

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 21, No. 4

Marietta, Ohio

December 1984



BIG SPLASH ON THE OHIO

BETTY WAY RUTTER whacks champagne to christen the towboat FRED WAY at the Marietta wharf on S&D Day, September 15, 1984. Bee gave it all she had on the crosspiece of the bitts and then apologized for messing up the boat. This picture was taken by Betty G. Y. Shields, editor of The Sewickley Herald, and was front-paged in its Sept. 19th issue along with a nice write-up.

Dr. and Mrs. Richard Arthur Ferrington announce the marriage of their daughter, Kathleen Nanette, to Brent Leonard Finley. The ceremonies were held on Saturday, September 29th in the Church of Incarnation, Santa Rosa, California. A reception followed at the Santa Rosa Country Club. Kathleen attended S&D in 1983, then associated with the Stanford Alumni Association.

Sirs: Here is something I wish you would print. I get myriads of enquiries each year as to the SPRAGUE's crew size. I just put her 1910 license into a new portfolio and noted the official number required for her operation on that license: one master, one mate, two pilots, two engineers, four strikers, ten firemen, and 35 in the deck crew. That's the official 55 needed to operate in 1910 (stated September 26, 1910, at Louisville): however, when you add cooks, lamptrimmers, cabin boys, and what else, I suppose you could come close to 70.

Jack E. Custer,
2314 Portland Ave.,
Louisville, Ky. 40212

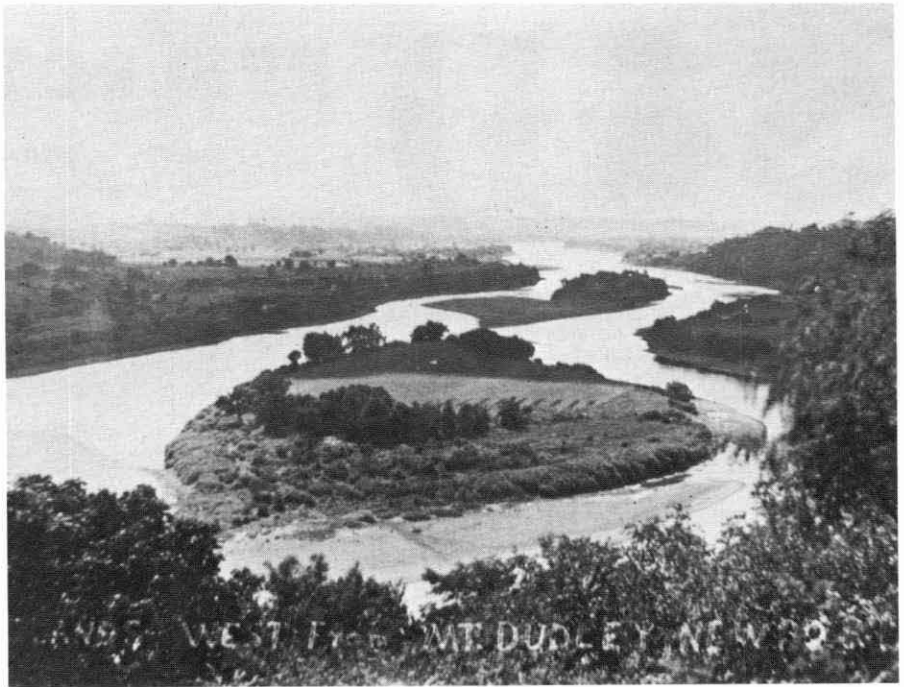
Our sharp eyed secretary, Bee Rutter, was first to enquire about a small pilotwheel mounted in front of the texas of the GREENLAND, shown on page 19 of our last issue.

The Greene family made their home in several of the front texas rooms. When the picture was made in June 1904, Tom was but four months old (born in one of those rooms); Chris was going on three, and these two had an older brother Wilkins, who did not live to maturity. The front porch railing of the texas had a swinging gate, which could be secured, to keep the kids from wandering about.

The miniature pilotwheel was a plaything for these kids. Tom used to talk about it, although we doubt that he played with it, for it didn't last long.

O B I T U A R I E S

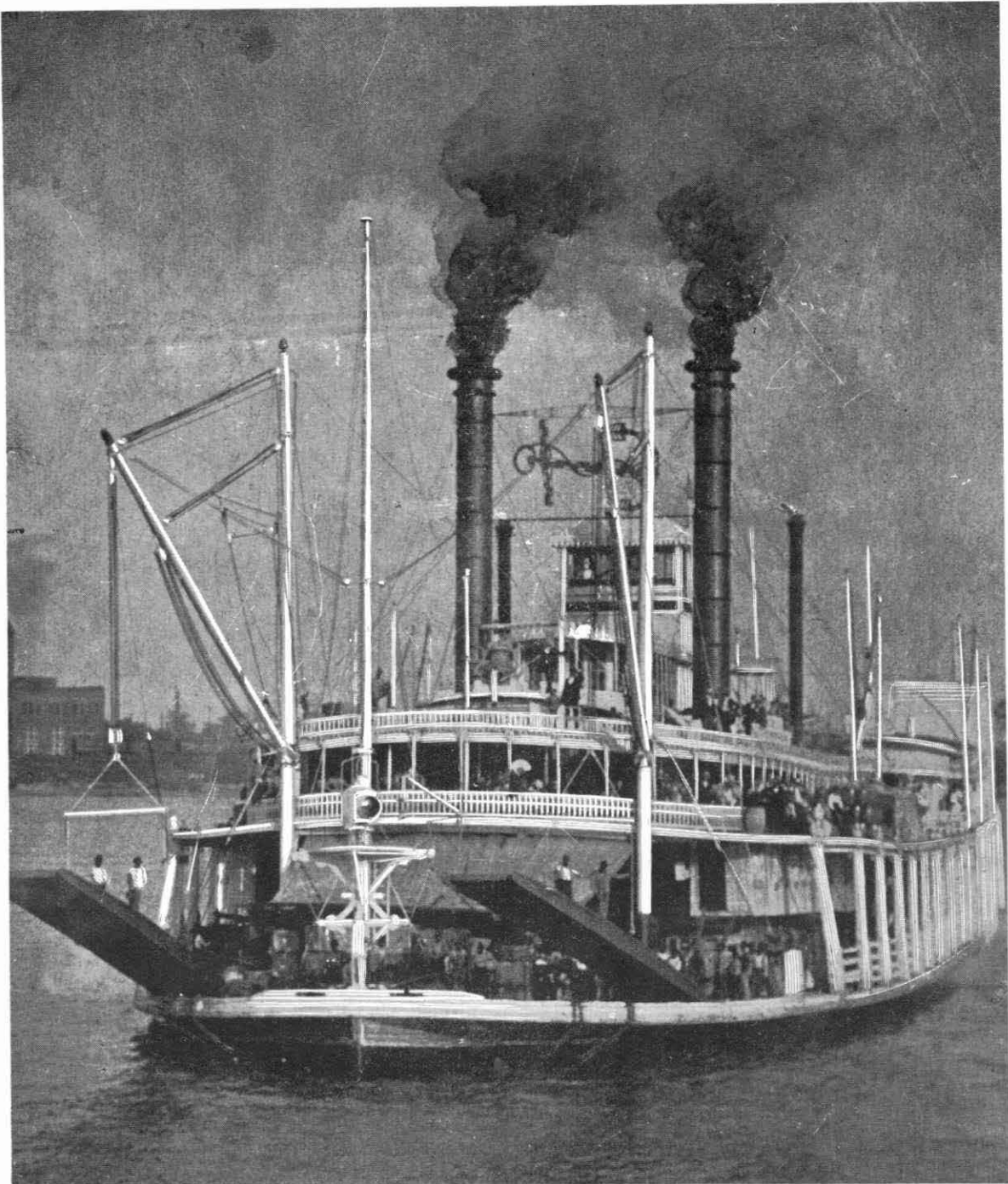
Nathan Goff Carder, page 44
Min Grimes, 44
Capt. Verne Streckfus Sr., 37



ONE OF the torturous channels on the Ohio River threaded to the right down through Brothers Islands about 15 miles above Marietta. In the early 1940s much of the bar at the head of the lower island was removed and the left channel, on the West Virginia side, eliminated the kinks and turns of the old way. The photo was taken from Mt. Dudley near Newport, O. looking downstream. Our thanks to Woody Rutter for the print.



PHOTO taken at the June 3rd meeting, this year, of the OK Chapter of S&D, held in the Mason County Library, Point Pleasant, West Va. From the left: Capt. Harold Wright, Capt. Ben Gilbert, Capt. Clare Carpenter, Capt. Charles Henry Stone, Capt. Francis Wright and Capt. Howard Garland. Our thanks to Bill and Marga Smith of Springfield, O. for the print.



THIS ONE is Merry Christmas from Ruth Ferris, S&D's newly appointed Honorary President for Life. Actually, Ruth sent a couple of copies of this print to Jim Swartzwelder, and Jim kindly passed along one of them to us. The Season's Best Wishes are loaded aboard the Anchor Line's side-wheeler CITY OF ST. LOUIS (#1130). Jim and I speculated that perhaps there is a relationship between this picture and the one which appears in the new Way's Packet Directory. In both views two deckhands are poised on the swinging stages. Ruth's view, above, shows signs of having been retouched, particularly the white flagpoles, davits, derricks, etc. and the stack tops and the smoke have been subjected to a bit of artistry - all of this quite neatly done to heighten the effect of the copper fine-screen engraving from which the picture was run off on a commercial press. We have no clue as to the name of the photographer, the place or date but we'd hand him an A+ on the composition of the whole. We're glad he took it, and thanks again to Ruth for preserving it.

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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, Ohio. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$10 member to one copy per issue. Applications 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,
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 are available from Mrs. Rutter at \$2.50 each. A list of available back issues will be published from time to time.

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

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

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THE SMALL TYPE SIZE used in the September issue did not bring forth the howl of protest we had anticipated. Dr. Leland R. Johnson, the prolific river writer of Hermitage, Tenn., commented: "The New print size is a trifle too small, but since it leaves room for more words and information don't change it; I'll invest in a magnifying glass." Nevertheless, by a feat of typographic legerdemain, and using the same typewriter, we have experimented with a larger type size herein so's everybody can read MERRY CHRISTMAS without magnification.

MOONLIGHT ON THE MONONGAHELA

Centerspread, pages 24-25.

IN THE SUMMER of 1885 the side-wheeler GENEVA was Pittsburgh's excursion boat and distinguished herself on October 7th that year as the flagship of a great steamboat parade celebrating the completion of the first lock and dam on the Ohio River 4½ miles below Pittsburgh. From the time she was built in 1871 through 1884 she was a regular Monongahela River packet between Pittsburgh, Brownsville and Geneva. In the winter of '84, owned and commanded by Capt. Lewis N. Clark, the GENEVA was taken to New Orleans to run excursions during the course of a World's Fair and then's when she acquired the crescent moon and star showing on her paddlebox. Upon her return to Pittsburgh in April '85 she was entered in the local excursion business, and so became the flagship of the Davis Island Dam parade that fall commanded by Capt. Charles W. Batchelor, and aboard were members of the Pittsburgh Chamber of Commerce, families and friends. The celebrated marine artist John Stobart elected to remember this rather famous little steamboat by depicting her at the Smithfield Street landing at the conclusion of an excursion, unloading her merry-makers who, aided by the boat's searchlight, pick their way "up the hill" toward the Monongahela House to catch trolley cars at the corner of Smithfield and Water. Artist Stobart, captivated with the possibilities of moonlight reflected from the river, created the packet at the right, arbitrarily gave her fancy-topped stacks, and set her in the scene. He has no idea what her name is, and neither do we. Same is true of the other boat up near the bridge. Everything else in the picture was very real in 1885.

EXAMINATION OF J. M.
WHITE'S ROOF BELL
POSES QUESTIONS

In our last issue, page 2, our friend J. Raymond (Ray) Samuel of New Orleans reported in picture and text the discovery of the roof bell from the J. M. WHITE. In October three S&D sleuths visited the scene, Larry and Ethel Walker, and Dorothy Frye. Larry writes the following report:

"We went up to New Roads, La. on Thursday, October 11. I decided to stop in the police station in an attempt to pinpoint the exact location of the Beaud place where the bell is located. I parked the car by a meter with the 'expired' flag up to do this. I was not too successful in the station and when I came out Ethel and Dorothy were fast-talking with a policewoman preparing to give us a ticket. She accepted our story, suggested we enquire at the parish courthouse just down the street, and recommended a place to eat (which turned out very good).

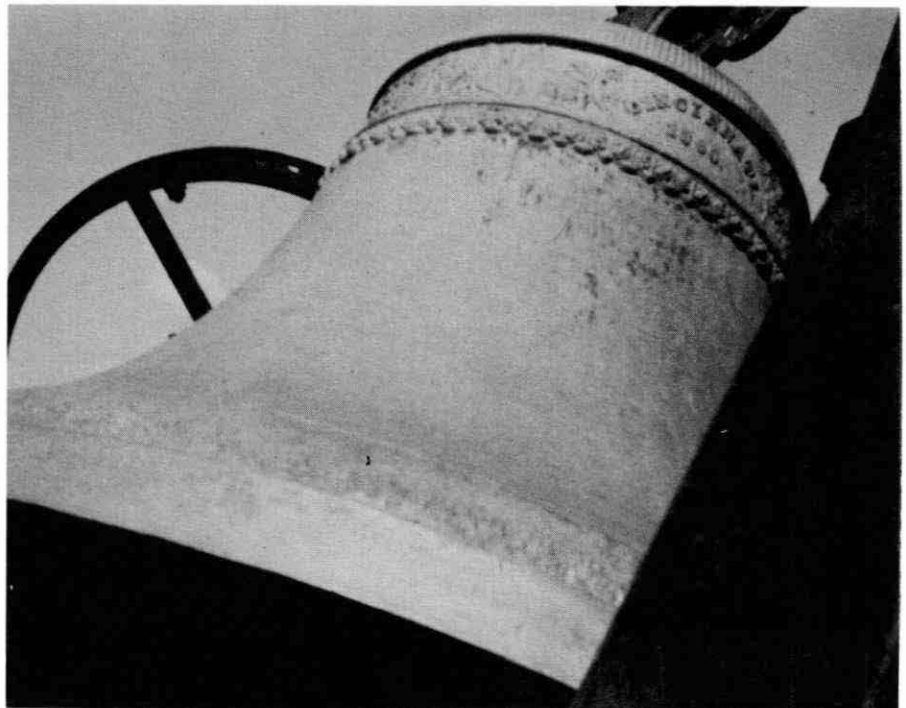
The sheriff's dispatcher was most helpful, giving me the name of the plantation and Beaud's phone number. After lunch I spoke to Mrs. Beaud on the phone. She invited us to come right out and provided directions.

"It was about where we pictured the place to be, based on prior travels through the area. Joseph G. Beaud and his wife live on Sugarland Plantation where the bell is located. They had just finished lunch and insisted on serving us coffee. These most friendly and pleasant folks have a nice home, built 1939 or 1940, incorporating parts of older Beaud houses. They raise sugar and cattle, and formerly raised sweet potatoes marketed as 'Jo Bo' potatoes.

"Mr. Beaud permitted me to tape his recollections of the bell, to wit: 'Well, I heard from my father that the J. M. WHITE boat had stopped at the landing, the St. Maurice Plantation landing, to load a cargo of sugar for my great-grandfather's sugar mill. The fire started on the boat and completely burnt and undoubtedly the bell must have been located where it did not go through the intense heat and it burnt down to a certain level and the boat sunk. My great aunt, who lived where we



Campanologist Larry Walker of Cincinnati mounts an extension ladder to study, photograph, ring and record the old bell said to have come from the J. M. WHITE. His attention was attracted to it by the article on page 2 of our last issue, and since having talked with Ray Samuel at S&D. The other view is the best close-up. In the top band the lettering CINCINNATI 1860 is visible, with classical figures on either side. There is another ornate band circling the bottom of the bell with more classical figures.



are today, salvaged the bell from the Mississippi River and erected it on a stand right beside their home. Maybe about thirty or forty years later I built a new stand and erected it where it is today.'

Mr. Beaud wanted it made clear what what the family knew about the bell had been passed down by word of mouth. There have been nine generations of Beauds on the land.

"While we were looking at plantation buildings adjacent to the house Mr. Beaud sent for an extension ladder, whereupon we went to the bell tower. There it was, truly imposing, slightly smaller than the bell on the DELTA QUEEN. The plantation hands set up the ladder, not tall enough to reach the top of the tower. This shortcoming prevented taking close-ups I had hoped to get. Oh, for a longer ladder!

"Anyway, I climbed as high as possible for a close look. My delight became increasingly mixed with confusion as I read the inscriptions. On the face hardest to reach is the legend 'Columbia So. East of Broadway.' Further around, 'G. W. Coffin Co.' On the side most easily reached is the legend 'Cincinnati 1860' and between this and the Coffin legend is the name 'Buckeye Foundry.' There is a very ornate band at the base of the bell where appear the words 'W. C. TINKERS HALL', the letters about 1½ inches tall.

Mr. Beaud informed me that until very recent years the bell was in regular plantation use. It was rung like a church bell, pulling a rope at ground level attached to the wheel (see photo.) It was not tapped, as is a steamboat bell. The first daily ringing was at 3 a.m. to rouse the hands. Then again at 3:30, and again at 4 a.m. by which time the hands were required to be in the mule yard, harnessing up. It was rung again at noon, and possibly again later in the day. It served for fire alarms and other emergencies. I recorded the sounds of two strokes, a beautiful tone.

"What had started out as an expected 30 minute visit ended up with us spending something like 2½ or 3 hours, thanks to the friendliness of these people. I said nothing to the Beauds of the ever-growing doubts gnawing in my mind and, needless to say, the bell was the topic of

conversation all the way back to New Orleans.

"On Saturday we visited the Historic New Orleans Collection and were handed three large boxes containing documents and pictures from the Tobin and Gay families. We concentrated on searching for any clues about the bell, and turned up a small, stiff-back booklet published when the boat was new in 1878. It states that the bell came from the Kaye Foundry in Louisville. Now I see in Way's Packet Directory that the bell of the J. M. WHITE was made in New Albany and weighed 2,800 pounds. Ed. Note: Will S. Hays wrote a big blow for the new WHITE and noted therein the weight and New Albany origin.

"If the bell was made in either Louisville or New Albany, as seems likely, the Sugarland Plantation bell is not the original one used on the WHITE. Perhaps the Beaud's bell was not on the WHITE when she burned, a possibility I tend to discount. Can it be that the original one was removed prior to the fire? Without a shadow of doubt much of the valuable furnishings were so removed, including piano, furniture and silverware. If the original bell was removed, what happened to it?"

=The date 1860 cast into the Beaud's bell reminds us that Capt. John W. Tobin in 1860 built the side-wheel J. FRANK PARGOUD (#2899) at the Howard Yard, Jeff. Hidden in the Yazoo River at Greenwood, Miss., she was purposely scuttled to prevent capture on May 13, 1863, and in July that year was purposely burned for like reason. Such time-lapse between scuttling and burning provided opportunity for removal of much equipment. Captain Tobin may have lugged the PARGOUD's bell around on the J. M. WHITE as sort of a family relic, who knows? Our opinion, until otherwise discredited, is that the original bell was lost in the fire, having crashed down from the roof into an inferno. The PARGOUD bell, not in use, may have been stowed on a lower deck, or even in the hold, and survived to become the one in Larry's pictures. So what does W. C. TINKERS HALL have to do with such day-dreaming? Dunno, dunno. -Ed.

Dear Mrs. Rutter: I joined the Sons and Daughters when I was writing a book on ship structural design and I wanted more detailed information about the structure of our traditional inland water craft. I found the S&D REFLECTOR most helpful, not only for the historical photographs but also for the leads it provided as to sources for additional material. The reprint of a paper by Capt. E. A. Burnside submitted by his daughter Mrs. W. S. Reynolds which appeared in the Sept. 1982 issue was most enlightening, especially as such technical engineering information in the form of professional papers is so very scarce.

I have now come to the point however where I can no longer continue to accumulate or read all the material I receive on the many subjects of interest. I therefor wish to resign my membership but I do so with many thanks for all the enjoyment and enlightenment which the "Reflector" has given me. Sincerely,

J. Harvey Evans,
8 Doran Farm Lane,
Lexington, Mass. 02173

Sirs: Last April I joined S&D after learning about its magazine while visiting friends in Winston-Salem, N.C. Later I sent a copy of my father's license to the magazine, which was published in the last issue, page 10. Since then I have received a letter from Jess L. Coen in Cincinnati, who remembered my father, Capt. Nathan Gay, Jr., well, saying he was a "fine captain."

Thanks again for sharing my memories of Dad with those who read the S&D REFLECTOR.

Dorma Dell Thom,
(Mrs. Charles R.)
333 Grove Ave.,
Charleston, W. Va. 25302

Our secretary Bee Rutter appreciates a kind note from L. K. (Lee) Marmet, 1 Morris Street, Apt. 104, Charleston, West Va. 25301. Lee remarked upon the "thoughtfulness and sincerity of Charles T. Jones and his son Nelson Jones" in naming the FRED WAY for Bee's father.

S&D

THE ANNUAL S&D meeting, held at Marietta Sept. 14-15, brought to the scene more river-related people than ever before, and produced a succession of events beyond belief, so much so that Ye Ed lapsed into a state of bewilderment, and so remains three weeks later as this is written.

My grandson Tom Way and I arrived Wednesday, Tom doing the driving - a newly acquired Ford 4-door Escort - "newly acquired" inasmuch as my old reliable '75 Chevy had cashed in its chips following a boulevard crash when a good lady from Aliquippa ran a red light and smacked me (the Chevy) in the larboard rear - so hence the Escort, not by design; by

necessity.

On the way down we stopped in at Clarington to visit the burial places of J. Mack Gamble and Bob Thomas, and took another brief detour at Newport to re-read the monuments marked Greene, Greenwood and Hughes. Tom had never been to these places.

Ralph DuPae was on hand to greet our arrival at Marietta, confirming the tradition that S&D's president never, ever, even once, has been the first to get there. Then too, lined up at the Ohio River wharf were ten pleasure boats and contents, left-overs of the annual gala Sternwheeler Week-End lately concluded.

Largest of these sternwheelers was the DIXIE. We were invited aboard by Jan and Primo Di Carlo (that's pronounced Preemo) to discover another early arrival of consequence, Ken Watson of Rugby, England. Ken and his wife Joan first attended S&D in 1979, at which time Ken was building an 18-foot working

model of the IDLEWILD (first name carried by the BELLE OF LOUISVILLE.) In 1981 he made quite a splash in England when his boat sank in a lake sternfirst in the presence of a TV crew and newsmen. Ken was obliged to swim ashore. The resulting publicity was enormous, and since that time Ken and his IDLEWILD have attracted wide spread publicity. He has been invited to appear in Japan, all expenses paid.

Dr. Antony Twort of the United Kingdom also attended S&D, his third visit to the U.S. He travels by Greyhound bus and has visited in most of the principal cities along the Mississippi River System. He is a physician in Surrey, in a town with the improbable name of Godalming. Rather than stumble over the word, Woody Rutter pointedly omitted mention of it when introducing the good M.D.

Most surprising long-distance arrival was Richard W. (Dick) Rutter of Alamo, Calif. who



Marga Smith expended a click of the shutter to portray the last living moments of a bottle of champagne held in anticipation by Lenora Sutphin (center). It went from Lee to Bee, sacrificed to the lore of the river, and that's Bee on the left. Over to the right is a good profile shot of Lynn Dow Webster.



Ray Samuel took this one an instant before, or perhaps during, the bottle busting. When we looked up after the fizz and glass stopped flying, for a moment all we saw were cameras, cameras, cameras.

walked in cool as a cucumber without advance notice, even to his parents Woody and Bee. C. W. Stoll nudged me in the Gun Room and said, "That's Dick Rutter sitting over there with his back to us." I answered, "No, no, can't be Dick Rutter." Ye catfish, I got up and walked over there. "Hi, Grandad," he said.

C.W. and Lucy brought with them from St. Louis the belle of the ball, Ruth Ferris, celebrating her 87th birthday. Even though the automobile trip had been broken into two hops, staying the first night near Indianapolis, Ruth was a bit bushed Thursday evening upon arrival at the Lafayette. At the dinner table, having been greeted by many friends, she suddenly perked up and announced, "I'm feeling just great!"

The top ranking delegate, when it comes to age, was Lester G. Frank, who arrived by bus from Cincinnati, now 90. We can tell it now, although not announced at the meeting, Lester handed our secretary a check for \$1,000 to

be placed in the general S&D account, as a token for the pleasure he has had from the REFLECTOR and while attending S&D meetings. A last-minute cancellation from Mrs. Leon (Alma) Ash, now 95, prevented her from challenging Lester as "top of the heap" in the age brackets.

At the other end of the spectrum, Leslie Campbell (Cam) Hawley, son of Ken and Karen Hawley, of Memphis, stole the show at the age of six weeks. Cam was born July 30th (1984, that is.) He is of course the first grandson of Homer and Grace Hawley, who were very much present. Too bad "Uncle Doc" had to be running the boat at New Orleans and hence couldn't share this debut.

The NATCHEZ was getting along without Wilbur E. Dow Jr. for the time being. He and daughter Lynn flew in from Lake George, N.Y. and I do think, in retrospect, this is the first time Wilbur wasn't on his feet to honor us with an address, or speech, or even an announcement. His reply to this in all likelihood will be "I wasn't

asked." When Wilbur Dow feels sufficiently moved to speechify he lets himself be known and he's consistently good. His silence this time is still ringing in my ears.

Dianne (didn't she look great!) and Lee Woodruff of Greenwood, S.C., were Thursday evening arrivals, well in advance of Dianne's parents, of whom more anon. We were getting all geared up to make an Airport meet for the arrival of J. Raymond (Ray) Samuel, due in Friday at 2:50 p.m. from New Orleans, his inaugural appearance at S&D. Catherine Remley had kindly offered to take us over in her car. Fact is we were starting down the steps from the hotel lobby to the street when in walks you know who - Ray - bag and baggage. Must have had a tail wind or something. Ray is the boy who lately "discovered" the roof bell of the J. M. WHITE and was allowed to ring it. Who better qualified? He's president of the Louisiana Historical Society. A group of us, Ray included, spent the warm, sunny afternoon exploring

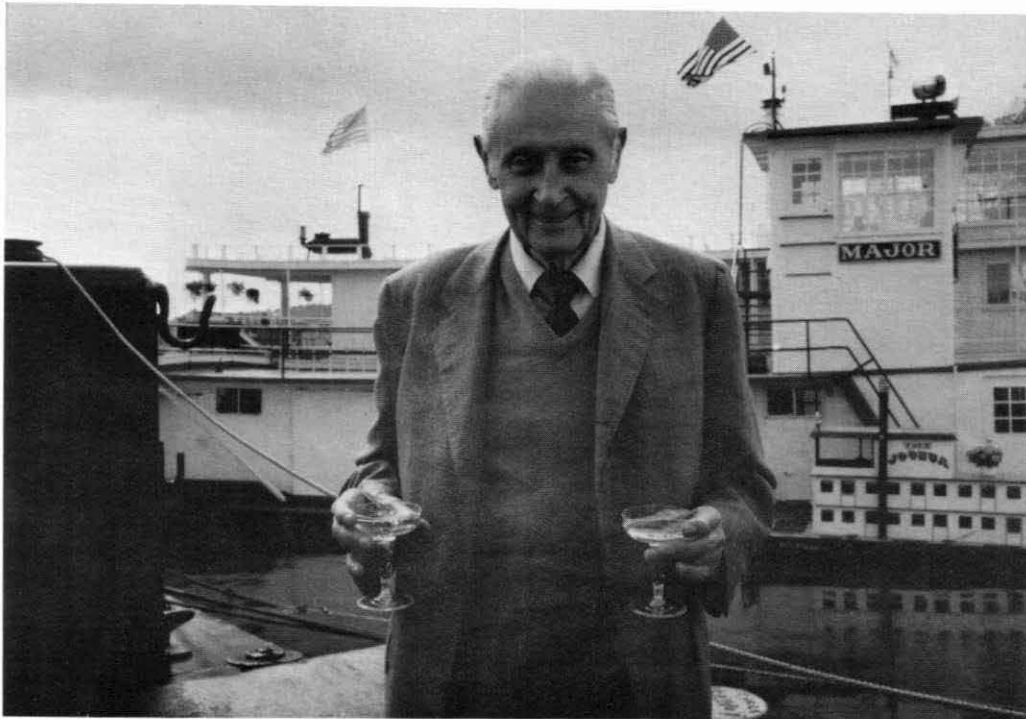
Continued page 11



Principals of the christening ceremonies at the Marietta wharf were the father and son team, Charles T. (right) and Nelson Jones of Charleston, West Va., here pictured on the barge AMHERST "exhausting the language of laudation." This happy picture, which we cherish more than most, was taken by Marga Smith of Springfield, Ohio. She labeled it "The Jones Boys."



Perhaps the best one of the yet to be named FRED WAY was also taken by Marga Smith (see above) from the upper deck of the DELTA QUEEN. The unique port hole design prompted much discussion among those present and we throw out an invitation for somebody to elaborate for us about the origin and the extent of this styling. We have the impression that it was limited to Dravo-built diesel towboats and may have involved a half-dozen of them.



Following the christening of the FRED WAY a glass of champagne was provided for each guest, and here Ray Samuel snapped Wilbur E. Dow Jr., who runs steamboats at Lake Champlain and at New Orleans, well occupied with his dual role. In the background is the MAJOR, and in right foreground with the many windows is the JOSHUA which drew much attention due to her small size. See her again in the picture below.



The David and Goliath of the day were the DELTA QUEEN and the tiny JOSHUA, both with operating sternwheels. Ray Samuel caught this fascinating comparison as the DQ departed Marietta for Pittsburgh, calliope playing.



After the unveiling, and to lively music from a blue grass band. Eileen Daily posed Charles T. Jones and Woody Rutter to starboard, and Bee Rutter and Nelson Jones on the port side of the freshly unveiled pilothouse nameboard.

the Ohio River Museum.

On Friday the coming events were casting shadows before, the more ominous ones including the weather (rain on the way) and satisfactory arrangements for berthing the DELTA QUEEN, all 285 feet of her, at the local wharf. Difficulties had been encountered a week prior when Her Ladyship was usurped from her usual location at the grade due to a regatta. Instead she had been sent upriver to the new park area below the bridge, unsuited for handling her passengers. In addition to the ten pleasure boats already lined up, a special "party barge" was enroute from the Kanawha River for use during a 2:30 p.m. christening ceremony for a 150-foot diesel towboat. Gene Fitch, Nelson Jones, Bill Barr, Jerry Sutphin and y.t. sat on a log, so to speak, agreed on the essentials needed to handle the placements, and the sequence of bringing it about. From that moment on I never gave it another thought. On early Saturday morning the DELTA QUEEN landed at her usual place; the ten pleasure boats

have been moved downstream; the party barge AMHERST then was shoved to its location faced to the yet-to-be-christened towboat. Presto: all was readiness. My sole contribution was on the score of the weather. On the schedule of events, distributed courtesy of the Lafayette Hotel, I had said: "If it rains you will get wet." Friday night rain it did, hard at times. B.G. Shields said it more poetically in her account of S&D in The Sewickley Herald. Let me quote her words:

"Rain during the preceding night and menacing black clouds hovering over the riverfront threatened the festivities. After noon on Saturday the dark clouds came only intermiitently and were replaced with great billowing white ones hanging against a background of blue. The sun shone on the barge AMHERST, where a blue grass band picked out foot-stomping pieces."

BUT NOW LET'S back-track a bit; seems we're getting ahead of the story. On Friday evening, following

supper, a reception was held in the Riverview Room at the hotel. Ruth Ferris was the guest of honor, wearing a corsage presented to her by her ex-fifth grade pupil, John Hartford. Larry Walker and Drothy Frye registered 193 S&D'rs during the course of the evening. These names occupy a page accompanying this account. Regretfully we did not pursue the registration Saturday noon when 277 attended the luncheon, and we've been kicking ourself ever since. Shirly Greenwood, Ethel Walker and Bee Rutter served the cake and punch. On display was the model of the AUBURN PRINCESS described in our last issue, page 3, brought from Cincinnati by John M. Glaser, and the object of much favorable attention.

SO HERE CAME the DELTA QUEEN, whistling for her landing. What time was it? We were just rolling out of bed Saturday morning when she blew. Wow! The Big Day had started.

Seven of the nine-member Board of Governors answered

"here" and "present" when chairman Woody Rutter brought the meeting to order in the Sternwheel Room. Absent were Tom Kenny and Bill Reed, Tom because of distance, now living in Colorado, and Bill regrettably due to a last-minute illness of his wife Mabel. Woody's call to order was a novelty. He blew a three-chime air whistle provided by Jim Swift for the purpose.

Larry Walker presented his treasurer's report, detailing how our working balance had dwindled from \$14,112.47 a year ago to \$6,836.18. Five issues of the S&D REFLECTOR were paid for during the year, instead of the usual four, and a new Panasonic typewriter had been provided to the editor to reduce the work-load. These two items account for about \$3,500 unusual expense. Also charged up was \$896.86 for 150 new S&D REFLECTOR binders, the proceeds after their sale to be returned to the treasury.

Secretary Bee Rutter let it be

known that she had on hand a supply of the latest S&D REFLECTOR Index, covering Volumes 16-20, 1979-1983, prepared by Alan L. Bates. Also she had brought along a limited supply of the new REFLECTOR binders. Bee evidenced real concern as she told of two members, a husband and wife, who precipitously cancelled their S&D membership after having attended the 1983 meeting, their first, in something of a huff. no explanation. Then Bee related a good news story, of how a long-time member had handed her a check for \$1,000 for the S&D treasury. This good person, as related earlier in this story, was Lester G. Frank of Cincinnati, aged 90.

Jack Custer related the activities of the Middle Ohio River Chapter of S&D, now comprised of 90 members and something like \$1,000 in the till. R. Jerome Collins of Nitro, West Va. spoke for the Ohio-Kanawha

Branch of S&D, which meets with regularity in the area, puts on excellent programs, and has enthusiastic members. Jim Wallen, who reports these meetings in the REFLECTOR, was unable to attend S&D this year due solely to a conflicting meeting in Huntington he felt duty-bound to attend. In a letter of regret Jim about ate his heart out for not getting to meet with Bob Gray, Kent Booth and other good friends.

Yeatmen Anderson III announced that the photograph collection in the Inland Rivers Library, Cincinnati, now tops 20,000. A new Index of the river material available there is in the works, to be released in 1985.

Bert Fenn reported that the J. Mack Gamble Fund, as of June 1984, showed assets of \$237,507, the increase due in part to the recent discovery of assets which were not inventoried in the original accounting of the Estate.



Jim Swift looks like he's waiting for a street car, perched on the FRED WAY's bitts. Be not deceived; Jim later on sat down at his typewriter and pounded out a complete story of the S&D meeting which ran for pages and pages in The Waterways Journal, accurate to the last comma and period. The highly decorated shirt he's wearing has on it a picture of the excursion steamer G. A. BOECKLING now being restored on the Great Lakes. Pretty fancy, eh what?

Grants made during the year included \$5,000 to the Murphy Library at La Crosse, Wis. for furthering the University of Wisconsin's steamboat photo quest, and a like amount to the Inland Rivers Library, Cincinnati, to assist in their river photograph collection.

John Briley called attention to a set of flags, each bearing the insignia of river barge lines, past and present, hung overhead in the third Ohio River Museum building. These were presented by Capt. Tom Kenny and are quite attractive. Also John announced the transfer of the Tom R. Greene Memorial Light from its former location bordering the Lafayette's Ohio River parking lot to the Ohio River Museum premises. It beams a continuous white light visible up and down the Muskingum. Jeffrey Spear has undertaken a comprehensive index of S&D materials in storage at Campus Martius Museum and on display at the Ohio River Museum. Jeff is donating his spare time to the project.

President Way announced the formation of the S&D River Museum Committee of three members, John Briley, Woody Rutter and Jeff Spear. The Committee will evaluate applications for loans of S&D materials. Consent will require a unanimous vote of the three members.

Also president Way recommended to the Board that they consider naming Ruth Ferris as Honorary President of S&D. Chairman Rutter cast his vote in favor and asked for a roll call, which was unanimously adopted. Ruth, seated in the back, did not grasp what had happened to her until Lucy Stoll scribbled a note and passed it to her. Ruth was really floored, elevated to such distinction in a Board action which required about 90 seconds to firm.

Capt. William C. Dugan of Vanceburg, Ky., who died January 3rd, 1984, provided in his will that S&D receive his river collection. Jerry Sutphin volunteered to contact the estate's executor, J. B. Kelley, and pick up the material.

There being no further business, chairman Rutter closed the meeting with a landing whistle on his newly acquired instrument.

A VAILABLE officers of the DELTA QUEEN did us the honor of occupying the head table at the noon luncheon served in the Sternwheel Room. The order of seating, from the left: Chief engineer Edgar Jones; Mrs. Jones; chief steward Robin Hixon; Capt. Gabriel Chengery, master; Capt. Norman Hillman, pilot; Mrs. Hillman; and also Patricia A. (Patti) Young, public relations manager for Delta Queen Steamboat Co., and Patti's sister Marta Tovkach, associated with the famous Cincinnati bell foundry, I. T. Verdin Company.

When we looked over that sea of faces at the noon luncheon, as we have said, 277 in all, it commenced to sink in. Something special was going on. Persons we had not expected to see were appearing out of the rafters. William C. (Bill) Engle, who runs Holiday Harbor at 10 Mile Creek on the Monongahela. Bill presented colorful ROB'T E. LEE dishes to John Briley for the River Museum. Bill Stinson who runs the coal landing at West Elizabeth on the Monon. Sewickley people had come; Betty G. Y. Shields, editor of The Sewickley Herald; Bill and Dorothy Moore; Neville and Mary Ellen Davison; Roy and Marion Hegner, Dan and Carroll Taylor, and from over on Neville Island, Bob Kreamalmeyer, who made the acorn adorning the DQ's mast. Gene Lister, who runs the CAMDEN QUEEN at Huntington, took us completely off guard. Seems to me Dan and Jeannette Owen were making their S&D debut; anyway, here they were.

TIME HAD COME to wander down by the river, slapping at pesky honey bees enroute. We always look upon the DELTA QUEEN with disbelief that we first saw her in California so many years ago, and she seems to improve all the time. Nestled alongside was the red-painted barge AMHERST hooked to the sleek 1945 towboat once so familiar along the Upper Ohio when she shoved sand and gravel as the BUCKEYE. Today, standing on the sidelines, was Capt. Stanley Lysick, down from his farm back of Coraopolis, who had spent 16 years as pilot and master of her at the time. The ten pleasure boats were now augmented by the sternwheel MAJOR, which had brought the AMHERST barge from the

Kanawha River, and therein lies a long tale dating back to 1928. In the 56 years of her career the MAJOR spent seven of them, maybe eight, rustivating on the bottom of the Kanawha River - sunk. This was our first view of her since the resuscitation. As we wandered down by the river enjoying this floating panorama Tom Way and I were having other thoughts as well. Tom's sister Grace Way, my granddaughter, at this very moment was in the process of taking unto herself a husband, the ceremony being staged over in Illinois. Grace, now 23, was named for my late wife Grace. -And while on the subject of names, Tom Way gave me something of a start while we were standing at Capt. Tom Greene's gravestone at Newport. "I was named for him," Tom said sort of matter of fact. My memory must have slipped a gear.

The christening ceremonies, held on the AMHERST barge, went off without a hitch, MC'd by C. W. Stoll who already had MC'd the noon luncheon and who was to MC the banquet that evening. He introduced Charles T. Jones, president of Port Amherst Ltd. who had delayed a trip to England for this occasion. We'd never before heard Charlie Jones in action before an audience and made mental note to tab him for an S&D banquet speaker one of these days; he has what it takes. Nelson Jones, his son, followed with smooth words of laudation, enough to make a china cat blush. I think it was Nelson who hatched up the idea of naming the boat FRED WAY in the first place, but maybe his Dad was in cahoots from the start; I just don't know. The two of them dropped in beforehand at 121 River to ask how I'd like the name applied on the boat's signboards. My preference was plain FRED WAY, thereby honoring the memory of my father Fred Way who launched me into steamboating on my own by financing the BETSY ANN. One day he was asked, "Are you the river captain we all hear about?" to which he replied, "No, only the poor father." Then, too, my son Fred III who instructs at Case Western Reserve, hopefully will hang in his office a framed picture of the FRED WAY, in color of course, and the scared

REGISTRATION AT THE S&D PARTY
FRIDAY EVENING, SEPT. 14, 1984
(In order of registry)

Mr. and Mrs. Frederick Creasey Winston-Salem, N.C.
Mr. and Mrs. Robert D. Ashley Racine, O.
James W. Sutton Metairie, La.
Mrs. Betty Buckley Zanesville, O.
Roy Emery Hanover, Ind.
Keith Norrington New Albany, Ind.
James Wilson Staten Island, N.Y.
Alice S. Wilson (Sec. SSHSA) Staten Island, N.Y.
Jeffrey L. Spear Marietta, O.
Jack E. Custer Louisville, Ky.
Sandie Miller Louisville, Ky.
Bob Isfort Cincinnati, O.
Ken and Karen Hawley Memphis, Tenn.
Leslie Campbell Hawley (6 weeks) Memphis, Tenn.
T. J. Hall II Ft. Thomas, Ky.
Jack and Alice Massey Cincinnati, O.
Mr. and Mrs. Robert Kirk Martins Ferry, O.
Grace and Homer O Hawley Charleston W. Va.
Mrs. Nathan G. Carder Murraysville, W. Va.
Mr. and Mrs. Charles White Murraysville, W. Va.
Robert H. and Elaine Rea Clarington, O.
Jim and Jeanne Haley Lakeside, Ky.
Jim and Shirley Greenwood Newport, O.
J. W. Kiehle Rochester, Pa.
John L. Fryant Alexandria, Va.
Antony Twort Godalming, U.K.
Mildred and Paul Bennett Beaver, Pa.
Paul Durothy Columbiana, O.
Bob and Virginia Smith Sewickley, Pa.
Bill and Elaine Rist Huntington, W. Va.
Betty and Al Adamson Cincinnati, O.
Kenneth and Helen Wrobleuisk Gallipolis, O.
Bob and Mary Masterson Cincinnati, O.
William and Mary Massey Cincinnati, O.
Edith McCall Hollister, Mo.
Jim and Janice Reed Raleigh, N.C.
Jefferson and Jonathan Reed Raleigh, N.C.
Michael and Lena Muldowney Bridgeport, O.
Carl and Marie Hatley Cincinnati, O.
Bill Warren Middlebourne, W. Va.
Lois Mueller Middlebourne, W. Va.
Richard W. Rutter Alamo, Calif.
Delly and Johnny Robertson New Richmond, O.
Dianne and Lee Woodruff Greenwood, S.C.
Chris and John Glaser Cincinnati, O.
Ruth Ferris St. Louis, Mo.
Bert Fenn Tell City, Ind.
John N. Hoover St. Louis, Mo.
Mary Parker Shavertown, Pa.
Capt. John Leonard St. Catherines, Ontario
Bus Longrod Medina, N.Y.
M. G. Hartley Gasport, N.Y.
John Teichmoeller Ellicott City, Md.
Kathy Farnsworth Ellicott City, Md.
Ben Gilbert Huntington, W. Va.
Dot and Forrest Steinlage Louisville, Ky.
Betty and Pete Striegel Louisville, Ky.
Edna and Fred Donsback Covington, Ky.
Joe and Linda Digby Pittsburgh, Pa.
James V. Swift St. Louis, Mo.
Dan and Jeannette Owen St. Louis, Mo.
John Donaldson Nicholasville, Ky.
Bill and Darlene Judd Cincinnati, O.
Mr. and Mrs. B. E. Prater Louisville, Ky.
James T. Swartzwelder Pittsburgh, Pa.
John B. Briley Marietta, O.
Marga and Bill Smith Springfield, O.
Mr. and Mrs. Jim Paisley Wheeling, W. Va.
Dorothy Frye Cincinnati, O.
David Schenk Hendersonville, Tenn.
Judy Schenk Hendersonville, Tenn.
Jim Schenk Hendersonville, Tenn.
Rita A. DuMont Hendersonville, Tenn.
Clara M. Aita Jollton, Tenn.
Mr. and Mrs. Larry Walker Cincinnati, O.
Ruth and Ken McDonough Worthington, O.
Mr. and Mrs. Jerome Collins Nitro, W. Va.
Thomas E. Way El Cajon, Calif.
Bob Booth Bethel Park, Pa.
Mr. and Mrs. H. D. Shrader Hermann, Mo.
George and Susan Lee Cordova, Tenn.
Marguerite Hammett St. Marys, W. Va.
John K. Booth Bethesda, Md.
John W. Garden Pittsburgh, Pa.
LeRoy and Louise Pratt Des Moines, Iowa
Bob Gray Ashland, Ky.
Thomas K. Booth Mt. Dora, Fla.
Capt. Carpenter Belpre, O.
Harold and Sally Wright Huntington, W. Va.
Don Brookhart Belpre, O.
Charles H. Stone Point Pleasant, W. Va.
Richard L. Strimple Cincinnati, O.
Carol Mahoney Houston, Texas
Kay and Don Klein Rock Valley, Iowa
Ray Samuel New Orleans, La.
Wilbur E. Dow Jr. Lake George, N.Y.
Lynn Dow Webster Lake George, N.Y.
Yeatman Anderson III Cincinnati, O.
Catherine Remley Marietta, O.
Della Hoag Marietta, O.
Robert L. Stone Pittsburgh, Pa.
Lexie Palmore Tyler, Texas
Bill Kelley Cincinnati, O.
Russell C. Beck Cleveland, O.
E. F. Beck Cleveland, O.
Lee and Jerry Sutphin Huntington, W. Va.
Mr. and Mrs. Wm. C. Engle Millsboro, Pa.
Frederick Way, Jr. Sewickley, Pa.
John and Marie Hartford Madison, Tenn.
Guy C. Anderson Cincinnati, O.
Mr. and Mrs. Henry C. Deatherage Peoria, Ill.
Mr. and Mrs. C. W. Stoll Louisville, Ky.
R. Dale Flick Cincinnati, O.
Mary and Jim Eversman Columbus, O.
Helen Rose Stephenson Bethel, Conn.
Barbara Hameister Blanchester, O.
Ann Zeiger Cincinnati, O.
Cori Reade Covington, Ky.
Lester J. Frank Cincinnati, O.
Doris A. Foley Keokuk, Iowa
William (Bill) Talbot Keokuk, Iowa
John Bickel McGregor, Iowa
Robert S. Way Shaker Heights, O.
Daniel M. Taylor Jr. Sewickley, Pa.
Ken Watson Rugby, England
William R. Barr Winfield, W. Va.
Karen L. Hoge Marietta, O.
Louise Barr Winfield, W. Va.
Woody and Bee Rutter Birmingham, Mich.
Nell and Fred Way Cleveland, O.
Fred Rutter, Lithopolis, O.
Lee and Libby Marmet Charleston, W. Va.
Robert and Juanita Long Charleston, W. Va.
Helen McMahan New Matamoras, O.
Charles McMahan New Matamoras, O.
Diana McMahan New Matamoras, O.
Vachel McMahan New Matamoras, O.
Mike McMahan Parkersburg, W. Va.
Barbara McMahan Parkersburg, W. Va.
Jessica McMahan Parkersburg, W. Va.



Eileen Daily saw her chance as the newly christened FRED WAY backed away from the Marietta landing. The two Fred Ways, father and son, still not fully adjusted, look on in disbelief in company with John Hartford (right).

kids ushered in for an audience with the professor will look at the picture and think to themselves, "Good grief, the boss has a yacht named for him."

Woody Rutter, next on the program, catalogued various of the non-profit enterprises which had engaged my enthusiasms from time to time, in some of which he was a partner in crime, although he didn't say so. He let it slip that at one time I fancied myself as an artist, painting on canvas with oils, a statement which caused surprise, and various people asked me about it later in the

day.

Bill Barr, the genius who dove-tailed many of the events of the hour, polished off this incredible program, something of a feat, for there was precious little left to be said by the time he started.

The recipient of this barrage of accolades surprised himself by finding strength to puncture Cloud 9 and get back to the deck in time to present to the owners and crew of the FRED WAY a set of colors. The national emblem was easy enough, but finding the right-size union jack was another matter. C.W. brought

along from Louisville a new spare, property of the BELLE OF LOUISVILLE. Virginia Bennett, who was unable to attend, sent up from Covington a lucky rabbit's foot "for the M/V FRED WAY and her crew."

The climax was reserved for the last. My darlin' daughter Bee, repeatedly reminded of how Bes Truman muffed a Navy ceremony by bouncing the bottle time after time as the ship slipped down the ways, took no chances. Bee gave that champagne bottle all she had; the poor thing hadn't a chance. Fizz and glass splattered gloriously. What a day! What a day! A champagne party, courtesy of the owners, followed.

There was a goodly din following the bottle busting what with boat whistles blowing and lively music from the Blue Grass Band aboard the barge AMHERST. Nelson Jones kindly provided us with names and addresses of the FRED WAY crew:

Capt. Jim Witlatch, master, of Parkersburg; Steve Grostheart, relief, of Sewickley; Tim (Bo) Taylor, pilot, of Point Pleasant; Ted Withrow, chief, of Columbus; and deck crew as follows: Danny Clark, Henderson; Don Huston, Marietta; Joey Gipson, Ashland; Richard Long, Henderson, and Dean Rhea, Point Pleasant.

Our wish to meet and shake hands with this crew was thwarted by a zig instead of a zag, and next we knew we were plunked down in a comfortable chair in the DQ's cabin. By a stroke of good luck Capt. Gabe Chengery stopped by with a few minutes to spare and we got in a good visit. Gabe was master of the DQ because of a last-minute switch and he obviously was enjoying himself. After having given up hope of attending S&D, here he was. Dick Rutter happened along, the real artist in the Way connection, and penned lower lips on my picture adorning the covers of the christening programs as I autographed them for S&D's.

The FRED WAY, her new nameboards on the pilothouse now unveiled, backed out, turned downstream, and picked up 16 barges moored nearby, her tow. The DQ let go her lines, the stage was raised, she backed out and straightened up, and poised momentarily as she headed for Pittsburgh. The

callope played, passengers waved, and in the midst of this pageantry a small sternwheeler (you could say she was almost a toy) named JOSHUA left the landing and took out across the DQ's stern wake, an incautious course if ever there was one. She bobbed and hopped and careened through the worst of it, her tiny paddlewheel never missing a lick, and made the circuit of the DQ, came back to her landing place none the worse for the adventure, with a look of complaisance and satisfaction. We did not learn the name of JOSHUA's skipper, but Nelson Jones told us later that this JOSHUA person is the one who so decoratively painted the new nameboards for the FRED WAY.

Atmosphere of a carnival at the public landing was enhanced, off and on, all day Saturday with the playing of the Wurlitzer band organ owned by Richard C. Strimple of Cincinnati, assisted by Carol Mahaney of Houston, Texas. It had originally served at Moxahala Park in Zanesville.

Due to this three-ring performance at the wharf we missed the ceremonies at 4:30 p.m. when Dale Flick's flagpole, and a rather famous one it is, was accepted by John Briley on the Ohio River Museum premises. This staff came all the way from California to Marietta on the DQ, and soon as we get a photo of it we'll clue in the details. Meanwhile our thanks to Dale for allowing Marietta to become its home.

Two hundred and thirty two S&D's attended the Saturday banquet at 6:30 p.m. to partake of New York broiled strip steak, Idaho potatoes baked in foil and S. Durward Hoag tossed salad.

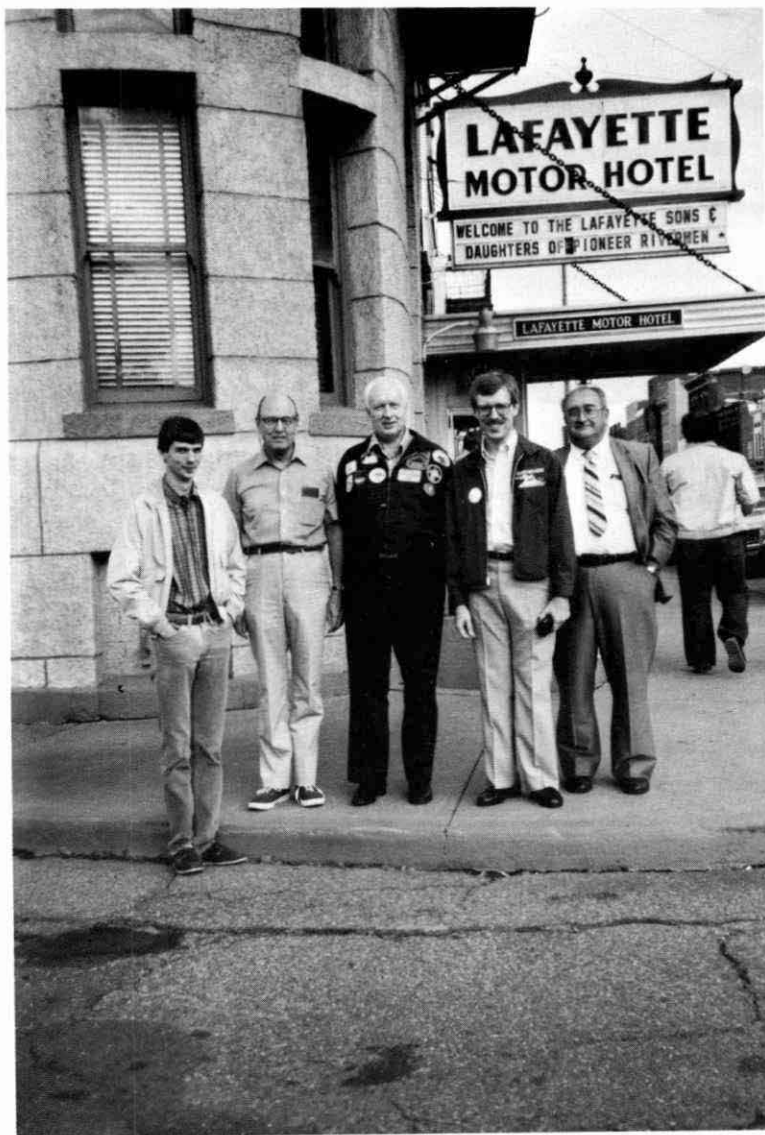
The Nominating Committee, appointed at the noon luncheon by president Way, and composed of three members, Delly Robertson, Chase Putnam and William L. Talbot, was asked for its report by chairman Stoll. Spokesman Putnam called on Bill Talbot, who presented a case for women's lib, offering the name of Delly, in recognition of her many contributions to S&D affairs, to the proposed slate of officers. Delly declined the honor for her husband's sake, fearing that he might be subjected to public investigation of his finances such as befell Geraldine Ferraro. This skit, flawlessly acted, seemed for real, and Ye Ed was completely

taken in by it until Delly got into the Ferraro bit. Following much laughter and applause Chase placed in nomination the re-election of all current officers. The vote was unanimously affirmative.

To tell the truth, the speaker of the evening had a hard act to follow this one, but Jerry Sutphin came off very well indeed with a prepared slide show of outstanding steamboat

photographs.

Patricia A. (Patti) Young of the Delta Queen Steamboat Company presented Ye Ed with a shiny brass porthole taken from the DELTA QUEEN, which had been inscribed. In like vein we presented to our darlin' daughter a bouquet of red and white carnations in celebration of her unerring aim as she christened the towboat FRED WAY.



Marga Smith labels this one she took Sunday morning, "Packing it up 'til next year." From the left: Jeff Spear, Woody Rutter, Bill Smith, Keith Norrington and Ralph DuPae. Note the wording on the Lafayette Motor Hotel sign: WELCOME TO THE LAFAYETTE SONS & DAUGHTERS OF PIONEER RIVERMEN. Extensive changes within the hotel's interior slated for this winter may curtail the number of guest rooms, but we'll defer our worrying until the results become apparent.

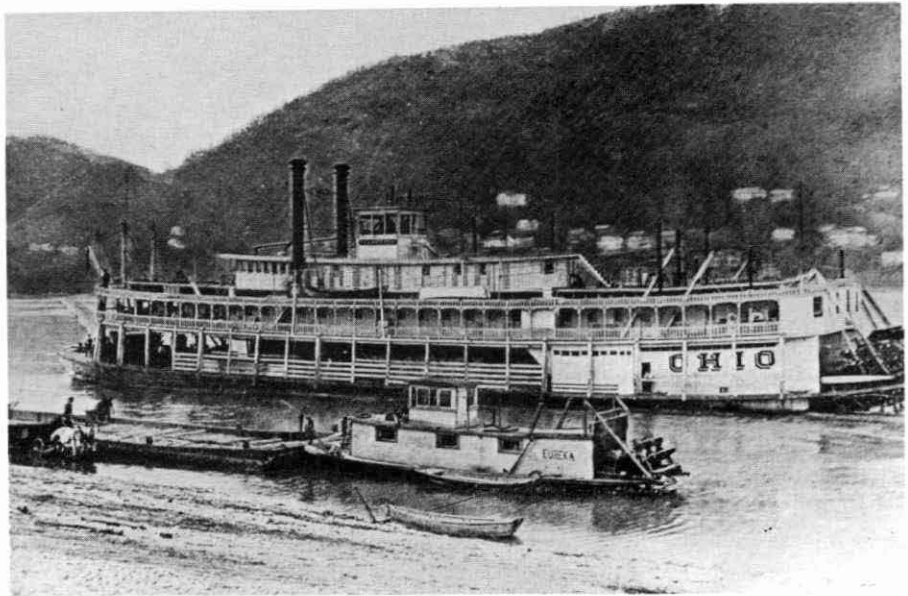
Rich Davis, reporter with the Evansville Courier, did a story on the "worst storm" which ever hit the city. It happened 100 years ago, on the morning of Friday, August 29, 1884.

Present-day weather observer John Payne at Evansville concedes the storm to be the worst, although weather records for that Indiana city date only to 1897.

The Louisville & Nashville Railroad was operating a rail transfer barge between Evansville and Henderson (7 miles) towed by the steamer BELMONT. The outfit had left Evansville at 8 a.m. with about 60 passengers seated in the r.r. passenger cars. From the contemporary account which appeared in the Courier it would seem that those who wished to eat breakfast, and 29 did, were served on the towboat BELMONT. Storm clouds gathered, the skies grew black, and opposite Grayson's Landing, about 3½ miles above Henderson, the wind developed into a gale. Capt. John Smith of the BELMONT ordered his breakfast-eating passengers back to the railroad cars on the barge. While the transfer was under way the BELMONT listed heavily and went over on her side. Fourteen people drowned. Captain Smith was scalded by escaping steam and died.

The unprecedented storm, of about 30 minutes duration, meanwhile had devastated Evansville. Capt. O. A. Durland, half-owner of the BELMONT, hailed in the Kanawha River towboat IRON CLIFF which was passing Evansville upbound after the storm had passed, and somehow had missed the worst of it. They reported having met the BELMONT but Captain Durland, suspecting trouble, prevailed on the IRON CLIFF's crew to turn back to check. The r.r. transfer barge, detached from the towboat, was located safe and sound and delivered to Henderson.

The BELMONT, around which much of this tale revolves, was built at the Knox Yard, Harmar (Marietta) in 1881 for the Belmont Coal Co. at Bellaire, operated by the Heatherington family. They sold her to O. A. Durland of Evansville and C. G. Perkins of Henderson, 50-50, in early 1883. Following the storm, the boat was raised and sold to Louisville where her name was changed to ALBERT S.



HERSCHEL BURFORD made this from a post card, showing the Pittsburgh-Cincinnati packet OHIO leaving Portsmouth, O. upbound on the Ohio River. In the foreground is the gasboat EUREKA hitched to a flat loaded with cross ties (a guess) but maybe mine posts. The original post card had been mailed on June 27, 1918. This is the OHIO (#4274) which had been the AVALON (#0402), renamed in 1907. In 1915 as OHIO she actually made a Pittsburgh-New Orleans Mardi Gras trip. The EUREKA was built at Bellaire, O. in 1907 and we don't know much of her story, save that when we were prowling the Ohio River in 1916 she was owned by George Coss of Short Creek, O. Our thanks to Herschel, and also to Jerome Collins who sent us the print.

WILLIS in the spring of 1885.

Life went on in Evansville. The old Evansville Journal reported next day after the storm that a "big force of carpenters" were repairing the "Base Ball Park" so the city's baseball team, the Evansvilles, could play the Prickly Ash Bitters from St. Louis. Featured event: a 100-yard foot race between the second and third innings.

-Our thanks to Mike Cook, 3318 Wimberg Ave., Evansville, Ind. 47712 for clippings.

Capt. William D. (Bill) Bowell has almost succeeded in assembling a complete file of the S&D REFLECTOR. The issues he lacks are Vol. 7 #4, and Vol. 8 #s 2, 3 and 4. He also is interested in acquiring a clothbound volume of the REFLECTOR containing Vols. 6, 7 and 8. If you can furnish any or all of the above, write him, stating prices, at Padelford Packet Boat Co., Inc., Harriet Island, St. Paul, Minn. 55107.

Sirs: The St. Louis - Fort Benton piece in the last issue was worth the price of admission. The map was of great help.

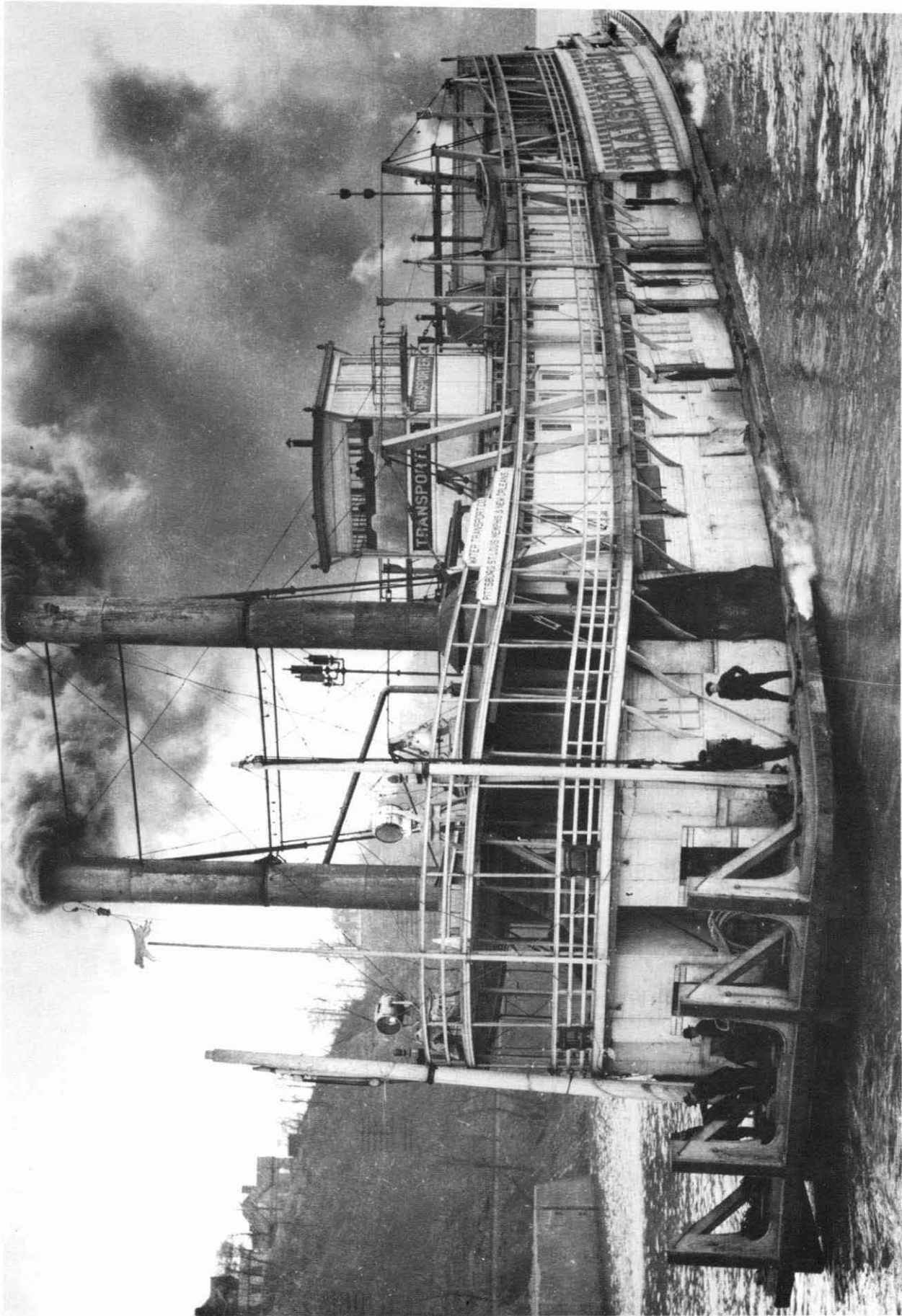
Clyde K. Swift,
274 Newton Avenue,
Glen Ellyn, Ill. 60137

Sirs: Last week I bought a record at the Ohio River Museum in Marietta, Whistle Echoes, Vol. 1. It recalled so much from my youth and memories of the old steamboats. Thanks for narrating it.

Richard V. Helsing,
527 Burkhardt Ave.,
Baden, Pa. 15005

Roy E. Hegner, 537 Charette Place, Sewickley, Pa. 15143 needs the following back issues to complete his file:

Vol. 5 #s 2 and 4, all four copies of Vols. 6 - 12 inclusive, and Vol. 13 #s 1 and 2. Assistance will be appreciated and state your prices.



The VALIANT in 1921, rebuilt at Elizabeth, Pa., was renamed TRANSPORTER by Water Transport Company, headed by Charles T. Campbell. This dramatic picture of her was taken by Capt. William S. Pollock above Emsworth Locks and Dam, Ohio River. Our thanks to William E. Reed for the enlargement.

PICTURE ON OPPOSITE PAGE

The towboat TRANSPORTER when she was new in 1921, photo taken at the Emsworth Locks and Dam, Ohio River, by William S. Pollock. The big lock was out of commission, and she had to cut up her downbound tow and use the small one. On her roof rail the sign reads WATER TRANSPORT CO., PITTSBURGH, ST. LOUIS, MEMPHIS & NEW ORLEANS. We ran this picture once before in smaller size. This enlargement by William E. Reed from the original 3½ x 5½ negative is worth the repeat.

AMERICAN BRIDGE'S
DIRIGIBLE HANGER

Sirs: In reference to the picture in the March '84 issue, page 5, of the dirigible hanger:-

In 1915 the U.S. Navy ordered from the Connecticut Aircraft Company a dirigible. The dirigible carried the number DN-1 and was referred to as an "A" class dirigible. The DN-1 was not delivered to the Navy until December 1916. She was 175 feet long, 50 feet high and 35 feet wide. Her 135 hp. gasoline engine pushed her at 25 mph. Testing of the dirigible was to be at Pensacola, Fla., where the DN-1 was assembled during the first quarter of 1917.

As the purpose of purchasing the dirigible was for fleet operations, a floating hanger was ordered so that the DN-1 could accompany the fleet. Designated "Hanger Barge No. 1" she was assembled at Pensacola in 1916. Dimensions: 180 feet long, 50 feet wide, 60 feet high. The barge proved to be bow heavy and old cannon balls were used to ballast down the stern.

The DN-1 made three test flights from Hanger Barge No. 1 in the period April 20-27 1917. These tests proved unsatisfactory and DN-1 was dismantled never to fly again.

Hanger Barge No. 1 proved to be too small for the next Navy dirigibles of the "B" class. In November 1918 the hanger was moved off the barge and was reerected at the Pensacola N.A.S. as Building 228. In 1926 Building 228 was heavily damaged on 5 October 1926 by a hurricane. In 1935 the hanger was surveyed, condemned, and

sold off. I have been unable to determine the fate of the barge.

Charles H. Bogart,
201 Pin Oak Place,
Frankfort, Ky. 40601

The lake-style excursion boat SPIRIT OF PITTSBURGH (Sept. issue, page 32) was safely delivered to New York City from Pittsburgh. After being renamed EMPRESS OF NEW YORK a christening party was held at Pier 62 at the foot of West 23rd St., Manhattan, on July 30th. New York's mayor Ed Koch attended the ribbon-cutting along with a couple of hundred others (journalists, advertising representatives, yacht officials, assorted freeloaders and a sprinkling of City officials). The EMPRESS OF NEW YORK and a sister ship, RIVERANDA, are making year around lunch and dinner cruises daily, and midnight cruises 5 days a week. Pittsburgh entrepreneur John Connelly who runs Pittsburgh's Gateway Clipper fleet is king-pin in this N.Y. operation, under the flag of World Yacht Enterprises, based at 14 West 55th St., New York 10019. S&D's Jim Swartzwelder has been doing turns of piloting these luxury craft on the Hudson.

The American Association for State and Local History, at its recent annual meeting in Louisville, Ky., conferred upon Ye Ed an Award of Merit "for a lifetime of contributions to the disseminations of regional steamboat history."

Of 157 nominations, the national selection committee chose 36 awards of merit. The Association has given awards since 1944, and has a membership of 7,600 individuals and institutions.

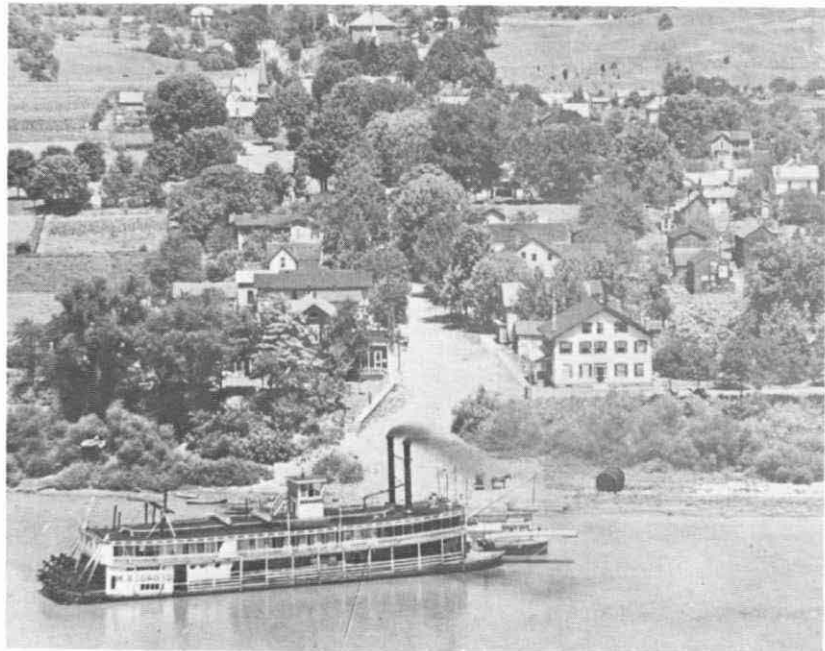
The Award came in the form of a certificate.

Sirs: The S&D week-end will probably never be topped in my lifetime, the events well balanced and well planned, with the DELTA QUEEN right there at the right time. Congratulations and best wishes from the Bickels. From the spot where nature smiles for two hundred miles.

John P. Bickel,
116 Main Street,
McGregor, Iowa 52157

=The above arrived along with a nice new cap "to put Ye Ed back in uniform." Many thanks.

-Ed.



SUMMERTIME VIEW of Newport, O., home of the Greenses and Greenwoods. The H. K. BEDFORD is at the wharfboat. Considerable exertion was required of the photographer who climbed the West Virginia hill to snap his picture. Our thanks to Woody Rutter for the print.

JESSE P. HUGHES'S DIARIES

The Years of the COURIER

Part One - 1894

by C. W. Stoll

If 1893 was "the Year of the SUNSHINE" in the career of Jesse Hughes, certainly 1894 and 1895 were "the Years of the COURIER." In these two years Jesse gives us a good picture of what life was like on a Parkersburg-Wheeling packet. The diary itself is a remarkable little volume - "The Standard 1894 Diary, Published for the Trade" with a fancy logo with the signs of the zodiac and all sorts of tables of information such as weights and measures, interest tables, antidotes for poisons, population of cities and states, tide tables, holidays, festivals and feasts, etc. Two of the most interesting tables deal with the variation of weights and volumes of various grains; and the variations of "standard" time, varying with the longitude and a table of plus and minus minutes in each area for specific cities. The diary is stamped on the inside cover with the office stamp "STR. COURIER."

I do not recall seeing a "schedule" signboard mounted on the forward roof rail of the COURIER, and have speculated on how it would read. Apparently her normal schedule was to leave Parkersburg Monday, Wednesday and Friday at 5 a.m., departing from Marietta at 7 a.m. Leaving time at Wheeling was apparently 10:30 a.m. Tuesday, Thursday and on Saturday just as soon as her freight was handled, when she then headed upstream for Pittsburgh. She would leave Pittsburgh as soon as freight had been handled and proceed to East Liverpool and there wait until 7 a.m. Sunday departure, running through to Parkersburg.

The Sunday 7 a.m. departure was the most consistent leaving time reported. Sometimes she would depart from Parkersburg and Marietta before the usual 5 and 7 a.m., and frequently after these hours.

I have tried to figure out when they washed boilers and have concluded it must have been after arrival at Parkersburg on some regular night as the only time Jesse refers to washing boilers is once at Pittsburgh, which I think he

took to be an exception because of some schedule aberration.

On Friday, January 5 the COURIER left Marietta at 7 a.m. and landed at Reas Run to load locust posts. Jesse had time to run up and visit with his grandmother "for about two minutes." The boat got to East Liverpool at 7 a.m. Saturday and in to Pittsburgh by 2:15 but stayed at the wharf that evening (perhaps to wash boilers?) and Jesse went with Joe Kelly to the Grand Opera to see the Primrose and West Minstrels. Jesse got off the boat for 6 days on January 19 "with two grips" and got back on the 25th, making note of the Mitchell-Corbett prizefight at Jacksonville, Fla. At this time there were three boats in addition to the COURIER running to Wheeling, the BEN HUR and H. K. BEDFORD, THE R. E. PHILLIPS from New Matamoras. The T. N. BARNSDALL was a local out of Marietta. On February 1 the BEN HUR laid up for ice, the R. E. PHILLIPS and T. N. BARNSDALL having laid up a day or two earlier; the COURIER managed to keep going until February 5, when ice forced her to the bank for four days. On her way into Pittsburgh on the 3rd she met the SCOTIA at "the Trap" on her first trip of the season in the Cincinnati trade.

After the ice interruption Jesse boarded the COURIER at Grandview, the river high and still rising. The coal towboats were heading south with their fleets of black diamonds, and coalboats were sunk at Crow Island and Logstown. The JOSH COOK sank 2 pieces at the Bellaire bridge February 11th. The COURIER's first trip in March to Pittsburgh was eventful indeed; she arrived at 3:30 p.m. and Jesse went to the Museum with Capt. Brookhart. On the way back down the river she burst her supply pipe at 4 a.m. below Grandview but quick repairs enabled her to leave Parkersburg at 11 a.m. and Marietta at 2 p.m. She then "pulled a wrist out" at Matamoras causing a 4-hour delay, putting her into Wheeling at 11:30 the next morning with a 2:30 p.m. departure. Four days later she burst her port cylinder and limped into East Liverpool on one engine at 4:30, unloaded and turned around and departed at 8:30 p.m. When she got to New Matamoras

at 3 p.m. on Sunday the 11th Jesse got off. Repairs were completed on Friday 16th and Jesse got back on at Matamoras. When they got to Pittsburgh Jesse celebrated St. Patrick's Day (two days past) by going to the "opera" to see Monte Carlo.

Minor troubles continued to plague the COURIER; she again burst her supply pipe, this time at Moundsville on March 18. Two days later she had to cool down at Sistersville to fix a fuse plug. One cannot but marvel at the dexterity and wide-ranged capabilities of the engineers of even the smaller boats of that day. Suppose they had to notify the Coast Guard and then find a machine shop the way the steamboats of our day have to do!

A new experience in the professional career of the young riverman (officially, he was a pantryman) occurred when, on March 24, he was put off at Wellsville in a skiff and rowed down to Toronto on an assignment collecting bill (s). He got on the next morning, Easter Sunday, at 10:20 a.m.

April 1894 was one of routine activity for the COURIER and Jesse, but we are again reminded of his interest in river affairs outside the scope of his personal activities. He reports in his diary that the towboat DIAMOND burned in the Mississippi River (he had never seen that river) and also reports that the competition boat R. E. PHILLIPS knocked out a starboard cylinder head and was laid up at Wheeling. Two months later he reported his former-home vessel, the SUNSHINE, sank in the Kanawha River near Buffalo. He reports that the COURIER got a corn pile on Blennerhassett Island, and the fact that Capt. Brookhart got off on May 3, the same day the towboat IRON DUKE was reported sunk on the Mississippi.

On May 10 the COURIER broke a crosshead at Bellaire and laid at Benwood to fix it. Jesse improved the time by visiting Martins Ferry. The boat was back on schedule next day. The spring fog season set in and on Monday the 14th she arrived from Pittsburgh off-schedule and lay at Marietta until 1:15 p.m. fixing a T-head. Thereupon she headed back up the river without going down to Parkersburg. Then came high water accompanied by drift. On Thursday May 22, with the

river at 28 feet she caught some drift in her larboard cam and had to lay at Sunfish 2½ hours to straighten things out. Left Parkersburg right on time the next day only to run over a barge next day at Scotts Landing and unship a rudder. The COURIER passed her annual inspection on May 30th.

Jesse observed his 18th birthday on June 7. Davis Island Dam was raised on June 17th. Due to low water and fog the COURIER got so off-schedule that on the 18th she turned at Argand and went back upstream without going to Parkersburg. Meanwhile the KEYSTONE STATE broke her shaft on the 17th and laid up at Harmar. Going in to Pittsburgh on the 23rd the COURIER rubbed at three places and lay overnight below Davis Island Dam where the lower gage was 3'8" (the COURIER's hull was 4.6' deep). The IRON QUEEN turned back to Cincinnati from Wheeling and the SCOTIA laid up the next day. By the 27th the coal towboats were going to the bank; the HARRY BROWN and ALICE BROWN had laid up at Possum Bar, the BEAVER at the foot of Blennerhassett, the H. F. FRISBIE at Blocks and the SAMUEL CLARKE at Safe Harbor. By July 1st, with the lower gage at Davis Island Dam at 3'8", we find the ANDY HATCHER in the Wheeling trade in place of the BEN HUR, due to low water. Just as Lower Ohio operators usually went to Cumberland River for light draft boats when the water became scant, Upper Ohio operators found the Big Sandy a source of vessels of this type including, as we shall see, some bat-wing side-wheelers. By July 5th the water had fallen another foot at Davis Island Dam. The LIZZIE BAY in the Cincinnati trade had laid up, the H. K. BEDFORD had gone to Cincinnati on a low water charter and the COURIER headed for Marietta to lay up, to be replaced by the light draft sternwheeler IDA SMITH. Jesse got off the COURIER at Grandview for a period of about three weeks. The weather was very hot and he reported that he spent a great deal of his time fishing, returning to work on the IDA SMITH, the first vessel on which he worked, on July 31. Meanwhile the IDA SMITH had had her problems; she had been stuck in Collins Riffle for 9 days and when she got off she immediately stuck

again. On the upstream trip on August 1st she had trouble at Possum Bar, Fish Creek and Captina and laid up for the night at McMahons with the gage 2'11" at Wheeling. A week later on a similar upstream trip she left Sunfish at 4 a.m. and arrived at the foot of Captina at 8 a.m., and it took her until 4 p.m. to get through. She got as far as Heatheringtons, where she landed and her freight was brought down to her on a flat, pulled down by horses walking along the shore! She would turn at Matamoras or Newport and get freight delivered to Wheeling as described here, keelboat style. On August 15 she ran from Matamoras up to Sardis, then returned to Marietta and laid up. Low water had won and Jesse went home.

It was hot. Jesse spent some time digging potatoes and watching the river. By September 11th he reported that it had dropped to 11" over the riffles. But some oil drilling activity had begun on the island and he spent some time ferrying barrels in a flatboat. But in a week the river was rising and navigation was resuming - the JOHN L. LOWRY appeared to enter the Matamoras-Wheeling trade and one by one the regular boats in that area were operating - the C. H. WOODS, R. E. PHILLIPS and T. N. BARNSDALL. The COURIER was back in her trade, with Jesse aboard, on Sept. 24th, and two days later the H. K. BEDFORD came home from low water service out of Cincinnati - the same day the new HIGHLAND MARY left Marietta on her first trip to Pittsburgh. But it was a pop rise and by the end of the month the BEDFORD was headed back for Cincinnati, the BEN HUR again laid up. The COURIER got stuck in Coxes Riffle and broke her capstan trying to get off. On October 2nd a part of the COURIER crew, Jesse included, took the C. H. WOODS at Wheeling for the return trip to Matamoras, while the balance took the train home. Apparently the WOODS and the W. C. PUSEY were all that was running. This C. H. WOODS shows up in these early diaries frequently as "still running" when everything else was at the bank. She was a scow bow, gunnel hull, gear driven sawmill boat owned by the Beavers of Matamoras that filled in as a

packet when everything else had to quit, as her hull was only a little over 3' in depth. The PUSEY was a New Martinsville ferry, side-wheel, with a similarly shallow hull, that served as an oil field tender, barge and flat shifter, and low-water packet when she was needed.

Navigation was dead for the next month. Jesse kept busy around the garden and painted the two skiffs FRITZY and TRIXY while Papa was working on raising the T. N. BARNSDALL's coal flat BABY which had sunk at Matamoras. On November 1st Jesse reported the new towboat VICTOR which had been built at Monteith's Landing, West Va., out on her trial run. On November 2nd he was back on the COURIER in her regular trade headed for Pittsburgh. Returning, they met the BEDFORD returning from Cincinnati. Jesse mentions meeting the towboat JOHN D. LEWIS in the Pittsburgh area and the towboat DELTA sunk above the Steubenville bridge.

Navigation lasted one more month in 1894 and the COURIER had more than her share of trouble. She stuck on the bar opposite the point at Marietta on November 25 but got off easily and met the GOLDENROD at Sardis. Jesse reported the C. W. BATCHELOR "sold south" for \$16,000 ("south in this case, according to Way's Directory, meaning Missouri River), and departed Pittsburgh on November 15. December came in cold with much fog and the coalboats heading south with their big tows. The COURIER managed to run through herself on December 6th at Fish Creek Island, broke a cylinder head and laid up for six days. Jesse meanwhile got on the H. K. BEDFORD and went up to visit Grandma, reporting where coal was sunk from Pittsburgh to Stewart's Landing. On December 21st the COURIER got a steam engine for an electric light plant at Wheeling and picked up a dynamo the next day at Parkersburg. Jesse got off for Christmas on Christmas eve; ice began to form on the 27th. The next day, in zero weather, the COURIER, T. N. BARNSDALL and R. E. PHILLIPS had all laid up and the year ended with an ice gorge forming above the dam at Friendly.

CAMDEN QUEEN EXPLORES
UP GUYANDOTTE RIVER

Capt. Gene Lister decided to attend the Oktoberfest celebration at Barboursville, West Va. on Saturday, Oct. 6th. He cranked up his excursion boat CAMDEN QUEEN and headed up the Guyandotte. On board were Jim Wallen, his son, three grandchildren, deckhand Jim Barker, and "Cam," the Camden Park clown. Jim Wallen's description:

"This was a most interesting trip. Gene's deckhand called the lead at frequent intervals, starting at the nickel plant water intake tower. They found seven feet, then six, and above Russell Creek (Mile 2.75) the depth shoaled to three and a half, then three and less. All of this was recorded on a chart, plus rocks and overhanging trees--some of the latter leaving brightly-colored leaves festooned in the tops of the smokestacks.

"Above Russell Creek the hills and trees turned the scene into a complete wilderness. We passed beneath a dozen overhead crossings, mostly highway bridges, a couple of railroad bridges, a gas pipeline crossing and an aerial power line, all with more than ample overhead clearance."

Although the CAMDEN QUEEN was drawing but two feet, the summer pool stage ran out before she got to destination. Barboursville is 7.5 miles up the Guyan, but the U.S. 60 East highway bridge, just below, was the stopping place.

The Guyan once had six locks and dams, all of them practically obliterated prior to 1874. The last commercial boat at Barboursville probably dates about 1902.

Sirs: I hope to attend S&D in 1985, the 30th anniversary of the W. P. SNYDER JR.'s voyage from Crucible to Marietta. Boy! That was a trip I'll never forget.

Thomas E. Kenny,
704 W. Lucerne Drive,
Lafayette, Colo. 80026

INCIDENTAL INTELLIGENCE

A paperback of 290 pages titled "I Always Look Up the Word 'E-gre-gious'" may be bought at book shops for \$5.95, authored by Maxwell Nurnberg and published by Prentice-Hall.



CAPT. TOM GREENE LIGHT in its new location on the premises of the Ohio River Museum, photographed Sept. 15, 1984 by Keith Norrington. It signals a continuous white light 24 hours a day. The metal stand upon which it is mounted was made in 1950 by the late Walter McCoy of Sistersville, West Va. The original bronze plaque was removed by vandals some years back, and the one now attached is a duplicate replacement. The light stood 1950-1984 facing the Ohio River at the Hotel Lafayette, activated by electricity from the hotel, courtesy of S. Durward Hoag. After Steve died it fell into disuse, prompting the removal to the present location.

Sirs: I am sending a copy of the September issue of the REFLECTOR to my brother Robert. We are grandsons of Capt. Thomas S. Calhoon and he will be interested in the account of the voyage of the IDA STOCKDALE to Fort Benton, Montana.

I would, however, like to call attention to one error in the "Ed. Note." Captain Calhoon's middle initial was "S.," not "C.," and stood for nothing.

A similar confusion of initials occurs in "The Conquest of the Missouri," by Joseph Mills Hanson. In chapter 8, first paragraph, line 11, he states that the IDA STOCKDALE was the property of Capt. R. S. Calhoon. Later in the same chapter he states that Captain Calhoon made the voyage for pleasure only. Captain Calhoon's diary states that he was first clerk on this trip (as Ye Ed correctly reports) and received

wages of \$1,464.16, this in addition to his share of net profits.

I enjoy reading the S&D REFLECTOR and of course always look for mention of my grandfather's boats and an occasional picture taken by my mother, Mary Calhoon Taylor, nee Mary Elise Calhoon. My mother was not only an outstanding photographer, but it was she who compiled and edited many of her father's diaries and accounts and maintained a voluminous scrapbook of his activities. Her pictures of the Indian carvings on the rocks along the Ohio at the mouth of the Little Beaver were used in "The Wilderness Trail," Vol. 2.

I must admit I'm not as conversant with river history as was my cousin, Dr. John C. Ewing, who of course compiled the material for the REFLECTOR article.

Thomas S. Taylor,

24227 Edgemont Road,
Southfield, Mich. 48034
=Mary Calhoon Taylor's pictures of the Indian carvings appeared in our Dec. '64 issue. -Ed.

Sirs: For your information the towboat LONE STAR (see page 41 last issue) is now repaired and restored. She has bright red paint on her paddlewheel, a doctor pump, mud drum, hog chains, a monkey fist, monkey rudders and a monkey wrench, all present and accounted for.

Best regards, and welcome to all.

Harold Kennedy, curator,
Buffalo Bill Museum,
LeClaire, Iowa 52753

=Harold Kennedy is approaching 86, and replaces Mrs. Kennedy who was curator for a quarter of a century and passed away in 1983. -Ed.

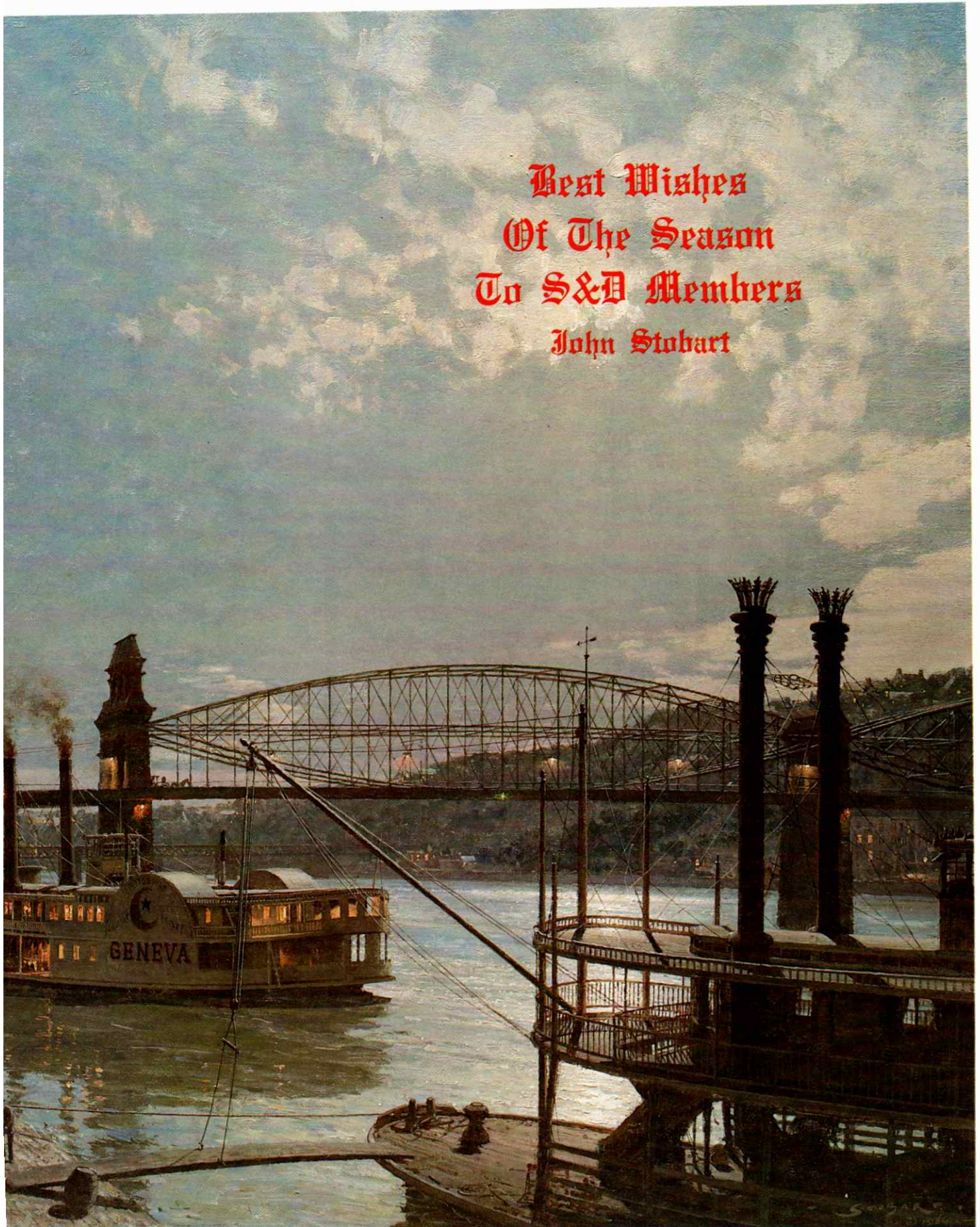


THERE IS another chapter to the Tom Greene Light recently placed at the Ohio River Museum and pictured on another page of this issue. The original light fixture, installed by the U.S. Coast Guard in 1950, was exchanged for a new one some while ago. Nelson Brown built a base for the original and installed it in the yard of his home on Bramblewood Heights overlooking the Ohio River below Marietta. In all truth, two Tom Greene lights shine forth these nights in the Marietta area.



MOONLIGHT ON THE MONONGAHELA, from an original

Best Wishes
Of The Season
To S&D Members
John Stobart



Painting by John Stobart (see the write-up on page 4.)

MOST EXPENSIVE BOOK

One of the facets of river history that has been largely neglected by many S&D'rs is an understanding of postal activities on the rivers. During the heydays of steamboating the packets performed a very functional and quite romantic service in delivering mail to points along the river system. A new book has been published this year which sheds light on this subject.

Although a few books in the past have touched on this subject and there have been a number of articles in philatelic journals through the years, the only previous book devoted exclusively to waterways markings has been Eugene Klein's "United States Waterway Packetmarks 1832-1899" published in 1940 in a limited edition and long out of print. The new book which revises Klein almost triples the number of listings and illustrates them much more clearly.

The new book is "Vessel-Named Markings On United States Inland and Ocean Waterways 1830-1890" by James W. Milgram, M.D. As the name implies, the bulk of this huge volume is devoted to illustrating the handstamped and printed markings of postally used covers (envelopes) that identify a specific vessel by name. The illustrations are mostly photographs except where drawings were necessary to clarify features or to show markings not located for photographing.

There are 1485 listings in this chapter. And while examples from oceans, lakes and other rivers are included in the total, the majority of the listings are from the Mississippi River system. Anyone interested in steamboat freight bills, letterheads, folders and advertisements will be intrigued by these illustrations.

These 1485 illustrated handstamped and printed marks were not made by U.S. Postal employees; they were applied or furnished by the boat itself. Especially in the era 1840-1860 much of the mail carried by the packets was bootlegged outside of the U.S. Postal system because the steamboats could deliver mail to a destination on or near its route much quicker than the U.S. Mail. A patron or friend of a packet could hand a letter for a destination

downstream to the clerk of the boat and ask him as a favor to deliver it for him. As a form of advertising, and to show through whose courtesy the letter was forwarded, the clerk of the boat would handstamp the name of the boat on the envelope. This was strictly illegal of course but Uncle Sam was unable to enforce its regulations. This is one form of the listings illustrated. And in later years, when river mail was more controlled by the postal system many packets continued to handstamp their names on letters turned over to them enroute even though the boat surrendered the letters to the U.S. Mail at the next port of call.

The other form of listing in the main section is printed envelopes used by the packets for their own mail and furnished to their passengers much as hotels supply stationery and envelopes to their guests. Some of these are rather simple return addresses on a corner of the envelope (a corner card) while others very elaborately cover the entire face of the envelope.

However, the book does not stop there. The first chapter is a tribute to the late Henry A. Meyer of Evansville, Ind. who was both a steamboat historian and an authority on river mail. This chapter is a reprint of his article in Stamps Magazine, August 1, 1953, entitled "The Collecting of Steamboat Covers," in which he explains all possible types of steamboat covers, including U.S. Postal marks as well as private marks. This chapter is illustrated with photographs of 56 covers which show examples of the various markings he describes. To many who are not acquainted with postal history this will be an important chapter in the book.

Another chapter illustrates 94 handstamps found on bills of lading and freight bills that are not known on covers. There is a chapter showing 120 known faked and bogus markings. And the book ends with illustrated examples of steamboat collateral material: miscellaneous freight bills, tickets, letterheads, advertisements, menus, etc.

This is a mammoth hardbound book of 828 pages 8¼" x 10¼" on slick stock. (Move over Fred Way, it's heavier than your Directory.) The illustrations are beautifully photographed and reproduced. I recommend it

wholeheartedly to anyone interested in its subject. But it is an expensive book and collectors will do some soul searching before adding it to their library. The Inland Rivers Library at Cincinnati has a copy if you want to take a peek before ordering. Dr. Milgram did a magnificent job in putting this work together, but he could have accomplished almost as much in a smaller volume that would have justified a larger printing at less cost.

Order it from The Collectors Club of Chicago, 1029 North Dearborn Street, Chicago, IL 60610. Price postpaid is \$99.00 for the Regular edition, or \$105.00 for the Deluxe edition with slipcase. --Reviewed by Bert Fenn.

TRAGIC TRIP

Edward Golardo, 34, of Sacramento, Calif., leaped from the roof of the DELTA KING into the Sacramento River on Friday, July 27th, and was drowned. The accident happened near Sacramento. A group of two dozen passengers were concluding a ride aboard the DK as she was towed by tug from Oakland to Sacramento to undergo a \$5 million restoration.

A report in The River News-Herald, published at Rio Vista, Calif., says this:

"It was thought to have been a lark on Golardo's part. Said Barney Gould, a passenger and Sacramento historian, 'He hit the water and swam around. The tugboat pilot saw him getting near his stern and told him to keep clear. He started swimming to the south channel wall of the Henry Stone locks, but went under.'"

Two of the boat's passengers jumped in after Golardo and others tossed life jackets, but he never surfaced.

The body was brought out by divers. The accident happened at 11:25 a.m. and Golardo was dead on arrival at the University Medical Center at 12:50 p.m.

The DELTA KING, purchased by Ed Coyne, a San Rafael businessman, and Walter Harvey, Sacramento developer, is to become a floating attraction in the Sacramento area.

FATE OF W. P. THOMPSON
ONE HUNDRED YEARS AGO

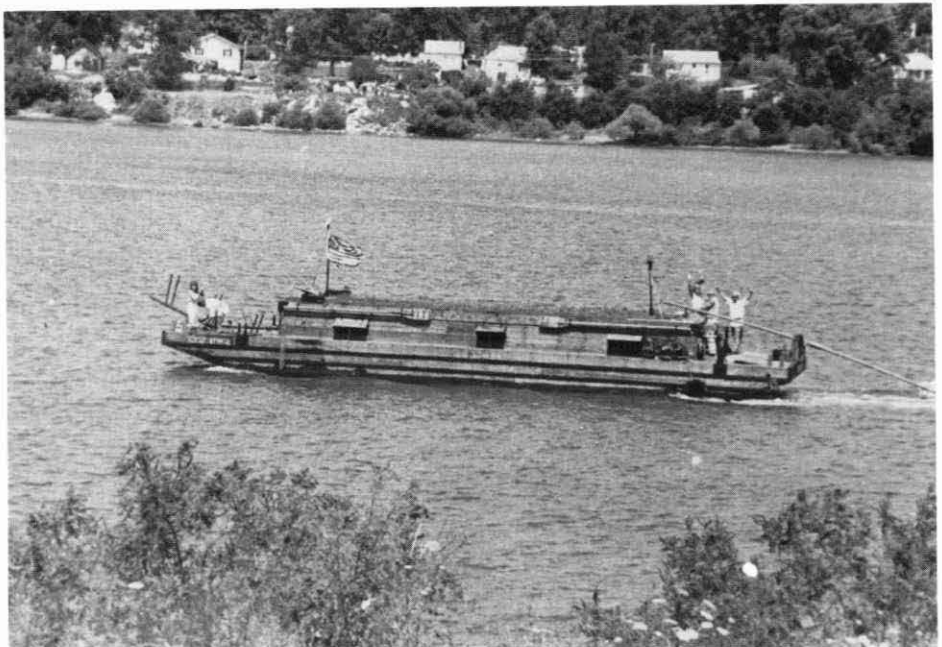
-From New Orleans Picayune, Dec. 8, 1884, afternoon edition: The Buffalo Bill Wild West Show was on board the steamboat W. P. THOMPSON on the way to this city, when the following dispatch was received from Mr. Cody's agent: Rodney, Miss., Dec. 8 - W. F. Cody, New Orleans: Collided with steamer MILLER, Vicksburg and Natchez packet, two miles above Rodney. Disabled and stove up badly, impossible to go further. Have telegraphed Vicksburg to send a boat to us. Stern end almost sunk and bow badly smashed. Doing all we can. People and stock all sound. Come to Rodney soon as possible. -A. E. Shible.

Upon receiving this dispatch Major John M. Burke, manager for Buffalo Bill, and E. W. Woolcat, agent, left immediately for Rodney. Buffalo Bill has already gone to join the show.

The Wild West Show, which has been giving exhibitions at the larger towns, on the way down the river, carries over 100 men, including the Indians, Mexicans, performers, and helpers, and 120 horses, several head of steers, buffaloes, elks and mountain sheep.

All of this stock appears to have been saved from the wreck of the THOMPSON.

-From Cincinnati Enquirer, Dec. 9, 1884: New Orleans, La., Dec. 8. The steamer W. P. THOMPSON, with Buffalo Bill's Wild West Combination on board, collided with the United States Mail steamer CAPTAIN MILLER two miles above Rodney, Miss. at nine o'clock last night. The THOMPSON's hull was stove in, and she became disabled and sank on a sandbar. The MILLER was struck on the port side amidship, the steam pipes being broken and considerable damage being done to the upper works, cabin and guards. The MILLER made some repairs and returned to Natchez. The night was clear, and both boats were seen distinctly for a considerable distance. Proper signals were displayed. The THOMPSON was descending, the MILLER going upstream, when almost within a length of the THOMPSON, the MILLER is said to have suddenly changed her course and ran directly across the bow of the THOMPSON. The stern post and entire bow of the latter were



ADVENTURE GALLEY II PASSING RABBIT HASH

Vaughn P. Wendland of Cincinnati had a dream in 1982 of taking a home-made flatboat from Pittsburgh to New Orleans. Little by little the craft was built at Cincinnati. It was taken to Pittsburgh and departed in early June. Scheduled stops were arranged at most of the towns enroute. Skipper Wendland sent the above picture to us via Bert Fenn at Tell City in early August. Objective was to get to destination to participate in the Louisiana World Exposition. After that's over, the flatboat will be returned to Cincinnati to participate in that city's 1988 bicentennial. The craft is named for the original ADVENTURE GALLEY built on the Youghiogheny River at West Newton, Pa. in 1788 which brought pioneer settlers to Marietta, O. Actually the present one is ADVENTURE GALLEY NO. 3 inasmuch as a replica of the original, also built at West Newton, was taken to Marietta in 1938, on the occasion of Marietta's 150th anniversary. Capt. Jim Coomer of Cincinnati supplied a good bit of the know-how for building the present flatboat, and is navigating her with the aid of two 25 hp. outboards.

carried away in the collision that followed, and she rapidly filled. The pilot headed her for the bar, where she sank. Her bow is lying in 2½ feet of water and her stern in 8 feet. Captain Ranfeit (sp) of the MILLER estimated the damages to his boat to amount to \$10,000, while the THOMPSON was injured to the amount of \$12,000. No lives were lost on either boat, and no person was injured.

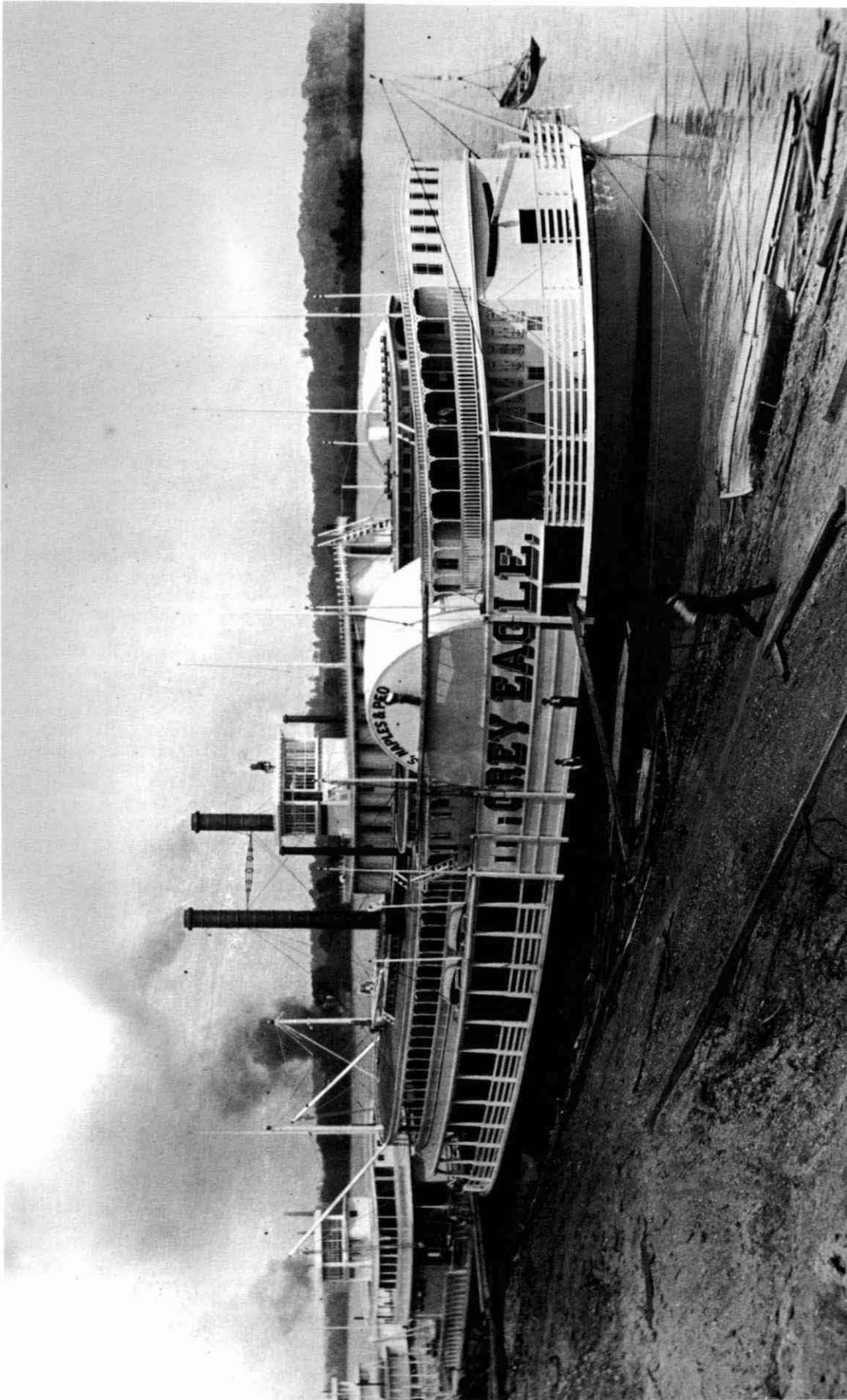
The THOMPSON is owned by Capt. David Gibson, of Cincinnati, is about nine years old, valued at \$9,000, and insured in Cincinnati offices for \$6,000.

12-9-84, note in marine column of New Orleans Picayune: Cody to charter a tug and barge.

12-12-84, ditto: It is said that the steamer THOMPSON is a total wreck.

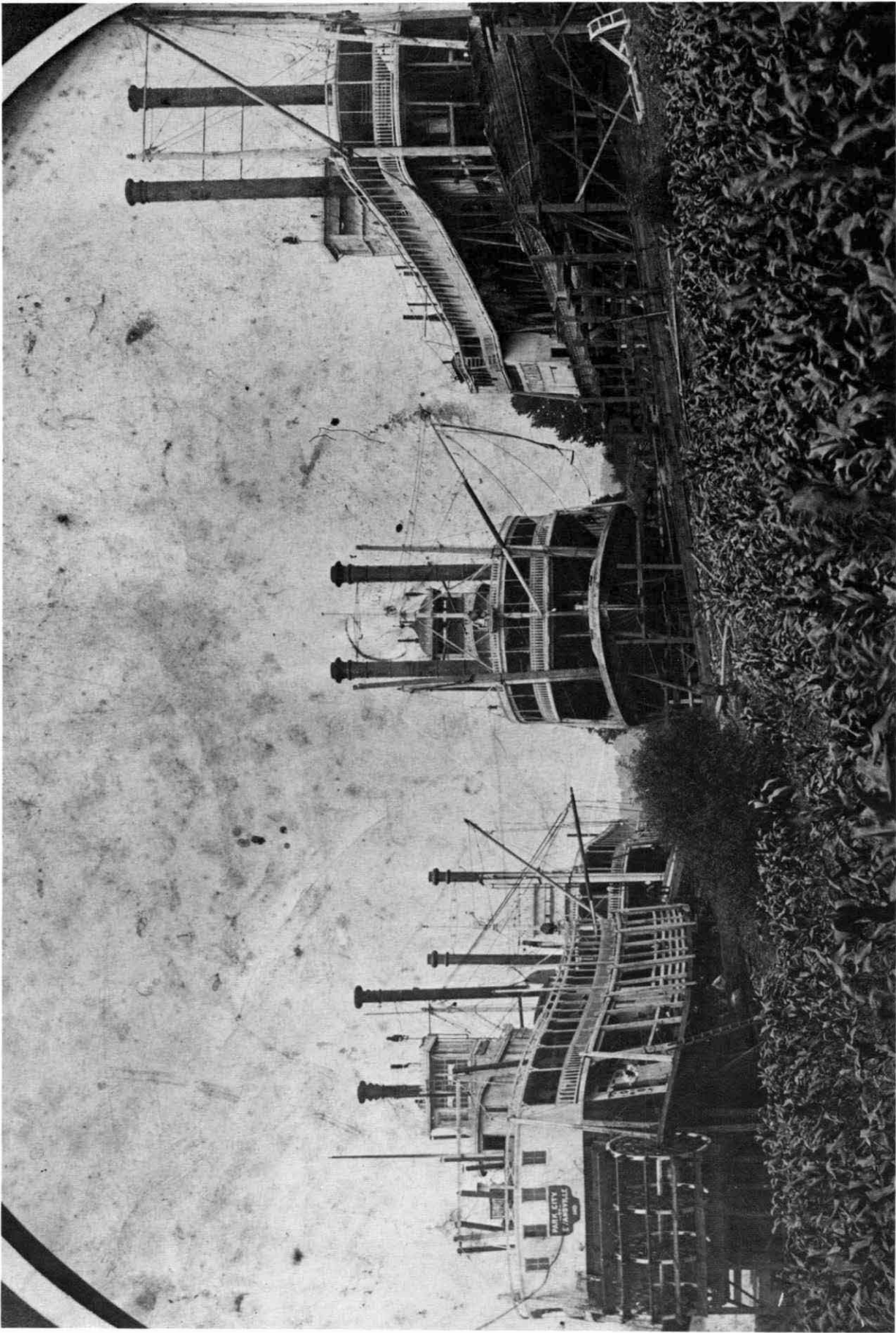
Note in Vicksburg Herald: The CAPTAIN MILLER will be on deck this morning to take her trip south as usual. Her injuries were all above decks and she can repair them underway.

Ed. Note: The W. P. THOMPSON was built at the Knox Yard, Harmar (Marietta), O., 1876. She was well known along the Upper Ohio where she had run most of her career. No information is available about the CAPTAIN MILLER. We are indebted to John F. Polacsek, 15311 Evanston, Detroit, Mich. 48224 for the above. He researches circuses carried by river boats.



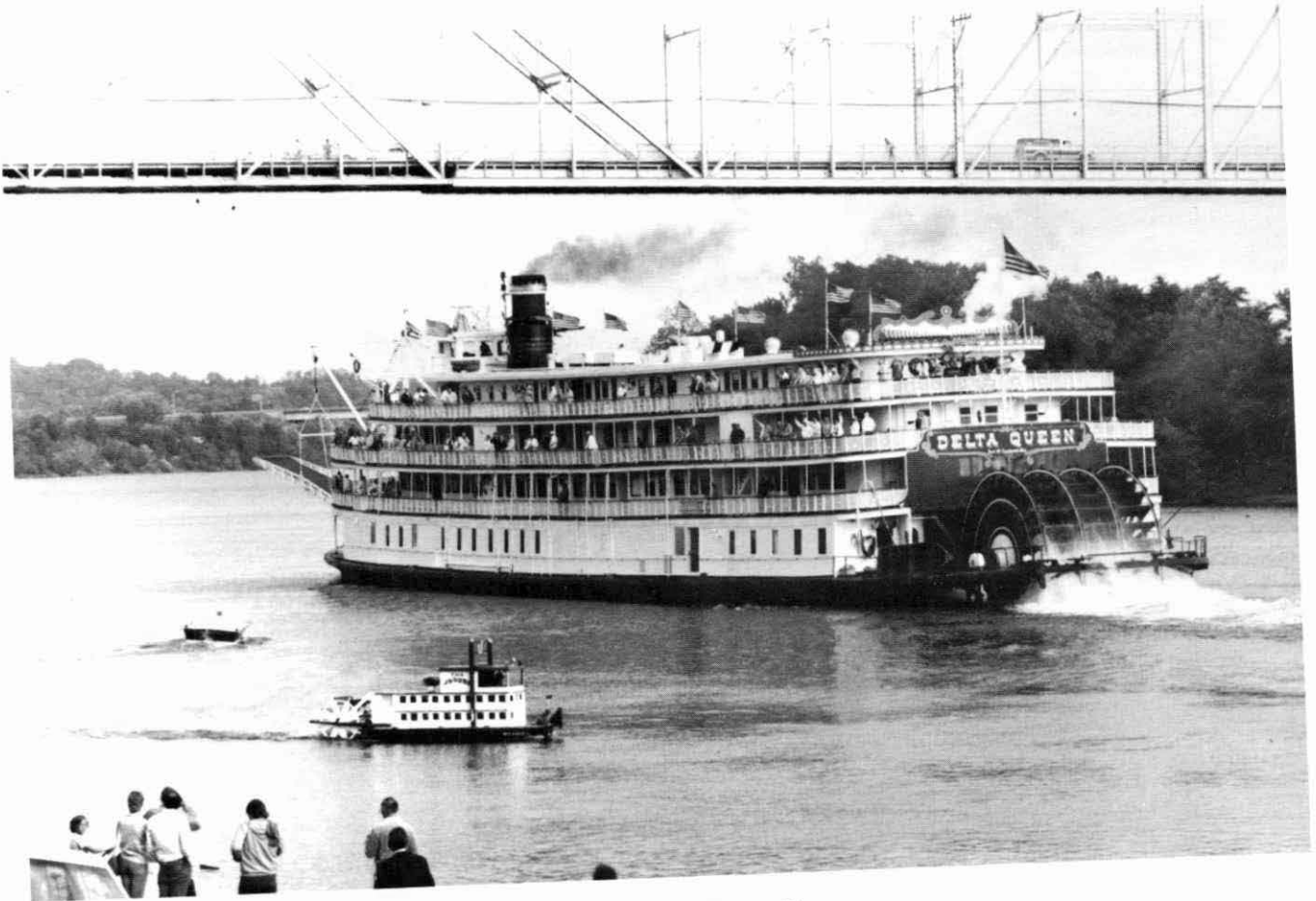
THE LAST side-wheel GREY EAGLE getting her finishing touches at the Howard Yard, Jeff., in 1892. The sign painter's job, when he finishes, will read ST. LOUIS, NAPLES & PEORIA PACKET CO. She was a big freight carrier with a wood hull 250 by 40, about equal to that of the DELTA QUEEN. The Anchor Line ran her

under charter, St. Louis-Vicksburg, in 1894. The ferry at the left may be the ALONZO C. CHURCH, judging from the short texas aft of the pilothouse. James E. Howard took the picture, and the print comes to us through the courtesy of the University of Wisconsin's crew at the Murphy Library, La Crosse, Wis.



MADISON, IND. Marine Ways on what looks to be a hot summer day - most likely in the early years of this century. At the top of the ways (right) is the cotton packet CITY OF CAMDEN. Head on (center) is the St. Louis & Tennessee River Packet Co.'s CLYDE. In the

foreground (left) is the Green River packet PARK CITY and, facing her in the distance, is the U.S. Lighthouse Service's GOLDENROD. Our thanks to C. W. Stoll for furnishing the print.



Captions on page 32





Captions on page 32





SATURDAY AFTERNOON, SEPT. 15

On the Ohio River at Marietta

Five views taken by

James T. Swartswelder

1. Jim took the picture we hoped would get taken, a close-up of the diminutive sternwheeler JOSHUA in the foreground, the DELTA QUEEN departing to the rear, both rolling their wheels.

2. The Wurlitzer 105 band organ parked on Boiler Corner provided a carnival air to the proceedings. This is the same instrument described in our last issue, page 45, which enlivened 121 River Ave. on Sunday, July 29th. Richard C. Strimple, 5195 Crookshank Road, Cincinnati 45238, and Carol Mahaney, 1855 Fountainview #128, Houston 77057 just took a monkey notion to bring it to S&D. Richard had picked it up some while back at Moxahala Park, Zanesville. It dates back to about 1923 and has been painstakingly restored.

3. Who said that S&D'rs are partial only to steamboats! To many of our gang, this was an unusual opportunity to be aboard a real river workboat, and in Jim's almost perfect shot the ladies almost predominate.

4. Jim hurried down to the Lafayette parking lot to get this broadside of the FRED WAY enroute down the Ohio after the christening.

5. -And while he was at it, Jim also got a good broadside of the MAJOR as she departed from the ceremonies. The fairly new launching ramp at Williamstown, West Va. is over and beyond the boat.

EX-CLAIRTON BURNS

Flames engulfed and practically destroyed the old Monongahela River towboat CLAIRTON (third of the name) at Kenner, La. on the afternoon of Thursday, Oct. 4th. The boiler deck cabin and pilothouse, built of wood, were completely lost, and the main deck engineroom was badly gutted. Fire officials suspected arson. The boat was moored among weeds on the Mississippi River bature near Williams Boulevard in Kenner when a nearby city work crew spotted the fire and radioed the fire department. Nobody was aboard at the time.

The CLAIRTON has been beset with trouble and hard luck since she was taken south in the fall of 1972. Various of her escapades have been reported in these columns. As a night club she was renamed GEN. ROBERT E. LEE. The city of Kenner sold her to R&L Financial and Insurance Marketing Inc. this past August. R&L planned to renovate the boat and use it as a reception hall.

Later bulletins from Kenner report that R&L may rebuild the old hulk.

-Our thanks to Capt. Doc Hawley of the NATCHEZ, and to Frank T. Lodwick, Jr. of Kenner for clippings.

Sirs: The IDA STOCKDALE story in the September issue reminds me that in the summer 1972 issue of NEBRASKA HISTORY I published the journal of a man aboard the MINER, which Capt. Calhoon mentioned passing on August 4, 1867. The MINER also ran into the buffalo herd, Indians, and several untoward incidents during its 1867 voyage to Fort Benton. It was all related in the journal of Major Charles W. Howell, Corps of Engineers, who rode the MINER to survey Missouri River navigation. In addition to his journal, I also found his maps of the river made on the trip in the National Archives and sent copies to the Missouri River Division of the Corps at Omaha.

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

Under the lower picture caption on page 9 we were speculating on how many diesel towboats were built with portholes along the sides. Jim Swartzwelder reels them off as follows:

DUCTILLITE b. 1940;
SEMET-SOLVAY, b. 1940;
VICTORY, b. 1940; ALBERT E. HEEKIN, b. 1941; BUCKEYE, b. 1945; KEYSTONE, b. 1945 and LTI-2194, b. 1953. All of these were produced at the Dravo Yard, Neville Island, Pa.

DUCTILLITE became JENNIE A.

GREENE, JUANITA WHITE, CRESCENT. SEMET-SOLVAY became SEMET, CLARE E. BEATTY; VICTORY went to Argentina as MOP-304R; BUCKEYE became MICKEY DAWSON, COL. DAVENPORT, FRED WAY; KEYSTONE became FRANK R. ALTER, BARBARA JEAN MEYER, JOHN R, and LTI-2194 became ST. JOSEPH.

Unless we've badly missed the mark the marine architect who originated the porthole styling was the late Elmer Easter.



CLOSE-UP of the SNYDER's new forward jackstaff showing the metal plaque which reads: S.S. DELTA QUEEN, Sternwheeler, San Francisco, Cal. to Cincinnati, Ohio, 1947, JACK STAFF. This and two other pictures of the ceremonies on another page come from the camera of Delly Robertson.

DELTA QUEEN VISITS
AT CEDAR FARM

First passenger boat there
in over forty years.

With 164 Stanford alumni aboard, bound from Pittsburgh to New Orleans, the DQ was rounded to in the Ohio River 32 miles below Louisville for a new shore stop. The event took place on the late afternoon of Friday, October 12th. The pilot on watch, Capt. Norman Hillman, eased the popular tourist steamer to the foot of a newly created crushed stone landing under the point on the Indiana side. The 1837-built four-column mansion, in process of renovation, gleamed in almost theatrical splendor. The exterior walls had been painted a light yellow, the columns white, and the shutters dark green. The natural setting this fall evening added charm; the high Kentucky hills opposite were in brilliant plumage of fiery red sumac and blazing maples; the vast greensward from river to front steps (what a mowing job this will be!) dotted with shrubbery and shade trees still in leaf - what a location in which to abide, work, and observe the river!

Mr. and Mrs. William Cook, of Bloomington, Ind., who are restoring the plantation, were hosts of the occasion. Bill Cook rode down on the DQ from Louisville, presented a typed story of Cedar Farm to each of the tourists, and told them other details over the public address shortly before the arrival. Accompanying him was Stephen L. Ferguson, also of Bloomington, his lawyer. Other invited guests from Louisville were Bert Fenn, of Tell City, Ind., C. W. Stoll, of Louisville, and Keith Norrington, of New Albany, Ind. Paul Seabrook, of New Albany, visited aboard the boat at Louisville but didn't feel "up" to coming along. Ye Ed distributed copies of the June '84 issue of the S&D REFLECTOR containing the Cedar Farm story, and by way of saying "thanks" the Stanford people presented S&D with a check for \$300, their spokesman being L. William Lane, of Portola Valley, Calif., publisher of "Sunset" magazine.

Enroute from Louisville Peter R. Voll, director of Stanford Alumni, hosted a luncheon party for the Cedar Farm guests, and shortly after arrival a large

group of Cedar Farm workmen, plus wives and friends, were accorded a tour of the DQ by Capt. Harold DeMarrero, Jr., the boat's master, and refreshments were served to them.

Nearly as can be judged, this was the first passenger-carrying steamboat to land at Cedar Farm since the days of the GORDON C. GREENE, at least 40 years ago. The event was amply recorded on film by ship's photographer Joel Simon, of Menlo Park, Calif. who accompanies many of these Alumni tours.

Assisting Peter Voll on this trip was young Steve Hargadon, Stanford '83, to whom Ye Ed is vastly indebted for all manner of assistance cheerfully extended.

Restoration of Cedar Farm's interior will continue throughout the coming winter, to make the mansion into a leader in its field, an authentic, attractive and comfortable showplace of halcyon Indiana.

Our thanks to Glenn Cantrell, 15 S. Pearl, North East, Pa. 16428 for three excellent color shots he took during the christening ceremonies at S&D. -And again our thanks to so many, many S&D'rs who sent photographs of the occasion. This issue isn't big enough to display even half of them.

Virginia Bennett for the past year or more has been installed in an apartment overlooking the Ohio River at Covington, Ky. One Saturday afternoon the CRYSTAL ANN dropped a barge across the river at the Hatfield landing, then came across and poked its nose into the bank below Virginia's balcony. Over her PA system came a John Hartford concert, loud and clear, while a deckhand danced on the boat's bridge.



Mrs. Bill (Gayle) Cook and Peter Voll at Cedar Farm, pictured by Keith Norrington.

The DELTA QUEEN rounds to with her stage readied for her initial visit to Cedar Farm. The stage boom almost points to the mansion. Circling off to the right is the new landing and road. As the Stanford tourists, many from California, get their first glimpse of the plantation, 30 or 40 Cedar Farm artisans, wives and friends for the first time see the DELTA QUEEN.

The Ohio River as seen from Cedar Farm's front porch, with the DQ's pilothouse and stack visible at the landing. Keith Norrington, who took these shots, was apprehensive about the fall haze and lateness of the day.





Cedar Farm in its restored glory, and perhaps you can see overhead lights gleaming on the porches and in the cellar areas.

Joel Simon snapped this one using Keith's camera, while enroute from Louisville to Cedar Farm. Keith, left, is the person who launched this chain of events when he picked up a newspaper at Corydon, Ind. announcing the sale of Cedar Farm to the Cook family of Bloomington. The S&D REFLECTOR pounced on the story with able assistance from Keith, Paul Seabrook, Bert Fenn, Doc Hawley and C. W. Stoll. One thing led to two other things, and then at Ye Ed's prodding, Peter Voll agreed to place Cedar Farm on the DQ's Stanford agenda, with hearty approval from Bill and Gayle Cook. The outstanding success of the show is what causes that cat-that-ate-the-canary look on Ye Ed's face in this picture.



Capt. Verne Streckfus (Sr.) died, 89, a patient at Southern Baptist Hospital, New Orleans, on Sunday morning, October 7, 1984. A native of Rock Island, Ill., he had been a riverman all his adult life, associated with the family-controlled excursion boats known as Streckfus Steamers, long based at St. Louis with seasonal operations from St. Paul to New Orleans, to Pittsburgh on the Ohio, and along the Illinois. Cap'n Verne and three brothers, Cap'ns John Jr., Joe and Roy, all deceased, followed in the footsteps of their father, John Streckfus Sr., the pioneer excursion boat operator of the clan. Among the best remembered of their boats were the SIDNEY, WASHINGTON, SAINT PAUL, CAPITOL, PRESIDENT and ADMIRAL. Cap'n Verne's last command was the PRESIDENT, at New Orleans, and he retired when that boat was sold to the New Orleans Steamboat Company.

Of late years Cap'n Verne was widely regarded as the dean of the river excursion business. He was regarded as rather quiet and retiring, shunned social functions, but was uncannily in his ability to choose from the younger generation the right person for the job at hand.

Survivors include two daughters, Patricia Clark of Metairie, La. and Barbara Funke of San Francisco; five grandchildren, and a great-grandson.

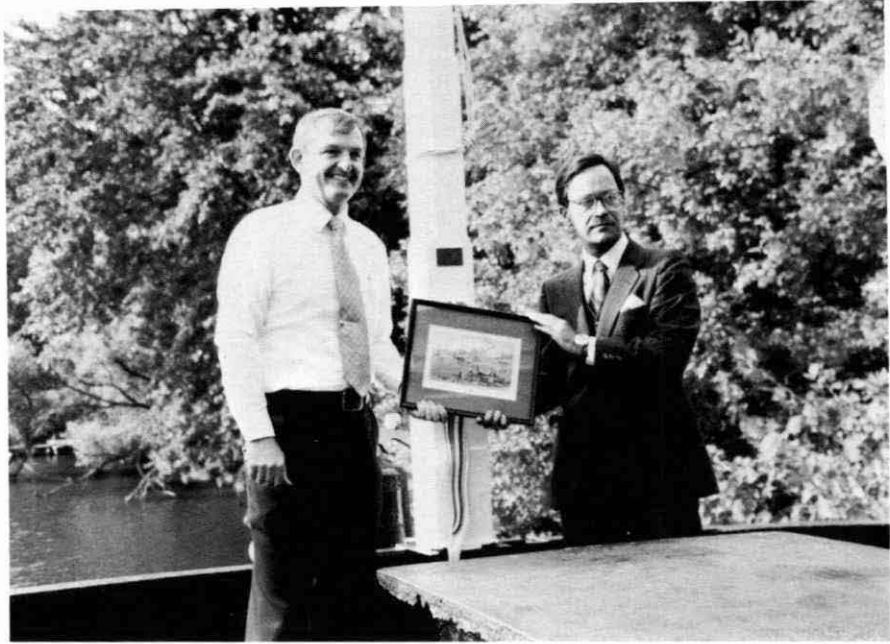
Interment was in the Hope Mausoleum, 4841 Canal Street, New Orleans.

-Thanks to Capt. Doc Hawley for some of these details.

Sirs: One of the members of our boat club in Columbus was in the Navy in New Orleans the summer of 1943. He said that the sailors in port danced on a river boat he thought had the name QUEEN in it. The top deck where the chairs were was special. The sailors picked up girls, danced, and then went to the top deck to "neck." He thought it was the DELTA QUEEN but we told him it couldn't be. He keeps wondering what the name of the boat was.

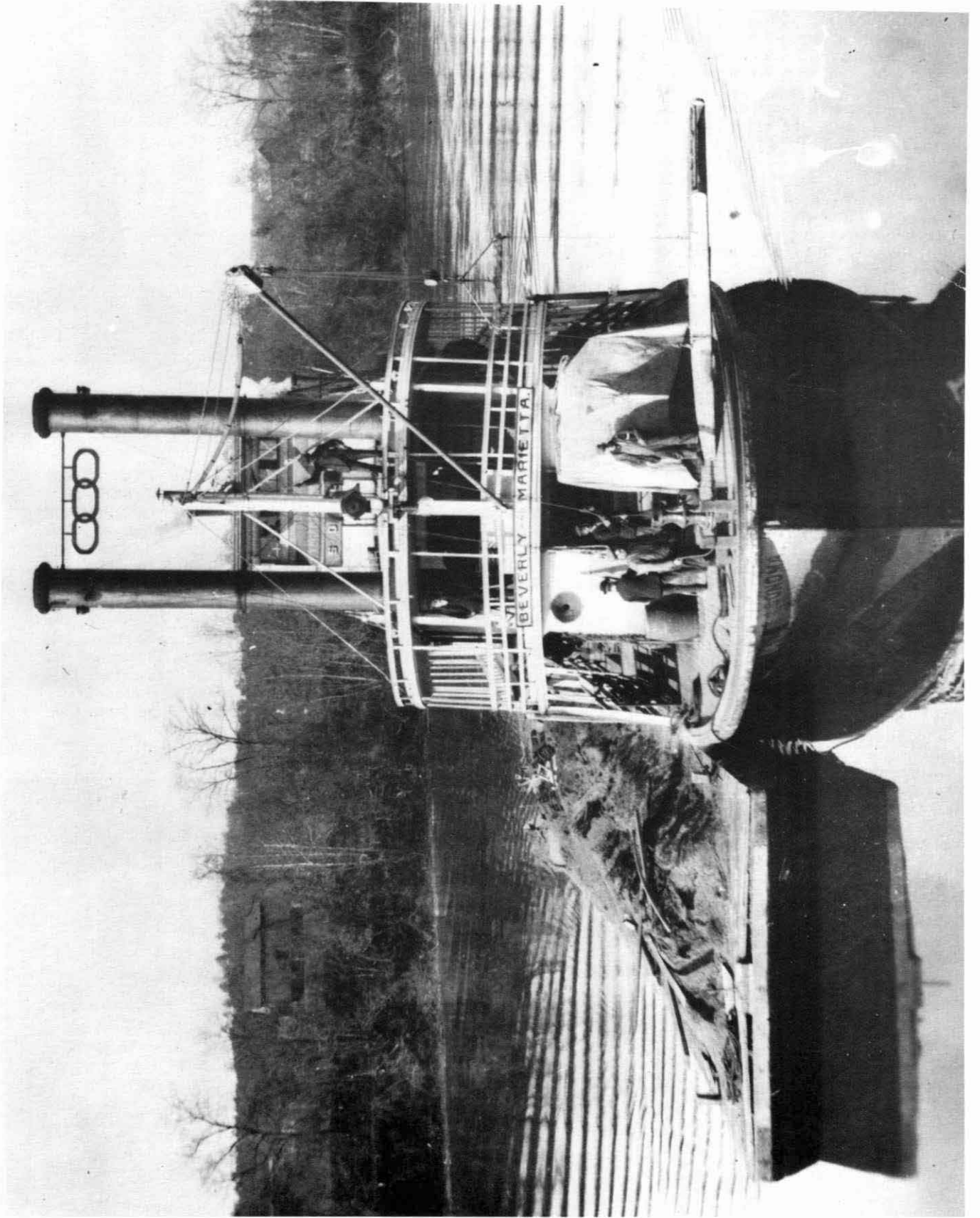
Guy and Dee Williams,
939 Timberman Road,
Columbus, Ohio 43212

=More than likely the PRESIDENT. -Ed.



PICTURED above are John Briley and Dale Flick on the forward boiler deck of the W. P. SNYDER JR., Saturday afternoon, Sept. 15, 1984. Dale is presenting a framed 1873 picture of the port of New Orleans to John as thanks "for the work and dedication John has done not only for the SNYDER but for S&D and the River Museum." Thanks to Dale the SNYDER now sports a new forward jackstaff (see picture below) with a history starting in California. It served there on the DELTA QUEEN, made the transit of the Panama Canal on her, and eventually was delivered from Cincinnati to Marietta on her. At the conclusion of the dedication Dale and Woody Rutter ran up the state flag of Ohio, easily visible and waving in the breeze. Delly Robertson took both of these shots.





PICTURE ON OPPOSITE PAGE

An unusual shot of the SONOMA on the Muskingum River near Marietta, about to land at Unionville. The picture was taken in 1904 by Charles M. Weeks and comes from the S. Durward Hoag collection. No mention is made on the print as to the decked flat alongside; look like it is loaded with sand.

CLYDE SWIFT TELLS ABOUT THE SONOMA

Until the summer of 1889 the railroad between Marietta and Zanesville had all of the Beverly-Marietta business. Then Ed Webster and W. T. Blake brought the SONOMA to the Muskingum, leaving Beverly at 6 a.m. and Marietta at 3 p.m. in this 25-mile trade. She was a regular there for 21 years. Jesse P. Hughes is quoted in the S&D REFLECTOR as saying that the SONOMA had a very

sweet and pleasing toned whistle and it echoed clearly and pleasantly each day as she came down the river nearing the Putnam Street landing at Marietta. Jeff Lansley was her clerk when the Marietta Register of Dec. 10, 1892 said: "The SONOMA left Marietta at 4:15 p.m. Saturday and arrived at Beverly at 8:30 p.m., 16 landings and losing 50 minutes handling freight at Lowell. She went from Lowell to Beverly in one hour 20 minutes with two landings. She had 50 passengers aboard when she left Marietta." Mrs. E. W. Webster was in charge of the cabins. W. H. Smith and John Murphy were the clerks; Clark DeWolfe, mate; George McElhose, engineer, and George Beaver, pilot.

In April 1909 her scheduling was changed to run Beverly-McConnelsville, three trips weekly leaving Beverly Monday, Wednesday and Friday,

and Beverly-Marietta Tuesday, Thursday and Saturday.

She was on this scheduling when she headed back from McConnelsville on Wednesday, April 21, 1910. At about 6 p.m. she hit a snag at the William Lawrence landing on the east side of the river below Swifts and sank. The LORENA came along pretty close behind her and took on all of the undamaged freight. Otto Deering, of Beverly, was the engineer on watch at the time, and waded in water to his waist making his exit. Ray Webster, son of Capt. E. W. Webster, was in charge of the boat, as his father was in Wheeling attending to business matters.

Following this sinking she was remodeled but did not return to the trade. In 1911 she ran Marietta-Sistersville, and that summer returned to the Muskingum to run excursions to the McConnelsville Chautauqua that summer and the next.

Continued page 40

SPEED TRANSPORTATION LINE					
SHIP VIA		CAPT. LEWIS TANNER, MASTER		WATER ROUTE	
<i>J. E. Frazier</i>		<i>Huntington Nov 7th</i>		1919	
TO STEAMER SPEED, DR.					
Marks	To Freight	War Tax	Freight	Charges	Amount
<i>10 Pa HH Goods & Etc.</i>	<i>1.75</i>	<i>5</i>	<i>1.75</i>	<i>1.75</i>	<i>3.50</i>
Shipped By	Huntington Wharf & Storage Co. \$				<i>50</i>
From	Received Payment				<i>40.5</i>
FREIGHT SHIP VIA STR. SPEED CHEAPER AND QUICKER THAN BY RAIL					

JEROME COLLINS has sent us this freight bill, rather unusual in several respects. The Speed Transportation Line existed only a week or so. J. E. Frazier shipped "10 Pa HH Goods & Etc.," clerk's lingo for 10 packages of household goods and so forth, from Buffalo, West Va. on the Kanawha River to Huntington, West Va. on the Ohio. The "plunder" (more clerk's lingo) was picked up at Buffalo by the LEROY, Capt. Jesse P. Hughes, and was loaded aboard the SPEED at Gallipolis for delivery at Huntington. The LEROY's share was \$1.75, noted on the freight bill as "charges." The SPEED tacked on another \$1.75 for her share. Add to these freight charges 5 cents war tax, and then

the Huntington Wharf and Storage Co. plastered on another 50 cents for handling it over their wharfboat and hauling it up the hill via a power freight incline on rails to their warehouse for delivery. The LEROY was running Charleston-Gallipolis, and the SPEED, Capt. Lewis Tanner, Gallipolis-Huntington. Shortly after this transaction the SPEED was withdrawn from her trade, no business, and this marked the final end of the Gallipolis-Huntington trade, a daylight run which had supported small packets for years. Capt. Jesse Hughes fared some better, but was forced to withdraw the LEROY from the Gallipolis-Charleston trade in 1920.

Concluded from page 39

In 1913 she went to the Kentucky River where, on May 13th, she was snagged at Glenmary Landing, 13 miles from Worthville. She turned over and sank. Two passengers, a deckhand, and the stewardess, Mrs. Frank Kidwell, were drowned. Mrs. Kidwell, Olive, was a sister of Capt. E. W. Webster, temporarily managing the diningroom in the absence of Mrs. Webster.

During her Beverly years the SONOMA did a "land office business." Undaunted by the railroad's excursions, she filled her summer with many such excursions in addition to her regular packet trips. Examples: "40 Waterford High School pupils went to Blennerhassett Island." "Over 100 Methodists came down to Marietta to spend the day at City Park." "50 young people went up the beautiful Muskingum to Luke Chute by moonlight." "Big excursion to Marietta for Pawnee Bill's Wild West Show." "A crowd filled the boat on an excursion to Newport, O., with ice cream, cake, peanuts and lemonade available." "The SONOMA took picnickers to the Buckeye-Eureka Park at the head of Kerr's Island, with the Marietta Reed Band." "The SONOMA took an excursion to McConnelsville on Old Glory Day, with a band and three pieces of artillery aboard."

Following the 1913 Flood and the departure of the SONOMA for the Kentucky River, Beverly, O. ceased being a terminal for local Muskingum River packets.

Sirs: Am researching back issues of S&D REFLECTOR at the Ohio Historical Library in Columbus, O. Several questions have come up. For starters, is (or was) the Pope Dock yards where some of the giant showboats were built on the Little Kanawha or on the Ohio River? Would like to get this settled for the information bank we are compiling.

Donald T. McDaniel,
76 Glen Drive,
Worthington, Ohio 43085

=Lewis Pope & Sons operated in the mouth of the Little Kanawha along its left shore at the B&O's Ohio River Division bridge.

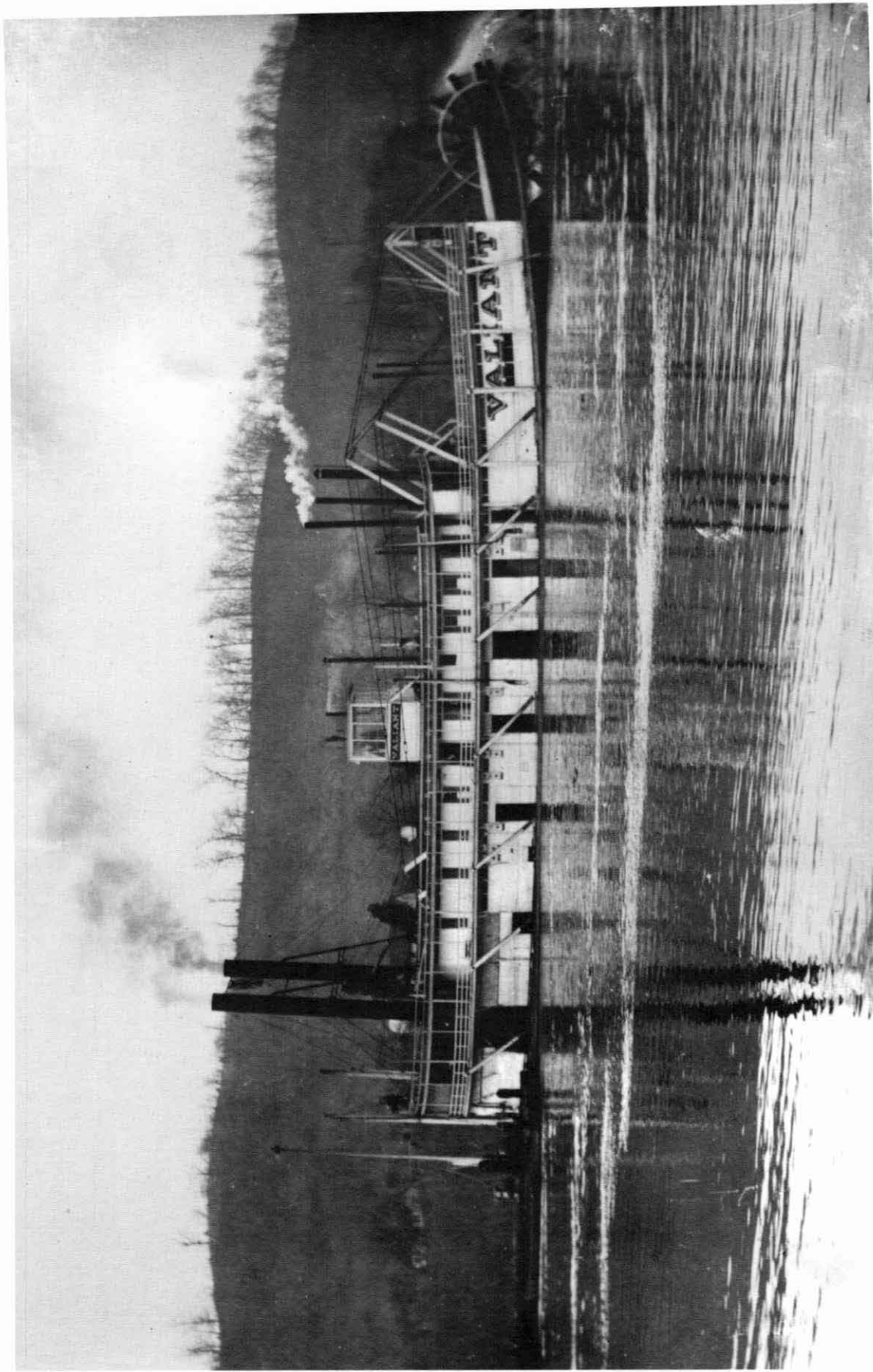
Hulls were built or repaired on a five-section drydock. There was no launch ways. The showboats referred to above were the FLOATING PALACE, 152.6 x 38.2 x 3.5, built 1901 for William R. Markle, Steubenville, O. and Mathew O. Swallow, Belmont, West Va., equal shares; FLOATING THEATRE, 150.2 x 34.1 x 3.6, built 1903 for E. E. Eisenbarth, Marietta, O.; SUNNY SOUTH, 155 x 38.9 x 4, built 1905 for W. R. Markle, St. Marys, West Va., M. O. Swallow, and A. M. Chucks, both of St. Marys, West Va.; WONDERLAND, 155 x 38.6 x 4.7, built 1906 for James Hagens, Coshocton, O., and J. W. Cooley, New Comerstown, Ohio; GOLDENROD, 200 x 45, built 1909 for W. R. Markle, Steubenville, O. -Ed.

As we go to press this Wednesday morning, Oct. 31st, we have once again read the S&D story by James V. Swift in The Waterways Journal, issue of Sept. 22. Three excellent illustrations from the camera of Capt. William D. Bowell enliven the text. Single copies are 50¢ each, addressed to The Waterways Journal, 666 Security Building, St. Louis, Mo. 63102. Jim remarks that the FRED WAY had its name change in June, but the formal ceremonies were postponed until the S&D meeting. Jim further reports that she was repowered in 1976 with General Motors V12-149 diesels developing 1,530 hp.

Let us close with the suggestion that serious consideration be given to naming James V. Swift "dean of river reporters."

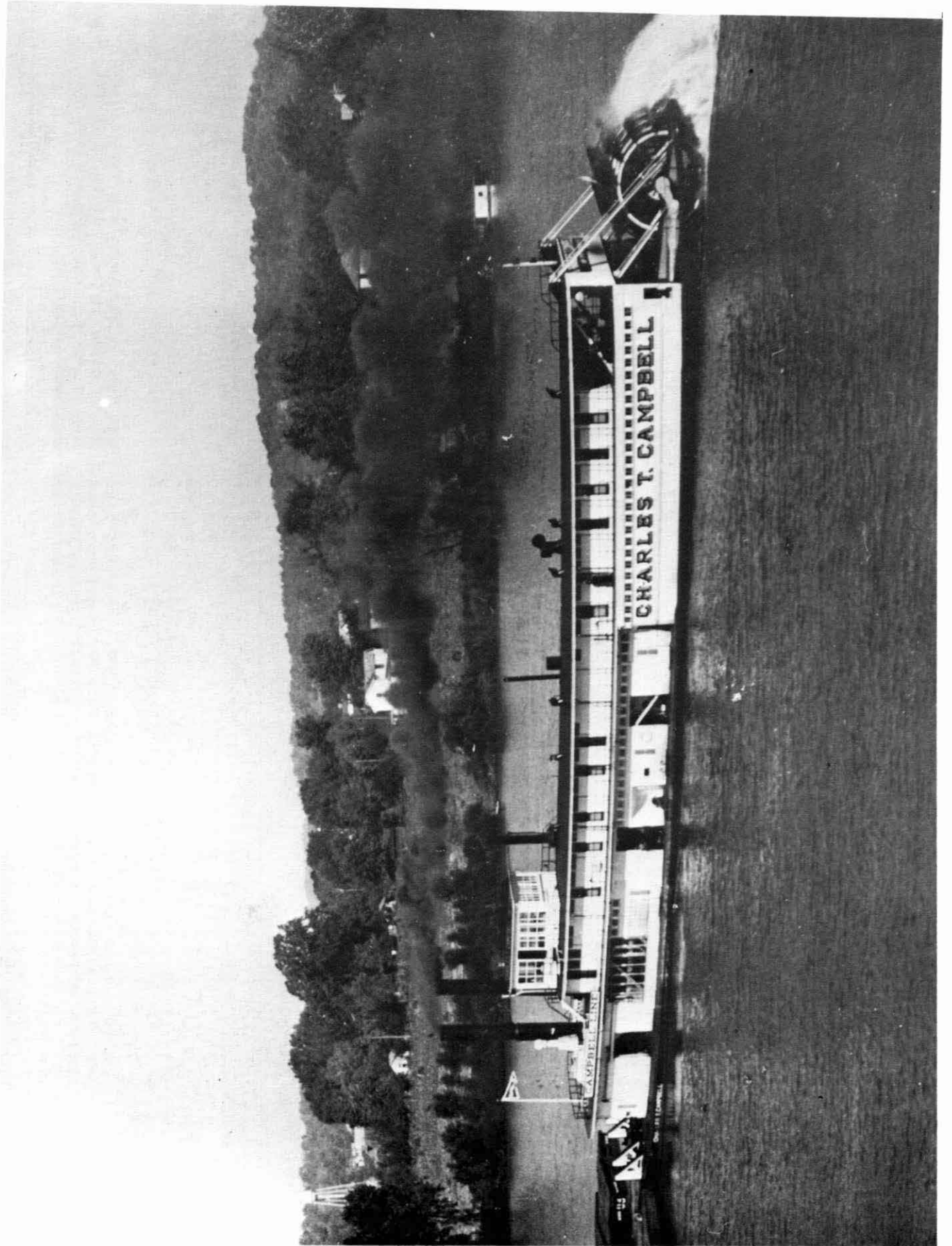


Capt. Verne Streckfus landing PRESIDENT at New Orleans, July 1974. See obituary, page 37, this issue.



GOOD broadside shot of the VALIANT taken about 1898 by river photographer Thornton Barrette. Many of these larger coal-towing towboats were originally "bob-tail" style as seen here, the aft cabin whacked off. The VALIANT dates back to 1877 when she was built as the JOSEPH NIXON, renamed following a rebuilding in the 1890's. Your scribe remembers her in her Combine days with the roof extended clear aft to the stern bulkhead.

She had a wood hull 163.5 x 28.6 x 5, and worked high pressure engines, 20's- 7 ft. stroke. Towboats of this class usually were kept by the Combine in the Pittsburgh-Louisville Division, turning over her loads to the "big fry" for transport down the Mississippi. In 1921, following another rebuilding, she was renamed TRANSPORTER, pictured on another page in this issue.

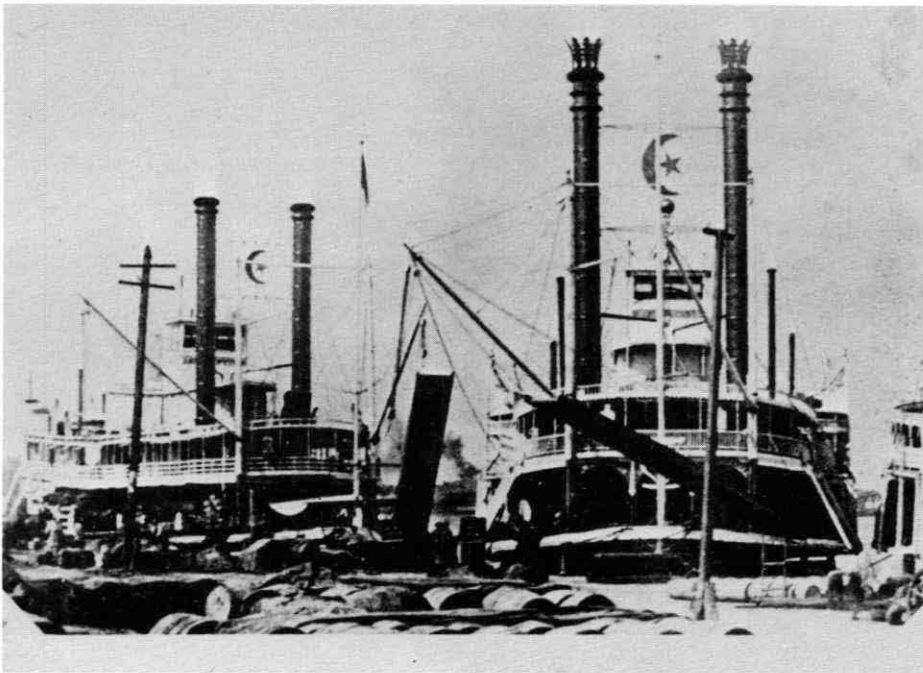


PICTURE ON OPPOSITE PAGE

Mrs. Charles T. (Estelle) Campbell came calling at 121 River lately to pick up a 1-48 model of the CHARLES T. CAMPBELL made many years ago by Robert (Bob) Thomas of Powhatan Point, Ohio. Bob made the model for Mr. Campbell and it had been displayed in the Campbell Line's Pittsburgh offices until one day C.T.'s son Tom gave it to us. We were happy to pass it along to Estelle who wished to restore it and give it as a gift to a grandson in Florida. So there's where the model went. The photo of the CAMPBELL on the opposite page was presented to us in 1964 by S. Durward (Steve) Hoag. He had copied it from an original taken about 1936, the year she was built, but Steve was hazy about where it was taken - he thought possibly Williamstown, West Va. is in the background. All of which got us to recalling that her name later on was JOHN J. ROWE (1947-1954) and lastly she was the ORCO in The Ohio River Co. fleet, but not for long. The Ohio River Co. renamed their steam-prop MIKE CREDITOR, which also became ORCO briefly, and Amherst dieselized her in 1955 and named her J. S. LEWIS, still in business. Query: What became of ORCO ex-CHARLES T. CAMPBELL? We've plumb forgotten.



TODAY the most desolate exhibit of an old steamboat is this one, pictured at Vicksburg, Miss. by Kay Waters Sakaris, 7227 Woodland West Drive, Houston 77040. When you turn to the next page you'll see a pair of stacks sticking out of the water. In this case the SPRAGUE's stacks are sticking up out of dry land and in her case no towboat is buried beneath. A section of the paddlewheel clutters the foreground with those fake buckets placed for her visit to Pittsburgh. One of her engines is almost under the wheel, and her jackstaff stands beyond the stacks.



We're sticking this one in here inasmuch as our double-page spread in this issue of John Stobart's painting shows the GENEVA with a crescent moon and star on her wheelhouse, acquired on a trip to New Orleans. Here are the ASSUMPTION (#0375) and the BELLE OF THE COAST (#0532) with similar insignias between their stacks, photo taken about 1880. The excursion steamer IDLEWILD (now BELLE OF LOUISVILLE) carried a crescent moon and star on top of her pilothouse at Memphis c. 1916 to advertise her moonlight excursions.

Min Grimes, well known in the Huntington-Ashland-Ironton area as a newspaper editor and columnist, died on Friday, July 20, 1984. She was 76, native of Proctorville, O. and graduate of the Huntington High School, her maiden name being Minnie Bay Mauck. She was a niece of Capt. George Bay. Jim Wallen recalls that Min was a brilliant student, a witty conversationalist and friend of many. She was twice married. Her second husband was Ernest Grimes who died in 1961. Min Grimes always had considerable interest in the Bay steamboats. Services were conducted at Ironton, O. and burial was in the Rome Cemetery.

Nathan Goff Carder, aged 84, died at Ripley, West Va. on Wednesday, April 18, 1984. He and his wife Helen long have been residents at Route 1, Box 38, Murraysville, West Va. 26153. Goff was born at Skull Run, West Va., shortly above and opposite Portland, O. on the Ohio River. He attended Marietta College and graduated from Ohio State University in 1926. He was first a high school teacher, then became a university professor, and later was associated with the U.S. Office of Education. Goff joined S&D back in its beginnings and regularly attended meetings. One time he penned a short poem about the packet VALLEY BELLE, a boat he remembered from childhood, and we append it here in his memory:

Here she comes around the bend,
Throwing up a swell.
Who could mistake that steam-escape?
It is the VALLEY BELLE.

She bustles in her hurried way
Near banks where people dwell;
And then "rounds to" to land
anew,
The busy VALLEY BELLE.

The huckster waits upon the wharf.
With eggs and veal to sell;
He strains his ear, and tries to hear
The distant VALLEY BELLE.

The farmer looks up from his work,
And he can always tell,
For when she blows he surely knows
That it is the VALLEY BELLE.


A wanderer returning home,
Remarks that sound so well:
"In day or night, or out of sight,
I know the VALLEY BELLE."

She blows and blows, the echo goes
Flooding hill and dell;
Children stare, and men declare,
"There goes the VALLEY BELLE."

Goff Carder's survivors include his wife Helen H. Carder, at home.

Two of the most famed mansions on the Mississippi River System are Oak Alley on the Miss near Vacherie, La. and Cedar Farm 32 miles below Louisville on the Ohio. Both were built at approximately the same time, 1837-1839. The 28 live oaks in two well spaced rows leading from the river to Oak Alley predate that mansion and are about 250 years old. The mansion was virtually abandoned for years, until in 1925 Andrew and Josephine Stewart restored it. Oak Alley Foundation, non-profit, now maintains the property and tourists are welcomed.

FROM THE IRON CITY TO THE QUEEN OF THE WEST
or Vice Versa, via the Famous
Passenger River Route



**PITTSBURGH to CINCINNATI
AND RETURN**

Consisting of a Thousand Mile Ride. Seven Days of Travel, with Meals and Berth included, for

\$14 ONLY
THINK OF IT!

"THE WATERWAY OF THE WORLD."

The above inducements are offered to the Traveling Public by the

Pittsburgh & Cincinnati Packet Line

STEAMERS Leave Wharf Boat, foot of Wood Street, PITTSBURGH,
and Wharf Boat, foot of Broadway, CINCINNATI, as follows:

KEYSTONE STATE
Chas. W. Knox, Master; W. P. Barringer, Purser. Leaves Pittsburgh, Monday, 4 P. M.; Cincinnati, Thursday, 5 P. M.

QUEEN CITY
John Sweeney, Master; A. B. Browne, Purser. Leaves Pittsburgh, Wednesday, 4 P. M.; Cincinnati, Saturday, 5 P. M.

VIRGINIA
A. Pennywit, Master; W. D. Kimble, Purser. Leaves Pittsburgh, Saturday, 4 P. M.; Cincinnati, Tuesday, 5 P. M.

The steamers comprising this line are large and well equipped, have commodious and airy cabins and staterooms, elegantly furnished. The tables are supplied with the best the market affords, while music lends enchantment. The officers are experienced, capable and obliging. No effort is spared to make the guests comfortable and happy. The route extends through the grandest scenery on the most beautiful river in the world, abounding in towering mountains, rugged cliffs, gently sloping hills, broad and fertile valleys, beautiful and romantic islands, historical points, thriving towns and cities, ever changing panoramic views which enlist the admiration of the beholder, causing him to forget his cares, troubles and even bodily ills for the time. It is not surprising that every one worn by the cares and business of every-day life at home, feels renewed and reinvigorated after taking this trip and breathing the pure air of the "Beautiful River." Multitudes have expended large sums of money, endured sea-sickness and other ills in making a trip to Europe, when for the above rates they can see more beauty, enjoy more pleasure, have their health renewed and their energies restored by a trip on one of our elegant steamers. Tourists are never disappointed in having a most delightfully pleasant time.

FARE—Pittsburgh to Cincinnati \$7.00. Round Trip \$14.00.
Down by Boat and Return by Rail, \$14.00.

JAMES A. HENDERSON
General Manager.

TELEPHONE 1762 COURT

A. J. HENDERSON
G. F. & P. Agent.

PITTSBURGH, PA.

XXIV

YES, \$14, only think of it! This advertisement appeared in Pittsburgh's social register, the Pittsburgh & Allegheny Blue-Book, 1908 edition. Capt. E. Dayton Randolph was piloting on the KEYSTONE STATE in 1908. He memorized a portion of the "blurb" printed above. When Ye Ed boated with Dayton in 1923, and just up from the dinner table, he would recite: "The tables are supplied with the best the market affords, while music lends enchantment." With that he would give out a big belch and take over from his partner.



IT'S ASKING a bit much to resist running this picture taken on February 18, 1908 at Marietta, in the mouth of the Muskingum. These two buoys or black barrels in the foreground are steamboat smokestacks, and under them is a steamboat almost as big as the one in the background. Those persons associated with the recent sinking of the BECKY THATCHER, have cheer; you can't know what trouble really is until you've heard about the JEWEL. There's an old river expression about boats being "sunk to the tops of their stacks," and in this case it actually happened. The JEWEL was harbored along with these other boats for ice protection when a sudden fall in the river caught her hull on some sort of obstruction (not unlike the BECKY) and down she went. Most of

her was sticking out when this happened, but a flood came along (40.6 feet on the Marietta marks) with the disconcerting effect shown above. But this (again like the BECKY) is a success story. The river fell back to normal, the JEWEL was pumped out, and went back in service. In this picture the boat to the rear is the BESSIE SMITH, and shoreward of her is the AVALON (sans smokestacks) soon before she was renamed OHIO. The smokestack over the BESSIE SMITH's pilothouse belongs to the BEN HUR. The castle-topped building in the rear left is the Nye Foundry, present site of the U.S. Engineer Depot, Huntington District. H. P. Fischer, a Marietta commercial photographer, took the photograph, and we are indebted to the late S. Durward Hoag for the print.



Taken in 1897 on the front steps of the Howard mansion, Jeffersonville, Ind., same time the photo on the back cover was taken. Only positive identification is the gentleman standing at far right, Edmonds J. Howard. The others undoubtedly are members of the Howard family in 1897. Please help us name them.

Bee Rutter has shared with us a letter from D. Perry Moran of the Delta Queen Steamboat Company. Perry was renewing his membership in S&D. He mentioned to Bee that Ye Ed visited in their Cincinnati offices while enroute on the DQ to Cedar Farm. This was the first visit we ever made to the 511 Main Street headquarters and, in all probability, the last, inasmuch as a big upheaval will transfer the Cincinnati offices to New Orleans shortly. The magnitude of people and machines needed to run two steamboats is beyond belief, what with some 30 or more staff persons, mostly girls, poking at typewriters and data processing machines. Franklin Fried, the new president, was scurrying around in the midst of all of this, and he and Perry Moran were most courteous to this stranger in their midst. Patti Young squired us about on what might be called the 50¢ tour, the young lady who at S&D presented us with the restored and highly polished brass porthole from the DQ. Patti wondered mildly what we had done with it. It's currently reposing in the front hallway of 121 River on the seat over the radiator by the window. Those who visit are instantly attracted to its size, gleam and polish. Then they ask, "What do you intend doing with it?" The suggestions are legion, from the sublime to ridiculous, including the purchase of a second-hand battleship to effectively install it. Meanwhile it's giving us no end of pleasure. Patti got us back aboard the DQ in a right handsome Chrysler, compliments of the boss. All in all, that's a rather smooth-running outfit there at 511 Main and we join in regrets that it must be sold down the river.

Sirs: During an outing of the Steamship Historical Society of America, I met a lovely couple, the Cantrells of North East, Pa. They told me about the Sons and Daughters of Pioneer Rivermen and suggested that I might like to join. Enclosed is my check for membership.

Donna L. Holly,
320 West 76 St.,
Apt. 8F,
New York, N.Y. 10023

PICTURE ON BACK PAGE

E. J. Howard and his
Horseless Carriage

by Bert Fenn

In the 1890's Capt. Edmonds J. Howard was feeling his oats. He had successfully taken over command of the Howard Shipyard at Jeffersonville, Indiana at the death of his father, James Howard, in 1876. He had guided the yard through a transition from side-wheel cotton boats to sternwheel packets, towboats and barges. In the prime of life in his 50's, he was riding a new prosperity.

In 1891-1892 he built his famous mansion at Jeffersonville across the street from the yard. And in the summer of 1897 he traveled to Kokomo, Indiana where he purchased an automobile directly from its inventor, Elwood Haynes.

Back in Jeffersonville he dressed up his family, called in a photographer, and had the accompanying photographs taken at the steps of his mansion.

It is significant that this is indeed an extremely early automobile. Elwood Haynes had built his first successful auto in 1894. Only the Duryea brothers in America had predated him by a year, and there is a question whether their 1893 auto was truly successful. Other pioneers such as Winton, Olds, King and Ford did not come into the picture until 1896.

Elwood Haynes, in partnership with Elmer Apperson, built three

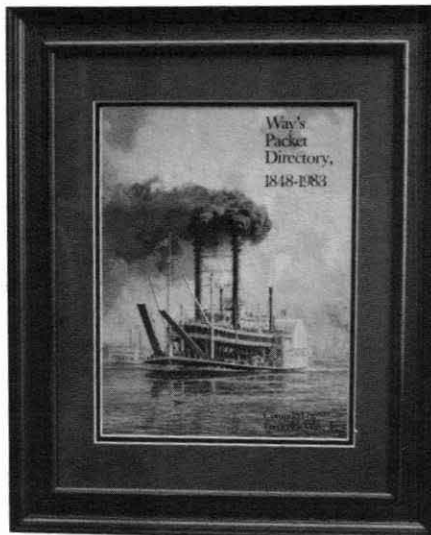
autos prior to 1897 when they went into "quantity production" and built three. Ed Howard's Haynes-Apperson was one of those three 1897 models.

By 1900 the Haynes Company was producing several hundred autos per year. In 1916, when they discovered an 1897 model still in operation in Bound Brook, New Jersey, they ran an ad asking "Is this the oldest Haynes in use?" They offered to exchange a new "Light Twelve" for the oldest Haynes located.

Ed Howard claimed the honor and drove his car to Indianapolis where, immediately preceding a speech by President Woodrow Wilson, he was given the keys to his new Haynes by the mayor of Indianapolis as part of the Good Roads Day Program in the Indiana Centennial Celebration on October 12, 1916.

Following the President's speech the 1897 and 1916 cars were driven to the Indianapolis Motor Speedway and raced. The 1897 model was said to have done very well for itself, running 20 miles per hour.

For a number of years the Haynes Company exhibited the Howard 1897 car at automobile shows across the country. In 1921 the mayor of New York was given a ride down Broadway in the antique. The first Haynes auto of 1894 is proudly displayed at the Smithsonian in Washington. What happened to their first "production model," Ed Howard's 1897 auto, remains a mystery.



Sirs: I have framed the dust cover of Way's Packet Directory and it hangs in a sitting room along with John Stobart's print of the BELLE OF ST. LOUIS at Eads Bridge.

I recall meeting you on the WASHINGTON when I was 14, now 61. Mack Gamble took me to the pilothouse to watch you land her at Marietta. "You are going to hit the wharfboat, Captain Way!" I blurted. "Wait and see," you replied.

Jack Hickman,
1527 Barrett Road,
Baltimore, Md. 21207

=Hope I didn't hit it. -Ed.



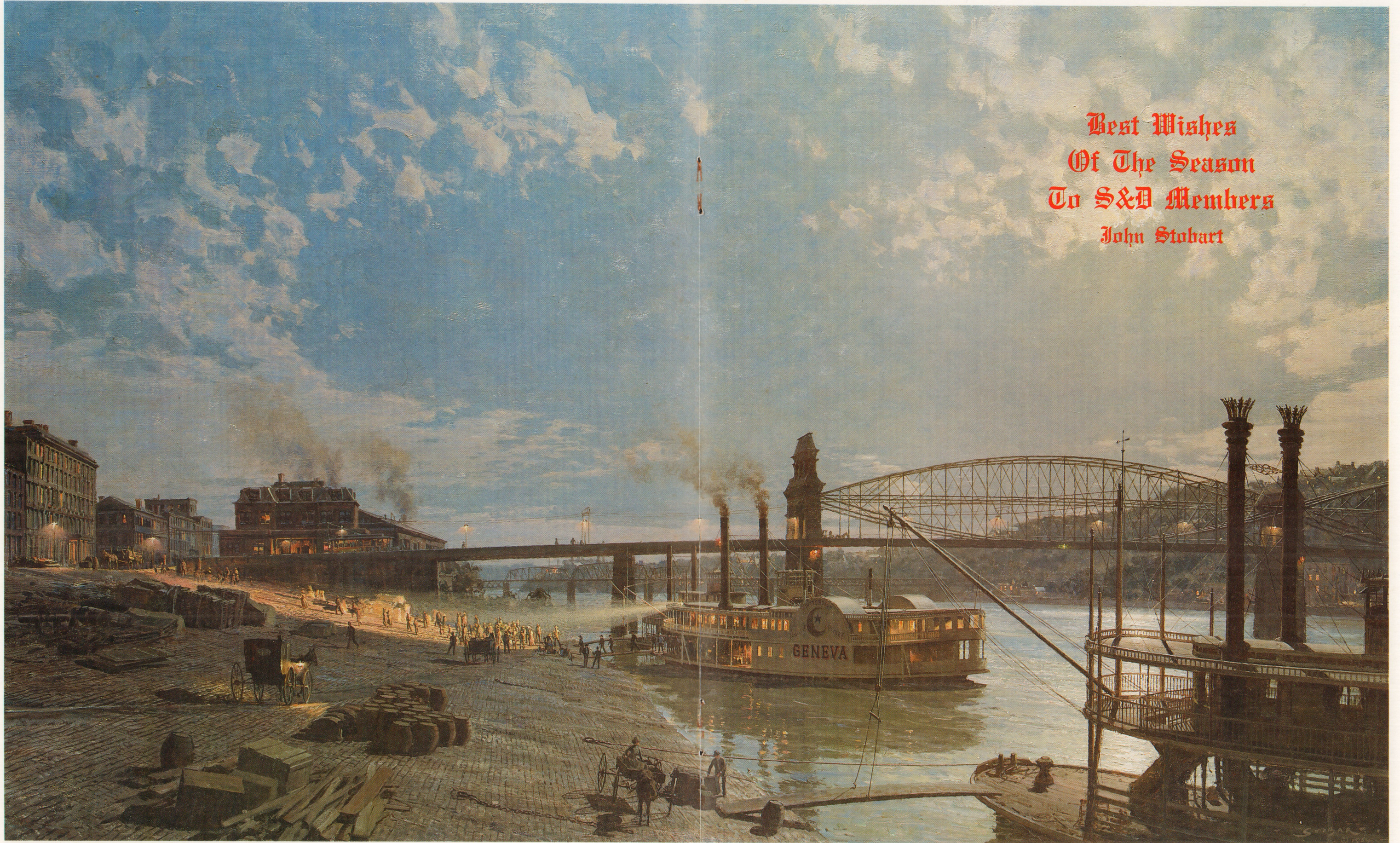
Bert Fenn learned the story of this early automobile four or five years ago, and then last year this photo of it "popped up." Edmonds J. Howard, dimly visible at upper right, head of the Howard Shipyards, bought it in 1897 at Kokomo, Indiana. Story on page 47.



The VALIANT in 1921, rebuilt at Elizabeth, Pa., was renamed TRANSPORTER by Water Transport Company, headed by Charles T. Campbell. This dramatic picture of

her was taken by Capt. William S. Pollock above Emsworth Locks and Dam, Ohio River. Our thanks to William E. Reed for the enlargement.

*Best Wishes
Of The Season
To S&A Members
John Stobart*



MOONLIGHT ON THE MONONGAHELA, from an original oil painting by John Stobart (see the write-up on page 4.)



THE LAST side-wheel GREY EAGLE getting her finishing touches at the Howard Yard, Jeff., in 1892. The sign painter's job, when he finishes, will read ST. LOUIS, NAPLES & PEORIA PACKET CO. She was a big freight carrier with a wood hull 250 by 40, about equal to that of the DELTA QUEEN. The Anchor Line ran her

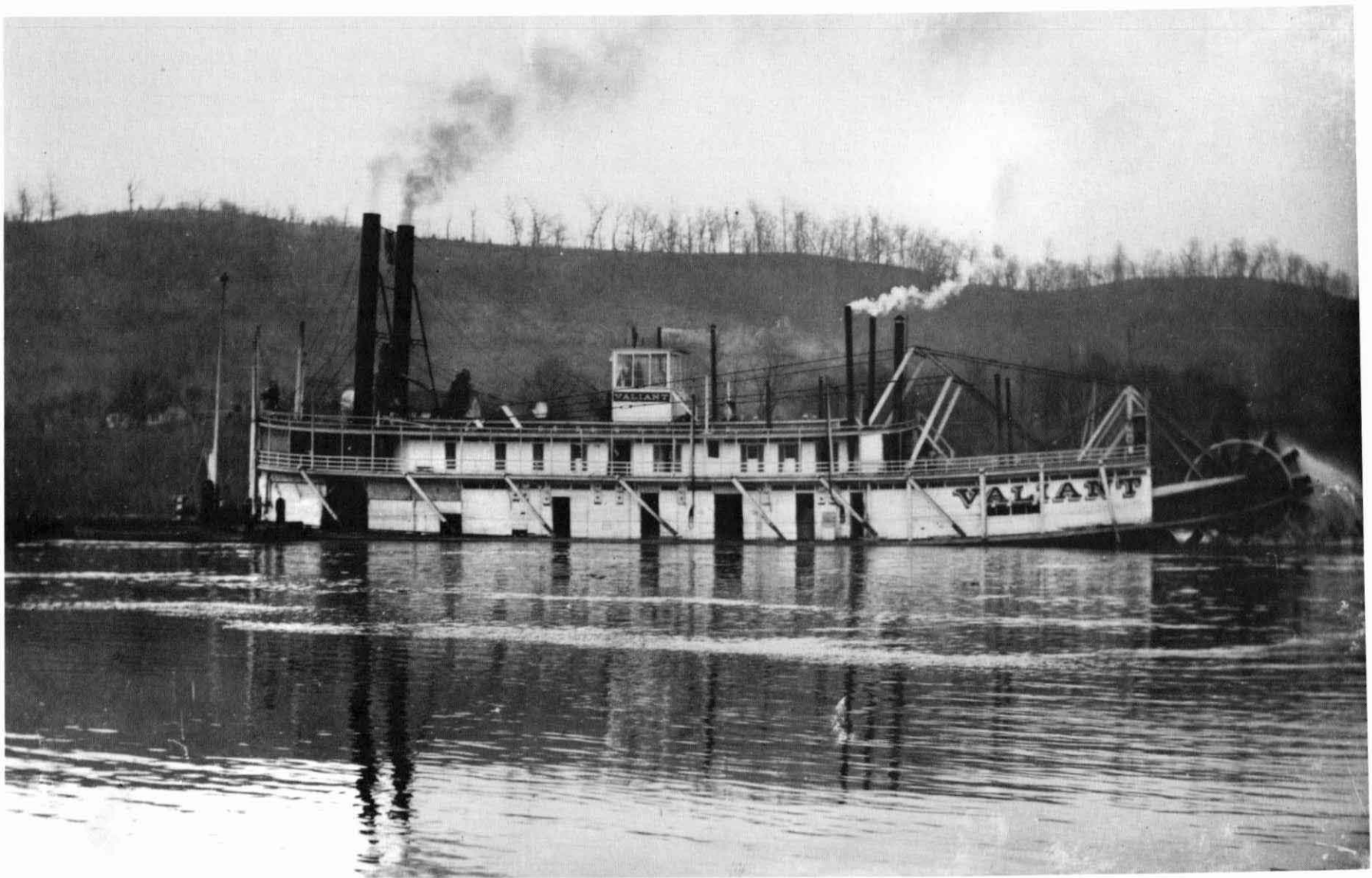
under charter, St. Louis-Vicksburg, in 1894. The ferry at the left may be the ALONZO C. CHURCH, judging from the short texas aft of the pilothouse. James E. Howard took the picture, and the print comes to us through the courtesy of the University of Wisconsin's crew at the Murphy Library, La Crosse, Wis.



MADISON, IND. Marine Ways on what looks to be a hot summer day - most likely in the early years of this century. At the top of the ways (right) is the cotton packet CITY OF CAMDEN. Head on (center) is the St. Louis & Tennessee River Packet Co.'s CLYDE. In the

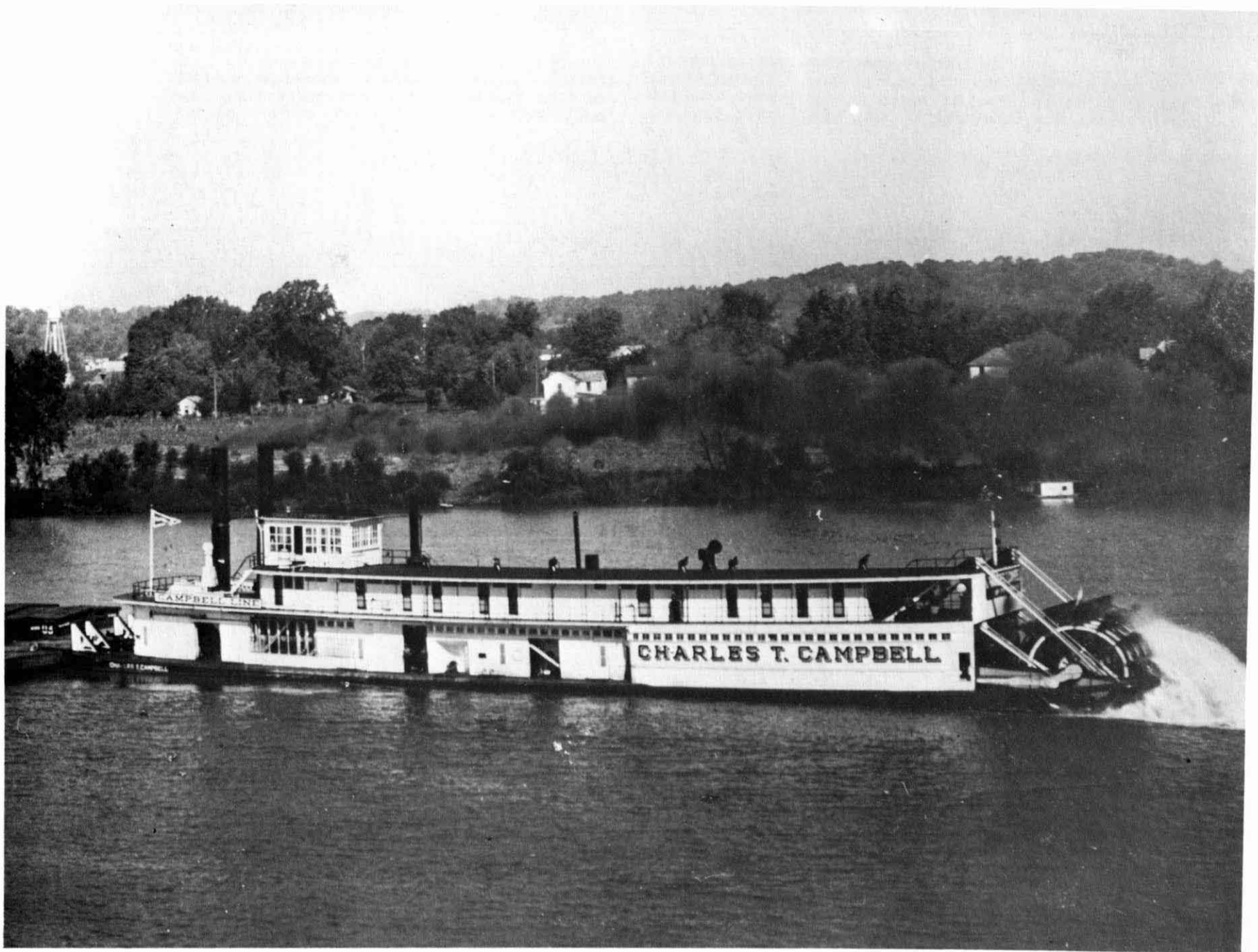
foreground (left) is the Green River packet PARK CITY and, facing her in the distance, is the U.S. Lighthouse Service's GOLDENROD. Our thanks to C. W. Stoll for furnishing the print.

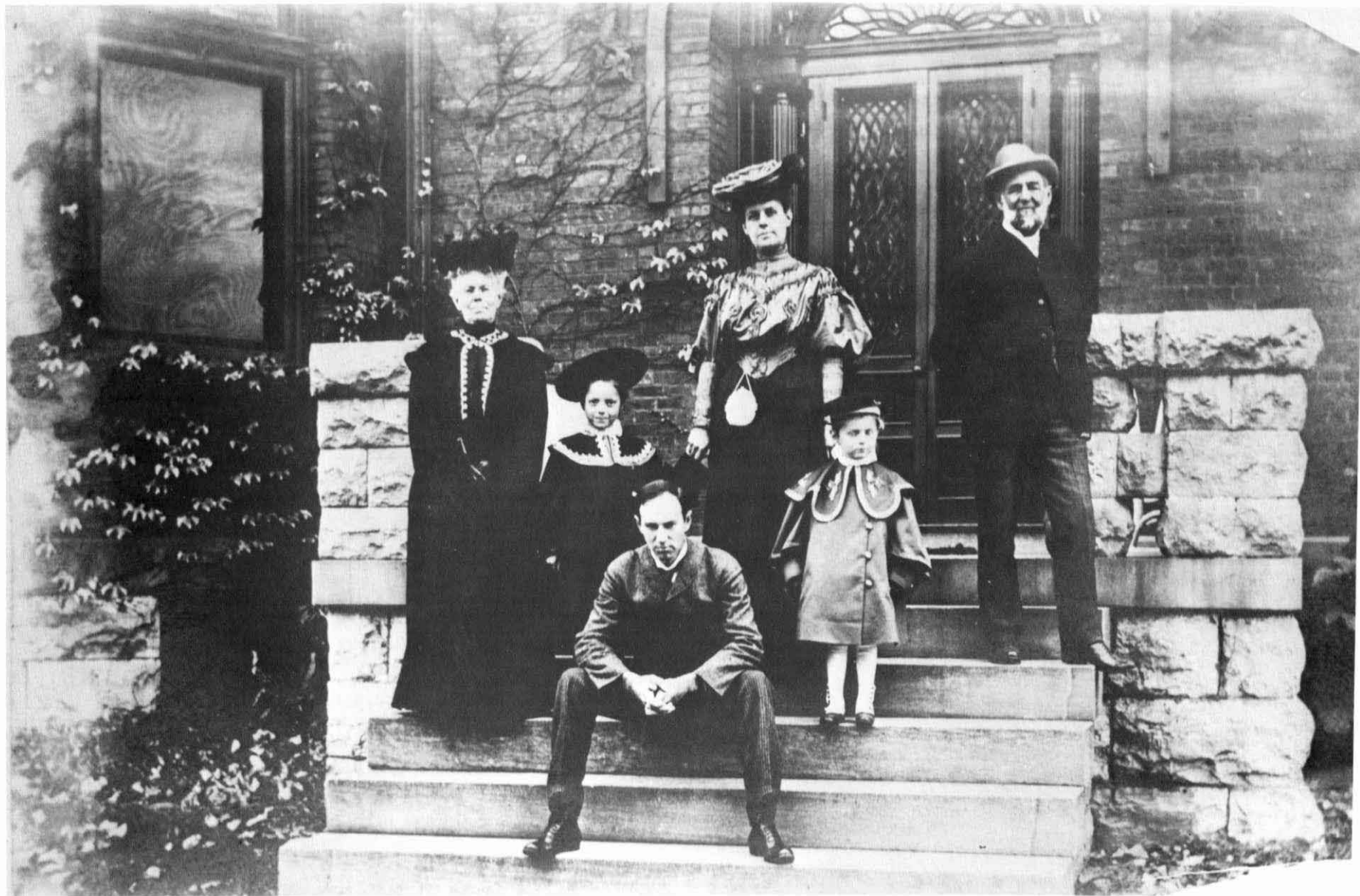




GOOD broadside shot of the VALIANT taken about 1898 by river photographer Thornton Barrette. Many of these larger coal-towing towboats were originally "bob-tail" style as seen here, the aft cabin whacked off. The VALIANT dates back to 1877 when she was built as the JOSEPH NIXON, renamed following a rebuilding in the 1890's. Your scribe remembers her in her Combine days with the roof extended clear aft to the stern bulkhead.

She had a wood hull 163.5 x 28.6 x 5, and worked high pressure engines, 20's- 7 ft. stroke. Towboats of this class usually were kept by the Combine in the Pittsburgh-Louisville Division, turning over her loads to the "big fry" for transport down the Mississippi. In 1921, following another rebuilding, she was renamed TRANSPORTER, pictured on another page in this issue.





Taken in 1897 on the front steps of the Howard mansion, Jeffersonville, Ind., same time the photo on the back cover was taken. Only positive identification is the gentleman standing at far right, Edmonds J. Howard. The others undoubtedly are members of the Howard family in 1897. Please help us name them.



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