and made of her the moonlight and dance palace WASHINGTON, so well known on the Ohio River in her latter days.

TO ORDER WAY'S PACKET DIRECTORY

S&D members are entitled to a discount from the regular trade price of \$34.95 plus postage.

Send \$29.95 per copy plus \$1.75 postage, total \$31.70, to:

Mrs. Judy Wilson,
Ohio University Press,
Scott Quadrangle,
Athens, Ohio 45701

If you want more than one copy, figure 25¢ additional postage for each additional copy.

Repeat: S&D members are entitled to the \$29.95 plus postage price per copy. People purchasing the book at regular book stores or elsewhere will pay \$34.95 over the counter or the plus postage rates by mail.

For pete's sake please do not send copies to F. Way, Jr. for autographing. If you can't exist without an author's inscription, hold on until the 1984 S&D meeting at Marietta. We aim to sit down at a table and will be most happy to fix up your book for you at that time.

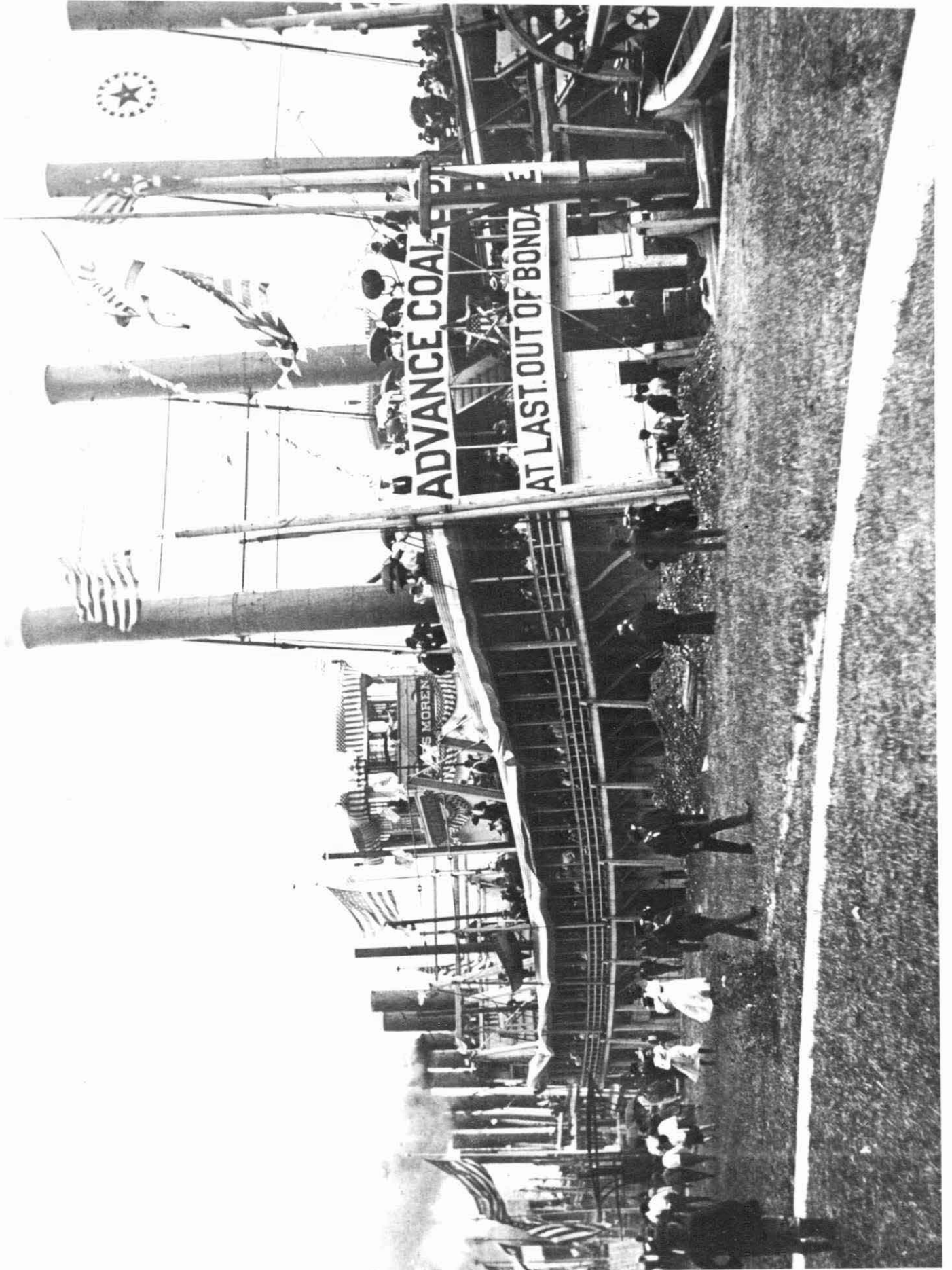
Sirs: Way's Packet Directory is all it should be. Now let's do the one from 1811 to the invention of photography!

Ray Samuel, president
Louisiana Historical Society
2727 Prytania St.,
New Orleans, La. 70130

=Ray is the first to suggest this, and we place him in nomination to head the project. -Ed.



RALPH DuPAE has virtually commanded us to run the above picture which he borrowed from Jerry Sutphin--and how Jerry got hold of it we haven't yet determined. One thing sure it was taken in the pilothouse of the Louisville & Cincinnati Packet Company's KENTUCKY. The striped wainscoting below the sash is the give-away. We would guess the date to be about 1919--ye gods, 64 years ago--and we admit having been slightly acquainted with the steersman. He turned out to be the slowest learner in the business and didn't start standing pilothouse watches until ten years later, and only then because an engaged pilot had turned up missing and he had to stand the watch instead. River engineer Ray Gill once observed that this guy had to be pried with a crowbar to get him started, but once he got going all hell couldn't get him stopped.



PICTURE ON THE OPPOSITE PAGE

EMANCIPATION DAY for the Monongahela River came on Friday, July 16, 1897 when a vast parade of steamboats celebrated the removal of tolls from the locks. Most of them were towboats which had been laid up in the Pittsburgh harbor for summer low water. They raised steam, took aboard passengers, and proceeded down the Ohio River to the Davis Island Dam, 4½ miles. The flagships, of which the JAMES MOREN was one--the subject of this picture--moored in the lock chamber, and the balance of them moored head-on along the upper guide wall. Admiral of the Day was Capt. John F. Dravo.

Since 1841, when dams and locks commenced to be constructed on the Monon, tolls had been collected by the privately owned Monongahela Navigation Company. The Pittsburgh Coal Exchange, lobby group for the coal operators and headed by Capt. Dravo, for fifteen years had waged a campaign to have the Monon's locks and dams taken over by the U.S. Engineers. Following condemnation proceedings, the actual take-over occurred on July 7, 1897 when the U.S. paid the Navigation Company \$3,761,615.46 for its property, the largest condemnation award made to that date. The transfer was made at the Bank of Pittsburgh after the Navigation Company's president J. J. Donnell had breakfasted at the Duquesne Club with the War Department's Washington representative who had just arrived in the city by train. Major Charles F. Powell was the Pittsburgh District Engineer at the time, and accepted the transfer at the bank.

This picture, taken in the Davis Island lock chamber during the parade and ceremonies of July 16, 1897, comes to us from the University of Wisconsin's collection. The original print attributes the photography to J. Frank Tilley who for years was secretary of the Coal Exchange and was a resident of Bellevue, Pa. near Davis Island Dam. Also noted on the original print is that the towboat outside of the JAMES MOREN may be the IRON AGE, and we would agree to that.

Terrell H. (Terry) Beckett died, 48, on the morning of July 20, 1983, at St. Elizabeth Hospital South, Edgewood, Kentucky. He shipped as watchman on the DELTA QUEEN in 1953 and served as bartender and striker. Later he went with Ashland Oil and was deckhand on their towboats. Then he drove trucks and was a car salesman for some 15 years. About four years ago Terry acquired the pleasure boat ORA LEE in the Cincinnati area and completely renovated it. He resided in Villa Hills, Ky. and is mourned by his mother, Esther Schrimper Burton, one brother, Wallace J. Beckett, Jr., and many river friends. Burial was in Laurel Memorial Gardens, Cincinnati. --Our thanks to Virginia Bennett for details.

Carnegie Steel's sternwheel towboat YOUGHIOGHENY, built in 1927, was featured in a news story this past August 25th. The New Orleans Times-Picayune reported that purchase arrangements were under way to bring her from Biloxi, Miss. to Kenner, La.

Originally built to tow coal from Monongahela River mines to Carnegie's Clairton Works, she was renamed B. F. FAIRLESS for U. S. Steel's president in 1935, and was again renamed CLAIRTON in 1952. U. S. Steel laid her up at their Coal Valley, Pa. marine ways in the Monongahela River on May 13, 1960. Four years later she was turned over to the Washington-Greene County (Pa.) Tourist Promotion Agency and was towed to Ten Mile Creek, Monon River, to William C. Engle's Holiday Harbor. Bill Engle bought her in 1972 and sold her to Wilbur E. Dow, Jr. who needed steam machinery for a new tourist boat he was projecting.

The upshot was that the old towboat was towed to New Orleans, and her machinery, rudders, etc. went into the excursion steamer NATCHEZ built at Braithwaite, La. in 1975.

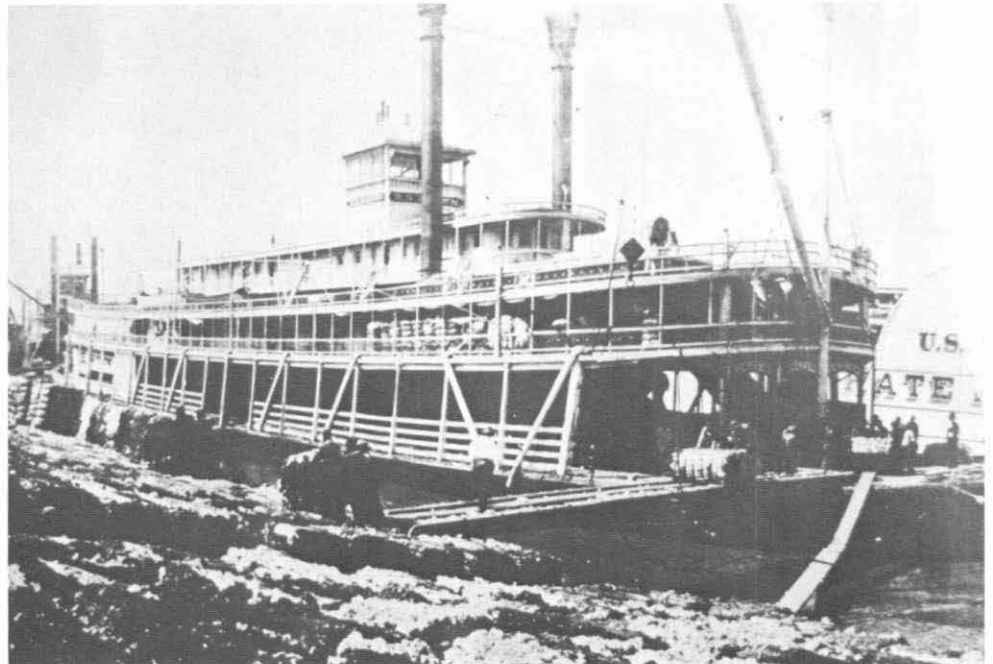
Denuded of her working parts, the YOUGHIOGHENY--B. F. FAIRLESS-CLAIRTON then started on a career as a floating bar at Fort Walton, Fla. and for the past five years

has been a combination bar and danceboat in Biloxi, Miss. renamed ROBERT E. LEE SHOWBOAT.


The City Council at Kenner, La. reportedly has agreed to pay \$200,000 to the present owners, Riverboat Enterprises, Inc., with the idea of installing her in the old section of south Kenner now being renovated as a Victorian village for the 1984 world's fair.

This, the last of some 28 steam sternwheel towboats owned and operated by Carnegie Steel, Carnegie-Illinois, and U.S. Steel in river service--without motive power--was appraised in 1977 at \$800,000 by Hull and Cargo Surveyors, Inc. The replacement value was set at \$2 million, the appraisal states.

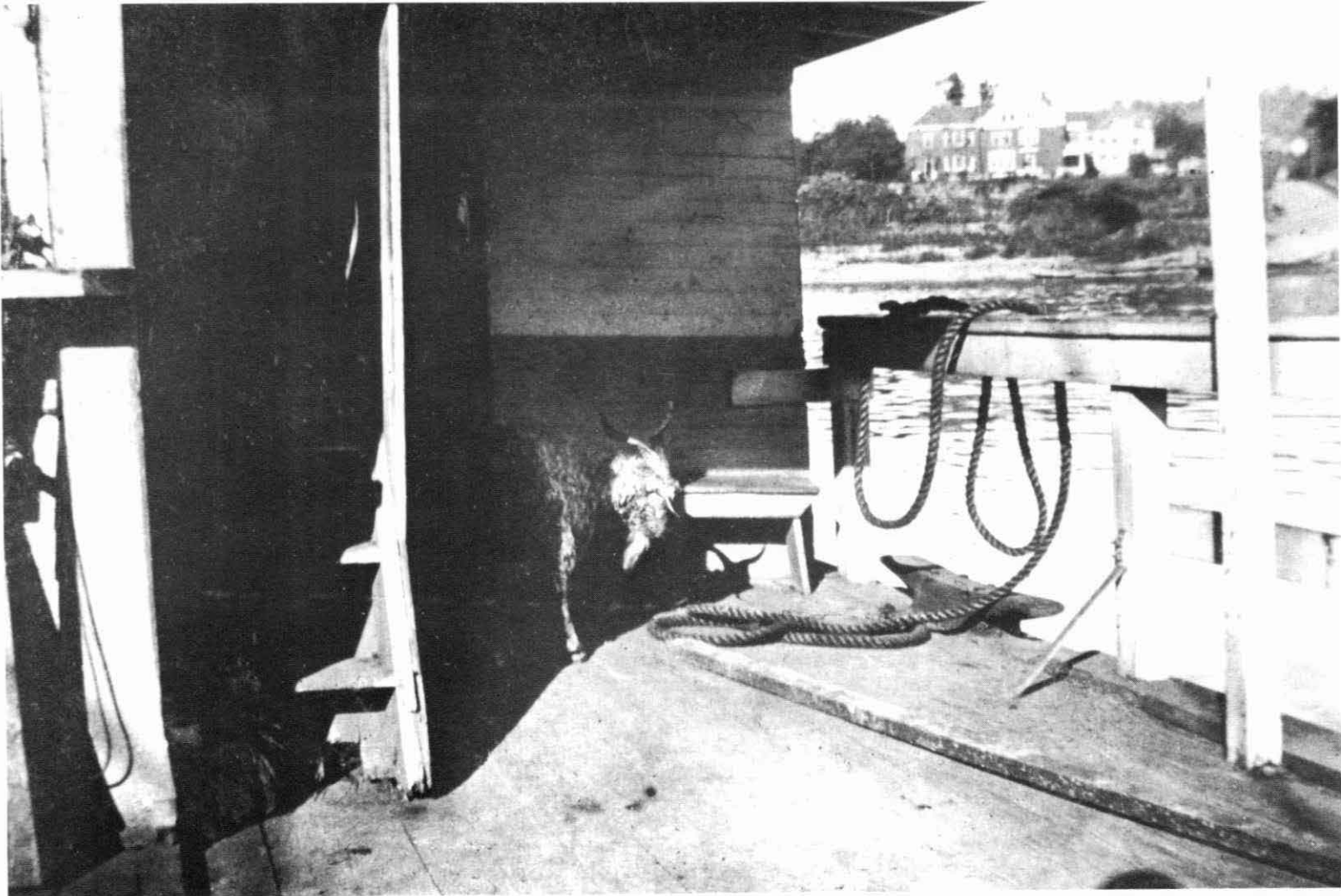
Walter Kidney, Pittsburgh author and historian, gave us a phone call after studying the picture of the POTOMAC (last issue, page 19). We had mentioned that we could not identify the oil painting on the boat's wheelhouse. He is rather certain that it is a reproduction of Sir Edwin Henry Landseer's "Monarch of the Glen," painted in 1851, depicting a stag, and quite popular. His works became widely known through etchings and engravings of the paintings done by his older brother Thomas.



SAYS John L. Fryant: "I came upon this photo of the S. S. BROWN in a rather unlikely place. The original, framed under glass, is part of the decor of a Hardees fast food restaurant just off Route 29 in Danville, Virginia. The decor emphasizes the cotton industry of the area (Dan River Mills, et al.). The S. S. BROWN photo seemed appropriate with cotton bales piled on the Memphis wharf and also being unloaded over the boat's stage. Look sharply and you'll see cotton bales stowed on the boiler deck. The framed photo faces a big window. I was obliged to ask restaurant patrons seated next to the window to please close the blinds while I tried for a shot. Even so I didn't eliminate all of the reflections. The framed picture is of much better quality than this picture I took of it would indicate.

PARKERSBURG AND LITTLE KANAWHA JOB BOAT.			
ALL KINDS OF JOB WORK DONE PROMPTLY 	GEO. WALKER, Captain and Clerk.		188
	To Steamer EMMA, Dr.		
MARKS:	For Freight on	Freight.	Charges. Amount.
<i>Received Payment</i>		<i>Clerk.</i>	

Jerry Sutphin supplies this freight bill for the EMMA which was pictured and described in our Dec. '82 issue, page 3. Although undated, the bill likely was used by the original owner, named on the bill as Capt. George Walker who solicited "all kinds of job work" on the Little Kanawha.



This picture was taken to show a goat (which did not cooperate), mascot on the ferry PORTSMOUTH at Sewickley in 1904. Across the Ohio River at right is the Chestnut Street packet landing, Sewickley,

with the impressive Harry C. Campbell residence in full view. Built in 1900, and called "Old Orchard," it was moved in 1928 to 658 Maple Lane to make way for the 4-line Pennsylvania Railroad.

Helen B. Crayden of Corydon, Ind. died on Saturday, July 23, 1983 at the Floyd Memorial Hospital, New Albany, Ind. She was 81. Helen was born and raised in Mauckport, Ind., bordering the Ohio River below Brandenburg, Ky. Her parents were Joseph G. Ballard and Cora Trotter Ballard, and she was river-related back another generation to grandpa Capt. Richard H. Ballard who served in the Civil War and was mustered out at the age of 18. He was bar-keep on the THOMAS SHERLOCK and R. R. SPRINGER and worked his way up on boats. His last command was the TELL CITY. Helen from girlhood took particular delight in the packets and frequently rode on the GORDON C. GREENE. Her husband was Albert E. Crayden who passed away in 1975. She joined S&D years ago and wrote pieces from time to time for the S&D REFLECTOR.

Survivors are a daughter, Mrs. Mary Helen Keller of Corydon, three grandchildren and four great grandchildren. Services were held in Corydon, and burial was in the Bethlehem Cemetery, Crandall, Ind. --Our thanks to C. W. Stoll for particulars.

Sirs: Here is a little more info about B. F. Callis referred to in the June '83 issue and again by C. W. Stoll in the September issue.

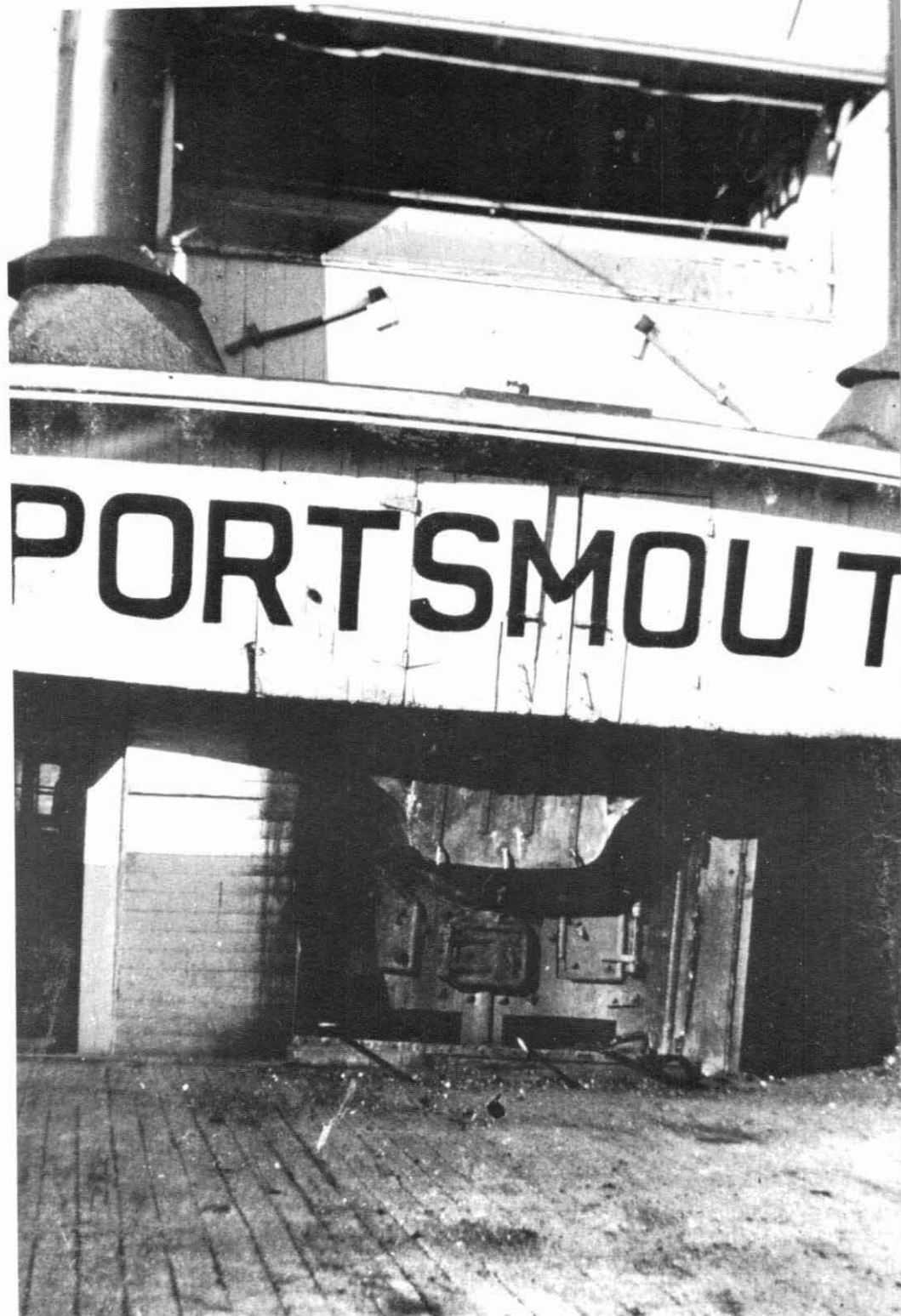
Mr. Callis was a resident of Indianapolis and an employe of Eli Lilly Co. His collection of river photographs is superb. Each boat photo is mounted on an 8½ x 11" card. There are 15 cards in a folder, with a total of 106 folders, making 1,580 photographs.

I agree with Captain Stoll that W. Hurley Ashby also had a fine collection. I saw it in 1941 or '42. Also agree these two collectors traded, considering the size of the Callis collection, but I could find no evidence of it.

For those who would care to inspect the Callis collection, go to the Indiana State Library (next to the old State capitol building) in Indianapolis. The Wm. Henry Smith Memorial Library, where they are preserved, is on the third floor, north end.

D. H. Riebe,
31 Southdowns Dr.,
Kokomo, Ind. 46902

Capt. Charles Henry Stone sends an article written by Donald T. Wright which appeared in The Waterways Journal many years ago about the HOMER SMITH. Donald recalled that during the boat's first year, 1915, she made a tour down the Ohio River to Cairo, taking excursions enroute. "She also gave the only excursion of her career out of a Mississippi River town, Columbus, Ky.," he adds. That's something we had completely forgotten, if ever we knew it in the first place.



HUMOR this editor a moment, who is excited at finding two pictures of the only steam ferry ever operated at Sewickley. The PORTSMOUTH, built for Chesapeake & Ohio service at Portsmouth, O. in 1895, had graduated in 1904 to towing a circus and sank near Pittsburgh. She was bought by a group of Sewickley gentlemen, Edward and Chris Becker, and Samuel Anderson, plus H. B. Parker of Bellevue, Pa. They ran her briefly Sewickley-Stoops Ferry, did no good, and laid her up. If this view serves a good purpose, it is a fairly good shot of how the single boiler was fired from the forecandle. During the winter of 1904-1905 she was demolished by ice opposite Sewickley. The two pictures (the other on the page opposite) were taken by Lloyd Beall and loaned to us by Roy Hegner. We are also indebted to the Murphy Library crew at La Crosse for making the copies.



PICTURE ON THE OPPOSITE PAGE

Launching of the Lee Line's side-wheeler ROBERT E. LEE at the Howard yard, Jeffersonville, Ind. in 1898, photography by Jim Howard.

Another view of this event was included in our Dec. '72 issue, page 25. This one shows more clearly the enormous crowd of guests who rode the boat down the ways by invitation, estimated at 200. A local towboat was usually called in to nudge the new boat back to shore, in this case the FULTON.

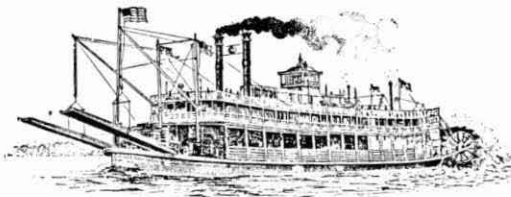
In our last issue we spoke of a clevis attached to the hull harping (page 47) to which chains were attached for sparring. This picture shows them to good advantage.

The original photo from which this is made reposes in the Howard Museum, Jeffersonville, Ind. Our thanks to them and also to the Murphy Library people at La Crosse for the print.

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-Thanks to Keith Norrington.



TOWBOAT BELLE McGOWAN downbound on the Ohio River with loaded wooden coalboats, photographed by Thornton Barrette. This is made from the original glass plate, now in the possession of Capt. William S. Pollock, Beaver, Pa. Looks like Barrette took this with Antiquity, Ohio in the background, and

1898 won't miss it far for the date. The "Irish Belle" dates back to 1873, built for Major Thomas McGowan. At a river exposition held in Pittsburgh in 1938 a very nice elderly lady appeared on the scene seeking a picture such as this one. Turned out she was Belle McGowan in person.



BILL AND MARGA SMITH visited the offices of The Waterways Journal this past summer while in St. Louis and Marga took this picture. Standing, from the left: Jack R. Simpson, editor; H. Nelson Spencer III, publisher; and John E. Spencer, advertising and sales. Seated at the left is James V. Swift, business manager, and William R. (Bill) Smith, visitor. Nelson and John Spencer are sons of Mr. and Mrs. H. N. (Ray) Spencer, Jr. who now reside in Florida. Jack Simpson recently released upon an unsuspecting river world a volume of poetry, "If Ships Could Talk." Jimmy Swift hardly requires introduction, always at S&D meetings. Bill Smith is grandson of the late William F. Smith who ran the Point Pleasant (W. Va.) Dry Dock Company.

Sirs: Thank you for using the photo of the NATCHEZ as your frontispiece in the new Way's Packet Directory. When I think of the other beauties you could have used, I realize what a tribute you've paid to the Dows, Alan Bates, and the Bergerons.

Capt. Doc Hawley,
639 Barracks St.,
New Orleans, La. 70116

=Credit where credit is due; the dear ladies of the Ohio University Press made the selection, attracted almost to disbelief that such a boat as the NATCHEZ plies the modern inland waterways. -Ed.

Sirs: I have now received my copy of Way's Packet Directory and it has even exceeded my most hopeful expectations: the ultimate book for one who loves the inland rivers' steamboats of the past. It is a historical tome of priceless value and shames about 99.9% of all historic listings of any kind. I wish to extend to you my personal gratitude for making such a book possible and to congratulate you and marvel at the monumental task you have accomplished.

The September issue of the S&D

REFLECTOR was as usual great and I was especially fascinated by the back cover picture of the two big girls side by side. It is a dream picture come true.

Charles Cason,
70 Grant St.,
Ft. Thomas, Ky. 41075

=Charles Cason has done much to recreate line and sheer of steamboats. See the pictures of his model of the MAGNOLIA on another page. Modesty forbids comment on his enthusiasm for the Packet Directory other than to mention that, like his superb models, the reason we do these things is because we can't help it. -Ed.

Patrick Calhoun, Jr. died, at 92, in his home, Louisville, Ky., on Friday, October 14, 1983. He and his brother Andrew formed a towboat and barge operation on the Kentucky River many years ago which blossomed into the Inland Waterways Co., forerunner of the American Barge Line Co. In 1957 the ABL became American Commercial Barge Line when merged with the Commercial Transport Corp. of Houston. Pat was president of ABL

1935-1957, and board chairman of ACBL 1957-1960.

Pat and Andy Calhoun's great-grandfather, John C. Calhoun of South Carolina, was U. S. vice president under John Quincy Adams and Andrew Jackson.

Surviving are two stepsons, J. Campbell Foster, and William C. Kelly of Cincinnati, and a sister, Mrs. Warren Wick of Cleveland.

Services were held at St. Francis of the Fields Episcopal Church in Louisville. Burial was in the family cemetery on the campus of Clemson University in South Carolina. The Calhoun family donated much of its estate for the campus.

We are indebted to Jane Morningstar for particulars.

Catfish Bend became a real place in Louisiana at a ceremony held at the Port Hudson State Commemorative Area on U.S. 61 about 20 miles north of Baton Rouge. On October 8th a plaque was unveiled honoring Ben Lucien Burman. It reads:

"This is Catfish Bend. Scene of placid stories by Ben Lucien Burman who said here, 'Walk along the river until you see Doc Raccoon arguing with a fox, a frog, a rabbit, and a blacksnake and you're at Catfish Bend.'"

Ben Burman, now 86, grew up at Covington, Ky. His most famous novel was "Steamboat Round the Bend," which was made into a movie in 1935 starring Will Rogers and Paducah's Irvin S. Cobb.

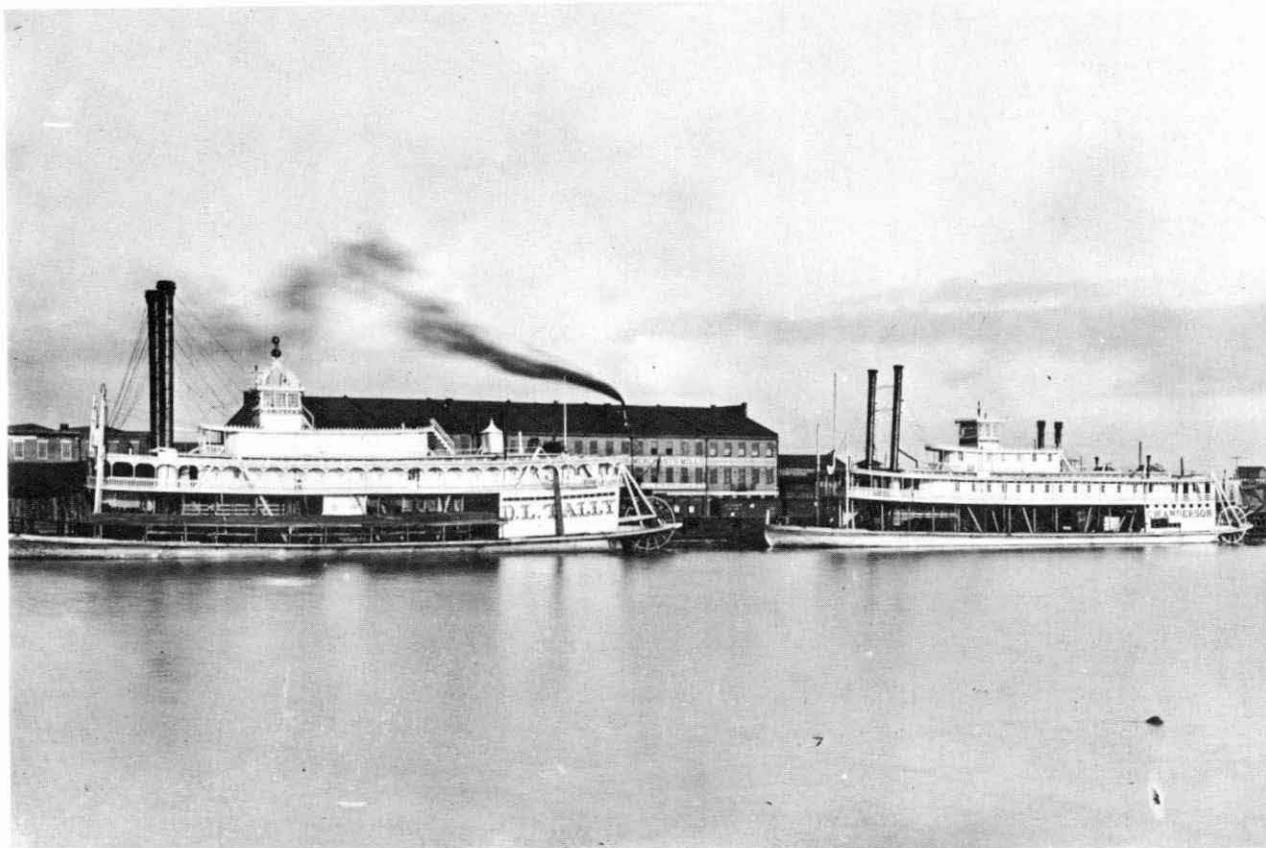
Ben Burman Light on the lower Mississippi, established in 1937, is near the newly established Catfish Bend. Master of ceremonies was Ray Samuel, New Orleans, president of the Louisiana Historical Society.

Horace S. Meldahl died at a nursing home at Ashland, Ky. on Friday, October 7, 1983. He was 93. He and his wife Eunice Nimmo Meldahl had resided at 916 28th St., Huntington, West Va. He was son of the late Frank Meldahl (brother of the late Capt. "Tony" Meldahl.) Horace was a practicing trial lawyer in the Charleston, West Va, area for 60 years and taught in the Huntington High School. Other than his wife, he is survived by two sons, Robert Meldahl of Granville, Ohio, and Edward Meldahl of Chapel Hill, N.C.; and two daughters, Mrs. M. G. (Elizabeth) Webb Jr. of Amisville, Virginia and Mrs. Claude (Sheila) Price of Rogers, Ohio. Burial was in Martin Cemetery, Culloden, West Va. -Thanks to Jim Wallen for particulars.

Sirs: Are you aware that Memphis TV Channel 5 (NBC affiliate) starts and ends their newscasts with a blast of the DELTA QUEEN whistle?


C. W. Stoll,
enroute to New Orleans

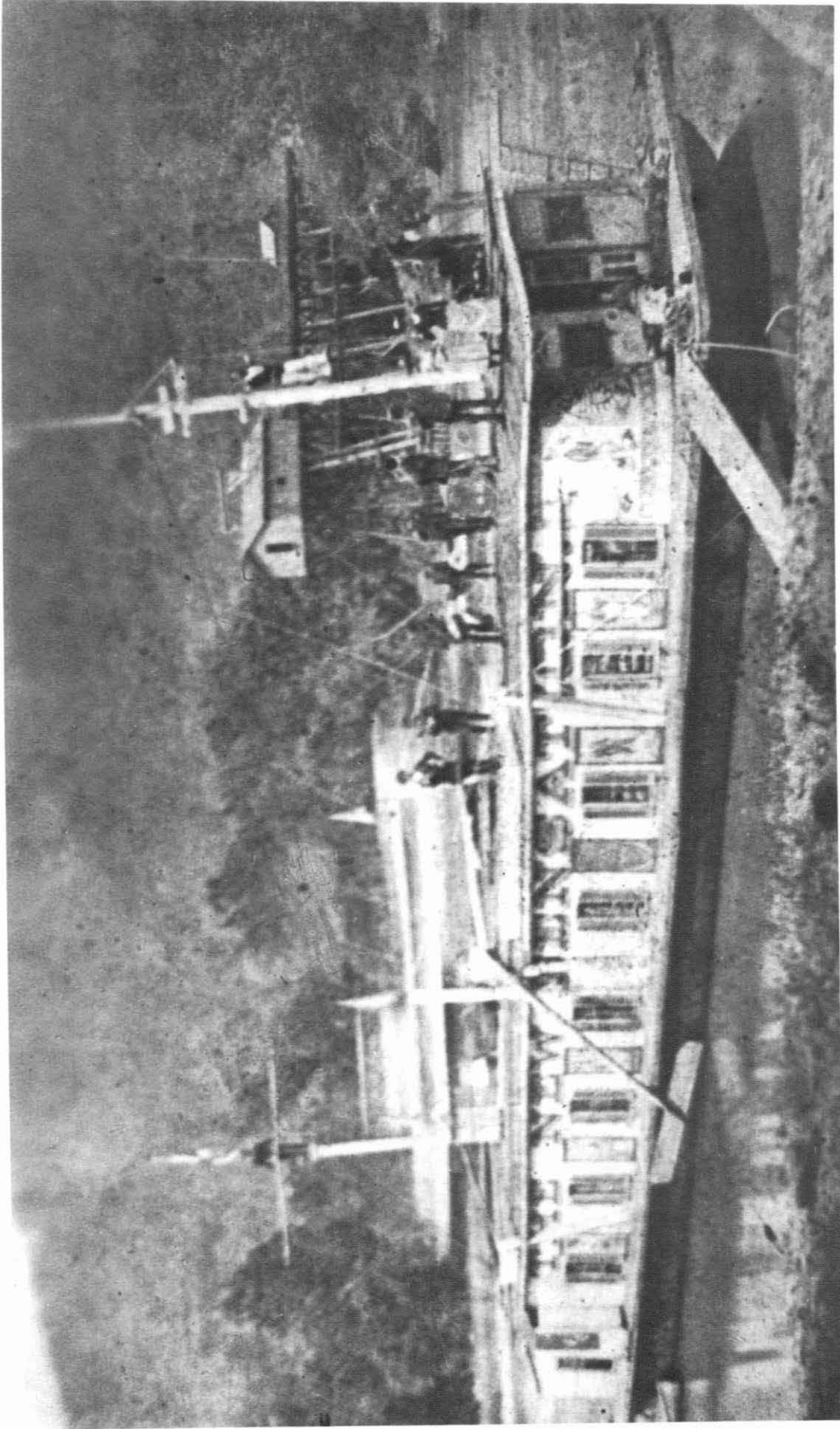
=Well root toot-toot for Channel 5. -Ed.



THE ABOVE comes to us from Henry B. Dunseith, 38 North St., Mattapoisett, Mass. 03739 from a rather exceptional view taken at Mobile, Ala. of the D. L. TALLY (left) and C. W. ANDERSON. The Cincinnati-built D. L. TALLY was some shucks on the Alabama River in her time, and the ANDERSON was brought to Mobile from the Illinois River (she had been running St. Louis-Peoria) by Capt. Peter Burke in 1885. She had been built by the Howards at Jeff in 1876 for Cumberland River service. Several pictures exist showing her in Illinois River service, a typical single-stage boat

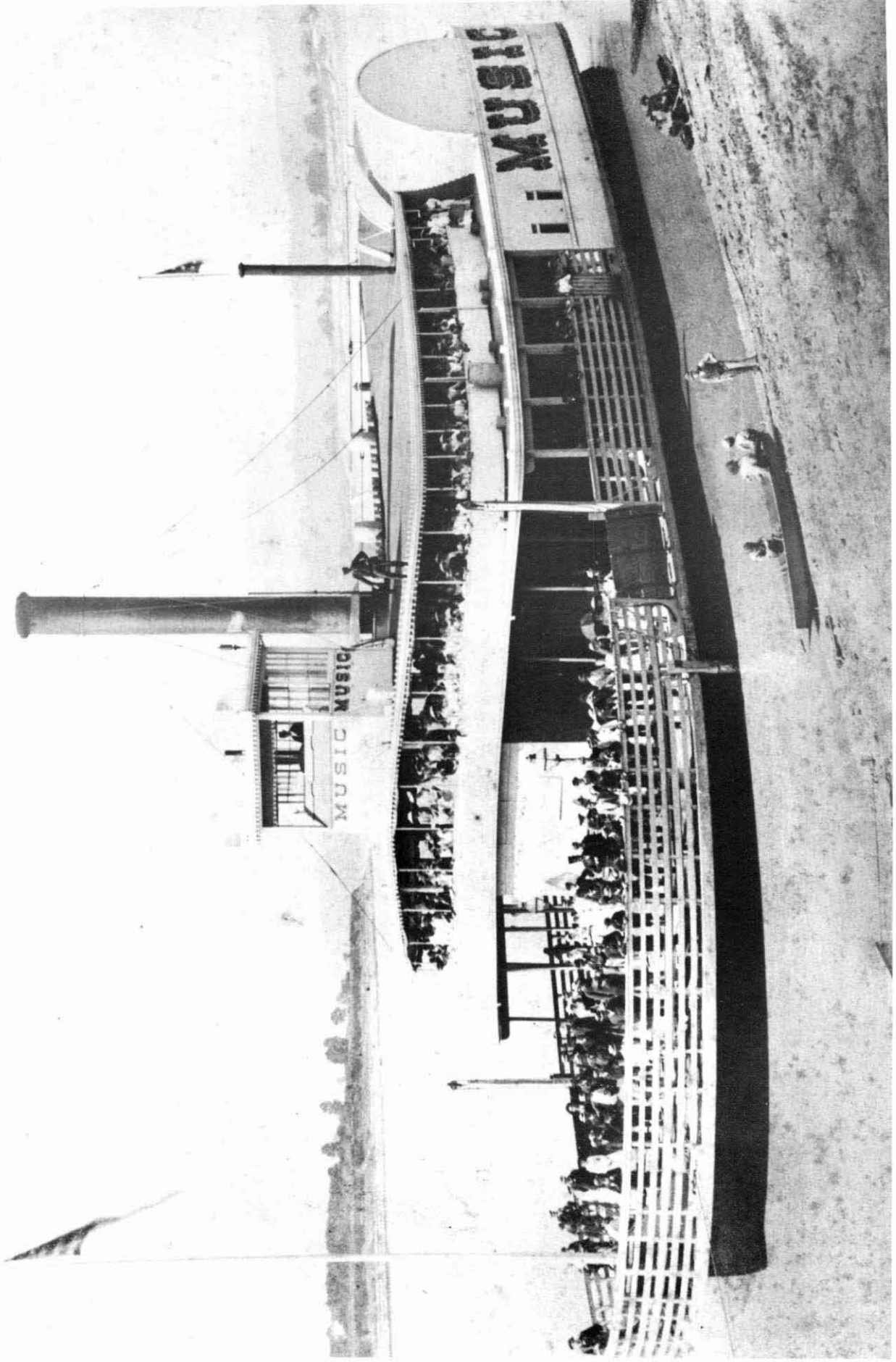
with stationaries and bull rails. This is the first glimpse we've had of her in the deep south where obviously she was transformed into a wide-guard cotton carrier. She burned while laid up opposite Mobile on August 6, 1892, so this picture was taken sometime between 1885 and 1892. Perhaps our interest in the ANDERSON stems from the fact that she operated several seasons on the Ohio River between Pittsburgh and Portsmouth, O. (1882-1883) and prior to that had run during the low water in the fall of 1878 in the Cincinnati-Louisville trade.

REGULAR PASSENGER STEAMER.				
JACK HARRISON, Captain.		A. W. VEGTLY, Clerk.		
		<i>Mobile Oct 20 1883</i> <i>Waid. Cross.</i>		
		TO STEAMER C. W. ANDERSON DR.		
<i>N. C. Mobile</i>	To <i>4 Mags Sacov & Cork</i>	Freight <i>234</i>	Charges	Total
Received Payment.			Clerk.	



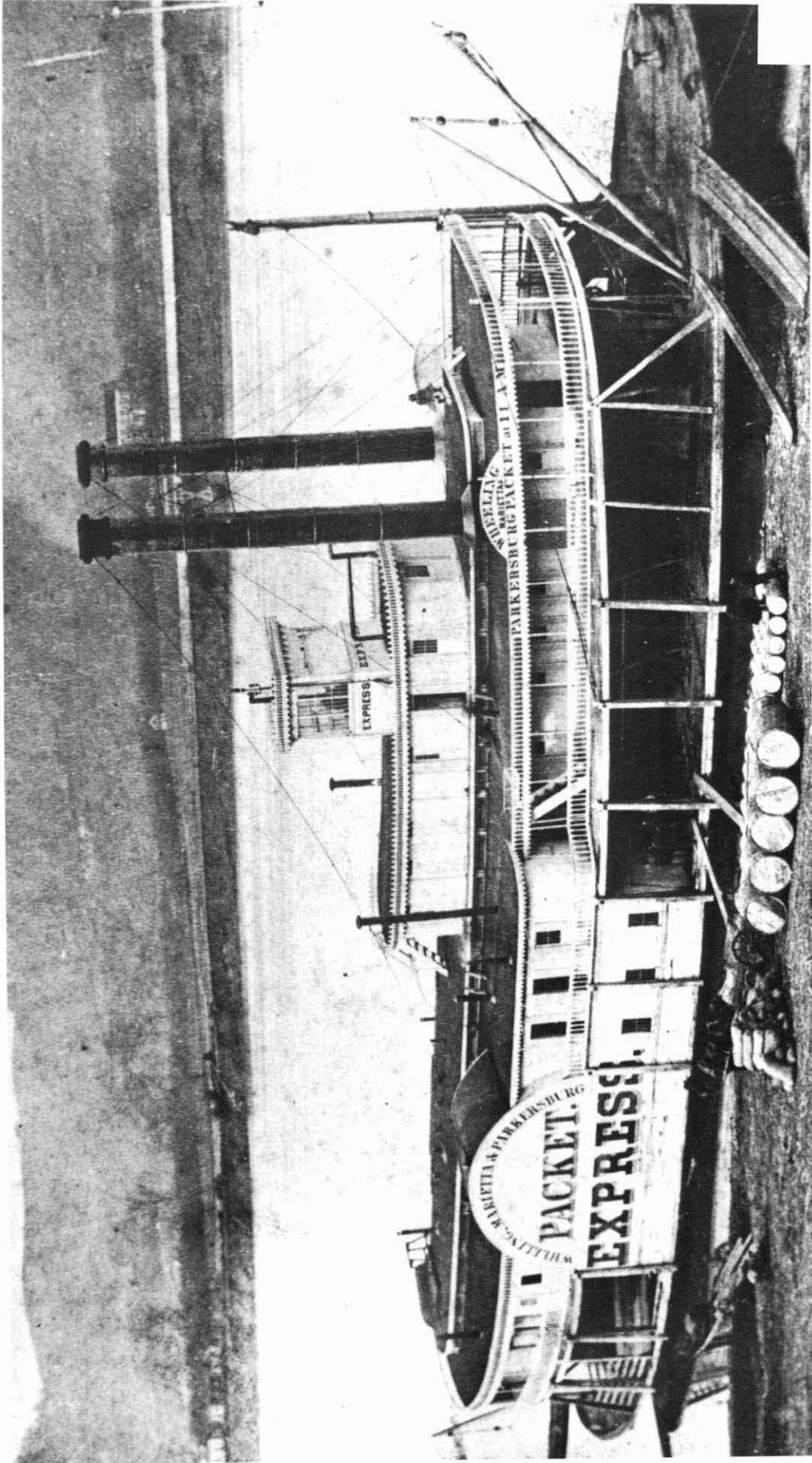
THIS PICTURE comes to us accompanied with a penciled notation reading: "This picture was taken at Winfield, W. Va. on the Kanawha River in 1885. I am pictured standing on the back mast, ready for my tightrope act. Sig. Monaco is on the traps on the forward mast. This boat was 90 x 18 inside, and had a seating capacity of 450 people. Please keep this for future reference. S. J. Allen." Obviously it is THE NEW SENSATION, first of the many French-owned showboats. It was built at Cincinnati, foot of Lawrence Street, in 1878 on a second-hand wood flat 16 x 85. Acrobat and contortionist Sidney Allen is known to have been

part of the troupe in 1880. His description of the boat is reasonably accurate save that the seating capacity was not much more than 80. Philip Graham in his book "Showboats" describes the exterior paint job. "Between the windows French had painted full color circus scenes, with wild animals, acrobats, and freaks, interspersed with characters from Shakespeare." The name THE NEW SENSATION was in letters almost three feet high. In its early years this showboat was floated downstream with sweeps and oar, and she was hitch-hiked upstream by passing towboats. Our thanks to Ralph DuPae for the Murphy Library print.



TAKEN at New Albany, Ind., on the occasion of an excursion the MUSIC was moved up from her ferry slip to better show the boat and excursionists. The original of this view went through the fire at the Howard Museum but was suc-

cessfully salvaged. No date or information accompanied it. Notice the ornate street lamp on the fore-castle, shore (port) side. --Thanks to Ralph DuPae for the picture.



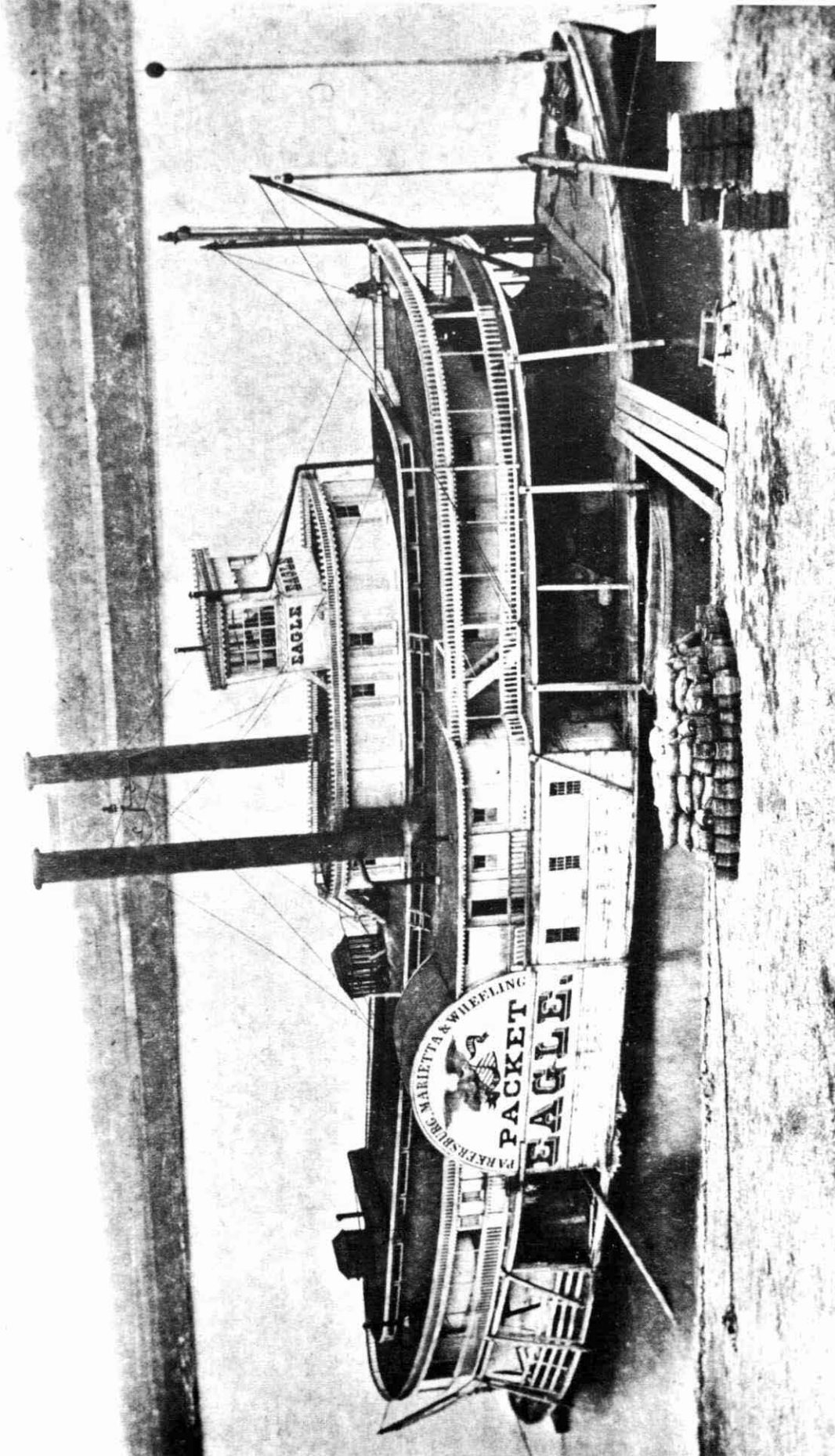
THIS CIVIL WAR VETERAN was built at Belle Vernon, Pa. in 1862 and was immediately impressed into U.S. service as a troop transport which kept her well occupied for the duration. In June 1865 she took aboard at Parkersburg the 2nd Division of the Fifth Army Corps to deliver them to Louisville. The Ohio River was exceptionally low, and she had the misfortune to sink at or near Manchester, O. after striking an obstruction. Nobody was hurt. After being

raised she settled down in the Wheeling-Marietta-Parkersburg trade, Capt. Phil Anshutz, master, and E. J. Anshutz, clerk. This picture was taken at Wheeling most likely in early 1866 and shows in the background the farmed lower section of Wheeling Island. In 1870 she was dismantled; replaced by the side-wheel EXPRESS NO. 2. The above picture was made from an original print in the S&D files, thanks to the University of Wisconsin project, La Crosse, Wis.



SOME PRETTY FANCY side-wheelers were built when the Civil War was still fresh for the Wheeling-Cincinnati trade, chief among them the WILD WAGONER in 1864 and then her successor, the PHIL SHERIDAN, in 1866. The PHIL proved so attractive that within three months she was sold at considerable profit to her owners and paddled off to the Upper Mississippi. This picture of her was taken at Wheeling sometime between January and March '66. In addition to the perfect focus of the boat the view includes a wealth of background information as to what was going on over there on

Wheeling Island. The construction of the famed suspension bridge, showing at the right, prompted the construction of some rather elaborate homes. The island bid fair to become the preferred residential area even though it was subject to flooding--quite a few of the homes were built with exceptionally high foundations to discourage river water from creeping over m'lady's parlor carpeting. This photo was made from an original print in the S&D files, kindness of the Murphy Library project, La Crosse.



AN ODD-Lot looking side-wheeler, the EAGLE (#1665) was built in 1861 for short trades between Cincinnati and Louisville, and in design imitated the large JACOB STRADER with her stacks aft of the pilothouse. One year later she was sold to the Wheeling-Marietta-Parkersburg trade, Capt. C. H. Booth, master, and Charles Muhleman, clerk. She ended up her days at Newport, O. after hitting a rock, and sank to the pilothouse. That happened in November of 1871. The original of this pic-

ture for years hung in the office of the Crockard & Booth wharfboat at Wheeling, and later in the office of Capt. Harry Donnelly's all-steel wharfboat, same location. Today it resides in the S&D collection stored in Campus Martius Museum, Marietta. We ran it before, years ago, but this professional copy made by the University of Wisconsin's Murphy Library crew at La Crosse brings out startling detail.

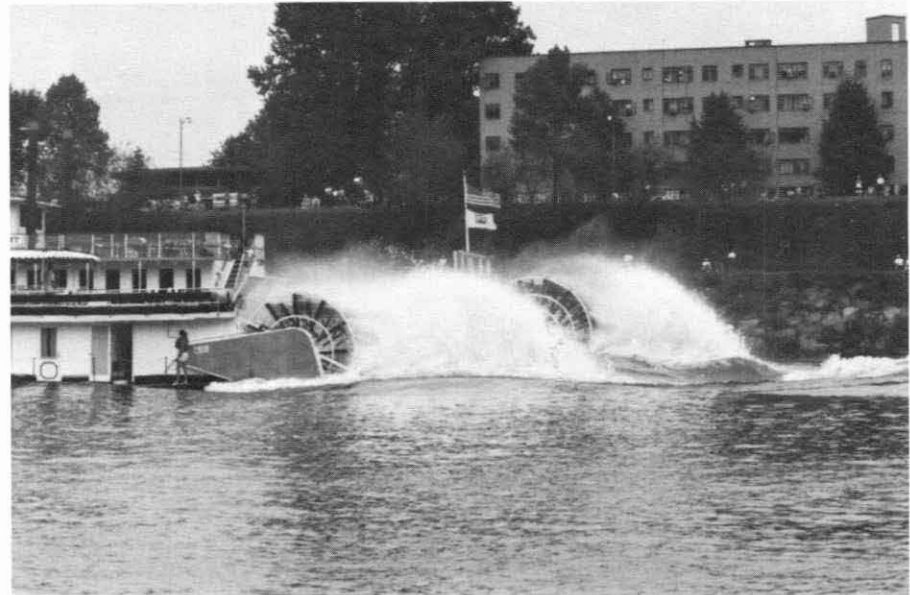
It's hardly news to report that the Aussies took home to Perth the coveted America's cup when AUSTRALIA II bested VICTORY on Rhode Island Sound. The newsy part is that on the morning of October 12 we gazed from the front door of 121 River to discover a 25-foot diesel yacht parked on Chadwick Street mounted on a 4-wheel trailer. Norris Dresser Hoyt, 70, and his wife Katherine announced they had brought the yacht ANECDOTE from Newport, R. I. and were seeking a spot to launch it into the Ohio for a voyage to New Orleans, and they weren't sure where they were going from there. Skipper Hoyt had been very much involved in the Cup Race event, both in TV broadcast of the event, and in writing a section of a de luxe book of the Cup Race Story which is a sell-out at \$1,000 a copy.

We brewed them fresh coffee and meekly showed the Skipper (who resembles Gene Fitch) a copy of our opus, the Packet Directory. "I must have one of these to take along to New Orleans!" he enthused. We tried to explain that the 5# book would become an intolerable burden in the 25-foot ANECDOTE. But he would hear none of it and departed with a copy under his arm. After a few phone calls he decided to launch the yacht at Aspinwall, Pa., up the Allegheny River not far from Pittsburgh.

Wrecks and I waved them bon voyage and returned to the house to discover that Skipper Hoyt had left his copy of "Small Boat Harbors, Ramps, Landings, Etc. on the Ohio River and Tributaries" on the telephone stand. Way's Directory isn't going to help him at all on that score.

Sirs: For many years I have had a strong interest in the Mississippi paddle steamers, which has recently borne fruit in the completion of a 5-foot working scale model. This has resulted in really getting the "bug," to build further models, and to research into the history of particular boats. Unfortunately, this isolated little corner of the world is not the ideal place to conduct such a hobby. My first boat was the MARIEVILLE built, believe it or not, from Italian plans. However I have been unable to discover anything about this attractive little sternwheeler, or even if it did actually exist. I also now have Alan Bates' plans for the INDIANA, and would like to find out as much as possible about the vessel before starting to build. The only literature I have been able to acquire is Alan Bates' "Western Rivers Steamboat Cyclopoedium" which is invaluable in understanding many aspects of steamboat construction. However, details on the actual steamers are very hard to come by, and any assistance you or any of your members may be able to offer would be very much appreciated; also any literature you may be able to recommend.

To me the pleasure in building these unique boats is re-creating



HOT RODDING on the Kanawha River at Charleston last Labor Day week-end. Capt. Bert Shearer sends these two shots showing the MISS STERLING (foreground) and P. A. DENNY racing in the 1983 Sternwheel Regatta.

in miniature the steamer as it was in real-life, which does not mean the "museum style," but a true replica of an actual steamer, with all its attendant faults, etc. Again, any assistance you may offer would be gratefully received.

Ian Garrick,
430 Madras St.,
Christchurch I.,
New Zealand

The ferry DR. GEORGE MACKIE, briefly noticed in the new Way's Packet Directory (#1500) shows up in the Sept. 1 '83 edition of the Bracken County News published at Brooksville, Ky. Quoting from their Sept. 6, 1876 issue:

"The Dr. George Mackie (sic) is

the fastest boat on the Ohio River, running from Augusta to Thomas Landing, and occasionally makes excursion trips up and down the beautiful Ohio. Parties desiring a pleasant ride and a good time generally will surely find it on board the Dr. Mackie, for you will find Capt. Cramer a sociable and accommodating gentleman."

James A. Haley, Lakeside Park, Ky., sends us the above asking do we know of Thomas Landing? Answer is no, we don't; possibly an early name for Boudes Ferry (on the Ohio side opposite Augusta.)



BERT SUAREZ, 216½ N. Jeff Davis Parkway, New Orleans 70119, sends these pictures of the new CREOLE QUEEN berthed at Poydras Street. She made her debut this past October operated by New Orleans Paddlewheels, Inc., with offices at 801 ITM Bldg., #2 Canal Street, N.O. 70130. She was built by Halter Marine, Inc. at their Moss Point, Miss. yard. Financing was arranged through the Whitney Bank.

The over all length including the stern paddlewheel but not including the stage is 190 feet, with a 49 ft. beam. She draws 5½ ft. and has vertical clearance of 65 ft. Passenger capacity is 1,000.

Three Cat D353 diesels are coupled to three GE 300 KW generators for two 350 hp. Reliance motors which drive the paddlewheel. Normally she operates using two of the generators. The Halter-developed drive system consists of two high torque planetary gears, one mounted on each side of the wheel shaft, driven by DC motors. She has a Shottel bowthruster.

The Creole Room seats 300; the Queen's Room 125, and a V.I.P. King's Room 100. Furnishings are rather elegant, the carpeting from England, and the interior woodwork is hand-finished Louisiana cypress from Mobile. She sports four bars, two dance floors and a gift shop. The pilothouse nameboards are of Honduras mahogany. All interior public areas are air conditioned.

As for Bert Suarez, to whom we are indebted for the pictures and some of the above details, he presently has charge of the excursion boat VOYAGEUR at New Orleans which has been running bayou trips since 1960. When last we saw him several years ago he was a deckhand on the NATCHEZ. He got his operator's license and went with Streckfus and had the distinction of taking out the last Streckfus cruise, aboard the MARK TWAIN, to the bayous and back. He then went to New Orleans Steamboat Co. as steersman on the PRESIDENT and captain on the MARK TWAIN. From there he graduated to his present position.



Lexie Palmore visited Payne Hollow by canoe on her return to Texas from S&D. TIPPY was launched at Madison, Ind. Says Lexie: "I visited briefly with the Hubbards who had just returned from a lecture at Hanover College. Harlan was resting, but seemed chipper, even after his recent ordeal with the copperhead. They asked about several people and expressed delight at seeing the BELLE OF LOUISVILLE on the same day that Harlan returned home from the hospital. I also went back to Madison by canoe, but it was difficult because of a downriver wind. My canoe doesn't sail or paddle too well into the wind. We cordelled perhaps three miles, this being the easiest way to get the boat up the river, as well as the fastest."

Charles Cason, 70 Grant Street, Ft. Thomas, Ky. 41075 recently completed the model of the side-wheel MAGNOLIA, shown in the three accompanying pictures.

Those who have seen photographs of the boat will immediately recognize this as the MAGNOLIA built at Cincinnati in 1859 which plied the Cincinnati-Maysville trade until she exploded boilers and was demolished at California, O. near the present Cincinnati Water Works on March 18, 1868.

Says Mr. Cason:

"Some day I want to try to build a model of my 'dream boat,' the CITY OF CINCINNATI. So this MAGNOLIA model is sort of a practice side-wheel model. I chose her because I think the MAGNOLIA was a good-looking boat with an interesting history. There are not many photographs available of her, so there may be inaccuracies. But with what photos there are I followed them as best I could, with some additional guidance from pictures of more or less contemporary Cincinnati-built boats such as the WILD WAGONER and PHIL SHERIDAN.

"The model is on 1:96 scale and is 26 inches long. The hull is balsa and the rest is made from basswood sheets and strips. The railings are cut from heavy paper. The pilothouse gold ball is some kind of an old-fashioned bead or ornament."

The hull size is reported to have been 200 x 31 x 5.5. She had 22's- 6 ft. engines powered by three boilers, each 46" dia. by 24 ft. long, five flue. She entered service on October 31, 1859 in charge of Capt. James H. Prather, who lost his life at the time of the final explosion, along with 34 others.

On page 28, last issue, there appears a catalogue of articles sold on board the propeller SIREN, dated 1871. One of these items stopped us cold: "Berege."

S&D's secretary Bee Rutter, having failed to find the word in her dictionary, thought to look into her 1902 Sears catalogue. -And sure enough:

WOOL-BAREGE VEILING

No. 18R44 Fine imported all wool Barege Veiling. 28 inches wide. Comes in black, navy, brown or gray. Usually retails at 35¢.

Price per yard-----25¢

Clued in by Bee's discovery, we looked up "barege" in our unabridged dictionary:

Barege ba-rezh' A sheer fabric constructed in a leno weave of silk warp and cotton and worsted filling, often used in the manufacture of veils and dresses. After Bareges, town in southern France.

A phone call came to us in latter October from Ann Snyder, 1111 29th St., Portsmouth, Ohio 45662, and she's lately bought the stern-wheel pleasure boat BAYER ISLAND which at present is rustivating in the Holiday Marina at Franklin Furnace, Ohio.



The DELTA QUEEN will run regularly in the Pittsburgh-Cincinnati trade on the Ohio River during the month of September 1984. She is making three round trips, leaving Pittsburgh on Sept. 8, 17, and 26. She returns to Pittsburgh Oct. 5 departing that evening for a two-night Wheeling go-around, and then clears Pittsburgh on Oct. 8 for a charter trip to New Orleans carrying the Stanford Alumni Association. At New Orleans she then loads aboard a charter cruise with the Smithsonian Institution as sponsor, terminating at Memphis on Oct. 26. This will mark the first time Smithsonian has run a Mississippi River steamboat charter.

Peter Voll, director of Travel/Study Programs for Stanford boarded the DQ at Sewickley for the trip to Cincinnati on Aug. 3rd last, accompanied by Prue Clendenning of Smithsonian, working out the charter arrangements.

Dave Myers, 2104 Lloyd Ave., Waukegan, Ill. 60085, writes to say he has the whistle and indicator telegraph from the towboat G. W. McBRIDE which overturned after striking a Cincinnati bridge pier before daylight on the morning of Feb. 22, 1942. He seeks information about the boat and photographs.

Capt. C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 asks if the showboat MAJESTIC still plays at Cincinnati, and is the ex-towboat ATTA BOY still there at the fleet of the Cincinnati municipal docks? You'd think we'd know the answer, having been right there less than a year ago, in broad daylight, but we don't.

Sirs: I was sailing with Army Transport out of New Orleans Port of Embarkation when those six steam tugs (June '83 issue, page 32) were in process of being turned over to the Russians. Russian crews were being trained by Americans. Sometime I will tell you the story about me being on one of those tugs at breakfast time.

Allen K. Wisby,
1608 Burke,
Pasadena, Texas 77502

At the time when the displays were first placed in the Ohio River Museum, following the completion of the buildings, an ancient model believed to have some significance connected with the early development of the steamboat was transferred from the Ohio Historical Society's archives in Columbus and was placed on display there.

Nobody in the Society seemed to know any particulars about the model, or how it had come into the Columbus Museum. They "guessed" it had marine significance.

Quite accidentally the other day we were pursuing an account of the

Delta Queen 1984 Chronological Sailing Schedule

Departure Date	Arrival Date	No. of Nights	City of Embarkation	City of Debarkation	Cruise No.
02/24/84	02/27/84	3	New Orleans	New Orleans	401
02/27/84	03/02/84	4	New Orleans	New Orleans	402
03/02/84	03/07/84	5	New Orleans	New Orleans	403
03/07/84	03/12/84	5	New Orleans	New Orleans	404
03/12/84	03/16/84	4	New Orleans	New Orleans	405
03/16/84	03/21/84	5	New Orleans	New Orleans	406
03/21/84	03/26/84	5	New Orleans	New Orleans	407
03/26/84	03/30/84	4	New Orleans	New Orleans	408
03/30/84	04/04/84	5	New Orleans	New Orleans	409
04/04/84	04/09/84	5	New Orleans	New Orleans	410
04/09/84	04/13/84	4	New Orleans	New Orleans	411
04/13/84	04/20/84	7	New Orleans	New Orleans	412
04/20/84	04/27/84	7	New Orleans	Memphis	413
04/27/84	05/04/84	7	Memphis	Cincinnati	414
05/04/84	05/08/84	4	Cincinnati	Cincinnati	415
05/08/84	05/18/84	10	Cincinnati	New Orleans	416
05/18/84	05/25/84	7	New Orleans	New Orleans	417
05/25/84	06/01/84	7	New Orleans	New Orleans	418
06/01/84	06/08/84	7	New Orleans	Memphis	419
06/08/84	06/13/84	5	Memphis	St. Louis	420
06/13/84	06/15/84	2	St. Louis	St. Louis	421
06/15/84	06/24/84	9	St. Louis	New Orleans	422
06/24/84	07/04/84	10	New Orleans	St. Louis	423
07/04/84	07/06/84	2	St. Louis	St. Louis	424
07/06/84	07/13/84	7	St. Louis	St. Paul	425
07/13/84	07/20/84	7	St. Paul	St. Louis	426
07/20/84	07/27/84	7	St. Louis	St. Paul	427
07/27/84	08/03/84	7	St. Paul	St. Louis	428
08/03/84	08/12/84	9	St. Louis	New Orleans	429
08/12/84	08/17/84	5	New Orleans	New Orleans	430
08/17/84	08/24/84	7	New Orleans	Memphis	431
08/24/84	08/31/84	7	Memphis	Cincinnati	432
08/31/84	09/03/84	3	Cincinnati	Cincinnati	433
09/03/84	09/08/84	5	Cincinnati	Pittsburgh	434
09/08/84	09/12/84	4	Pittsburgh	Cincinnati	435
09/12/84	09/17/84	5	Cincinnati	Pittsburgh	436
09/17/84	09/21/84	4	Pittsburgh	Cincinnati	437
09/21/84	09/26/84	5	Cincinnati	Pittsburgh	438
09/26/84	09/30/84	4	Pittsburgh	Cincinnati	439
09/30/84	10/05/84	5	Cincinnati	Pittsburgh	440
10/05/84	10/08/84	3	Pittsburgh	Pittsburgh	441
10/08/84	10/19/84	11	Pittsburgh	New Orleans	442
10/19/84	10/26/84	7	New Orleans	Memphis	443
10/26/84	10/31/84	5	Memphis	St. Louis	444
10/31/84	11/10/84	10	St. Louis	New Orleans	445
11/10/84	11/15/84	5	New Orleans	New Orleans	446
11/15/84	11/19/84	4	New Orleans	New Orleans	447
11/19/84	11/26/84	7	New Orleans	New Orleans	448
11/26/84	11/30/84	4	New Orleans	New Orleans	449
11/30/84	12/03/84	3	New Orleans	New Orleans	450
12/03/84	12/07/84	4	New Orleans	New Orleans	451
12/07/84	12/10/84	3	New Orleans	New Orleans	452

steamboat inventor John Fitch as presented in Ethel Leahy's book, "Who's Who on the Ohio River." On page 283 this paragraph pops up:

"Ohio has an added interest in Fitch, in that his only daughter Lucy (named for her mother) was the wife of James Kilbourne, one of the founders of Worthington, a suburb of Columbus, Ohio. In the old Kilbourne home many years ago was found another Fitch engine model--presumably for marine use--which is now in the possession of the Ohio Archaeological and Historical Society."

Sirs: I can just hear that whistle blowin' on the front cover of the September '83 issue. A good issue as always.

I can answer some of the questions asked in this number. First the address of the publisher and the price of the book "Don't Go Up Kettle Creek" (page 15) is the University of Tennessee Press, Knoxville, Tenn. 37996-0325, and the price is \$16.50.

On the picture of the KATE ADAMS

(page 23): It was taken at Friars Point, Miss. about 1912, from the collection of Milton M. Painter, Jr., Crystal Lake, Ill. His father Milton M. Painter, Sr. took the picture.

As to the whistle of the CINCINNATI, I wrote Capt. Bill Streckfus but he did not know what happened to it.

The article on the HARRY G. DREES brings to mind Andy Franz's story about standing on the St. Louis levee when she was being readied for an excursion trip to St. Paul. Down came a truck-load of full-sized bathtubs and that's when Andy knew she would never make it. She could now, with the locks and dams.

Congratulations on a wonderful S&D meeting. It was most enjoyable as far as I was concerned and Brunnhilda had a good time too.

Jim Swift,
The Waterways Journal,
319 N. Fourth St.,
St. Louis, Mo. 63102

Sirs: C. W. Stoll wondered in the last issue, page 44, as to how the cabin of the HARRY G. DREES looked. She had an attractive though short double cabin like the CIN-CINNATI. Her staterooms were attractively outfitted, including hot and cold running water and electric fans throughout. The rooms were actually larger than those of the "new" CAPE GIRARDEAU which had come out late that same year, 1923. From that standpoint the HARRY G. DREES was ahead of her time. Those days I was in love with the GOLDEN EAGLE and BALD EAGLE but found time to go aboard the PILGRIM - HARRY G. DREES during and after the rebuilding. She was anything but pretty when finished.

She was very heavy in the water and quite slow. It's important of course to remember this was before any of the Upper Mississippi locks and dams were built (except Keokuk) and the upper river from about July on was usually extremely low, and during the DREES's career it was exceptionally low. She had nothing but bad luck except when she occasionally went below St. Louis.

I'm sure she never gave any serious competition to the CAPE GIRARDEAU, GOLDEN EAGLE, BELLE OF CALHOUN, ALABAMA or the TENNESSEE BELLE during her short existence around St. Louis. Her first trip to St. Paul scheduled for May 28, 1923 was postponed to June 6 "due to unusually cool weather." On the June 6 trip she couldn't get above Hastings, Minn. and had to put her 100 passengers on buses while she worked herself off of a mud bar. Meanwhile as the DREES returned to St. Louis some 14 hours late the channel from Hastings to St. Paul was undergoing dredging.

On her second trip she had 165 passengers and made it to St. Paul and return on schedule. During August of that year she spent 134 hours on sandbars. One trip, returning to St. Louis, she spent 31 hours stuck in the vicinity of Linxville, Wis., 21 hours at Cassville, 24 hours at Clinton, Iowa, and 24 hours between Muscatine and Burlington, 16 hours at Quincy and 24 hours at Clarksville.

Said the St. Louis Post-Dispatch: "As a result the Upper Mississippi will be honored with the Drees s business no more this year, according to A. J. Franz, general passenger agt. The Labor Day trip to Keokuk is off and instead the DREES will go to Cairo where the river is deep and safe. September 5 it will leave for Muscle Shoals, Ala. After that a trip to New Orleans is planned."

In 1924, which was the first season for the CAPE GIRARDEAU, the DREES attempted regular trips to Muscle Shoals but ran into competition with the TENNESSEE BELLE. She then tried shorter trips to Davenport, Fort Madison and Hannibal, but competed with the BALD EAGLE unsuccessfully. In 1925 she still hung in there but the ALABAMA and the BELLE OF CALHOUN put an end to her by 1927.

Of course during these years the

Upper river had record low water and even the BALD EAGLE ran aground at Alton on Saturday, August 9, 1930. In 1931 the river at St. Louis was the lowest since 1879. The DREES was sold at auction September 30, 1931 for \$400 at Tampa, Fla. C.W. has explained the rest.

Rudy Gerber,
418-D, North Clay Ave.,
Kirkwood, Mo. 63122

Blanket warning was issued to residents of Illinois, Kentucky, Missouri, Arkansas and Tennessee of a likely disastrous earthquake in a belt stretching from the vicinity of Cairo, Ill. to New Madrid, Mo. and thence south-westwardly into Arkansas, known as the New Madrid fault zone.

St. Louis University geologist Otto W. Nuttli estimates the fault has accumulated enough stress to unleash an earthquake measuring 7.6 on the Richter scale.

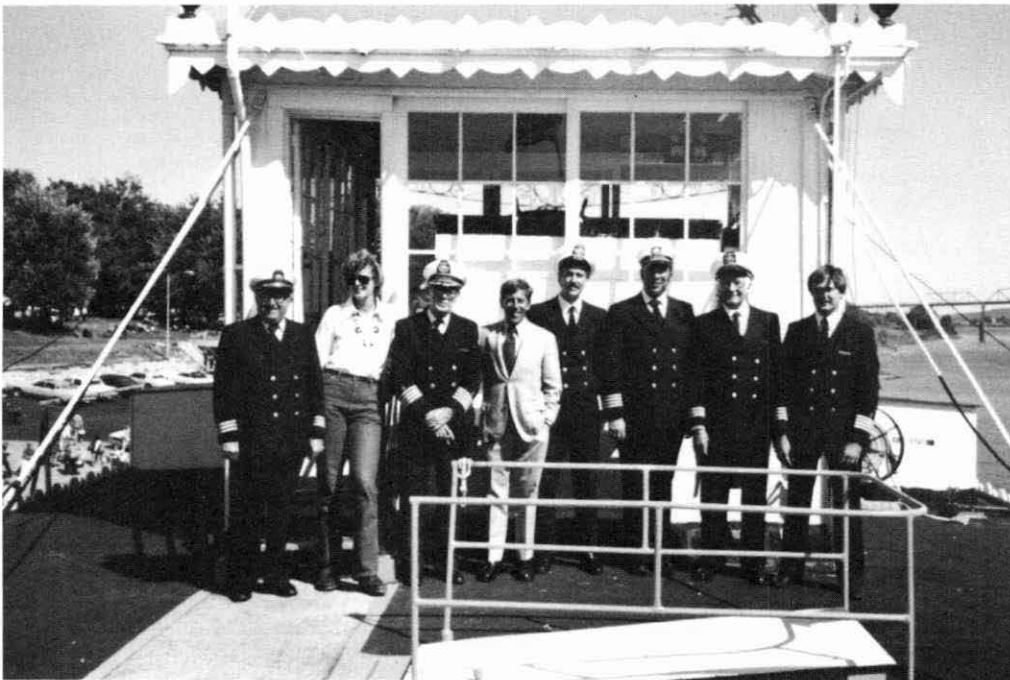
The celebrated New Madrid earth-

quakes of 1811-1812 topped eight on the scale and coincided with the initial downbound voyage of the first steamboat on the Western Waters, the NEW ORLEANS. Three distinct shocks created general havoc but due to the sparsely populated area resulted in very little life loss.

About every 75 years more or less since the 1811-1812 spectacular there have been shocks of about six on the Richter scale along the fault. The last one was in 1895. Another one is due---in fact is overdue.

The Wall Street Journal sent reporter John Curley to the region and published his findings in the August 31st issue. He interviewed James H. Cravens, novelty store owner in New Madrid. "Mayor Jimmy," as he is known locally, was hawking \$6.95 T-shirts that say, "Visit New Madrid (While It's Still There)."

Jack Custer tells us he's "beginning to be terribly irate with the incompetence of some of the matter written on steamboats."



ONE WEEK after S&D, on Saturday, Sept. 24th, the BELLE OF LOUISVILLE ambled up the Ohio River from Louisville to Madison, Ind. with a scheduled excursion, and rather top-heavy with masters holding steam licenses. All eight of the persons in this picture by Judy Patsch qualify for the distinction. From the left: C. W. Stoll, Lexie Palmore, Charles J. Larkin, Clarke (Doc) Hawley, Kevin Mullen, James R. (Jim) Blum, Joseph Hughes and Mike Fitzgerald. Six of these are associated with B/L operations: master of the B/L is Capt. Mike Fitzgerald; Jim Blum is alternate master; Charlie Larkin is master emeritus; C. W. Stoll and Joe Hughes were pilots on the trip, and Kevin Mullen was recently awarded his master's license and is chief mate. Visiting dignitaries were Capt. Doc Hawley of the NATCHEZ and Lexie Palmore. All except Doc remained aboard for the Kentucky River Cruise run out of Madison on Sunday, Sept. 25 with 980 passengers checked aboard, the largest number yet. Dr. Carl R. Bogardus of Warsaw, Ky. headed a delegation of some 70 members of the Gallatin County (Ky.) Historical Society.

THE FIRST DAILY DIARY KEPT BY
JESSE P. HUGHES WHEN HE WAS 13

By C. W. Stoll

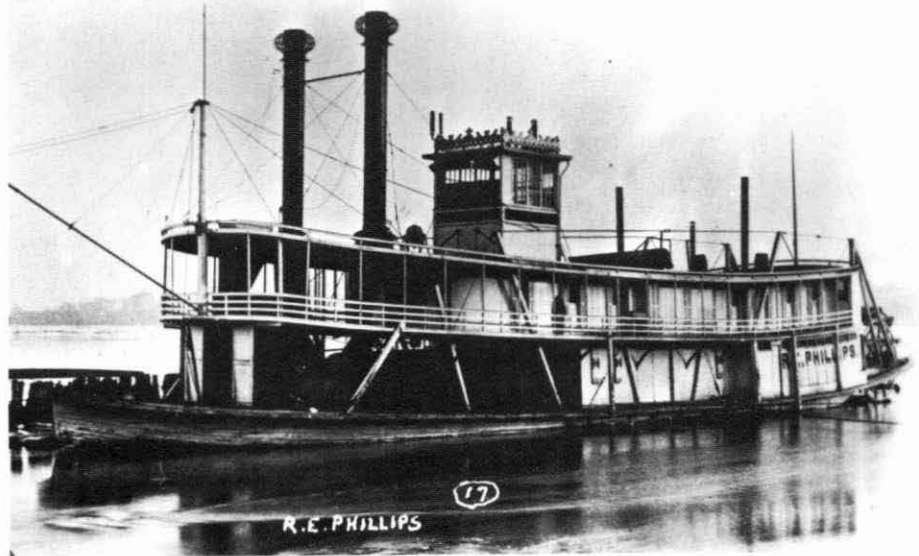
Those who were fortunate enough to know Capt. Jesse P. Hughes well were always impressed with his prodigious memory and how seriously he took the daily events of his life. Capt. Jesse had a very active sense of humor and could be a great tease when he felt the situation warranted it. He obviously had a great respect for the worth of life and the importance of his activities in the scheme of things --always remaining a very humble man.

When I was steering for him on the GORDON C. GREENE in 1935 I was impressed with the way he was constantly making notes in his pilot-house notebook; all landings and locks, towns passed, boats met or passed, and other events of the voyage others might consider insignificant. The GORDON had a well-kept official office logbook maintained under the watchful eyes of purser Stogie White and second clerk Bob McCann. But those who knew about Capt. Jesse's diaries realized that, over the years, they would contain invaluable and fascinating material concerning activities on the river and insight into life of the times, both locally and nationally.

A few years after Capt. Jesse's passing, his daughter Helen (Mrs. B. E. Prater) casually remarked one day that she was in the process of transcribing some of her father's diaries. She found she had a much greater project on her hands than she had anticipated. The thought of having these diaries, particularly the older ones, was enough to make the mouth of any river history buff water. So an ensuing discussion brought forth agreement that the manuscript diaries might be copied on a copy machine without danger or damage to the original--the originals one day to be entrusted to some historical documentary repository.

These diaries were maintained from 1890 up into the last few weeks of his life in 1973. The 1973 diary---he died just prior to his 97th birthday---has sporadic entries, indicating that he did not always feel up to recording his activities in Harmar House, where he spent his last days, in Marietta, O. His final entry was literally just a few days before his death.

Before me is "Book Number One Home Made" to copy verbatim the cover, with 1890 in shaded lettering across the top. The book itself is 2 3/4" by 5 3/4" made of hand-cut paper with a heavy paper cover and sewn with light cord. He used a pretty soft pencil to make the entries, which he found to be unsatisfactory. He recopied it in a second hand-made book, this one 3" x 4 1/2" in size, much



Jesse P. Hughes rode the R. E. PHILLIPS from Eureka to Reas Run on the rainy February 25, 1890, the day he commenced keeping a diary.

easier to read these 93 years later but the pages are much more fragile. Book Number One covers the period February 25 1890 through February 8 1891. The smaller recopy book, also marked #1, covers from February 25 1890 through the end of the year 1890 with the notation on the front cover "Some duplications as other became blurred."

So here we have a lad of 13 living on the river bank at Reas Run (Mile 151 below Pittsburgh on the Ohio River) with his grandmother. His mother had died previously and his father was living in Eureka, West Va. (Mile 159.4). There was a new house under construction at Reas Run (on the Ohio shore at the head of Grape Island.) It could be that his father lived at Reas Run but was working at Eureka because the diary shows that he "came home" frequently on week-ends. The first entry states that the young Jesse came up to Reas Run on the R. E. PHILLIPS on February 25, a rainy day, but for the next four days he "stayed at Hughes," leaving there and staying at the new house on the night of March 1. The entries for March 3 and 4 are short and simple: "Plasterers came," and "Plasterers went home."

The two other people mentioned most frequently in 1890 are his uncle Bernard Louderback, presumably his late mother's brother to whom he was apparently close, and his sister "Lillie." This Lillian Hughes later married Rupert McClung who at one time had a photography studio in Catlettsburg, Ky. and also, I believe, the newspaper business. The McClungs later moved to Trinidad, Colo. but both before and after that move Aunt Lillian (as she was usually called within the Greene Line circle) had many direct connections with Greene Line developments. She

told me one time that she drew the basic plans for the GREENLAND, which Capt. Gordon C. Greene built in 1904. He told her basically what he expected to build--length, beam, height of decks, size of the wheels, etc. and she, somewhat of a self-taught draughtsman, laid out the hull and deck plans for the proposed side-wheeler. Capt. Greene studied what she had done, expressed approval, and then asked her to draw what the boat would look like. "That," she replied, "is something I cannot do." Smart girl.

On the other end of the time scale Aunt Lillian was the first housekeeper on the DELTA QUEEN when she first came out under the Greene Line banner in 1948. Also worth noting is the fact that she was a nurse and attended August Barkhau, father of Capt. Roy L. Barkhau (of the Greene Line) and won the undying respect and affection of the Barkhau family. This, then, was Capt. Jesse's little sister "Lillie," for whom Capt. Jesse's elder daughter was named.

But back to the diary narrative. Another name which occurs several times in the 1890 diary is a Mr. Edwards who appears occasionally. Who he was, or why he was at the Reas Run home is unknown to me.

April 1 is noted as "All Fools Day" and the big news was that Jesse got a pair of shoes. Ten days later he noted that he "came home from Eureka on the COUKIER," a packet that was to play an important role in his life in a few years. Other boats mentioned in his very short and terse, almost laconic, entries were the ANDES, BEN HUR, GOLDENROD, ST. LAWRENCE, BELLAIRE, T. N. BARNSDALL (which Capt. Jesse always referred to as the BARNSDALE), KEYSTONE STATE and the OLIVETTE.

By April 17 the weather must have been pretty mild because on that date they made garden and sowed onions and the next day they planted radishes. On April 19 he records that he went barefoot and three days later they "sowed peas and beans."

An intriguing entry on April 24 states "new boat went down towed by J. H. McCONNELL." Of course the immediate question is, what was the "new boat?" On May 4 Jesse caught a land turtle and the next day "Papa came up on the BEN HUR." It was apparently important news that on May 8 the R. E. PHILLIPS burned her boilers and had not come up.

Nothing much else happened in the May of 1890 to this 13-year-old lad. Most of the entries are very short, as in "Rainy," "Nice Day," etc. On May 12 school started at Reas Run, and apparently it was a major event that he "got a box of crackers" on May 20. Two days later they planted corn.

June 1 was Lillie's birthday, 10 years old. On June 7 he writes simply "my birthday," which made him 14. On June 14 he "came up to Reas Run on the BARNSDALL and three days later Bernard "went on the BARNSDALL," which I interpret to mean he became a member of the crew. This simple statement may have more significance than is immediately apparent, for in about a year Jesse followed Bernard Loudnerback on to the T. N. BARNSDALL, and thus began his steamboating career. June 20 "Grandma papered" which may have been badly timed since on the 23rd he notes "awful hot, 106 in the shade." The next day it was "hotter still, hottest day of the season."

July 1 was a "nice day." "Papa came up on the KEYSSTONE STATE. I went to Eureka with him, walked down." It's hard to believe they walked from Reas Run to Eureka, so this must be an incomplete statement, or something has faded with the years. Jesse's chief interest in August appears to have been fishing. Several entries state "fished last night." On September 4 he went paw-paw hunting. He notes on September 13 that the river was high, and takes note of Hallowe'en on October 31, and the fact that it snowed.

A short entry on November 10 notes that "the opposition began, Str. OLIVETTE," and an equally short one on November 14 "the opposition out."

On December 1 "I started to school" and on the 13th, "brought Papa's boat up to Hughes' Landing" and here again there is a word hanging---Middle---is that Middle Island? or some significance lost to us at this point. December 25 was "a White Christmas, snowed all day," and the next day, "still snowing," and he made a sled. The entries for the few last days of the year are "snowed, cold, cool, cool, rainy and foggy."

Before going on to the second book(s) containing the years 1891 and 1892 (which chronicle the beginning of Capt. Jesse's river career) one is compelled to specu-

late on what impelled or inspired young Jesse to start keeping this record. One suspects something happened, or was said, or implied to him that made him start, seemingly arbitrarily, on February 25. Perhaps it involved his mother whom he had lost not too long ago. I have a purely personal hunch that it involved his grandmother for whom he had great respect and affection--a closeness which shows up frequently in subsequent diaries after he was working and earning a little money. These words "little money" are chosen purposely. He notes in his financial records in his later, expanded diaries, where he sent Grandmother amounts of money.

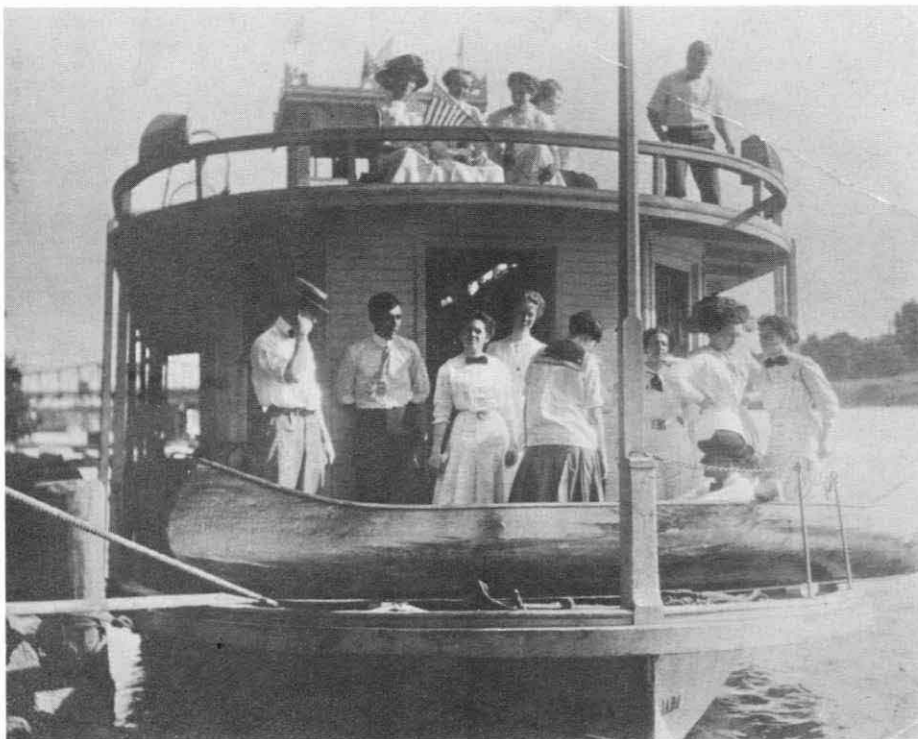
This may indeed be idle speculation. The important thing is that he did start to keep the record which turns out to be the point of view of a young man with no particular advantages in life, either financial or intellectual, save for loving relatives and a keen, inquiring mind.

Sirs: The picture furnished by Capt. Tom Kenny, appearing on page 19 of the June '83 issue, was taken above the bridges at Memphis in 1935 or 1936. The CHISCA was in charge of Capt. Lee Campbell, with Bill Allison and me doing the piloting, and Skinny Walker was chief engineer. The INSPECTOR was in charge of Capt. R. R. Randolph, with pilots Keg Wilcox and Harry Bruce. Chief engineer was Herman Bange. All of the steering was done from the CHISCA. We signaled the INSPECTOR with toots on the whistle; one to stop or come full ahead, and two to back. Probably enroute to Sandy Hook. In tow are grading outfits No. 9 and No. 11, which were dropped off at Linwood Bend.

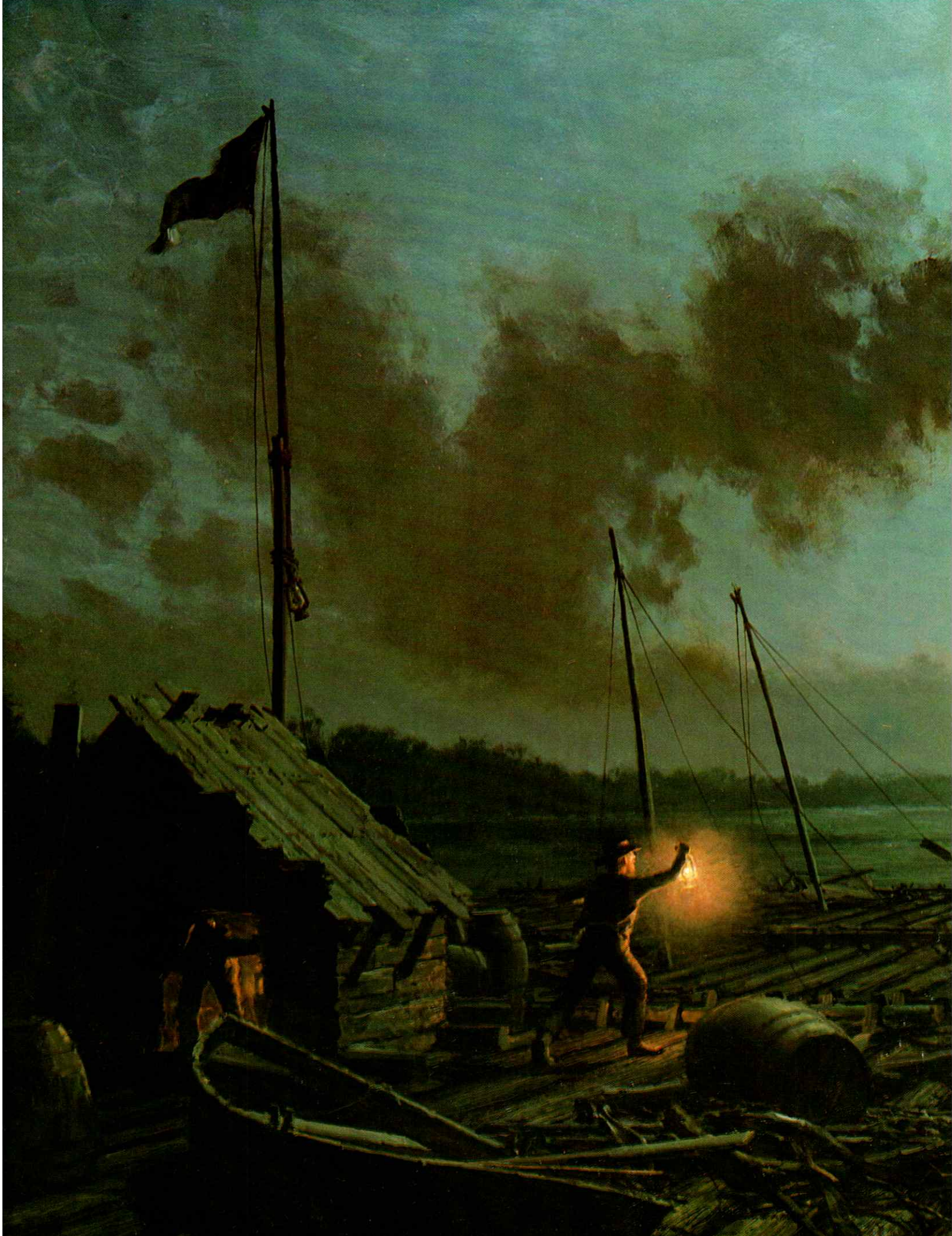
The reason I'm sort of guessing at the date is due to this hot weather, 45 days of 90° and up, and too hot to go up in the attic for records.

William H. (Bill) Tippitt,
188 Hollysprings St.,
Hernando, Miss. 38632

=Bill's letter is dated August 7.
-Ed.



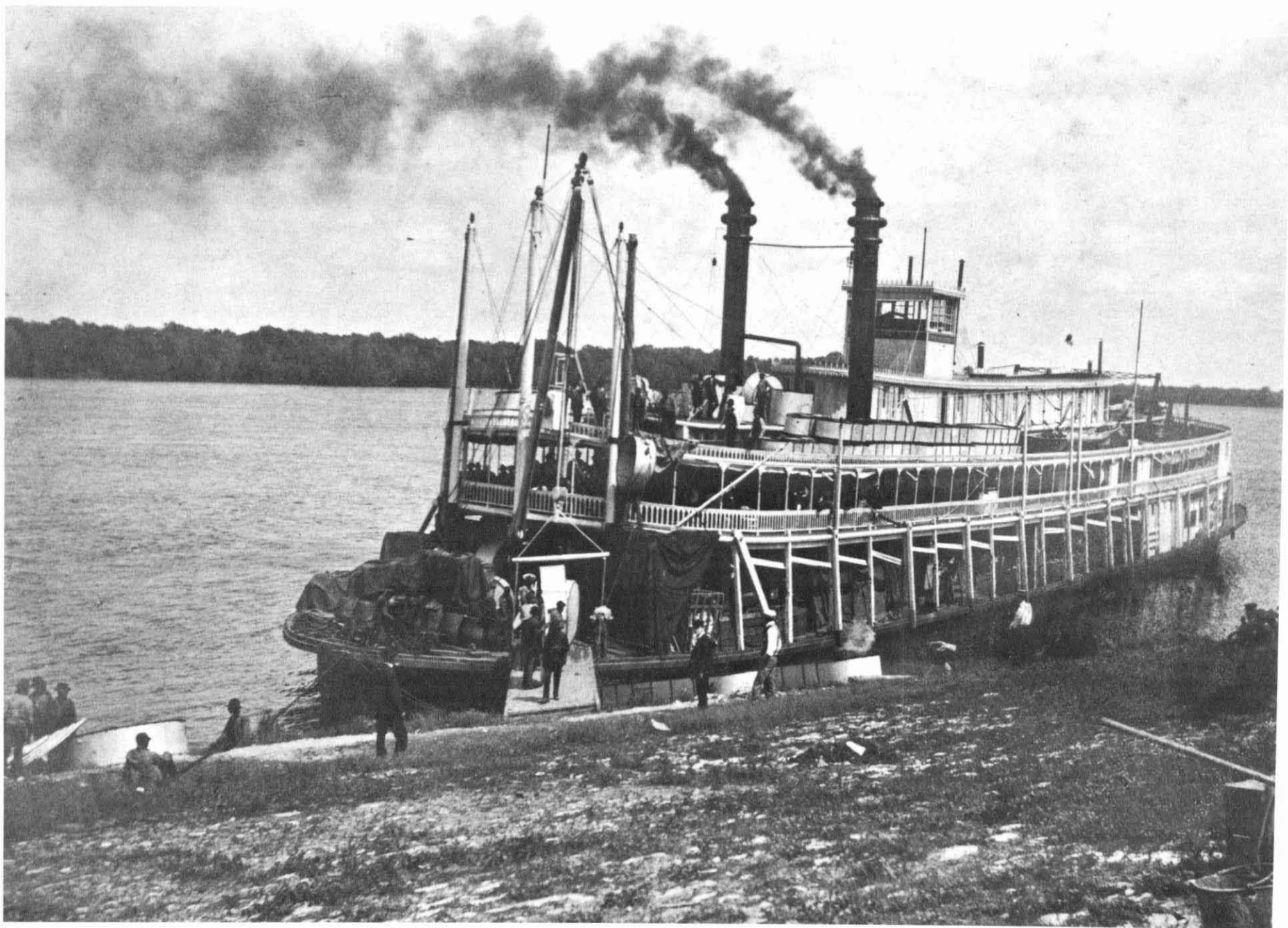
THE IADA was something exceptional, a gas boat built for private passenger excursions. Catherine Remley handed us this picture which had been saved in her family inasmuch as her mother is seated on the roof at the left wearing a hat. This was snapped in the Muskingum River at Marietta c. 1910. The IADA was built at Marietta in 1908, model bow, wood hull, 59.4 x 11 x 2.6. The passenger cabin in the forward end had skylights; the pilothouse was on the roof, and aft of it was a single fancy-topped stack. She was a stern-wheeler. The rather decorative specimen of marine architecture attracted the attention of Earl Cooper, Parkersburg, W. Va., who bought the boat and ran excursions from Parkersburg to Blennerhassett Island, the first boat he owned. His best remembered one was the mv. VICTOR, built in 1924.



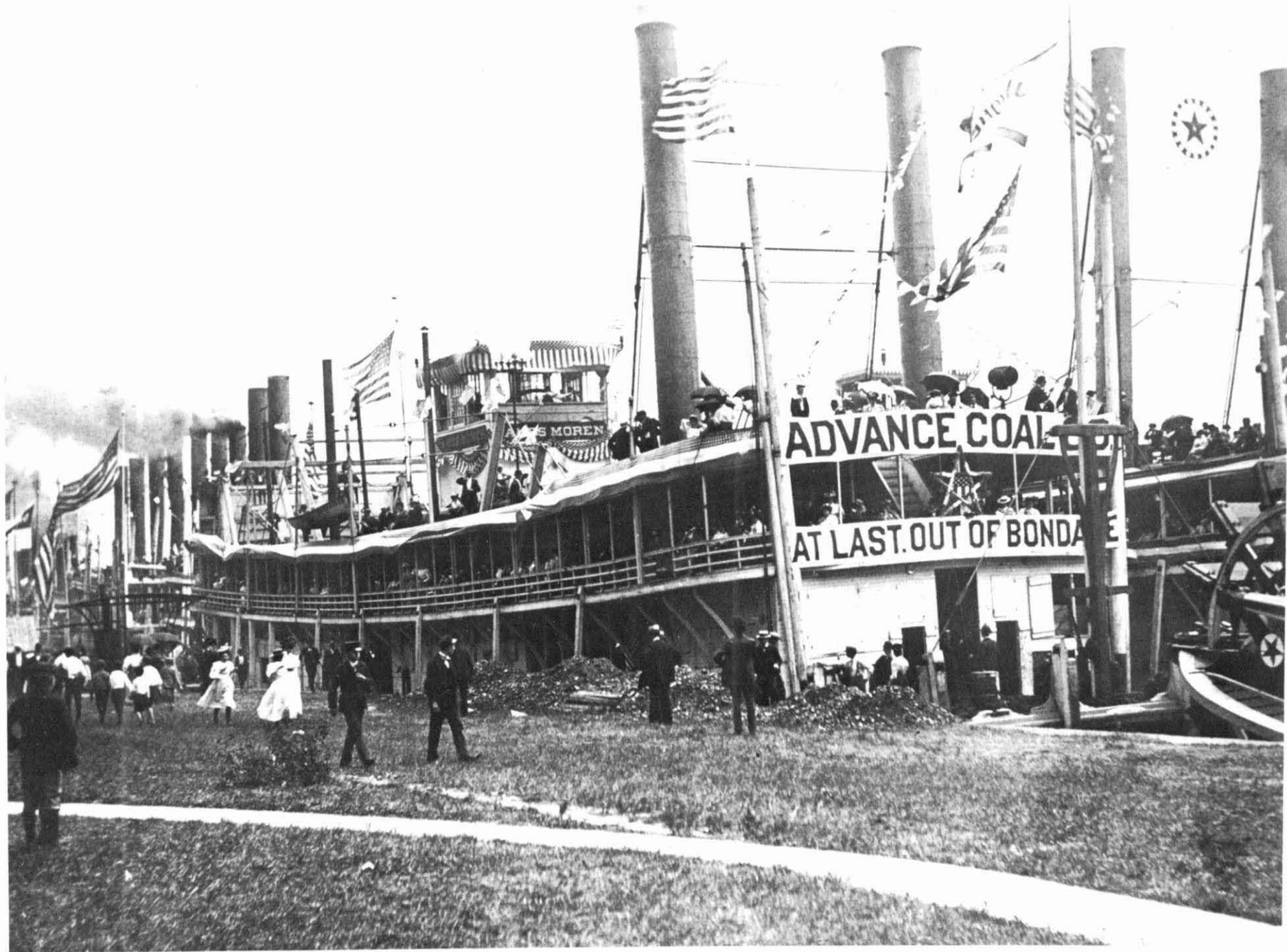


ON S&D DAY, September 17th, Allen Hess was given permission by Harry Robinson to lug his special view camera and equipment to the roof of the Lafayette Hotel. At 5:30 p.m. as the DELTA QUEEN prepared to depart, calliope playing, Allen snapped his shutter and got a negative 8" x 20" in black and white. He kindly sent us a contact print reproduced above, slightly reduced for space requirements. In the right foreground are the privately owned sternwheelers DIXIE (with the white stacks), WILD GOOSE, CLAIRE-E and DON ROB'T. The large light-colored bus parked just a little left of center-foreground is the traveling home of John and Marie Hartford. The Marietta-Williamstown highway bridge, temporarily closed for repairs, spans its incredible 1,818 feet from shore to shore

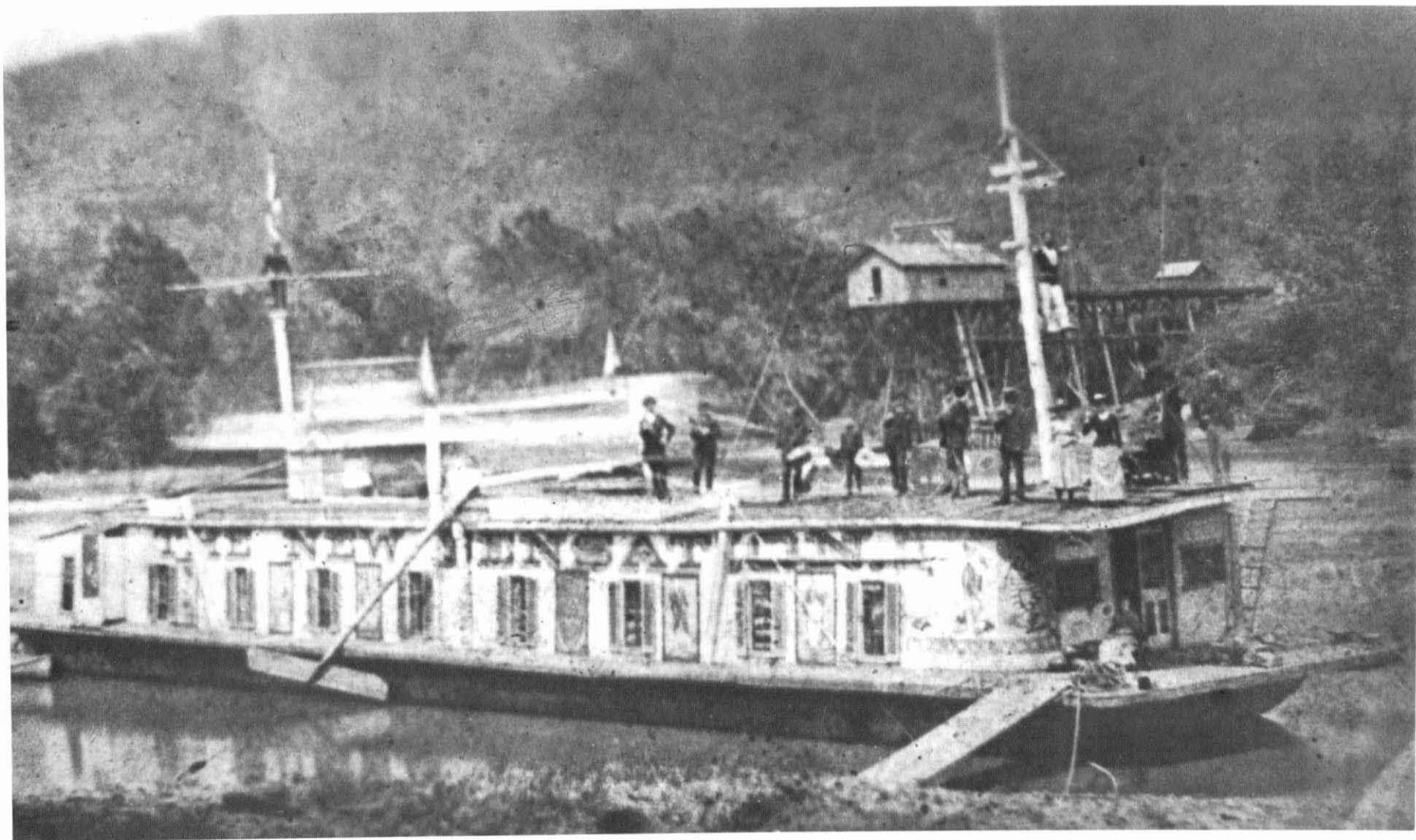
held up in mid-river by a single pier. When opened to traffic in 1903 the nearest upstream highway bridge was at Wheeling, and the next one downstream was at Cincinnati. Marietta's packet wharfboat formerly was moored at the foot of the brick grade (paved with Cisler bricks) which terminates near the DQ's stageplank. The concrete path leading from the DIXIE et al. and paralleling the shore caused a temper-tempest when venerable cobbles were removed to create it not so long ago, but looks now like it's settled in to stay. Ashland Oil maintains a marketing office in the white building, left foreground, at "Boiler Corner." The ancient boiler from which this name is derived was shown in our June '83 issue, page 17.



SIDNEY - Where is she landed? - What's she loading?







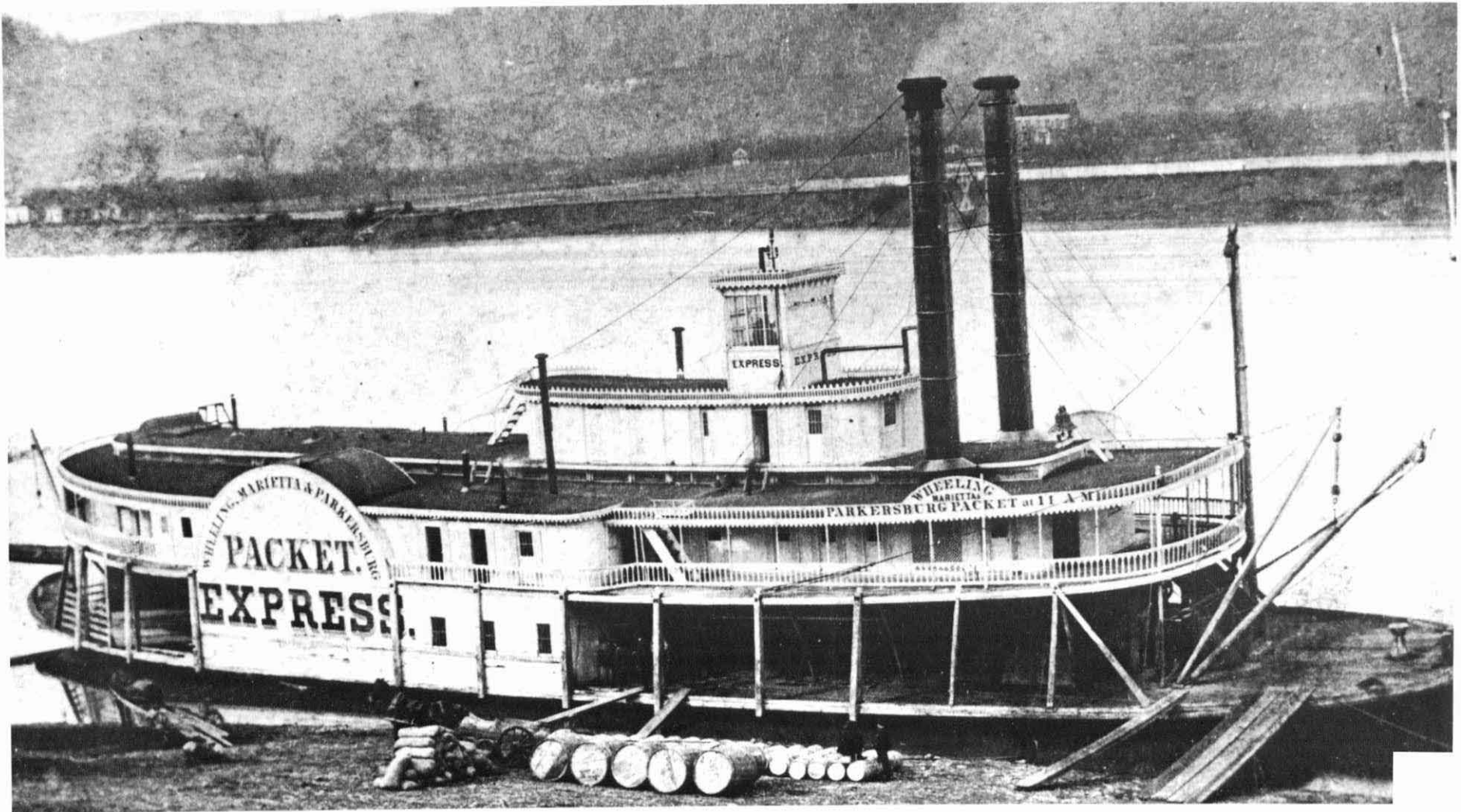
THIS PICTURE comes to us accompanied with a penciled notation reading: "This picture was taken at Winfield, W. Va. on the Kanawha River in 1885. I am pictured standing on the back mast, ready for my tightrope act. Sig. Moncayo is on the traps on the forward mast. This boat was 90 x 18 inside, and had a seating capacity of 450 people. Please keep this for future reference. S. J. Allen." Obviously it is THE NEW SENSATION, first of the many French-owned showboats. It was built at Cincinnati, foot of Lawrence Street, in 1878 on a second-hand wood flat 16 x 85. Acrobat and contortionist Sidney Allen is known to have been

part of the troupe in 1880. His description of the boat is reasonably accurate save that the seating capacity was not much more than 80. Philip Graham in his book "Showboats" describes the exterior paint job. "Between the windows French had painted full color circus scenes, with wild animals, acrobats, and freaks, interspersed with characters from Shakespeare." The name THE NEW SENSATION was in letters almost three feet high. In its early years this showboat was floated downstream with sweeps and oar, and she was hitch-hiked upstream by passing towboats. Our thanks to Ralph DuPae for the Murphy Library print.



TAKEN at New Albany, Ind. on the occasion of an excursion the MUSIC was moved up from her ferry slip to better show the boat and excursionists. The original of this view went through the fire at the Howard Museum but was suc-

cessfully salvaged. No date or information accompanied it. Notice the ornate street lamp on the forecastle, shore (port) side. --Thanks to Ralph DuPae for the picture.



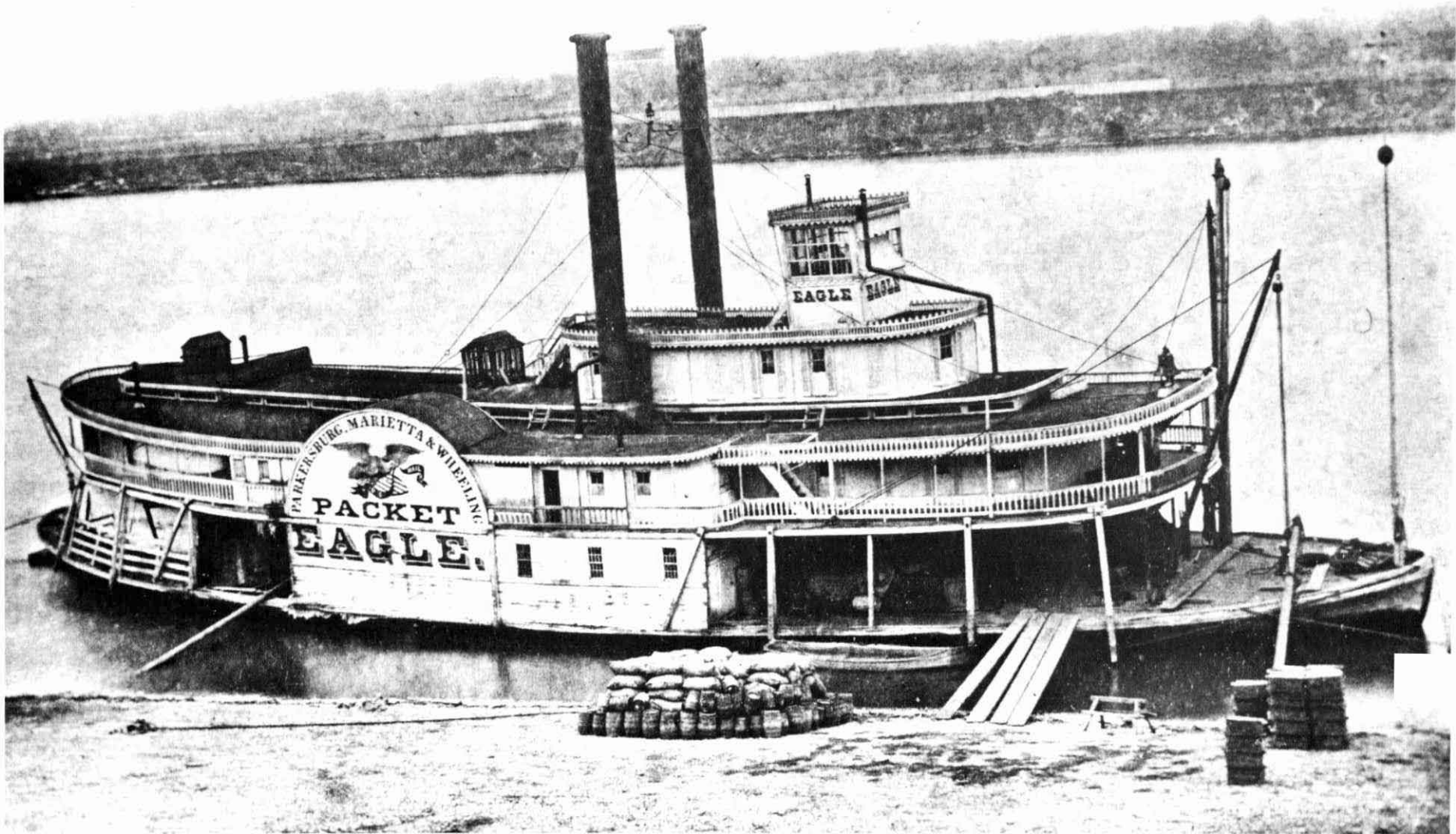
THIS CIVIL WAR VETERAN was built at Belle Vernon, Pa. in 1862 and was immediately impressed into U.S. service as a troop transport which kept her well occupied for the duration. In June 1865 she took aboard at Parkersburg the 2nd Division of the Fifth Army Corps to deliver them to Louisville. The Ohio River was exceptionally low, and she had the misfortune to sink at or near Manchester, O. after striking an obstruction. Nobody was hurt. After being

raised she settled down in the Wheeling-Marietta-Parkersburg trade, Capt. Phil Anshutz, master, and E. J. Anshutz, clerk. This picture was taken at Wheeling most likely in early 1866 and shows in the background the farmed lower section of Wheeling Island. In 1870 she was dismantled; replaced by the side-wheel EXPRESS NO. 2. The above picture was made from an original print in the S&D files, thanks to the University of Wisconsin project, La Crosse, Wis.



SOME PRETTY FANCY side-wheelers were built when the Civil War was still fresh for the Wheeling-Cincinnati trade, chief among them the WILD WAGONER in 1864 and then her successor, the PHIL SHERIDAN, in 1866. The PHIL proved so attractive that within three months she was sold at considerable profit to her owners and paddled off to the Upper Mississippi. This picture of her was taken at Wheeling sometime between January and March '66. In addition to the perfect focus of the boat the view includes a wealth of background information as to what was going on over there on

Wheeling Island. The construction of the famed suspension bridge, showing at the right, prompted the construction of some rather elaborate homes. The island bid fair to becoming the preferred residential area even though it was subject to flooding--quite a few of the homes were built with exceptionally high foundations to discourage river water from creeping over m'lady's parlor carpeting. This photo was made from an original print in the S&D files, kindness of the Murphy Library project, La Crosse.



AN ODD-LOT looking side-wheeler, the EAGLE (#1665) was built in 1861 for short trades between Cincinnati and Louisville, and in design imitated the large JACOB STRADER with her stacks aft of the pilothouse. One year later she was sold to the Wheeling-Marietta-Parkersburg trade, Capt. C. H. Booth, master, and Charles Muhleman, clerk. She ended up her days at Newport, O. after hitting a rock, and sank to the pilothouse. That happened in November of 1871. The original of this pic-

ture for years hung in the office of the Crockard & Booth wharfboat at Wheeling, and later in the office of Capt. Harry Donnally's all-steel wharfboat, same location. Today it reposes in the S&D collection stored in Campus Martius Museum, Marietta. We ran it before, years ago, but this professional copy made by the University of Wisconsin's Murphy Library crew at La Crosse brings out startling detail.

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 20, No. 4

Marietta, Ohio

December 1983

