

S&D

REFLECTOR

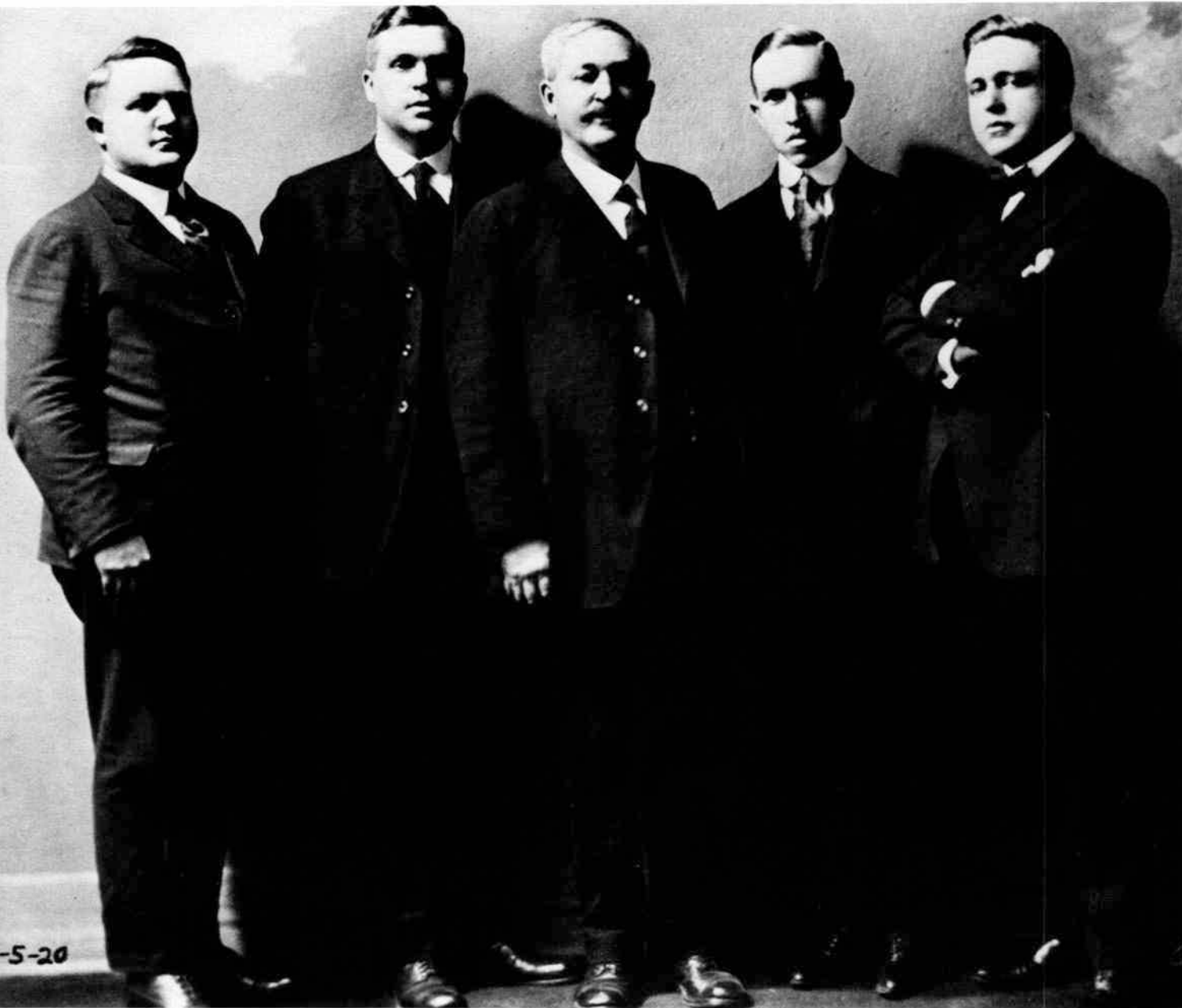
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 22, No. 4

Marietta, Ohio

December, 1985



AN EXCEPTIONAL PORTRAIT. From the left, Roy M. Streckfus, Joseph L. Streckfus, John Streckfus (father of the four boys), Verne W. Streckfus and John M. Streckfus. This picture, taken January 5, 1920, comes from Streckfus Steamers, Inc., thanks to William Carroll. Ralph DuPae borrowed the original to

produce this print for inclusion in the Murphy Library collection at La Crosse. And so we celebrate 22 years of this magazine by front-paging some special persons--not a steamboat--with the hope that some of our readers will respond with letters telling of personal contacts with any one or all of these noteworthy rivermen.

MYSTIC SEAPORT MUSEUM
IS A MUST-SEE PLACE

by J. W. Rutter

Frequent attendees at the S&D meetings have been the officers of the Steamship Historical Society of America, in fact Jim and Alice Wilson (secretary of SSHSA) are Marietta regulars by now. As reported elsewhere, our S&D annual meeting was graced by the presence of Kathy Farnsworth, SSHSA president, who extended an invitation to attend the 50th anniversary meeting of our sister organization to Mystic, Conn. on September 21st. Bee and I happened to be loitering in the Boston area the week after the S&D Marietta meeting so drove down to Mystic to attend the SSHSA doings.

Mystic Seaport Museum is one of the "must see" places in New England. The Museum was founded in 1929 and is located on the Mystic River in the town of Mystic, Conn., close by Routes 1 and I-95. There are upwards of 40 buildings on the 17 acres of the Museum with a number of ships moored at the docks along the river. The general theme of the Museum is a recreation of a 19th century seaport supplemented by various exhibit buildings and a research library. Notable ships on exhibit are the CHARLES W. MORGAN, a whaling ship dating from 1841, and the JOSEPH CONRAD, an 1882 square rigged, the L. A. DUNTON, typical of the last Gloucester fishing schooners and the SABINO (1908) which is a steamboat from Casco Bay, Maine, and now makes hourly trips on the river.

Bee and I hadn't visited the Mystic Seaport for 20 years and quickly noted numerous changes as we walked over to the Schaefer Building which was SSHSA headquarters. In recognition of the 50th anniversary of the SSHSA a special exhibit had been installed in the Schaefer Building and we felt at home as soon as we stepped in the door; a model of the Green River steamer CHAPERON by John Fryant was right there in front. We hadn't recovered from this surprise on seeing the CHAPERON in the midst of paintings of Hudson River and Long Island Sound side-wheelers before we were greeted by Bob Parkinson, S&D member from

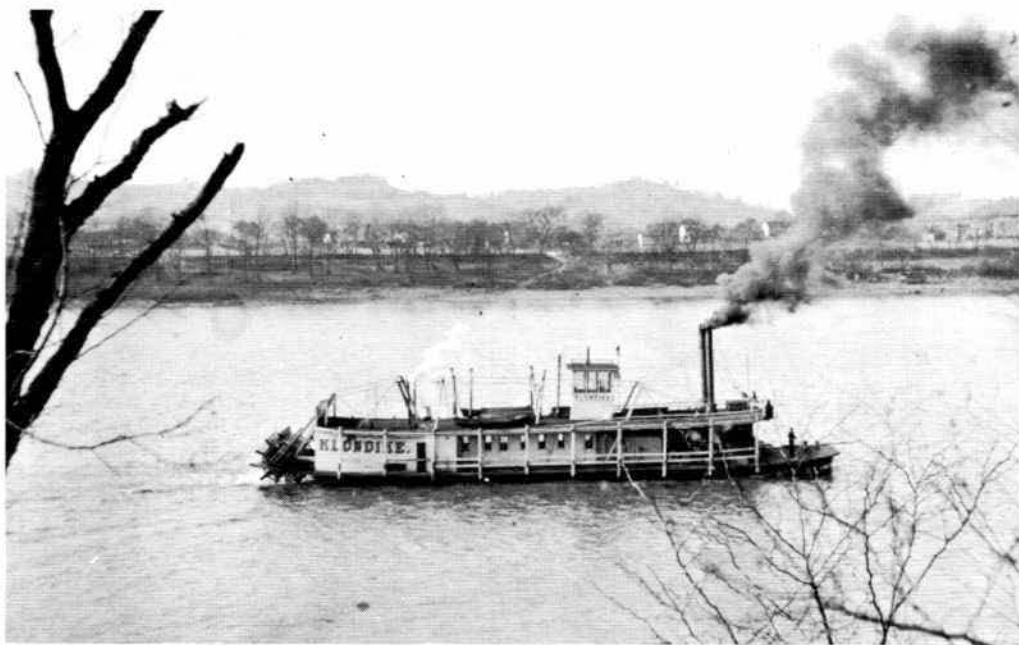
Berkeley, California. The Wilsons and Kathy Farnsworth were in the crowd admiring the very impressive exhibit of models, paintings, photographs, memorabilia, etc. and were properly surprised that their invitation in Marietta had found some takers.

Not far from the model of the CHAPERON was one of the side-wheel INDIANA of the Louisville & Cincinnati Packet Company. The INDIANA model was built by William F. Wiseman, 1360 East Massey St., Memphis 38119 and had been judged first place winner in the 1985 Mariners' Museum model building contest in the category for powered vessels. The SSHSA had awarded the INDIANA model "Best Steam Vessel". There was much admiration of Mr. Wiseman's approach to model building; the INDIANA badly needs a coat of paint and appears to be undergoing major renovation with roof boards removed over the bar and barbershop areas of the cabin, and tools and lumber stacked here

and there on the decks.

The SSHSA 50th Anniversary banquet at the Holiday Inn in New London, Conn. was "sold out" but we were able to slide in to listen to the program. An interesting introduction was that of an 81-year-old gentleman who was aboard the TITANIC the night she met the iceberg. William H. Ewen, Jr., a past president of SSHSA, presented an interesting slide show of the steamboat trades along the Connecticut coast and on the Thames River to Norwich. The steamboats looked different from those in similar shows we have seen at S&D meetings but the story as notably similar, the steamboats disappearing with the advent of better roads and automobiles.

Leaving the meeting, we met two more long-time S&D members, Bengt and Miriam Hyberg from Burlington, N.J. Interest in steamboating is certainly widespread and we are glad we accepted President Farnsworth's invitation to attend the shindig at Mystic; there was lots to see and the hospitality very friendly.



Taken at Point Pleasant, West Va. by C. C. Bowyer, looking across the Ohio River to Kanauga, O. Center of attraction is the single deck "daylight" packet KLONDIKE, built using machinery from the VESPER at Point Pleasant in 1897. Her wood hul was 110 x 28 x 4, and the engines were 9½'s- 3 ft. stroke, powered from a single boiler 43" x 20". When new she ran Gallipolis-Syracuse, owned by Capt. M. M. Brown. This scribe first remembers her running Portsmouth-Rome on the Ohio, owned jointly by Capts. Fred Hornbrook and Harry Donnelly, this in 1915. Fred Hornbrook once remarked: "She never made a dime in that trade that ever I heard about." She sank in the head of Pogue Shoals, Ashland, Ky. about 1917 and was lost. -Thanks to Woody Rutter for the print.

THREE BOOKS AVAILABLE

In the 1960s, John Francis McDermott, professor of Humanities, Southern Illinois University, undertook the publication of a series of books under the heading "Travels On the Western Waters." The purpose of this series was to make available contemporary descriptions of pre-twentieth century life in the Mississippi Valley.

The first volume came out in 1968 titled "Before Mark Twain," a collection of 37 accounts of scenes on the rivers by a number of travelers prior to 1850. Most of these first-hand accounts of early steamboat travel had not come to our attention, and they make good reading.

The next book, "Recollections of the Last Ten Years in the Valley of the Mississippi," by Timothy Flint is a reprint of the original, published in 1826. Flint was a minister, as well as editor of several magazines. He traveled from Pittsburgh to Alexandria, La. His descriptions of the towns enroute are particularly good.

"Journey Through a Part of the United States, Years 1844 to 1846" by Albert Koch came out in 1972. Koch was a paleontologist and his travels around the country were in search of fossils. He traveled from Germany to St. Louis to Alabama and his diary provides some good descriptions of steamboat and canal travel.

The Southern Illinois University does not plan additional books in the series. Francis McDermott, the editor, died in 1981. S&D has acquired S.I.U.'s stock of these first three volumes. They are hardbound, well illustrated, and were marketed at \$12.50 and \$15 each. S&D members may procure any or all of these three titles from the Secretary at \$6.00 each, postage paid. If you are interested, an early order is suggested.

The July issue of Ford Times featured an excellent story titled "These Boats Are Made for Living," illustrated with some superb photographs. The accent is on the relatively new breed of river people who own and operate their own sternwheelers. Gene and Claire Fitch, pioneers of the trend, are subjects of one of the pictures. Author Beverly

Majer says Gene and Claire are 75 and 76, "are tanned and fit, and their active and unusual lifestyle at least partially accounts for this." A color shot of Jan and Primo DiCarlo's livingroom aboard the DIXIE with its plush wall-to-wall carpeting and complete even to a piano, is ultra plush. Also included is a readable story of Don and Kay Klein of Sioux City and their DON ROBERT with its fanciful pilothouse decorations patterned after the BETSY ANN of yore. Ford Times is published by Ford

- OBITUARIES -

Fred D. McCullough, page 42
James H. Rodabaugh, 24
Bessie Reynolds Stone, 42

Motor Co., The American Road,
Room 765, P.O. Box 1899,
Dearborn, Mich. 48121-1899.
Back issues are priced \$1 each.

Many loyal S&D members first joined when somebody sent them a copy of S&D REFLECTOR.



SHORT OF LOOKED like Christmas in the Lafayette Hotel lobby on S&D Day, Sept. 14th. Keith Norrington took this shot of the DELTA QUEEN model, the pilotwheel from the J. D. AYRES, and lights burning. This issue owes much to Keith, and to Eileen Daily, Judy Patsch and to Jeff Spear, all of whom were unstinting in sending along many, many pictures.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 22, NO. 4

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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 by the Richardson Printing Corp. at Marietta, O. 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 each child, \$1 additional, 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 a loan basis.

Additional copies of the current issue are available from Mrs. Rutter at \$2.50 each. Back issues are available for most issues within the past ten years at \$3 each; for older issues, please inquire of Mrs. Rutter.

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

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

Officers:

Ruth Ferris, honorary president
9381 Parkside Drive, Brentwood, Mo. 63144

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

Gene Fitch, v.p. Upper Ohio
Box 287, Hebron, O. 43025

Capt. C. W. Stoll, v.p. Lower Ohio
405 Mockingbird Valley Rd., Louisville, Ky. 40207

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

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THANKS A MILLION

The Grateful Editor Responds

THE Kelly Girl Services, Inc. who wrote "Our Turn" on page 3 of the September issue was, as most guessed, J. W. (Woody) Rutter who not only produced the issue but first had to learn how to run this Panasonic KX-E708 machine. For 22 years we have wondered, should we break a leg or something, who could (or would) do the job. Answer: Woody. While we were in the repair shop there came in the mail a multitude of "get well" cards, no two alike, which is sort of marvelous when you think about it. We've saved them and wish to express appreciation to the following:

Dorothy Sutton, Julie (Way) and Jim Dentler, Bobby Griffith, Beth Hager, Keith Norrington, Molly (Johnson) Mulsoff, Hazel Whited, Hugh MacMillan, Larry and Ethel Walker, Carroll and Dan Taylor, Capt. J. J. Lednak, Frank X. Prudent, Arthur J. Brosius, "Your friends at the Delta Queen Steamboat Co., New Orleans," a gorgeous flower arrangement, Sandie Miller, Alice and Jim Wilson, Jean Zenn, Mary E. Massey, Bob Masterson, Cathy Murdock, Gary and Connie Frommelt, Jay F. Way, Harold and Barbara Ann Bell, Mrs. Nita Karasko, Annie and Bill Mallinson, Roddy Hammett, Cori Reade, Barbara Hameister, Carolyn Pitzer, Kay and Tom Kenny, Jim and Terry Way, Virginia and Jim Davis, Bill Stinson, John and Sharon Fryant, Jerry and Lenora Sutphin, Friends of the Golden Eagle River Museum, James V. Swift, Ray Samuel, Elizabeth S. Knox, R. Dale and Layne Flick, Marga and Bill Smith, Put Goldsbury, Rick Dill, Charles and Elaine Pratt, Virginia Bennett, Dorothy Frye, the Putnams of Warren, Pa., including Peg, Chase, Mary, Annie, Ian, Andy, Ellen, Bill Mallinson, Ellen, Medora, Frances and Megan, Cathy and Bill Baloga, John Stobart, Ross and Dorit Rogers, Michelle Kingsley, Peggy Rea, Bill Talbot and the Midwest Riverboat Buffs, Linda, Mickey, Dennis and Michael Frye, Janice Gay, Ruth Ferris, Dorothy

Moore, Juanita and Paul Etter, Donald Grot, Bert Fenn, Jack Simpson, Ann Zeiger, Bob Miller, John Miller, C. W. and Lucy Stoll, Catherine Remley, Charles and Wendy Stoll, Jack and Alice Massey, David Morrison, Jim and K Paisley, Richard E. Brown, Grace and Homer Hawley, Mark Stunja, Judy Patsch, Jack Malone, beautiful flowers, Doc Hawley, Upper Allegheny Division of S&D "to our favorite ill literate," Dorothy Dressler, Bee Rutter, Lexie Palmore, Kathleen Nanette Finley, plus numerous phone calls and ringing of the back porch doorbell with plates and dishes of chicken, broth, soups, pie, cake, roast beef and garden-picked tomatoes.

Also our boundless appreciation to the staff and nurses of the Sewickley Valley Hospital, and in particular to Dr. Joe Griffith who almost literally dragged us up there to pour four pints of blood into us for starters and then engineered the repairs in time for us to board the MISSISSIPPI QUEEN at Pittsburgh, and see the story of that event elsewhere in this issue. No, we didn't break a leg; turned out to be an internal blockage due to adhesions which had probably developed from surgery in 1918. Dr. Joe Griffith didn't take anything out, and he didn't put anything in; he told us to lay off eating peanuts and popcorn, two items we can easily do without, thanks.

Bee Rutter devoted much of the summer running the shop at 121 River, and during those several months Woody was not only getting out the September S&D REFLECTOR but cleaned out and reorganized our cellar workrooms following an unexpected flooding and drain stoppage, installed hand rails, and repaired and cleaned the outside gutters and drains. Betwixt times he commuted to Birmingham, Mich. and did Bee's S&D secretarial work. We wouldn't swap this favorite (and only) daughter and son-in-law for all the tea in China.

THIS MORNING, October 27, we're up an hour too early, having forgotten about setting back the clocks. Daylight time is over and now we're back to Eastern Standard. Capt. Bert Shearer was up and about, and gave us an early phone call from his home in Charleston, West Va. He had attended the Shearer reunion (see page 28) and told us that Ed Shearer, who wrote the piece, is his son. Well, fine and dandy. Bert is off on a model making spree and was wondering if we had drawings any one of the three "candy" towboats, J. D. AYRES, SAM CRAIG or C. W. TALBOT, which we don't have. Those three, very alike, were kept in apple pie condition, and got that title of being the "candy boats" of the Union Barge Line. So now we're harnessed to this typewriter at 8 o'clock instead of 9 o'clock, putting the last polish on what has turned into a 56-page edition of the S&D REFLECTOR.

The last time we ran 56 pages was the Christmas issue in 1971 with Don Sanders' gorgeous color shot of the BELLE OF LOUISVILLE, at night, lights ablaze, on the cover. The point is, we didn't AIM for 56 pages in 1971, nor did we this time, but stories and pictures kept coming via Chuck Smith, the mailman. Even so we had to put aside fully 50% of the pictures so generously provided.

The sturdy maples in our front yard have not turned color or lost many leaves even at this late date, but they will, and my neighbor lady across the street will be over to complain about my leaves littering her otherwise spotless lawn. After 50 years you'd think she'd get used to this, but she never does. We haven't even had a frost so far this fall. But, like Halley's Comet, it's bound to come. Winter holidays will be looking us straight in the eye by the time this is read, and while there still is a line or so of space left here let's say what we started out to say in the first place; Happy Holidays, Everyone.



Looks like Judy Patsch caught these two in a deal--anyhow S&D's secretary Bee Rutter (right) has her mitts full of money with Ethel Walker a partner to the deal.

LINCROSTA WALTON

Sirs: In Way's Packets you mention that the stamer VIRGINIA of the Pittsburgh & Cincinnati Packet Line came out new in 1896 with her cabin bulkheads paneled with a material called "Lincrusta Walton." For some reason that name stuck with me and I never forgot it. You can imagine my surprise while thumbing through "Metropolitan Home," issue of Sept. '85 to find "Lincrusta" listed under "New Materials." For what it's worth they're still turning the stuff out.

Capt. Doc Hawley,
2340 Int. Trade Mart,
New Orleans, La. 70130

=The ad by Mile Hi Crown is illustrated with a panel of Lincrusta. It's a dead ringer for the material used on the VIRGINIA, a hard panel embossed with fanciful designs. The supplier says it has "been around for more than a century." Apparently it has been rediscovered. -Ed.

EDDIE ALLEN'S NEW
RECORD IS READY

Sirs: It is a cold and drizzly dawn in Trempealeau this October 12th. Looking across the river from my perch, a thin strip of fog is rising and dividing the bluffs on the Minnesota side of the channel. An occasional salvo of shotgun fire from the nearby Trempealeau River delta breaks the silence of the morning as eager duck hunters brave the hour and the weather in pursuit of the tasty birds.

Enclosed is a tape-recorded copy of THE TREMPLEALEAU HOTEL, a record album that I made this summer. I have been a member of S&D for some five years now and have very much enjoyed the S&D REFLECTOR and the other benefits of belonging to this organization. It was about two years ago that my wife and I entertained for you-all at the annual meeting in Marietta. Many of the songs that are on my record are songs that were performed that night. There are also some new ones. Almost all of them are about the history and the people of the river. The album jacket will

feature a panoramic photograph of the Trempealeau waterfront circa 1900. THE TREMPLEALEAU HOTEL will be released by mid-November by Weery Wolf Records and is available postage paid by sending \$9.00 to:

EDDIE ALLEN MUSIC
P. O. Box 224,
Trempealeau, Wis. 54661

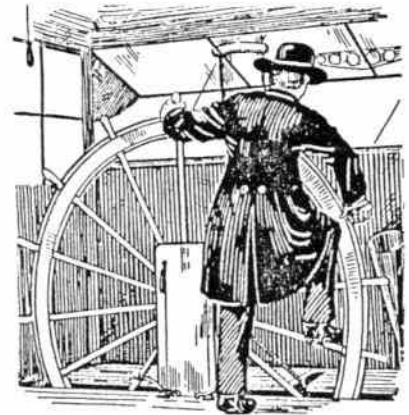
=Eddie Allen and wife Daun entertained at S&D on Sept. 17, '83 and made a big hit. Two months later Daun gave birth to a boy, christened Lauren Brooks Allen. -Ed.

BINDERS AND INDEXES

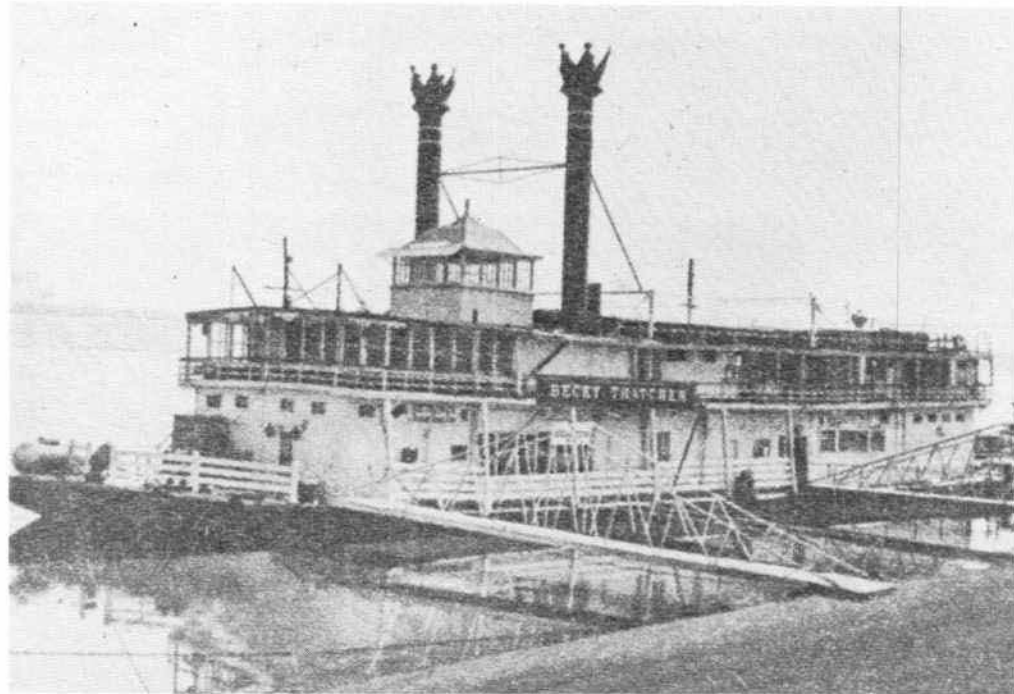
Available from our Secretary,
Mrs. J. W. Rutter:

S&D REFLECTOR binders, red with S&D logo and hold 12 issues of the magazine, \$7.50 each.

S&D REFLECTOR indexes for Volumes 1-5, 6-10, 11-15, 16-20, \$1.75 each or \$6 for the set of four.



The S. J. Gardner Foundry & Machine Co., New Albany, Ind. ran ads in The Waterways Journal to push their patented steam steering gear. The caption read "The Old Way." When the ad first appeared, maybe 55 years ago, old-time pilots protested vigorously because that lunkhead pilot has his wrong foot on the spoke "to tromp 'er down." Thanks to Keith Norrington for the cut.



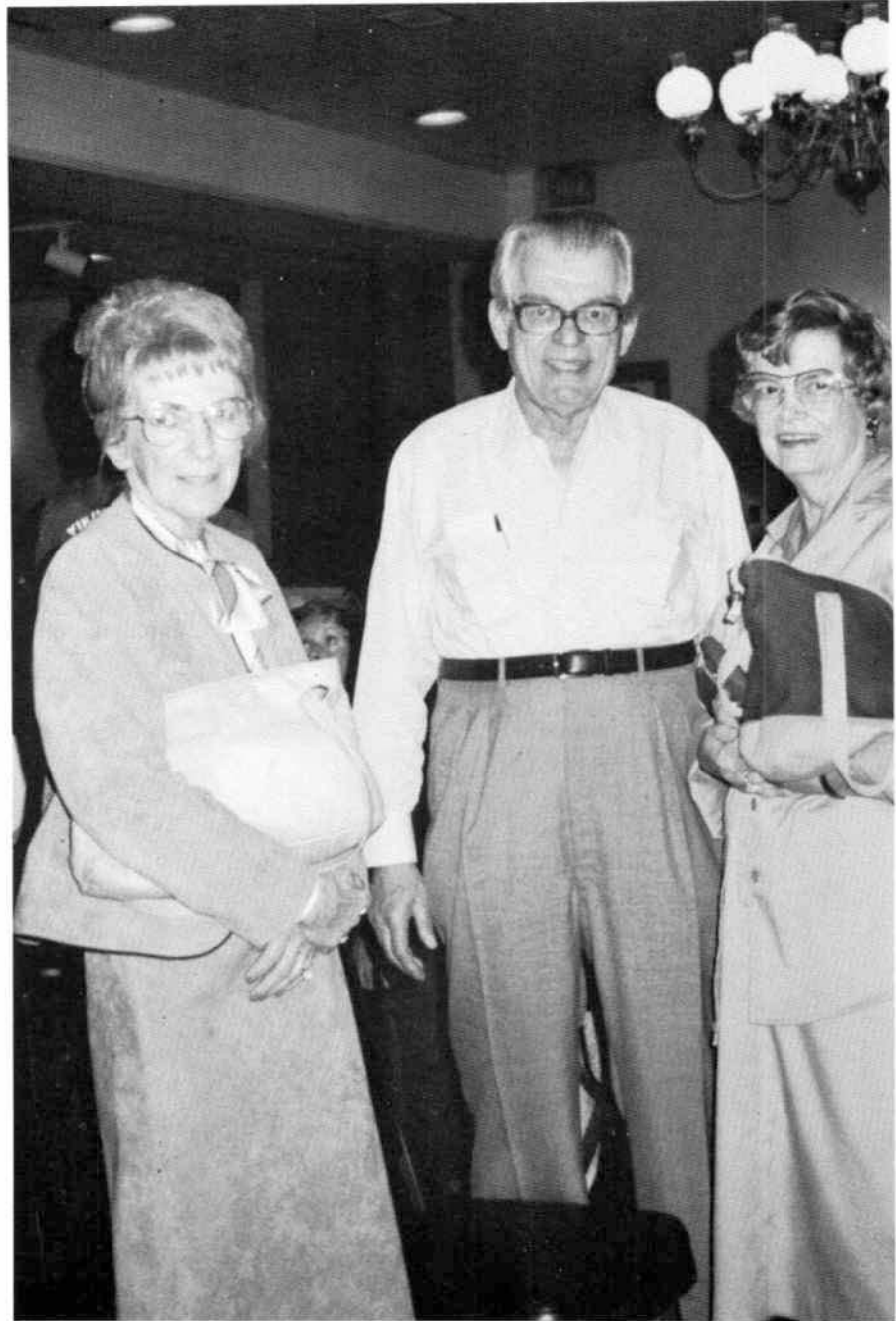
KEITH NORRINGTON enthuses: "I've finally located a good photo of the first BECKY THATCHER, taken at St. Louis in 1965, shortly before she sank." The pilothouse, modeled after the one on the GOLDEN EAGLE, was saved and now resides atop the GOLDENROD showboat at St. Louis, which had lost her pilothouse in the June 1962 fire. This first BECKY started out as the U.S. snagboat C. B. REESE built in 1879, rebuilt at Slidell, La. in 1943 to become the towboat I. A. O'SHAUGHNESSY fitted with engines from the towboat STEEL CITY. Renamed WOOD RIVER, she was decommissioned in 1947 to become BECKY THATCHER (#1). After the '65 sinking the hull became the landing barge for BECKY THATCHER (#2) which sank at Marietta in 1984 and was scrapped.

S&D

THE ANNUAL MEETING of S&D occupied the week-end of Saturday, Sept. 14, staged in the newly refurbished Hotel Lafayette, Marietta. Many of the estimated 225 S&D participants were seeing the extensive changes, both exterior and interior, for the first time. The new bar off the main lobby, formerly the Riverview Room, attracted much favorable comment, particularly the original oil paintings in gold frames and individually lighted, the works of steamboat artist William E. Reed. Side tables offer a splendid view of the Ohio River, although when we were seated there we spent most of the time listening to Bob Rea's recitation of the fateful night of Feb. 5, 1934 when he was on watch at Lock 14, Ohio River, above Clarington, O., when the SENATOR CORDILL stove on an improperly lowered wicket and sank within several yards of the upper guide wall with the loss of three lives.

The hotel's main lobby was adjudged "too bare" by various of our critics who missed seeing the clocks over the elevator, the phone booths, and the steamboat models and haberdashery collected and displayed by former owner S. Durward Hoag. The big pilotwheel from the towboat J. D. AYRES now is attached as a lobby ceiling feature and, for our taste, looks quite snazzy.

The diningroom, formerly called the Gun Room, has been transformed completely, very steamboat and ornate, and those who designed it deserve high praise. It seems smaller than before but a waitress told us that the seating capacity is about the same as formerly. The carpeting in the lobby and diningroom has a bright steamboat motif. The big pilotwheel from the towboat CHARLES F. RICHARDSON has been removed from the ceiling of the diningroom and once again is the property of S&D, stored at Campus Martius Museum pending changes which are taking place



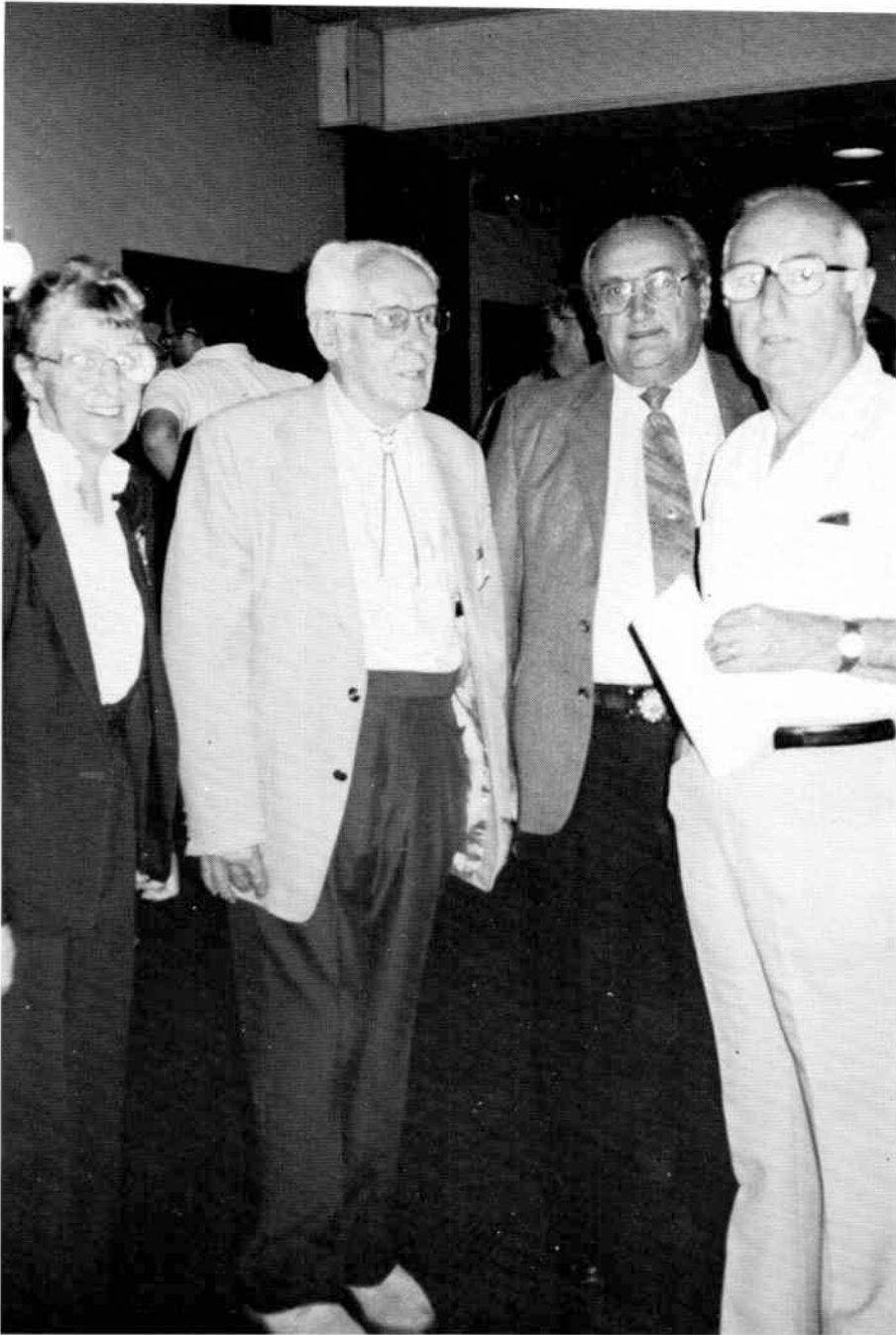
Della Hoag (left) was long associated with the Lafayette when the hotel was owned and managed by her late husband S. Durward Hoag. Bert Fenn is president of the Tell City (Ind.) Chair Company, and on the right is Catherine Remley, retired curator of Campus Martius Museum and related Ohio Historical Society properties in Marietta. Photo by Marga Smith.

there.

S&Drs with room reservations reported many changes; single rooms joined to form double rooms, some with brass beds wide enough for a whole family, suites named for steamboats (and one is named for Gene Fitch's CLAIRE-E) and conference suites named for rivers. We had a

gander at the Monongahela Suite which has so many doors the occupant felt obliged to escort us to the hallway when we departed.

A bright touch at the lobby desk was a colorful floral arrangement sent by Helen Rose Stephenson from her home in



Alice and Jim Wilson are actively associated with the Steamship Historical Society of America (left), and then we have Ralph DuPae of the Murphy Library project, La Crosse, Wis., and Yeatman (Andy) Anderson of the Inland Rivers Library, Cincinnati. Marga Smith, photo.

Bethel, Conn. with a note saying "So sorry I cannot be with you all this week-end, but will be cheering you on for a fine meeting." Helen was one of the guests aboard the W. P. SNYDER JR. during the delivery trip to Marietta thirty years ago.

Yes, thirty years! The anniversary was recalled at the Friday evening get-together party when about 185 S&Drs

shared cake and refreshments served by Joan Spear, Catherine Remley, Marga Smith, Ethel Walker, Larry Walker, Dorothy Frye, Sandy Miller, Lenora Sutphin and Lynn Webster. Present at the occasion was Capt. Tom Kenny, all the way from his home at Lafayette, Colorado. Tom stood pilot watches aboard the SNYDER on that historic trip from the

Monongahela River to Marietta in 1955.

EIGHT OF THE nine Board members answered "present" when the roll was called by chairman J. W. Rutter promptly at 9:30 Saturday morning. Absent was William E. Reed due to illness. Minutes for the '84 meeting were approved, and then Larry Walker presented his treasurer's report showing a balance of \$9,578.34 as of Sept. 14, 1985. Total receipts for the year totaled \$16,238.86, which included \$300 presented to S&D by the Stanford Alumni Association. Most of the expenditures went to the preparation, printing and mailing of the S&D REFLECTOR. Also the cost of binders for the REFLECTOR was included as an expense, \$899.50, a sum which will be recovered as they are sold. The '84 Friday reception and Saturday luncheon amounted to \$205.73. Although the '85 balance showed a gain of about \$3,000, Larry pointed out that the invoice for the Sept. '85 REFLECTOR had not been received and its payment will materially reduce the reported gain. The S&D REFLECTOR is financed solely from membership dues collected by the secretary, except for special color spreads made possible by financial assistance, usually from the artist.

Jerry Sutphin reported for the Ohio-Kanawha Chapter of S&D in the absence of R. Jerome Collins who is now recovering from an extensive illness at his home in Nitro, W. Va. Jerry told the Board that average attendance at the O-K meetings runs about 35 to 40 and decision has been made to hold all future meetings at Point Pleasant, W. Va.

Jack Custer reported a very active year for the Middle Ohio River Chapter which held its annual meeting at Madison, Ind. with 36 present. Biggest foray was a trip to St. Louis as reported in our last issue.

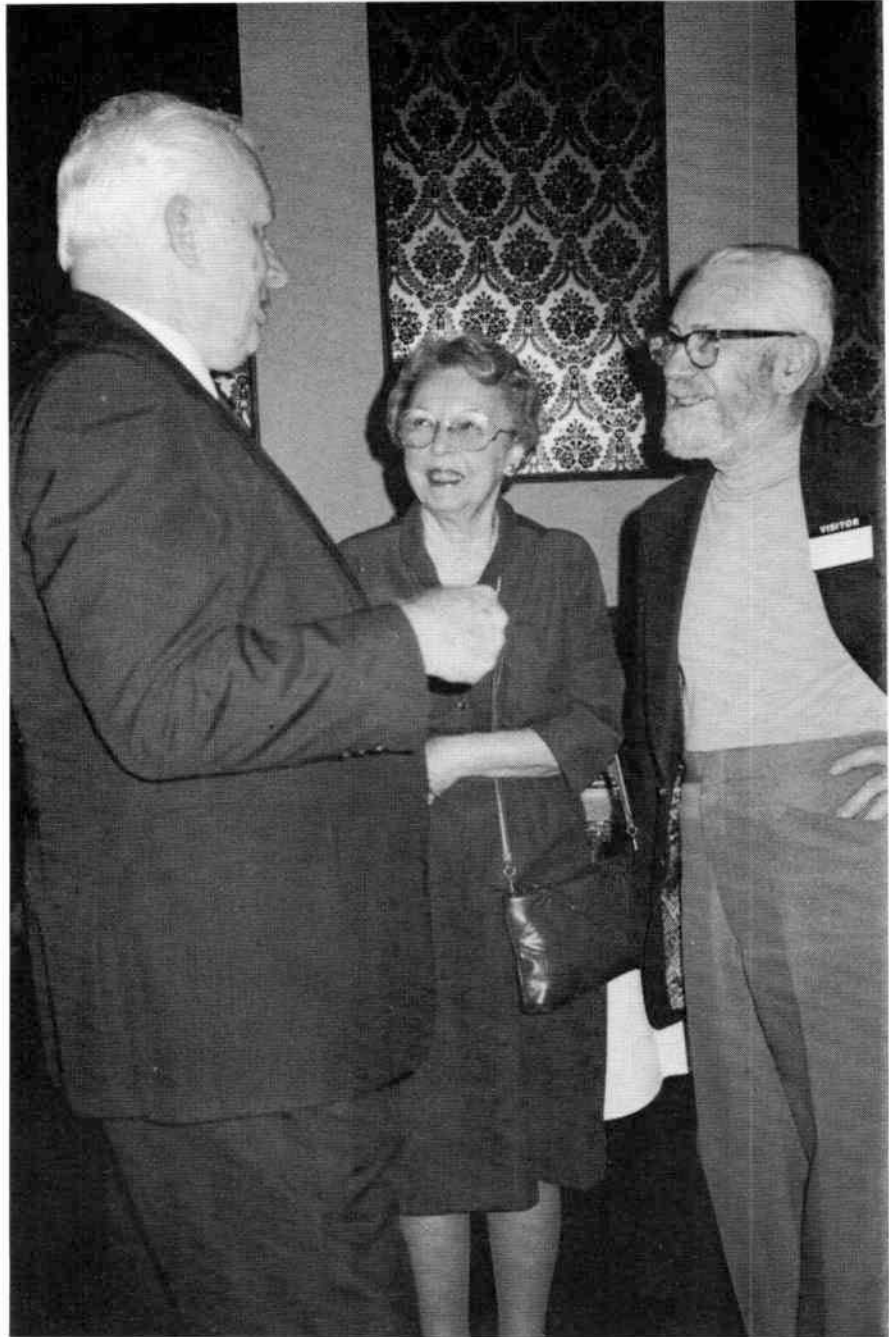
Bert Fenn told the Board that the present worth of securities deposited in the J. Mack Gamble Fund is at an all-time peak due to increased market values. Cash donations were made from earned interest to be applied to the upkeep and repair of the SNYDER, to the University of Wisconsin for the Murphy Library picture project, and to the Inland Rivers Library, Cincinnati.

Campus Martius Museum is to undergo extensive rehabilitation, to include removal of ceilings which contain asbestos. The work will require closing the Museum for a year and a half. John Briley, manager, said the stored S&D artifacts will not have to be removed from the building. Jeff Spear has been delayed in his project of cataloguing this stored S&D material due to the recent illness of Bill Dorsey with whom Jeff is associated at the antique shop across from the Lafayette. John Briley warned the Board that continued deterioration of the W. P. SNYDER JR. will require an outlay of an estimated \$260,000 in the near future. John also made a plea for detailed historical information, pictures and plans of the boat. Also John submitted for approval to the Board a detailed policy for the loaning of S&D materials. The policy follows that of the Ohio Historical Society and was submitted by S&D's Museum Committee composed of John Briley, J. W. Rutter and Jeff Spear. The policy was adopted by the Board as read.

Ralph DuPae thanked the Board for continued financial support of the Murphy Library picture project at La Crosse, and estimated that the collection now comprises some 24,000 negatives. Many of these discovered pictures appear regularly in the S&D REFLECTOR, furnished gratis to the magazine.

And, on the subject of steamboat pictures, Andy Anderson announced that the Inland Rivers Library has acquired about 60 glass plates taken about the turn of the century by Capt. Anthony (Tony) Meldahl while he was piloting the HUDSON, QUEEN CITY and other Upper Ohio River packets. The acquisition was made possible by financial assistance from the J. Mack Gamble Fund, Mr. and Mrs. John J. Strader and others. Several of these pictures have been shown in past issues of the REFLECTOR, including the launching of the QUEEN CITY, a jim-dandy of the first ISLAND QUEEN on her maiden trip and the HUDSON upbound at Newberry Island, Ohio River.

THE NOON LUNCHEON was enjoyed by 165 S&Ds, some of whom heaved a nostalgic sigh or so for the outdoor picnics formerly held at the



Bill Smith of Springfield, O. conversing with Sabra and Glenn Cantrell of North East, Pa. The Cantrells run a book shop and are on constant look-out for river material. Photo by Marga Smith.

premises of the Marietta Boat Club, but who were content to enjoy the warmth and comfort of the hotel facilities on this rather cool and windy day. Cold plates were served at tables, liberal portions of ham, turkey, cheese, potato salad, cole slaw, cottage cheese dip, deviled egg, tomato wedge and fresh apple pie. A half-keg of Strohs didn't lack for attention. C. W. Stoll and Ye Ed sat in the

driver's seats and depended on audience participation to run a short program. The nominating committee for the annual election of officers, appointed under the terms of S&D's constitution by the president, turned out to be James V. Swift, Sandie Miller and Claire Fitch. Colorful and elaborate 1986 brochures for the MISSISSIPPI QUEEN and DELTA QUEEN, courtesy of the DQ Steamboat Company, were made



Capt. Clare Carpenter, Capt. Tom Kenny and Gene Fitch in the hotel's new lobby, elevator in the background. In addition to these three notables, note the new carpeting with squares containing the letter "L" and others with a steamboat woven in. Snapped by Marga Smith.

available, as well as schedules for the BELLE OF LOUISVILLE. Capt. Bill Bowell outlined the fascinating cruise of the mini-tourist cruiser VIKING EXPLORER scheduled through the Tenn-Tom Waterway, with reduced fares available to S&D members.

During the morning, and again in the afternoon, Richard C. Strimple of Cincinnati played his

Wurlitzer Military Band Organ in the triangle opposite the hotel. Vying for attention was the large and detailed model of the DELTA QUEEN displayed in the hotel lobby by the builder, Guy Williams of Columbus, O. and his wife Dee. It plays calliope music recorded from the repertoire, we suspect, of Capt. Doc Hawley, and we heard it blow its whistle in tone and

quality faithful to the real McCoy. As one person remarked, it is complete even to the bow thruster.

Although we have not met any of the new owners of the Lafayette Hotel, we thank them for assigning Chrissy Beeney, banquet manager, for her undivided attention to every want and need. Jean Thomas popped in and out, but it was Chrissy who was ever present.

A delightful surprise was greeting Robert H. (Bob) and Barbara Blum, over from New York City. Barbara is the daughter of Virgil Bennett who served on S&D's Board from its inception until his passing, aged 80, in 1971. Paul and Mildred (Midge) Bennett are regulars and make their home in Beaver, Pa. Paul and Barbara are brother and sister. An equal pleasure was seeing Christine Stoll, daughter of C. W. and the late Marijane Stoll. Her last appearance at S&D was when she was knee high to a duck, and twice as pretty as a duck, and she still is pretty. Oldest member present was Lester G. Frank, Cincinnati, now 91, and hale and hearty. Youngest was Leslie Campbell (Cam) Hawley, son of Ken and Karen Hawley, aged about 14 months. Due to recent surgery and a bout of arthritis Ye Ed was not so handy on his two pins, but arrived in good shape thanks to Annie Putnam Mallinson, who provided the transportation, also bringing along Charlotte Hoover and Capt. Tom Kenny, both visiting in the Pittsburgh area. Tom had hoped to bring along his wife Kay from Colorado, but seems Kay is a bit touchy about plane trips. Lynn Dow Webster flew in from Lake George, N.Y. and brought greetings from her father, Capt. Wilbur E. Dow Jr., who was up to his neck in a lawsuit at New Orleans involving the ramming of the NATCHEZ by a foreign freighter (reported in these columns some while back). Captain Dow (all tonnage at sea) recently was honored at his home port, Lake George, N.Y., on the occasion of his birthday, feted by the Lake George Historical Association. They presented him with a black powder cannon which he intends to mount on a new boat he's building for the lake.

Speaking of birthdays, The Steamship Historical Society of America, Inc. this year

celebrates its 50th, founded in 1935. The first issue of their quarterly magazine "Steamboat Bill" appeared in April 1940. S&D felt honored to have present at Marietta the president of the Society, Kathy B. Farnsworth, making her second appearance, as well as Jim Wilson, past president, and Alice S. Wilson, his wife, SSHSA's secretary and librarian. Ed Mueller, long associated with the Society as officer and member, came to S&D from his home in Jacksonville, Fla. To this list we may properly add C. W. Stoll and John Fryant who have served on SSHSA's board. S&D will be celebrating its 50th in 1989 and when the S&D REFLECTOR was initiated in 1964 the SSHSA group offered to provide space for it in their "Steamboat Bill." Hence there has been rapport betwixt the two leaders from away back.

Jerry Sutphin writes a news column for "Steamboat Bill" which adds a touch of fresh water to otherwise pretty salty fare.

DURING THE BRIEF LULL Saturday afternoon Ye Ed felt the need of a nap and retired to his room about four o'clock, stretched there on the bed with no disturbance other than the lulling sound of the Strimple Wurlitzer across on Boiler Corner. Then the telephone rang. We buried our head in the pillow and said "Let 'er ring." Which it did. Insistently. Enough is enough so with eyes still closed we answered it. Peter R. Voll, director of travel programs for Stanford Alumni Association was on Cloud Nine, just having completed an Upper Miss trip aboard the DELTA QUEEN, highly successful as usual, but had fouled up on plane connections and could not possibly get to Marietta as he had planned to do. "The best way to get to Marietta might be to bring the DQ with you," we suggested in jest. "Not a bad idea," he countered. Seems he has the DQ lined up for a Smithsonian tour in September '86, so why not head her for S&D at Marietta! So much for the nap. We had planted a seed instead. By now the Wurlitzer across the way was conspicuous by its silence. Time to make ready for S&D's next event.

The MOR Chapter of S&D

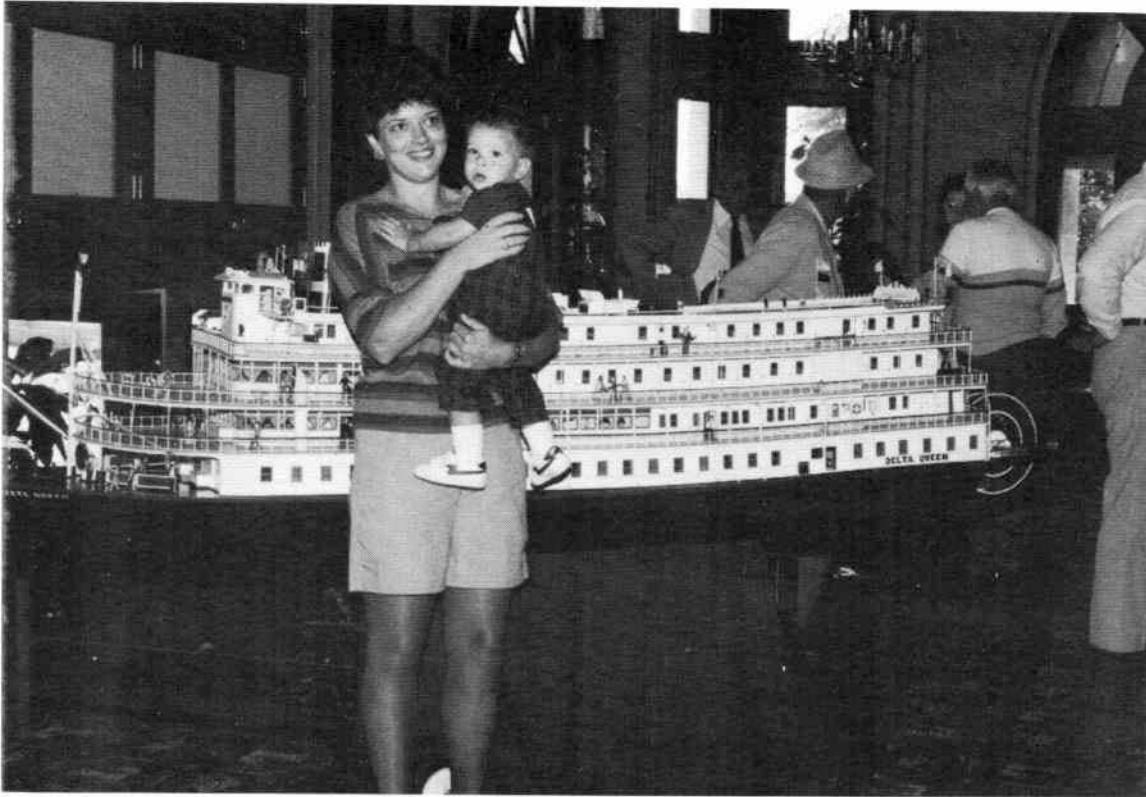


Members of the Middle Ohio River Chapter of S&D convened for a short meeting. Sandra Miller (left) is secretary and membership chairman. Next is Barbara Hameister, first V.P. and program chairman. Then Lucy Stoll, treasurer; Jack E. Custer, president, and at the right is Cori Reade, second V.P. and newsletter editor. Pictured by Marga Smith.

through Jack Custer, Sandie Miller and Lucy Stoll, having a little money in the bank, organized a punch party in the wide hallway adjoining the Bellevue Room and served from 6 to 6:30. The plan worked to perfection, occupying the time our 225 members present awaited

seating at the banquet. We heard many compliments on the way the affair was handled, just at the right place at the right time.

The dinner menu started off with a chilled fruit cocktail, flanked by celery, radishes, assorted olives and carrot sticks



Karen (Mrs. Ken H.) Hawley poses with son Leslie Campbell (Cam) Hawley, S&D's youngest member, born July 30, 1984. In the background is the par excellent model of the DELTA QUEEN, built by Guy Williams, Columbus, O. Photo by Eileen Daily.

in iced silver trays. The entree was broiled New York strip with French fried onion ring, parsley garnished. Baked Idaho came with optional dressings, So-Kreem and chive. The tossed salad is known at the hotel as "SDH", named for its originator S. Durward Hoag, served with option of Sweet and Sour or blue cheese dressing. Dessert was cheesecake and strawberries. The tables were decorated with flowers and candles. One compensation of sitting at the head table, as we were, is to survey the magnitude and beauty of it all, the apex of S&D's week-end; this mingled with memories of more modest times when 40 or 50 jammed the Riverview Room.

Jim Swift, chairman of the nominating committee, offered the reelection of all officers and the motion was carried unanimously.

Jeff Spear has just sent us a letter and we quote: "I think the meeting went great. Mr. Rutter was the best speaker I've heard since I've been a member. I really got a thrill seeing Captain Hughes' pictures. His

great grandson's song was good and it's good to see there is still an artist in the Hughes family."

What "Mr. Rutter" did, by slide and narration, was to breathe life back into the days when Cap'n Jesse, armed with a \$5 camera, focused on the life and times of the rivers of his youth. Jesse knew how to take pictures and was captivated not only by boats, but equally by his contemporaries who manned them. These early experiences took him the whole length of the Ohio, and up the Mississippi to St. Louis and Alton by 1904. Woody Rutter's task was to select a sampling of all of this, and he did it well indeed.

Then an incredible---maybe the wrong word for incredible events have a way of happening at these S&D meetings--a young man who had not before attended these meetings, 15-year-old Joe Prater, asked for opportunity to perform a piece he had concocted and wished to sing to the accompaniment of his banjo and mouth organ. Joe was a bit ill

at ease at the microphone and gained composure by doing a short skit, sort of warming up for the real McCoy, a musical tribute to his great grandpa Jesse P. Hughes. In verse after verse of unabashed candor Joe described the beautiful relationship involving this youngster Joe and the quite aged gentleman Jesse Hughes. And so S&D closed with this admixture of sweet and bittersweet. There was hardly a dry eye in the room.

Jim Swift presented to S&D a large water color print of the BECKY THATCHER, done by river artist James Goodwin Scott of St. Louis. The BECKY now is back at her moorings in the Muskingum River, open for business. Those S&Ds who patronized her dining facilities say the meal was tip-top. Those who repaired and renovated the BECKY following her sinking deserve great credit. Like the PRESIDENT she now looks better than ever, inside and out.

A detailed account of the S&D meeting appeared in the Sept. 23 issue of The Waterways Journal, written by James V. Swift. Illustrations showed the pilotwheel from the J. D. AYRES now gracing the ceiling of the lobby of the Lafayette, and an action shot of John Fryant's model of the diesel towboat C. Y. DUNCAN, JR. Jim's story started on page 5 and was continued through pages 15 and 16.

Two large profile plans were exhibited at the banquet, thanks to J. T. Smith of the Howard Steamboat Museum, Jeffersonville, Ind. One is of the tourist side-wheeler CINCINNATI (now the PRESIDENT) and the other was of the tourist sternwheeler OHIO VALLEY which never was built. Architect Tom Dunbar drew detailed plans for both boats, including these profiles.

An attractive oil painting of a wharf scene also attracted much attention, the work of artist Forrest Steinlage. The racer NATCHEZ and the ROB'T E. LEE appear to good advantage.

Conspicuous by its absence was the CLAIRE-E at the local Marietta landing. Gene and Claire Fitch have her moored at Guntersville, Ala. The SHEILA B, DON ROBT and HENNY COOK were visited by many.

We enjoyed a brief visit with Herbert L. Roush Sr. of Little Hocking, O. who recently published the river diaries of T. C. Collins, one of the best documentaries of the year.

The Marietta Times did not carry any news of the S&D meeting, a drastic change of policy. In former years they usually front-paged the event with a carry-over inside. News interest in S&D paled when the Sternwheelers commenced holding their river events at Marietta the week-end prior to S&D, bringing to the waterfront hundreds of spectators. Ye Ed was enroute home on Sunday following S&D and stopped in at Newport, O. to pick up some tomatoes at the Abicht store. On sale there was the Sunday edition of The Parkersburg News. In section 4, page 49, we found a bang-up story complete with a two-column



Ethel and Larry Walker of Cincinnati (left) are pictured with Dorothy Frye, Cincinnati, and Judy Patsch of Rock Island, Ill. Marga Smith, photo.

portrait of our Capt. Tom Kenny, prepared by their news staff writer Joan Pritchard. She quotes Tom saying: "Live for today and look forward to tomorrow." Not bad advice, at that.

We've had correspondence and some phone calls from Jeffrey Gibbs, producer-director of a multi-media show to be presented on board the DELTA KING in a

specially constructed theatre. Lately, the most excitement building up along the Sacramento River in California is the presence of the DELTA KING, which once was partner to the DELTA QUEEN. The much battered and tattered steamboat of many travails is becoming a luxurious sight to behold, moored near downtown Sacramento. Shops, exhibits, dance bands--and she will also be a hotel.

S&D REGISTRATION, SEPT. 13-14

(In order of registry)

Marguerite Hammett St. Marys, W. Va.
 Roddy Hammett New Orleans, La.
 Larry and Ethel Walker Cincinnati, O.
 Dorothy Frye Cincinnati, O.
 Jerry and Leonora Sutphin Huntington, W. Va.
 Sandie Miller Louisville, Ky.
 Bill and Darlene Judd Cincinnati, O.
 Roy Loomis Beaver, Pa.
 L. M. Regal Belle Vernon, Pa.
 Della Regal Belle Vernon, Pa.
 Jack E. Custer Louisville, Ky.
 Robert and Elaine Rea Clarington, O.
 Bill and Lucille Potts Sardis, O.
 Jim and Claudia Pickens Columbus, O.
 Jim and Alice Wilson Staten Island, N.Y.
 Frederick Way, Jr. Sewickley, Pa.
 Beverly M. Reynolds East Liverpool, O.
 Virgil Reynolds East Liverpool, O.
 Irwin M. Urling Baden, Pa.
 Marga and Bill Smith Springfield, O.
 John and Sharon Fryant Alexandria, Va.
 Bud and Eileen Daily Toronto, O.
 Mrs. N. G. Carder Ripley, W. Va.
 Charles and Alta White Murraysville, W. Va.
 Jane Greenwood Newport, O.
 Sherley Greenwood Newport, O.
 Bee Rutter Birmingham, Mich.
 Grace Hawley Charleston, W. Va.
 Homer Hawley Charleston, W. Va.
 Ken Hawley Joppa, Md.
 Karen Hawley Joppa, Md.
 Campbell (Cam) Hawley Joppa, Md.
 Bill Howell, Sr. St. Paul, Minn.
 Carl Hatley Cincinnati, O.
 Marie Hatley Cincinnati, O.
 Forrest F. Steinlage Louisville, Ky.
 Dorothy Steinlage Louisville, Ky.
 Richard C. Strimple Cincinnati, O.
 Bob and Mary Alice Masterson Cincinnati, O.
 James Burnham Skokie, Ill.
 Jim and Judy Schenk Hendersonville, Tenn.
 Alan and Rita Bates Louisville, Ky.
 Merry Lou and Red Faett Mt. Lebanon, Pa.
 Barbara and Bob Blum New York City
 Gene Leroy Hurricane, W. Va.
 John T. Smith Jeffersonville, Ind.
 Louise T. Smith Jeffersonville, Ind.
 Mr. and Mrs. Timothy R. Smith Jeffersonville, Ind.
 Mrs. Jennie McNally Crafton, Pa.
 Mrs. Julia Thomas Powhatan Point, O.
 Midge and Paul Bennett Beaver, Pa.
 Glenn and Sabra Cantrell North East, Pa.
 Mr. and Mrs. James A. Haley Lakeside Park, Ky.
 Della Hoag Marietta, O.
 Charlotte Hoover Scottsdale, Ariz.
 Carol Mahaney Gahanna, O.
 C.W. and Lucy Stoll Louisville, Ky.
 Margaret and Stuart Talbot Chicago, Ill.
 Delly and John Robertson New Richmond, O.
 Bernie and Helen Prater Louisville, Ky.
 John Donaldson Nicholasville, Ky.
 Jim and K. Paisley Wheeling, W. Va.
 Mary E. and Frank Parker Shavertown, Pa.
 J. W. Rutter Birmingham, Mich.
 Jay F. and Iris Way Akron, O.
 Robert and Christine Way Cleveland, O.
 Fred and Nell Way III Cleveland Heights, O.
 John Leonard St. Catharine, Ontario
 Russell Dale Flick Cincinnati, O.
 Dorothy Weil Cincinnati, O.
 Louise Barr Winfield, W. Va.
 Bill Barr Winfield, W. Va.
 Tom Kenny Lafayette, Colorado
 T. J. Hall Ft. Thomas, Ky.
 Bill Talbot Keokuk, Iowa
 Lee and Dianne Woodruff Greenwood, S.C.
 Mary and Jim Eversman Columbus, O.
 Kay and Don Klein Rock Valley, Iowa
 R. C. (Heck) and Diane Heckert Parkersburg,
 W.Va.
 Lynn Dow Webster Lake George, N.Y.
 Catherine Remley Marietta, O.
 Eloise Hendricks Marietta, O.
 Lester G. Frank Cincinnati, O.
 Guy C. Anderson Cincinnati, O.
 Yeatman Anderson III Cincinnati, O.
 John B. Briley Marietta, O.
 Don McDaniel Worthington, O.
 John and Betty Byrd South Point, O.
 Virginia and Bob Smith Sewickley, Pa.
 Bill and Elaine Rist Huntington, W. Va.
 Mr. and Mrs. Robert Ashley Racine, O.
 Nelson and Veramae Brown Marietta, O.
 Kathy B. Farnsworth Elliott City, Md.
 Nelson Jones Charleston, W. Va.
 Guy and Dee Williams Columbus, O.
 Robert and Laura McMaster Delaware, O.
 Bert Fenn Tell City, Ind.
 Ralph DuPae La Crosse, Wis.
 Bob and Helen Isfort Cincinnati, O.
 Jack and Bert Meltey Cincinnati, O.
 Jim, Janice, Jeff and Jonathan Reed Raleigh, N.C.
 Pam Williams Raleigh, N.C.
 Russ and Ercil Beck Bay Village, O.
 Judy Patsch Rock Island, Ill.
 Don Brookhart Belpre, O.
 Clare Carpenter Belpre, O.
 Bob Booth Bethel Park, Pa.
 Gene and Claire Fitch Mv. CLAIRE-E
 Jim Sutton Metairie, La.
 John and Joan Spear Marietta, O.
 Keith E. Norrington New Albany, Ind.
 Jeffrey L. Spear Marietta, O.
 Robert Soule Keokuk, Iowa
 Fred Rutter Lithopolis, O.
 Cori Reade Covington, Ky.
 Dr. and Mrs. Martin C. Striegel Louisville, Ky.
 Forrest Steinlage Louisville, Ky.
 Ann Zeiger Cincinnati, O.
 Barbara Hameister Blanchester, O.
 Frank X. Prudent Covington, Ky.
 Mr. and Mrs. Robert Grimm Toronto, O.
 Bus Longrod Medina, N.Y.
 Michael and Lena Muldowney Bridgeport, O.
 William (Slim) Brandt Steubenville, O.
 Frederick J. McCabe Hannibal, O.
 Gertrude and Scott Schriver Marietta, O.
 Robert and Pat Betz Athens, O.
 Sylvan H. Gardner Gallipolis, O.
 Jim Robinson Gallipolis, O.
 Gene Grate Middleport, O.
 Lois and Bill Warren Mueller Middlebourne, W.Va.
 Dorothy and Paul Pryor Dayton, O.
 Clyde and Karen Baker The Plains, O.
 James V. Swift St. Louis, Mo.
 Frank and True Pollock Winston-Salem, N.C.
 Richard Strimple Cincinnati, O.
 Jim and June Bupp Charleston, W. Va.
 Harry and Mae Robinson Marietta, O.



CAPTIONS, THIS AND NEXT SIX PAGES

1 (above) Bob and Irene Grimm make their first appearance at S&D. Photo by Eileen Daily.

2 The new bar at the Lafayette, formerly the Riverview Room. Photo by Chriss Beaney.

3 New form of transportation at the main entrance of the Lafayette--buggy rides via a 1 hp. hay burner. Photo by Chriss Beaney.

4 Larry Walker, S&D's secretary, declined acceptance of a salary at S&D's board meeting. Center is Dorothy Frye, and on the right is Larry's wife Ethel. Snapped at the S&D registration desk, Friday evening. Photo by Eileen Daily.

5 John L. Fryant's revamped model of the C. Y. DUNCAN admired during the Saturday noon luncheon. Photo by Eileen Daily.

6 Capt. Tom Kenny in a jolly mood at S&D's noon luncheon, as Capt. Clare Carpenter (left) and Catherine Remley look on. Photo by Eileen Daily.

7 L. M. and Della Regal of Belle Vernon, Pa. are seated with Roy Loomis of Beaver, Pa. at the S&D noon luncheon. Photo by Eileen Daily.

8 His bark is worse than his bite as C.W. Stoll expounds during the noon S&D luncheon. Photo by Eileen Daily.

9 "K" and Jim Paisley of Wheeling share a table with Julia Thomas (center) of Powhatan Point, O. Photo by Eileen Daily.

10 Family conclave. From left: Jay F. Way and Iris (wedding bells are imminent), Chris and Robert S. Way, and the mother of these two gentlemen, Nell (Mrs. Fred Way III). Photo by Marga Smith.

11 From the left: Homer and Grace Hawley of Charleston, W. Va., Marguerite Hammett of St. Marys, W. Va., Lucy Stoll of Louisville, and Capt. Roddy Hammett of the NATCHEZ, New Orleans. Photo by Marga Smith.

12 John and Dolly Robertson (left) partying with Dianne (their daughter) and Lee Woodruff of Greenwood, S.C. Photo by Marga Smith.

13 From the left: Jeffrey Spear, Capt. Roddy Hammett, Keith Norrington and Jim Sutton. Photo by Marga Smith.

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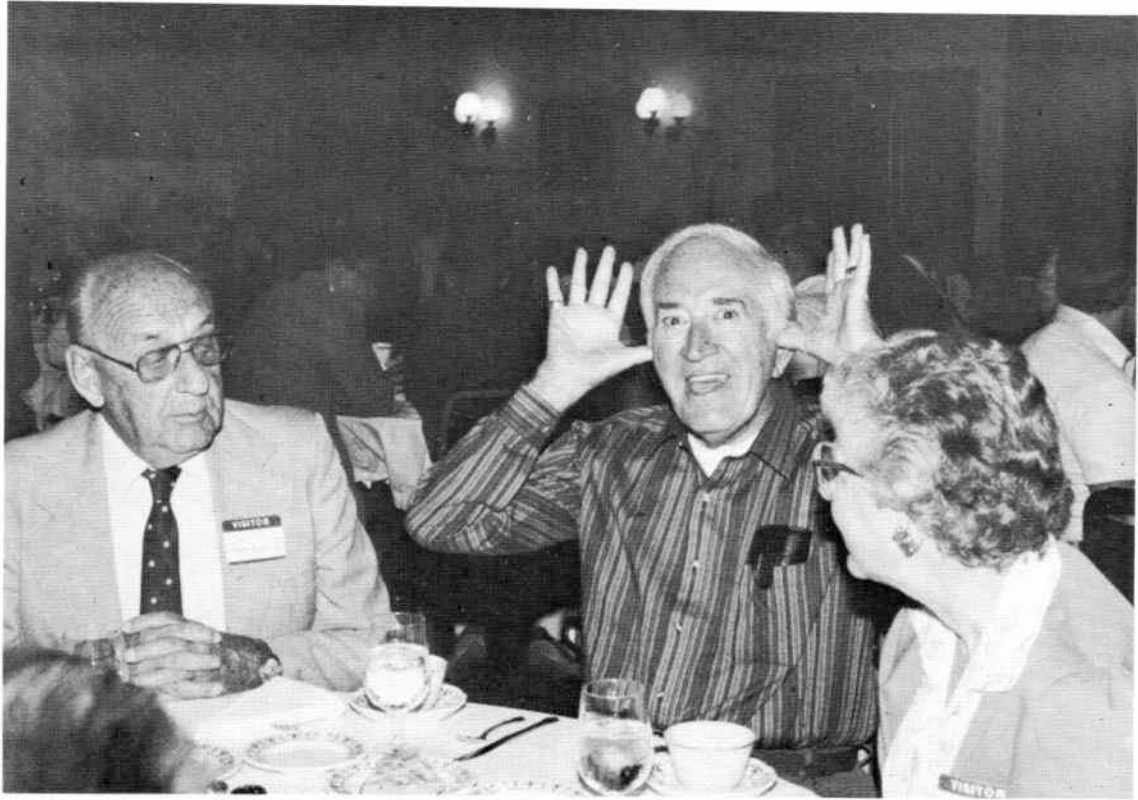
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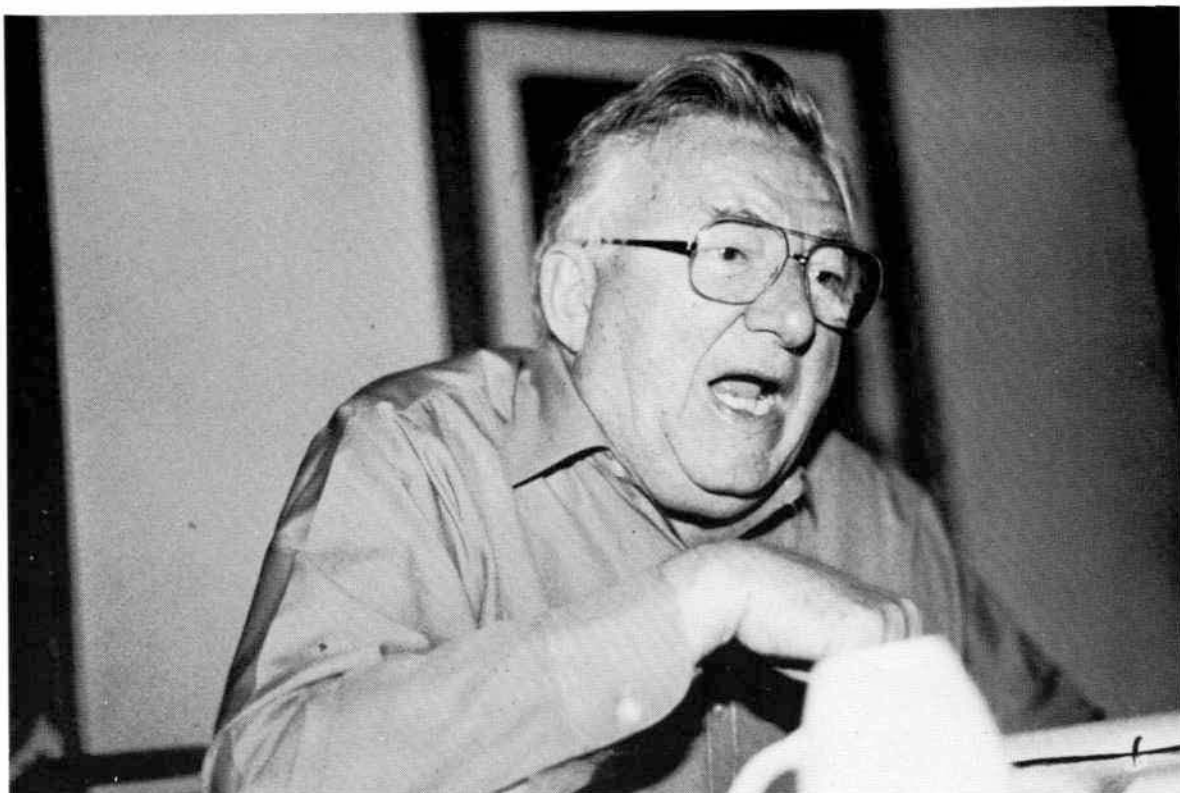
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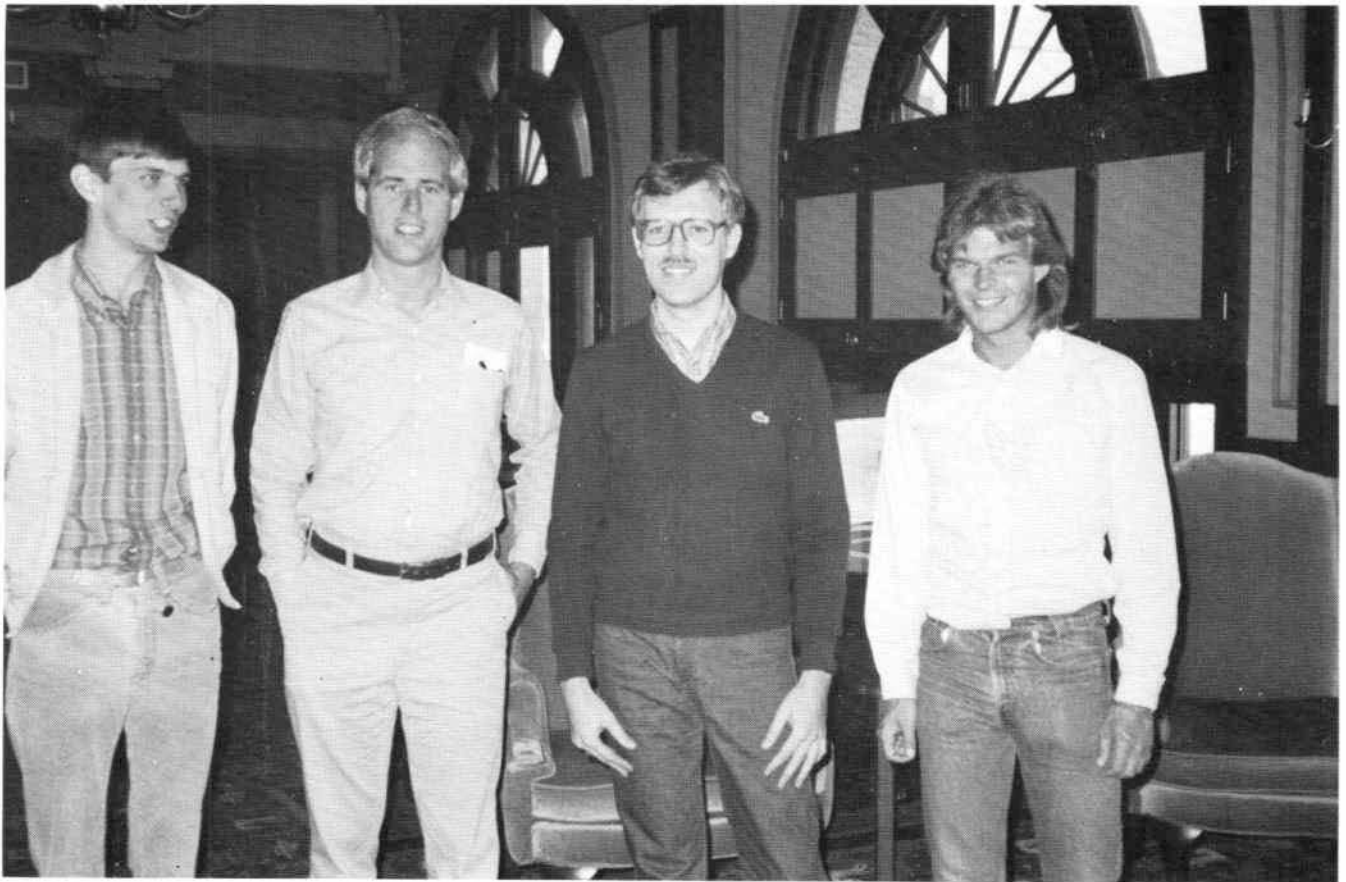
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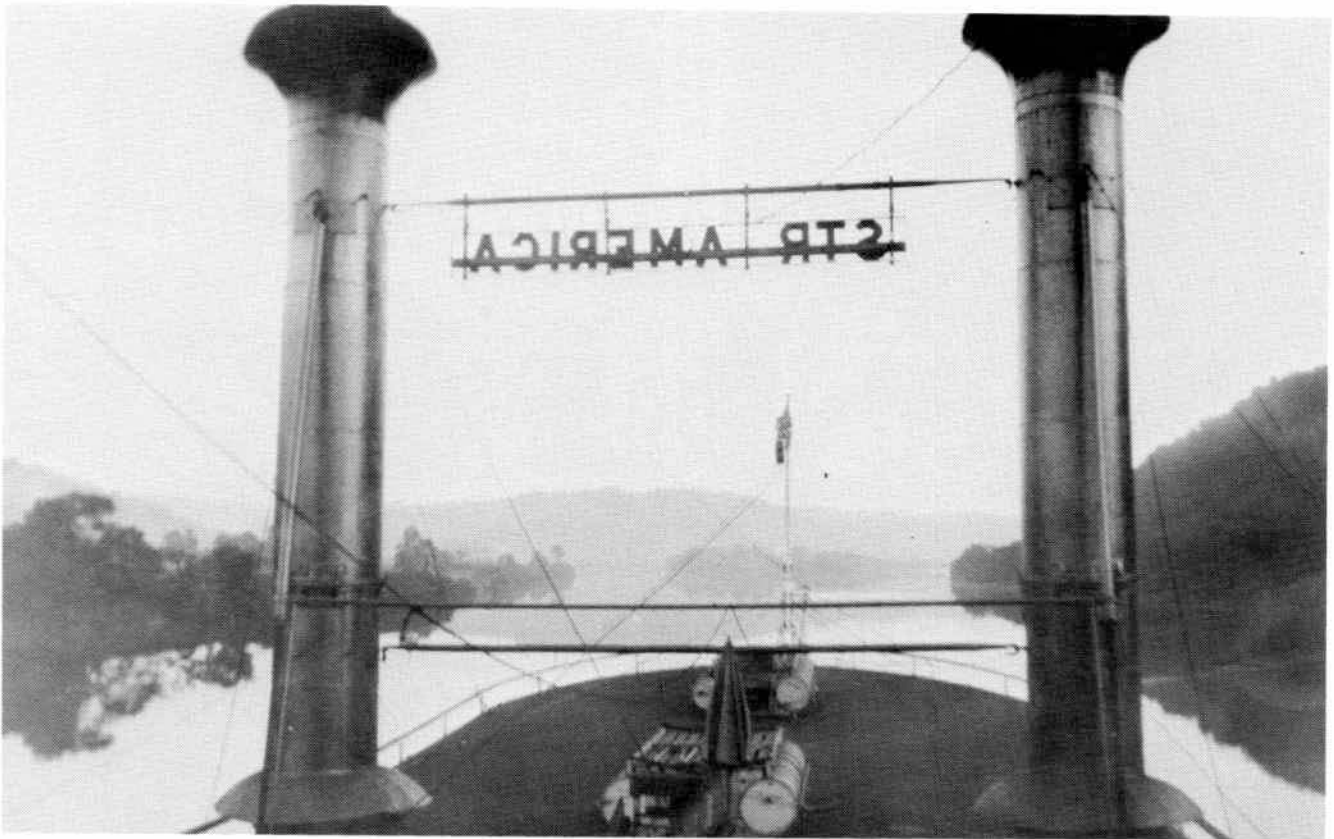


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PILOTHOUSE VIEW along the Upper Ohio taken in September 1923 by Capt. Jesse P. Hughes aboard the excursion side-wheeler AMERICA. She made a tramping trip that fall from Cincinnati to Pittsburgh and return with Jesse Hughes standing pilot watches. She was the largest passenger carrier to visit the headwaters of the Ohio in the 20th century until the recent appearance of the MISSISSIPPI QUEEN which topped all since the GREAT REPUBLIC left Pittsburgh in 1867. The scenery in the picture is remindful of the stretch between Newport, O. and the head of the Brothers Islands. The lettering attached to the top spreader bar was electrically lighted on the front side.

YES, IT'S COAL GROVE

The picture of the Pittsburgh-Cincinnati packet VIRGINIA appearing on page 43 of the June '85 issue caused us to speculate in the caption whether a brick works in the background was at Coal Grove, Ohio. Now we have a discussion from Charles E. Montague, Jr., Kitchen Building, Ashland, Ky.

"Note has been taken of the picture of the Str. VIRGINIA passing Coal Grove, Ohio with the ferry Str. WENONA in the background obviously landed at the Coal Grove ferry landing. I won't quarrel with your identification of the exact location as it is certainly obvious," he writes.

"Early on, a brick plant called the Petersburg Fire Brick Company (Petersburg was the old name for Coal Grove) was on the location occupied by the

brick works in the photograph. Earlier still, an iron furnace was there.

"I have obtained a copy of 'A History of the Pioneer Men and Plants in Southern Ohio, Kentucky and the Oak Hill Fire Brick Districts' by G. E. Carlyle and D.D. Davis published in 1948. I recall Mr. Carlyle who lived at Ironton, Ohio and was associated with this industry for his entire adult lifetime.

"Mr. Carlyle states that Monitor Furnace was built at Petersburg, Ohio by John Peters who was its ironmaster. Mr. Peters had a son, also named John, born at Ironton October 22, 1853, and that this son during his early manhood, was associated with his father at Monitor Furnace. The furnace gave way in 1895 to the Petersburg Brick and Tile Company built by son John who was owner-manager until he died

on October 8, 1918. This fact pretty well affirms that the plant showing in the VIRGINIA picture was the plant of the Petersburg Fire Brick and Tile Company.

"Mr. Carlyle states later in his history that the Petersburg Brick and Tile Company plant was dismantled and also says that the Carlyle Tile Company plant (still standing) was built on the site.

"Another industry on the Ohio side was the Sheridan Coal Works. A government light with that title is located about half way from the site of old Lock and Dam 29 and Ashland, along the Ohio shore. The 1916 edition of 'Jones' Book' locates an incline at the location. I've seen advertisements in old papers dating back to the 1870s wherein Sheridan advertised coal for the river trade and domestic

Concluded on page 24, col. 1



ATENTION is invited to the stern design of the Chattanooga-based SOUTHERN BELLE, designed by marine architect Alan L. Bates. For our likes it is a vast improvement over the many squared off bulkheads placed on pseudo sternwheelers. The BELLE is built on a steel hull 99.5 x 31 x 7, her overall 105.5 x 34. She is allowed 625 persons on rivers and 475 persons on partially protected waters. (Partially protected means anywhere within 20 miles of a safe haven.) Her twin props are driven by Cummins 855M diesels. The picture was taken on christening day, Saturday, June 15, 1985. Miss Tennessee whacked a champagne bottle which refused to break, so a can of beer was used instead, probably a sudsy first. Capt. Bob Lumpp, the owner, presented Alan Bates with a suitably inscribed brass-mounted hatrack.

A handsome brochure loaded with color photography was prepared for the inaugural of Chattanooga's SOUTHERN BELLE. Marine architect Alan L. Bates wrote a piece for it which contains some interesting slants.

Quality Engineering
and Construction Meets
Tough USCG Standards

Passenger vessels in the United States conform to rigid United States Coast Guard regulations. These regulations cover every aspect of passenger vessel construction. There are regulations for vessels according to their size, their power, the number of passengers they carry, their official tonnage and the location of the operation.

The SOUTHERN BELLE is a "T" vessel that, because of her passenger capacity is also in some ways considered an "H" vessel.

Under "T" vessel rules, all aspects of design and construction are reviewed, inspected and approved. After the hull plans are approved and work begins, USCG inspectors visit the shipyard on a regular basis. Structural steel alignment, weld spacing, thickness, and quality are carefully checked.

As the hull takes shape, fuel tanks, water tanks, and ballast compartments are air tested. Plumbing and electric penetrations through watertight bulkheads are carefully examined. Installation of propulsion engines, light plants and their air, fuel and water lines are checked, with all exterior hull penetrations given close scrutiny. The engineroom receives special fireproof insulation that will protect the deck above to under 250 degrees

for 60 minutes. The superstructure receives the close attention of the inspectors as wiring and plumbing are installed. Special subchapter regulations apply to each of these installations.

Upon completion of the basic steel structure, the builder requests an admeasurement of the vessel. A USCG qualified specialist is sent from New Orleans to perform the admeasure to determine the official tonnage of the vessel. This is no easy feat, as the written and unwritten rules have been passed down from generation to generation with complicated changes and adjustments as vessels have changed from wood to steel and aluminum, and from sail power to steam and to diesel. Tonnage becomes an important consideration as various far-reaching

Continued on page 24, bottom col. 1

Concluded from page 22

use stating that it was also good coking coal. They said they had 700 acres of land with a 4-foot seam of this coal. No evidence of this operation remains, save for the name of the government light. I hope to succeed in finding out how long Sheridan existed."

James H. Rodabaugh's recent death was noticed in a full page obituary appearing in Timeline, published by the Ohio Historical Society. Jim was with the Society over 20 years, terminating in 1963 as head of the Division of History and Science. He was a frequent visitor at Marietta and displayed great interest in the development of the River Museum and the acquisition of the W. P. SNYDER JR. After leaving the Society he spent four years with Kent University and then served as Professor of History at Miami University.

Jim's life span was 1910-1985 according to our source, which otherwise supplies no details as to death date, the circumstances or survivors. We presume he died this past summer.

Concluded from page 23

operating regulations are based on the tonnage of the vessel. The SOUTHERN BELLE has an official tonnage of 98.12 tons. If she were a bit more buxom, she would be classed as a vessel over 100 tons, which carries a set of rules and regulations that normally applies to ocean-going ships.

Tonnage is not the weight of a vessel; it is the amount of wine barrels, cotton bales or other cargo she is able to carry. Strange rules apply. You will note the bolts around the port bow door. If these bolts are loosened, they will fall to the deck, as will a 4' wide x 7' high section of the superstructure--allowing passage of a 4' x 5' bale of cotton or barrel of wine. This exempts the first deck area for tonnage consideration. Many other oddities based on sailing vessel and steamboat construction can be seen throughout the hull. After admeasurement, the builder applies for an official number

which, just as a social security number, stays with the lady for life.

Passenger safety is, as it should be, the prime concern of the USCG. As the cabins are outfitted, materials used are scrutinized. The amount of wood used can be no more than an average of 2/28 of an inch, spread over the walls of each cabin. This means very little wood may be used. Interior walls must be steel, as must tables, chairs and benches. On the SOUTHERN BELLE, white oak wood trims the windows. When wood is used, steel clips must be placed in each corner to hold the glass in place, should the wood burn away. Carpeting, wallpaper and ceiling must be of non-combustible material and have limited smoke producing characteristics.

Fire stations must be located so that the fire hose must reach no further than 50 feet to any location. Two fire stations are located on the starboard bow and port side of both the main and second decks. Two fire stations are located on the starboard bow and stern of the open promenade deck. Water pressure at the fire pump must be 60 pounds per square inch at 50 gallons per minute.

Life jackets must be stored in accessible areas. The SOUTHERN BELLE carries 550 life jackets under the benches in the main cabins and on the promenade deck.

After total construction and outfitting, stability tests are performed to ascertain the number of passengers that may safely be accommodated. This is a critical number to the owner, as it determines the size of his "Payday." The test involves the placing of three vertical plumb lines forward, amidship and aft. Approximately 10,000 lbs, possibly 24 drums of water, each with a known weight, are placed on the center line of the vessel. The weights of the only people on board, three workmen, the architect, the inspector, the builder and owner (as witnesses), are recorded. One third of the weights are moved to one side of the vessel. The people return to the centerline and draft and inclination measurements are recorded. Then, a second third of the weights are moved. After measurement, the remaining weights are moved. After these measurements, the procedure is

repeated on the opposite side of the vessel. The coast guard and the architect then retire to their computers and go through a lengthy calculation based on established formulas and both (hopefully) come up with a magic number that should agree and please all involved. Until this test, the owner does not know how many paying customers he will be licensed to carry on his weighty investment.

The SOUTHERN BELLE conforms to all applicable U. S. Coast Guard regulations. She is designed, approved, tested and accepted to meet these rigid standards. Annual USCG inspections assure that she continues to retain her safe and shipshape form.

Frank W. Springer, formerly of Beaver, Pa. and of late years at Rt. 2, Quail Knoll, Campobello, S.C. 29322 handed a list of boats he worked on to C. W. Stoll. His span of employment ran 1932-1958. He started as pilot on the ALLEGHENY, CRESCENT, LIBERTY, KATIE LYONS and JASON; then was master-pilot on the A. I. BAKER, C. W. TALBOT, SAM CRAIG, J. D. AYRES, NEVILLE, PEACE (14 years), DRAVO 42, and ended up as pilot on the SOUTHERN. "Yes, I get lonesome to talk of the river, but with two granddaughters (14 and 17) and six acres of grass to cut, plus peach, pear and apple trees to take care of--I keep occupied."

The JULIA BELLE SWAIN has acquired what well may be the most elaborate bar ever installed on a Western steamboat. It was handcrafted by cabinetmaker Tom Weiss of Ottawa, Ill. and decorated with oil paintings by artist Doug Schlesier of Dubuque. The ornate structure is of Honduras mahogany trimmed in brass moldings. Carved grillework spreads overhead and sculptured panels grace the facade. Woodworker Weiss, 39, has a background of building sanctuary furniture for a local church, making library furnishings for offices, and other custom woodworking projects, but this steamboat bar undoubtedly is his best effort to date. When you hear on the grapevine that JULIA BELLE's Capt. Dennis Trone is stuck on a bar, the information is correct.

THIS TIME
SHE MADE IT
CAMDEN QUEEN Visits
Barboursville

by Jim Wallen

The CAMDEN QUEEN made it to Barboursville this time. On the upstream trip it took 5 hours and a half going from the Camden Park landing to the landing at Barboursville. The total distance was $17\frac{1}{2}$ miles, including .7 down Twelve Pole Creek, 9.3 miles up the Ohio, and $7\frac{1}{2}$ miles up the Guyandotte River to Barboursville.

The Guyan was slightly lower than on the previous attempt in October '84, but owner-skipper Gene Lister had compensated for this by carrying less fuel, lightening the draft by an inch or two. On last summer's trip soundings were taken all along on the Guyan, and we drew a chart, recording depths, principal obstacles, and marking a sailing line. This proved to be remarkably accurate and was quite helpful. But, of course, on this trip the deckhand, John Brown, took soundings almost continuously. The QUEEN was drawing 30 inches.

The departure from Guyandotte, upbound, was at 9:10 a.m. on Saturday, October 12th, and just one hour later the QUEEN was dragging bottom. She would occasionally find slightly deeper stretches, maybe as much as $3\frac{1}{2}$ to 4 feet. In other places her wheel was bringing up sand and gravel.

In addition to being so shallow, the Guyan is littered with snags, rocks, sandbars and fallen trees. Other overhanging trees decorated the two stacks with autumn leaves.

The final and greatest obstacle was the sandbar below the mouth of Mud River, about 300 yards below Barboursville landing. It extended all the way across the river. Gene dropped back, turned, and backed the boat up over the bar, the paddlewheel washing away the mud. This maneuver began at 12:25 p.m. and succeeded at 12:55. The QUEEN then sailed triumphantly to the Barboursville landing, calliope music playing, to be welcomed by a large audience on the highway bridge.

The return was made next day, Sunday. With the boat's hull length of 62 feet (80 feet



The CAMDEN QUEEN moored at Guyandotte, West Va. to pick up passengers enroute to Barboursville, West Va. -Jim Wallen, photo.

overall) she took up most of the river turning around. At 9:45 she was again stuck on the Mud River bar. It was 10:50 before she was free, and by 11:24 she was backing her way down over another bar a few miles down the Guyan.

We had left Barboursville at 9:40 a.m. and we were back at Twelve Pole at 2:20 in the afternoon.

With its steep and heavily wooded banks the Guyan lends the appearance of being cooped in a forest primeval most of those $7\frac{1}{2}$ miles. The interstate on one shore and a main-line railroad on the other are not visible from a pilothouse. We saw but several pleasure boaters.

So Gene Lister overcame the challenge. He had been invited to bring the QUEEN to Barboursville's Oktoberfest, his excuse for going. The only damage was a bent rudder which may require a docking, but, as Gene observes, the hull will not require sand-blasting for some time to come. Veni, vidi, vici.

Sirs: When I refer to the KEY CITY, HAWKEYE STATE and LAKE SUPERIOR, a quick glance

at your new Packet Directory shows that the master of these notable boats was Capt. James Worden. He was my great grandfather, and i'm embarrassed to admit how little I knew of him and his steamboats until recent years.

My research (and my work as an artist as well as a writer) has resulted in a commitment to provide, at my own expense, exhibit materials and a booklet on Capt. James Worden for the Historical Museum in Galena, Ill. where he started his steamboating career. Research has uncovered plenty of material for the booklet. This project has brought me in touch with interesting people, including C.W. Stoll (met him on the DELTA QUEEN trip from St. Louis to St. Paul), Jim Swift of The Waterways Journal, Ralph DuPae of La Crosse (the picture collector) and Jerry Enzler, director of the Dubuque riverboat museum.

Frederick J. Worden,
Apartment 4110,
14130 Rosemary Lane,
Largo, Fla. 33544

ROWENA LEE

Former Lee Line packet
evokes memories.

One of the young ladies named for a steamboat was Rowena Lee Noll, daughter of Capt. J. Orville Noll who, in 1917, was running the VALLEY GEM on the Monongahela River between Pittsburgh, Morgantown and Fairmont. Ye Ed paid fare and round-tripped on her that year. Mrs. Noll was in charge of the cabin and cookhouse and daughter Rowena was helping her Mom. After a day or so aboard, when I'd come to know the family, I asked Rowena if, really, she was named for the Lee Line packet. "Yes," she said, "my Dad was cook and steward on boats out of Memphis, before I was born, and he thought the world and all of the ROWENA LEE; she had the prettiest whistle he ever heard, so when he married Mom and I came along, that name was his choice for me, and I'm rather glad he did it." I knew many steamboats had been named for girls but this was the first time I came to know a girl named for a steamboat. Rowena Lee Noll seemed sort of special to me.

Joe Curtis, long the river editor for the Memphis "Commercial Appeal," often found excuses to recall the ROWENA LEE. In his Oct. 2, 1947 column he reported that the ROWENA LEE had sunk 50 years prior, on Oct. 3, 1897. He recalled she had been enroute from Friars Point to Memphis with several passengers and a cargo of cotton when she hooked as snag 30 miles below Memphis and sank in 12 feet.

Then Joe went on with some of the details. The J. N. HARBIN brought the passengers to Memphis, and the GUS FOWLER, running under charter to the Lee Line, was sent to the scene and brought up salvaged freight and cotton. Within a few days the boat was successfully raised and under her own steam came to Memphis and then was sent to the marine ways at Mound City, Ill. for repairs.

Joe Curtis also volunteered this paragraph: "Anyhow there never was a prettier or better small packet in the Middle Mississippi than the ROWENA LEE, named for the mother of

Capt. Robert E. Lee, Capt. George Peters Lee, Capt. Shelby Rees Lee, the Misses Georgia Lee and Rosa Lee and others of that well known old family of Memphis."

Of what eventually happened to the ROWENA LEE Joe Curtis was not so certain. "I believe she sank a second time and was never raised," he concluded. He may have been fishing for reader response. An editor often learns a lot of interesting stuff by not being too wise.

If this was the case, Joe got results. "In the Pilothouse," as Joe called his column, blossomed forth with this:

"Roscoe Coker of Caruthersville, Mo. liked my story about the sinking of the ROWENA LEE," he reported, "and writes that she sank again at Tyler, Mo. to end her career."

Quite a story followed. Let me quote Joe Curtis and the letter he got from Roscoe Coker:

"Her pilothouse was removed from the wreckage and placed in the front yard of a home at Tyler where it remained until about 1925. Her pilothouse nameboard, states Mr. Coker, was visible to steamboat crews on the Mississippi as long as the pilothouse was ashore in that front yard.

The place where the ROWENA LEE sank is now (1947) approximately two miles off the Mississippi River. Mr. Coker went there a few years ago during a low water and found her hulk, and, quartering with the river bank, was a little grave-like island where her framework lies under sand and silt.

"For several years," writes Mr. Coker, 'the ill-fated boat's boilers were used to generate steam for a sawmill. Finally, however, they were sold for scrap iron. Her whistle was salvaged, along with the pilothouse, when she sank. It was used at a stave mill and blew the hours for work to start, stop at noon, and in the evening.

"One day," continued Mr. Coker, 'the whistle was blown at the noon hour. Another Lee Line packet was at Tyler unloading some freight. Her captain recognized the ROWENA LEE's whistle, went to the mill, took the whistle off the boilers, went back to his boat with it, and later it showed up on another Lee Line packet.'

"Mr. Coker did not recall the

name of the packet it went to, but he has this to say of Tyler: 'It was a hustling town during the years of the Lee Line packets, and during the existence of the Anchor Line and the famous old White Collar Line. But there are a few old timers who delight in pointing out the spots where the stores were. Only one store has survived the march of time so far as Tyler is concerned.

"I recall the day the ROWENA Lee sank," continued Mr. Coker. 'Her crew and passengers went ashore and walked to a Tyler store where they discussed the sinking. Capt. Flannigan stood among them, water squashing out of his shoes. A woman clerk in the store asked if there was anything he wanted. The captain gazed down at his shoes and replied: 'Yes, lady, a bottle of shoe polish.'"

In another of his columns several days later, Joe Curtis was writing again about the ROWENA LEE. "While down on the levee yesterday, I ran across Capt. 'Gabe' Ashford, an oldtimer on the Middle Mississippi, White and Arkansas Rivers. He was standing with his head leaning to larboard. 'Hear that steamboat whistling? Sounds exactly like the old ROWENA LEE.'

"When I told Captain Ashford about a crew on a Lee Line boat salvaging the ROWENA LEE's whistle off a stave mill at Tyler, Mo., he smiled and said:

"The ROWENA LEE's whistle was brought to Memphis and was put on the ORA LEE, one of the Lee Line's small packets. My father, Capt. W. J. Ashford, and associates, bought the ORA LEE in the 1900s, changed her name to ORLANDO, and placed her in the Memphis and White River trade as far up as Newport, Ark.

"She sank at Peach Orchard Bluff on White River, July 5, 1903 and her whistle was returned to the Lee Line. If I'm not mistaken it went to the JAMES LEE."

For much of the above we are indebted to George Gunther Lee of Cordova, Tenn., grandson of Capt. S. (for Shelby) Rees Lee. Captain Rees Lee was the youngest of five sons of James Lee, Jr., son of the Lee Line's founder, Capt. James Lee. Two Lee Line packets were named

Concluded from page 26

REES LEE in his honor. When he died at Memphis in 1946 his four brothers, James Lee (3rd), Robert E. Lee, G. Peters Lee and Bayliss Lee had preceded him in death. Two of his five sisters, the Misses Rosa and Ora Lee, had passed on, and the three surviving sisters were Mrs. Walter C. (Rowena) Teagle of Portchester, Conn.; Mrs. Georgia Lee Parker, and Mrs. Sarah Lee Phillips, both of New York City.

Steamboats were named for a number of these persons: JAMES LEE, ROBERT E. LEE, PETERS LEE, BAYLISS LEE, ROSA LEE, ORA LEE, ROWENA LEE and GEORGIA LEE. Rowena's husband, Walter C. Teagle, was the president of Standard Oil of N.J. Capt. S. Rees Lee for a number of years was the manager of the Lee Line, but followed other pursuits after turning over the company's affairs in 1915 to his brother Capt. Peters Lee. Peters was active on the rivers longer than the other of his generation. He was still involved in the VALLEY QUEEN (ex-JO HORTON FALL) and two short trade Memphis packets, both converted from ferryboats, the JOE CURTIS (named for his friend the river reporter) and WARSAW, when he died in 1933.

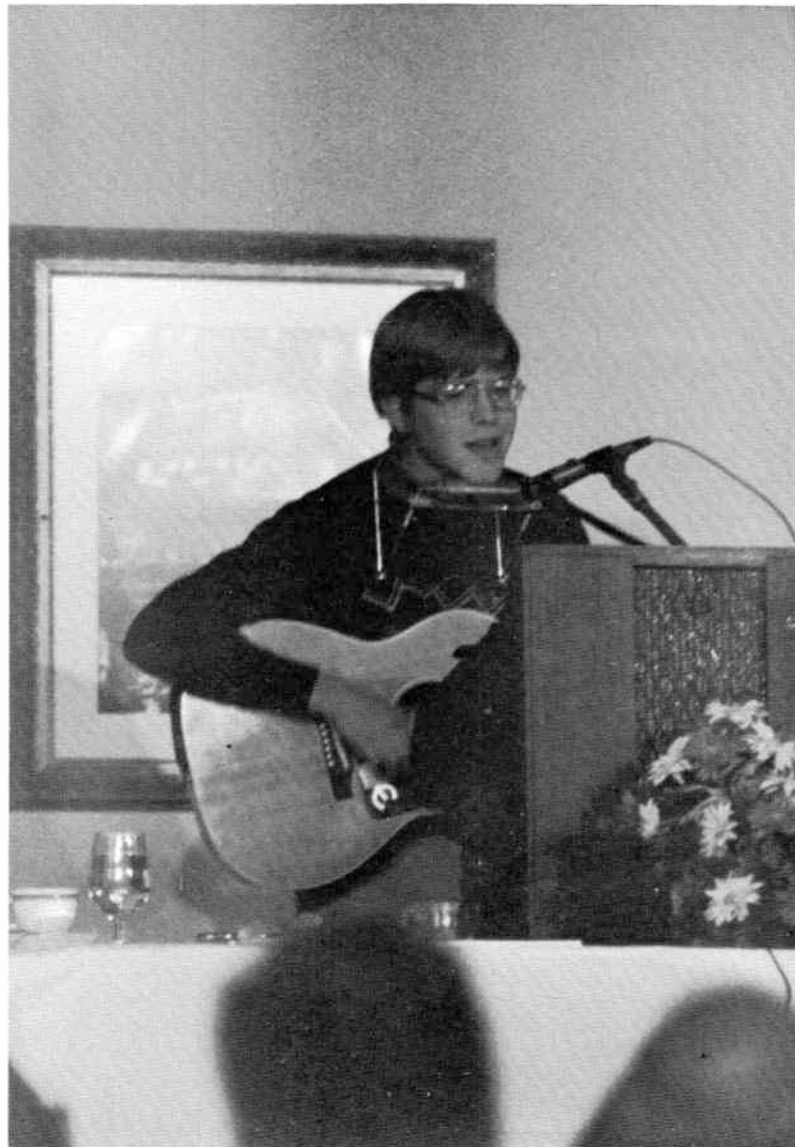
To tidy up this rather involved tale to conclusion, we should conclude the story of Rowena Lee Noll. But we cannot. We simply don't know.

A tip of the editorial cap to Ohio Valley Pilot, September '85 issue, featuring "Fred Way, River Historian," written by Jeffrey L. Spear. Free copies were placed in all of the rooms at the Lafayette Hotel, Marietta, for guests during the S&D meet. Jeff's story tells the truth, mainly, and brings forth his talent as a writer. Another story in the issue, this by Annette Harrison, is a history of the Marietta-Williamstown bridge now in limbo of uncertainty and closed to traffic. The bridge opened for business on Sept. 1, 1903, originally promoted by Capt. Martin F. Noll (later the secretary-treasurer of the Louisville & Cincinnati Packet Co.) and Capt. Charles Muhleman (who owned and ran the ANDES between Wheeling and Cincinnati), both owners of the

local ferry franchise at Marietta. The officers of the Ohio River Bridge and Ferry Company, the first owner, were Beman G. Dawes, president; H. B. Hoyt, secretary; C. L. Strobel, engineer, and T. M. Ripley, resident engineer. The American Bridge Company of Ambridge, Pa. put up the structure at a cost of about \$700,000. The magazine Ohio

Valley Pilot is a monthly, at \$6, Box 17, Marietta, Ohio 45750.

How better to brighten the year for a special friend! Send him/her a membership to S&D for Christmas (or for a birthday or any other auspicious occasion). You'll love yourself afterwards for doing it.



EILEEN DAILY tried several attempts to get a good picture of Joe Prater (see page 12, cols. 2-3) as he sang and played at the S&D banquet. All attempts turned out on the dark side, but this is the best. Not even Bernie or Helen Prater had heard the tribute to Jesse P. Hughes prior to this S&D airing. The miracle of it all is that it was just the right wrap-up for the evening, the unexpected climax.



The Shearer reunion held for the first time at Winchester, Ky. "where it all started." -Photo from Edward L. Shearer.

SHEARER REUNION

Descendants of Capt.
Oliver F. and Lelia
Shearer Meet at Winchester,
Kentucky

Sirs: The group picture accompanying this letter was taken on Father's Day at Winchester, Ky. Over one hundred Shearer family members were there from 14 states. These are truly "sons and daughters of pioneer rivermen," kids, grandkids, great-grandkids and, by now, one great-great-grandchild. All but five attended.

O. F. Shearer, my grandfather, started towing logs on the Kentucky River with the 18 hp. gasboat BELLE. With the help of his wife, five sons and five daughters, he built O. F. Shearer & Sons into one of the major coal transportation firms on the Ohio River. In 1973 the company was sold to American Electric Power to form their transportation division. Even today the remnants of the family company remain within the AEP fleet with the LELIA C. SHEARER, the OLIVER C. SHEARER (named after my late uncle), the JAMES K. ELLIS (named after the company's late secretary and treasurer), the WINCHESTER and BOONESBORO, and many barges still prefixed

with OFS.

It made me proud to be part of a true river family. The reunion was a great success. We're all talking now about the next one.

Edward L. Shearer,
3421 Campagna Drive,
Chalmette, La. 70043

=Ed Shearer is a naval architect, marine engineer and consultant. -Ed.

Capt. Gilbert Manson, 617 Magellan St., New Orleans 70114 has our thanks for a tape of his narration of the New Orleans harbor as he told it on April 16, 1977 from the pilothouse of the NATCHEZ. Captain Manson didn't miss a trick, even to pointing out and identifying the many ships at anchor awaiting turns at unloading docks. We were eating lunch at 121 River when we listened, and could virtually see the entire scene. He prefaced his remarks with a "get well" wish on the tape.

Woody and Bee Rutter took three paintings from Marietta to Oberlin College in Ohio for needed restoration. Most valuable, and smallest, is Thomas Pollock Anshutz's

painting of the side-wheel EXPRESS NO. 2. An Anshutz in Oct. 1972 went for \$250,000, highest ever paid for the work of an American artist. Thomas Anshutz, native of Newport, Ky., lived 1851-1912, and was river related. Also being restored is Dean Cornwell's original oil of the race of the LEE and NATCHEZ, and Jesse P. Hughes' picture of the TACOMA. The Intermuseum Laboratory at Oberlin is operated non-profit, and enjoys a national reputation.

The American Sternwheel Association has issued a directory of sternwheelers owned by members, a rather startling total of 86. This includes a range from the MISSISSIPPI QUEEN down to the JOSHUA, the peapod of the lot (hull 23 x 4). Photographs and descriptions are listed for most of these. Some, like the MIKE FINK, W. P. SNYDER JR. and others with simulated wheels, viz. ABRAHAM LINCOLN, BELLE OF RICHMOND, JOSIAH SNELLING, MUSIC CITY QUEEN and OLE SUSANNAH, are listed but of course the wheels don't work. But most do, and that's rather impressive to think there are so many of them.

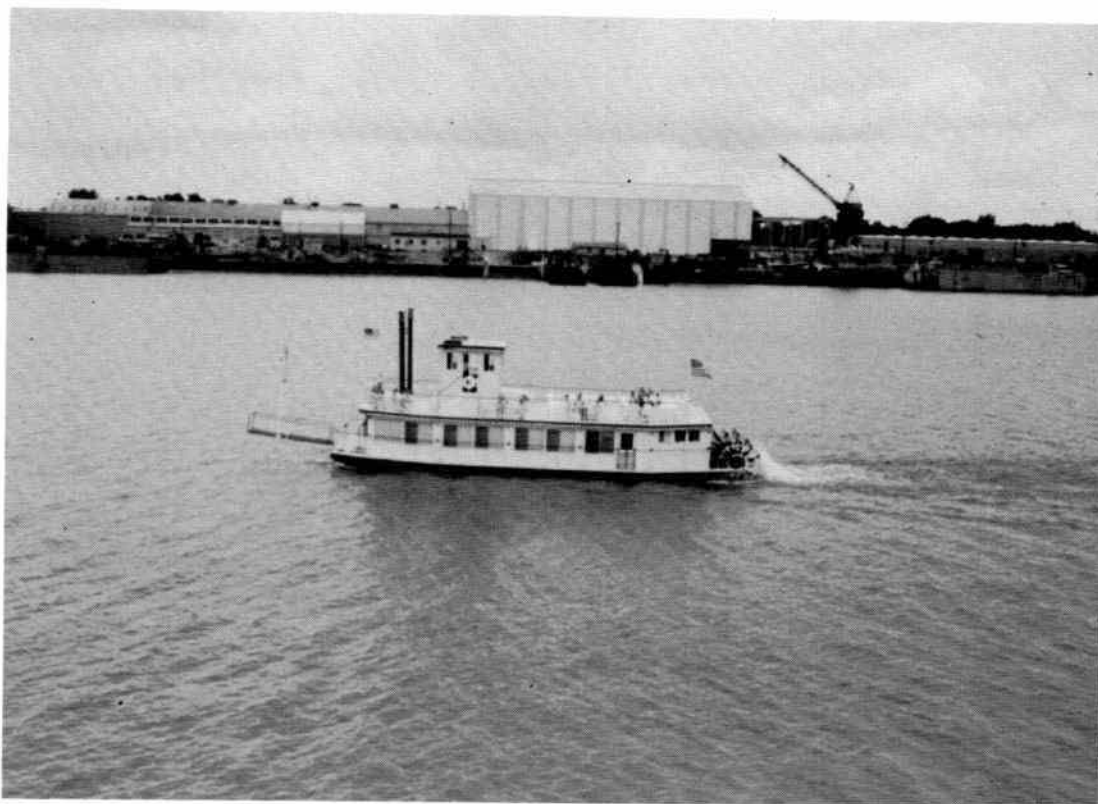


The above photo of the Pittsburgh harbor from Mt. Washington is circa 1890 and illustrates the use the coal shippers made of the six foot pool created by the Davis Island Dam. We count 18 towboats with a goodly number of loaded coalboats and barges waiting for seven feet at Glass House, coalboat water. Six packets are at the wharf up near the Smithfield Street Bridge. The old Point Bridge is in the foreground and in a Jesse Hughes notebook of important information we find: "Old corner stone from old Point Bridge, Pittsburgh had this cut in it, 'Point Bridge, 1876, Joshua Rhodes, President; John Megram, Contractor'. This stone was at Dravos in 1939."

Vince and Wendy (Putnam) Bouchers attended the Sept. meeting of S&D and now have joined the group. Welcome both! Wendy is daughter of H. Chase Jr. and Mary Putnam, Warren, Pa. Incidentally her Dad drove all night, solo, stopping several times to snooze, getting to Marietta from Warren for the meeting.

Charles A. Randall and his wife have lived at Athens, O. for the past 35 years, and harbored their private boat at Gallipolis. They now have moved to Box 1089, Palm Coast, Fla. and the S&D REFLECTOR will follow them into their new home.

Christina Stoll Cole, 1629 Sioux Place, Owensboro, Ky. 42301 remitted her dues and joined S&D, having attended the annual meeting at Marietta. Mrs. Stoll is the daughter of Capt. C. W. Stoll and the late Marijane Palmer Stoll. Welcome aboard!



NEW BOAT AT JEFFERSONVILLE

The LORETTA HOWARD is the name on the latest excursion boat in the Jeffersonville-Louisville area. The HOWARD was formerly the BELLE OF THE LAKES which Lloyd and Bonnie Poore of Jeffersonville purchased from Loretta Barnett.

There was a previous LORETTA HOWARD at Jeffersonville, that being the sternwheel towboat built for stock by the Howard Shipyard in 1929 and named for the wife of Capt. James E. Howard. The towboat was 145x30x419 and had engines 18"x7' stroke. In September 1932, the LORETTA HOWARD was purchased by Capt. Birch McBride and renamed DOROTHY McBRIDE in honor of his daughter.

The new LORETTA HOWARD joins the BONNIE BELLE and will be used for daily afternoon harbor cruises and evening dinner cruises on Friday and Saturday. We thank Keith Norrington for the pic.

Capt. Doc Hawley has our thanks for a story appearing in the Christian Science Monitor, May 29, 1985, in which writer Keith Henderson rides the NATCHEZ at New Orleans and interviews Doc and Ray Samuel. Present also was photographer John Fago of the Monitor and five of his pictures decorate the text. Doc is a bit disturbed that he is listed as once having been captain on the QUEEN CITY at one time, which of course he wasn't. It is a very readable story. One particular paragraph stands out: "It's probably the strong sense of history--of stepping aboard one of the

enduring symbols of the American past--that draws most visitors to the NATCHEZ."

Sirs: My name is Tony Eichhorn, Jr. I am 17 years old and a true 'river rat.' I have recently bought Capt. Fred Way's Packet Directory 1848-1983. In it I have noticed many references to the S&D REFLECTOR.

I would really like some information on how to get the REFLECTOR. Is there any way I can get some older issues?

I have been a 'river rat'

since the age of 6. The DELTA QUEEN and MISSISSIPPI QUEEN are my favorite steamboats. Some day I hope to be a pilot on the DELTA QUEEN.

I'd really appreciate some information about the S&D REFLECTOR and on how to become a member of the Sons and Daughters of Pioneer Rivermen. Thank you!

Tony Eichhorn, Jr.,
845 Greenwich Ave.,
Cincinnati, Ohio 45238

FIRST VISIT

The MISSISSIPPI QUEEN Makes
Inaugural Trip to
Pittsburgh

It seemed befitting that we ride the modern sternwheel colossus up the Ohio, at least part way, to witness her premiere to the city where the Ohio starts business. Accordingly we were invited to hop aboard at Marietta on the upbound trip and Jeff Spear offered to gather us up at Sewickley and take us down there in his car. Fine. Then we learned that C.W. and Lucy Stoll also would be upbound for the occasion, boarding at Louisville. Extra fine. But it didn't work out that way.

Delta Queen Steamboat's Patti Young phoned from New Orleans. She had a problem or two. The MQ was booked solid from

Cincinnati to Pittsburgh--not a berth available. Andy Anderson and his wife Harriet, booked well in advance, were boarding at Cincinnati for Pittsburgh in expectation that C.W., Lucy and y.t. would board the boat enroute. So now what?

Patti suggested we go back down the river from Pittsburgh instead--oodles of space--only half booked. "Maybe you would like to bring along some of your family?" she suggested, and added, "we might arrange a rate."

About eleven phone calls later C.W. and Lucy had agreed to fly to Pittsburgh, spend a day or so at 121 River, then take the MQ back to Louisville. Fred and Nell Way, and Woody and Bee Rutter and I also booked up Pittsburgh to Louisville, and so the whole idea turned out bigger and better than originally planned, all save for Andy and Harriet Anderson who were too

deep in advance hotel and plane reservations to shift gears. They came up the river on the MQ as they had planned in the in the first place to do.

Next proposition was to get the seven of us, plus bag and baggage, from 121 River to Pittsburgh, a 13 mile drive. Thanks to Bob Smith, and Leet and B.G. Shields, three cars were made available. Arrangements were made with Cathy and Bill Baloga to keep house and look after Wrecks while we were away.

After dark on the evening of Thursday, Aug. 29th Woody was showing movies in the livingroom at 121 River when a soft, insistent whistle blew down by the river, remindful of the tones of the GORDON C. GREENE. Bee lit out for the local highway bridge and got there in time to see the MQ's twinkling lights. "I saw it; I saw it go up!" she exclaimed afterward. "It was



Arrival at Marietta following a pea soup fog at the mouth of the Muskingum. This was snapped by Marga Smith who, with husband Bill, had arrived by car from Springfield, O. to ride aboard to Cincinnati. The MQ boasts the largest and heaviest stage ever installed on a Mississippi System steamboat.



No rest for the wicked. Ye Ed is autographing books for an unidentified passenger (left) in the grand saloon of the MISSISSIPPI QUEEN as social hostess Karen Malloy stands by donned in a gorgeous brown belted white dress. C.W. and Lucy Stoll are at the right. This grand saloon really is grand, even by Cunard standards. Photo by Marga Smith.

beautiful!"

Next day about 2 p.m. our caravan of cars arrived at Pittsburgh's Monongahela wharf, something of a feat for the uninitiated. Down Wood Street, across, and then the left-hand lane down the concrete ramp. The MQ was moored there, big as the GREAT REPUBLIC. We were safely in the hands of Commodore Harold DeMarrero, master; Adrian Hargrove and Phillip Ritchie, pilots; Gerry Meyer, chief engineer; Karen Malloy, hostess; Chad Mitchell, cruise director; Thomas Murphy, purser; Al Constantine, steward, and the crew of 148 others so necessary to keep this huge machine and hotel operating.

Passenger staterooms and suites occupy four decks of this seven deck MQ. The management had thoughtfully grouped the seven of us in proximity on the Texas deck, the fourth one up, sandwiched between the cabin deck (below)

and observation deck (above) which is devoted to the grand saloon, forward, a library, a bar, the diningroom (aft) and the upper paddlewheel lounge. We drew room #336, entered from an inside hallway and opening outside on to an enclosed veranda. The room was entirely desirable with two full size beds (not bunks), toilet, shower and wash stand. Room temperature is controlled by thermostat, adjustable to the whim of the occupant. After fiddling with the thing six or seven times we got the hang of it's prima donna delicate adjustments. The toilet is a startling invention. It's flushed by merely pressing a metal button, whereupon there is an audacious racket of short duration, and the job's done. Very clever but so susceptible to mischief that printed warnings beg you not to try flushing paper towels or the like, and to keep the lid closed when not in

use so's wash cloths and regular towels won't drop in. Such misadventures cause Major (the word is capitalized) blockage "which could lead to cabin flooding or other discomforts." We treated ours with due respect and with entire success. Verily a long stride from the backyard-style so prevalent even in our BETSY ANN days which, in the ladies' department, afforded a delightful view of the churning paddlewheel when the lid was up, never clogged, and never froze. When you dropped a bath towel in there it was a gonner.

Also the management had thoughtfully seated the seven of us at the same dining table, isolating us from the hoi polloi or vice versa. The whole ballgame on modern cruise ships tends toward a certain privacy and then they hire a cruise director, a social hostess, a physical fitness director and entertainers to mix up the salad

and create a togetherness. The trend probably started with modern suburbia. When we rode the gala QUEEN CITY in 1911, meals were placed on a long table, accommodating maybe eight or ten on a side, everybody neighborly and sharing the bread, rolls, butter, condiments, celery and the like, even on her de luxe Mardi Gras trips. We steamboated from 1914 (on the JOE FOWLER, Pittsburgh to St. Paul, Minn. and return to Louisville) until 1923 (on the QUEEN CITY, New Orleans to Louisville) and on this latter trip the QC had aboard this new invention, a social hostess. What airs.

Two decks above our Texas rooms, forward on what is called the promenade deck, the MQ now has an "AAA" suite forward of the pilothouse, one on each side. These are the very best and hence the most expensive. Each is compartmented, bedroom, sitting room and bathroom, both tub and shower. On the outboard guards of the promenade deck are built the "AA" suites, almost with similar pomp and circumstance, six on a side. These go for slightly lower fares than the prime AAA suites, but not much lower. We were informed that these additions are now the first choices sought by the Great American Tourist with time and money to burn. There was a time when we thought the MQ was a sad mistake but, as my son Fred III says, "she may be odd to look upon from the outside, but the interior is ideal for her purposes."

Departure from Pittsburgh, scheduled for 6 p.m. that August 30, 1985, was delayed awaiting some passengers. We were in the diningroom when she backed away, turned in the Monongahela (what a wonderful invention is the bow thruster!) and headed down the Ohio, destination St. Louis. Supper was buffet style, attacked by long lines of people from both sides of a long table heaped with much too much, attractively displayed, and about when you got your plate loaded to its Plimsoll mark you look up, as we did, and staring you in the face is a smiling chef, long knife in hand, operating on a four-rib beef roast. Tom Greene used to call this the "stuffing meal" on the GORDON C. GREENE, the first night out meal designed to stuff the passengers

into submission for the next several meals. Did we make room for a slab of that tender beef. You've got to be kidding. So did most everybody else.

In a prior issue of our Sewickley "Herald," editor B.G. Shields had told her readers the MQ would be passing Sewickley about 8 p.m. When we got there about 9 total darkness had descended. Pilot on watch Adrian Hargrove crossed the headlight beams high in the air, remindful of the SPRAGUE, and as he approached Chestnut Street he aimed one of them ashore. Never had I seen such a mass of humanity gathered there! Later we learned that some of them had waited patiently since six. Commodore DeMarrero got me out on the ship's bridge, turned floodlights on my head. Pilot Hargrove blew salutes on the steam whistle. A chorus of cheers came from shore, and as we passed under the highway bridge I looked up in time to realize it, too, was thronged. Quite the reception, but the Commodore said it didn't hold a candle to the excitement at Marietta on the upbound trip with crowds estimated variously between five and ten thousand. Over one thousand of these were given escorted tours of the boat at \$1 a throw and still the waiting line stretched to the top of the hill.

After breakfast next morning, Aug. 31, we passed under the old suspension bridge at Wheeling. Jim Paisley was up there, waving from the rail. According to the daily newspaper, "Steamboatin' Times," the MQ is not due at Marietta until tomorrow morning. It's just a matter of 82 miles from Wheeling to Marietta, so we're already running slow bell to kill time this beautiful day. The passengers were occupied this morning with a fire and boat drill, most of them donning life jackets. Those who wished to know how to play bridge were given instruction; others flew kites, and there was a morning movie in the lower deck theatre. For our part we warmed the lazy bench in the pilothouse, taking an elevator to get there. Yes, there is a full-fledged movie theatre. Yes, there are push-button elevators. And yes, there is a pilothouse big enough for the QE2 with a console loaded with electronic gadgetry including push buttons

to raise and lower the twin smokestacks. The searchlights are focused with push-buttons. This pilothouse is better than that of Dayton Randolph's HURRONICO except for visibility. Dayton said the altitude of the HURRONICO's sky parlor allowed for a celestial telescope poked through a trap door in its roof, protected by lightning rods, to discover comets. She ran before bridges spanned the rivers and when the sky was the limit for river architecture. The builders of the MQ, having no such freedom, were obliged to build the pilothouse and then engage a steam pile driver to set it plenty low. The management concealed it further, the first few trips, by placing potted plants with sprawling leaves alongside on both sides, but these were victims of the first big windstorm somewhere near Madison, Ind. The new AAA and AA suites are proving more durable, as well as profitable, and the pilots suffice with vision ahead to two points abaft of beam. It's a new way of doing and apparently satisfactory. The pilot now stands up only when he's making a lock or something else crucial. Otherwise he's planted in a big comfortable chair.

Despite electronics and push-buttons, the pilot himself has not changed an iota. We felt right at home with Hargrove and Ritchie, neither of whom had to "reach out" for conversation, and the "that reminds me" sort of talk about boats and river, and especially so when Commodore DeMarrero was present to add his dollar's worth. Some people like to learn to play bridge and fly kites, but give me the lazy bench in a pilothouse any old time.

Of course we got to Marietta hours and hours ahead of time, tippey-toed past the landing and the Lafayette Hotel, and about a mile or so downriver pilot Ritchie found himself some nice big sycamores on the West Virginia shore and we tied up there prepared to make a grand 8 a.m. arrival at the Pioneer City.

Among those aboard we were delighted to see Frank X. Prudent of Cincinnati, making his 30th voyage on the MQ and DQ, not bad for a 21-year old.

About the meals: Our 225 passengers, considered about

half of the boat's capacity, sign on at the beginning of the trip for "first seating" or "second seating" for noon luncheon and evening dinner. Tables are assigned. Breakfast is available from 6:45 until about 8:30, sit where you please. Buffet breakfast 8:00 to 9:30 out of doors, hard aft, calliope bar. Also 8:30 to 9:30 the "Good Health" buffet in the grand saloon. Modern preoccupation with calories, chloresteral, etc. has also resulted in a luncheon-alternative served in the grand saloon 11:30 to 2:00. Also on tap, same place, same time, is a buffet French Market Deli; meats, cheeses, breads and toppings a la New Orleans. For those who have not gorged on the above, at 11:30 p.m. the "Four Corners Buffet" opens in the Upper Paddlewheel Bar. The observation deck, where most of this activity is located, is a

constant parade of waiters with trays of food, dishes and what-it-takes to cater the grand saloon optional meals.

C.W., Lucy, Fred III and Nell, Woody and Bee and y.t. each day pulled up our chairs in the main diningroom for first seating. Sometimes we swapped seats for variety. An attentive waiter stood silently by until he had opportunity to recite the choices, soup through entrees--usually three entrees which each required explanation, many of them (usually tops) Deep South selections with a good bit of cookhouse know-how involved in preparation. Our waiter couldn't resist recommending the entree he favored, and nine out of ten times he was right. Salads and desserts were superb, and I should add that in the five days we dined aboard, no one of the entrees was repeated. Life on

the MQ is a matter of going to meals, eating meals, getting up from meals, and a few commas in between. What a life. And no dishes to wash. Wines are optional, added to your bar bill. One noon after lunch I took a peek at the French Market Deli under way in the grand saloon. I filched a slab of pecan pie. Just that once.

Getting back to Marietta from our sycamore trees was complicated by a pea-soup fog at the mouth of the Muskingum, but we made it o.k. Most of our gang took of up the hill to make final arrangements for S&D, week-end of Sept. 14, and today is Sept. 1st, Sunday. I aimed to walk uptown but plunked down in the grand saloon instead to meet and pass the time of day with the McKinleys of Wheeling, the Eichleays of Pittsburgh, and along came Jeff Spear and his



Sight-seerers and tourists enjoy a river trip from Parkersburg's Point Park to the restored mansion on Blennerhassett Island. Everet Ruble, Jr. of Belpre, O. operates this combination of party boat and ferry flat, certificated for 275 people. Charters are also solicited. Phone 614-423-7268.

Mom and Pop, John and Joan. Joan had brought along a mess of home-made cookies which we later doled out as snacks when gathered on our veranda. Surprise--here came Bill and Marga Smith, over from Springfield, O., booked for Cincinnati. Good company indeed.

This afternoon we cruised the 13 miles from Marietta to Parkersburg, the MQ looking like a mother hen surrounded by chicks. Private motorboats of infinite style and variety kept pace to either side. People on shore waved and cheered as the MQ clucked along blowing salutes.

At Blennerhassett Island, several miles below Parkersburg, we were startled to see the reconstructed Blennerhassett mansion, built on the original foundations, gleaming white in its woodland setting, a project abetted by West Virginia's Governor John D. Rockefeller 4th. Catherine Remley told us that the mansion will be furnished, top to bottom, with carefully selected period pieces to recapture the grandeur of this island paradise approx. 1800-1805. The only access is by river and regularly scheduled excursions are run there from Parkersburg. Some years ago the packets BETSY ANN and GENERAL WOOD landed there in summer months, and also the tourist steamer GORDON C. GREENE. Passengers went exploring on the island to see the foundations of the \$60,000 home once presided over by Harman and Margaret Blennerhassett. Little did we suppose on the BETSY ANN that the mansion would be reconstructed in 1985.

This afternoon social hostess Karen Malloy told the story, or stories, of the DELTA QUEEN and MISSISSIPPI QUEEN. She stuck to facts, mostly, and did a good job. Karen introduced me as the gentleman who was in charge of bringing the DQ around from California to the Mississippi River. Actually I did not accompany the sea voyage, but most everybody thinks I did, a misconception which bothers me no little and for which no effective remedy so far has proved effective. Denial causes folks to remark: "Isn't ne the modest one, now!"

This evening from our veranda, stars shining bright, son Fred III peered over the rail and up, and announced: "I

can see the Milky Way." Well by George there it was, the luminous fuzz created by the millions of stars in the galaxy of which our earth and sun are members. I had not seen the Milky Way since piloting the LIBERTY in the 1930s, probably on this same stretch of dark river. I have never seen it at home in Sewickley during the 50 years living at 121 River. In my boyhood, yes, before pollution and bright lights. Sort of like revisiting an old friend following a half-century absence.

We have been running full steam since leaving Marietta inasmuch as someone in the New Orleans office has scheduled us for a visit in Maysville, Ky. early afternoon of Monday, Sept. 2nd. The river distance Marietta to Maysville is about 236 miles. Tonight, circling the brightly-lit Pomeroy Bend looks like we'll be late. One thing I've not remarked upon: When the MQ is "opened up" to run she glides through the water with little or no side waves, a tribute to those who designed the hull. Also I would remark that vibration from the paddlewheel is hardly felt back in the main diningroom hard aft. There is a thump in one of the engines, audible at every revolution of the paddlewheel.

A trifle late, but the MQ tied at Maysville at a fairly decent afternoon hour, in plenty of time for announced shore tours. The landing where we tied off was about eight or ten blocks above the old-time wharf grade below the ice piers. Too far to hoof it. Bus tours are not one of our strong suits, and we stayed aboard. The mayor of Maysville, wife and children, were booked to come aboard for the ride to Cincinnati, but we did not meet up with them. Years ago while attending the University of Cincinnati I made frequent week-end trips to Maysville, some 63 miles by river, going up on the GREENWOOD or CHILO in company with Donald T. Wright who was dickering to purchase a Cincinnati monthly river magazine, didn't, and acquired The Waterways Journal at St. Louis instead. Sometimes my brother Wilson, also enrolled at UC, went with us. We stayed at Maysville's Central Hotel. The wharfboat manager at Maysville, Will Donald, had three

winsome daughters and Mrs. Donald would invite us to share Sunday dinner, chicken, mashed potatoes, hot breads and rolls, and tureens of vegetables and gravy. The family parlor contained a player piano and the three girls, Evelyn, Mary and Elizabeth, took turns pumping "I've got the sweetest little o-my-o/down on the O-hi-o" and other favorites of the day. Donald and Mary announced their engagement and thenceforth she wore a fabulous (to my notion) diamond ring. Will Donald never joined in these Sunday feasts, seated in the kitchen instead, oiling a shot gun. Early Monday morning the "little" CHRIS GREENE, Capt. Elmer Fancher in command, blew long whistles above town, landed, and returned us to Cincinnati. The C. & O. was running its crack trains "George Washington" and "F.F.V." those days right along Maysville's river front. More to our liking was the 5¢ fare "open" street car service up to Lock 33, about 4 miles, round trip for a dime. Mrs. Mary B. Greene had written out a pass for me good "on all Greene Line boats at any time."

But, as I say, Donald moved on to St. Louis immersed in a "Help Us Grow" campaign for The Waterways Journal. Mary returned the ring. Wilson left U.C. during the Christmas holidays. I completed the spring term and returned to Sewickley. Mary married Bill Mathews, part owner and editor of the Maysville Public Ledger, helped him run it, and did herself proud. Judge John A. Breslin of Maysville wrote me not too long ago that Mary had died. I stayed aboard the MQ at Maysville thinking long thoughts.

As predicted in our daily copy of "Steamboatin' Times" the MQ was moored at the Cincinnati wharf at breakfast time, Tuesday, Sept. 3rd. We selected a seating in the diningroom looking aft, better to look upon the majestic old suspension bridge. Much visitation while in port. Commodore DeMarrero's wife Connie arrived with their son Mark Arthur, about to celebrate his second birthday. They now live at--here's the address--Box 210 D, Ten Mile Road, Melbourne, Ky. 41059. Capt. Harry Loudon--his address is 6770 River Road, Cincinnati 45233--copped by, as did



The replica of the original Blennerhassett mansion is a sight to behold. Photos by Jeffrey Spear.





Jeff and Keith Norrington visited at Blennerhassett following the S&D meeting at Marietta. Both were unstinted in praise of this replica of the most pretentious Ohio River home in 1800.



Virginia Bennett, now residing at Harbour House, Apt. 202, 22 Swain Court, Covington, Ky. 41011. Larry and Ethel Walker and Dorothy Frye visited on our veranda. Departing at supper time we got out on the guard to see the WAKEROBIN, slated to become a restaurant boat at Jeffersonville, and the CHARLES F. RICHARDSON, due for alterations to become a Covington, Ky. attraction, and we all waved to Virginia Bennett as we passed her apartment. A warm, balmy evening down past the mouth of the Big Miami, Lawrenceburg, Aurora and Rabbit Hash.

We were practically on the old Mail Line scheduling and easily could have made Louisville by early morning, Sept. 4th. But Commodore DeMarrero was billed to give a talk at 10 that morning, "From Steamboats to Towboats," so the MQ dallied slow bell. The Commodore uses no notes and knows his stuff. At the conclusion, and after he had received a big hand, he reached over and held aloft a glittering gold trophy and presented it to this unsuspecting editor, a gift from Bill Stinson. Will wonders never cease!

The MQ slipped into her moorings, a downstream landing, at Louisville. C.W. and Lucy invited the Way-Rutter clan to Rock Hill and while awaiting transportation Bee and Woody boarded the BELLE OF LOUISVILLE and were accorded the grand tour by Capt. Mike Fitzgerald, pilothouse to engine room. Afterwards Bee could hardly get over such hospitality. The Stolls hosted us for supper to a local favorite restaurant. After all of the gourmet specialties for five days on the MQ, I savored a ham slice topped with pineapple, and Woody did away with a generous portion of country fried ham.

Rock Hill, a truly southern mansion, always is a delight, and Lucy put Bee and Woody up in the newly restored and modernized brick "slave quarters" across the driveway at the rear, featuring a picture window looking upon the woods. Nell and Fred III were so entranced at this Rock Hill climax, following five MQ perfect days, they judged the entire experience as the best they ever spent. Woody and C.W. picked up a rent-a-car next morning and the Way-Rutter clan lit out for Sewickley, pausing at



The WAKEROBIN moored at Covington, Ky. Picture snapped by Keith Norrington on August 18 this year. She is slated to become a floating restaurant at Jeffersonville, Ind.

Lebanon, O. for lunch at the Golden Lamb, and for supper at a Washington, Pa. inn.

If ever there was a success story, it was this trip from start to finish, and our appreciation to the reader who has pursued this too lengthy account of the highlights. Our special thanks to Perry Moran and Patti Young of the Delta Queen Steamboat Company for making possible the most of it; to Commodore DeMarrero and his crew for unqualified hospitality, to Lucy and C.W. for a whole week of togetherness; to Bill Stinson for the trophy; to Leet and B.G. Shields and Bob Smith for delivering us to the MQ at Pittsburgh; and to Bill and Cathy Baloga for keeping house

at 121 River, looking after Wrecks and the cat. Maybe I ought to include Dr. Joe Griffith who patched me up in time and gave his blessings to the adventure.

The printing and mailing costs of the S&D REFLECTOR increase like everything else. One thing you can do to assist in maintaining our nominal dues is to send memberships as gifts to your friends. When you come to think about it, they'll like the magazine as much as you do. Increased circulation is what we need to hold the line and better to serve you.



The former diesel side-wheel ferry MARTHA A GRAHAM serves as a wharfboat and gift shop at Evansville, Ind. for the excursion boat SPIRIT OF EVANSVILLE. The pictures were taken by Keith Norrington this past July.

The GRAHAM, built with a steel hull at Cincinnati in 1942 formerly plied across the Ohio River between Vevay, Ind. and Ghent, Ky., operated by the Vevay Steam Ferry Co.

The SPIRIT OF EVANSVILLE, a modern diesel excursion boat, takes daily one-hour cruises out of Evansville through September 15, departing at 2 p.m. On Saturday, September 14 she is advertised for a 2-hour dinner-dance cruise departing at 7 p.m. Reservations in advance are required. Call 812-422-1424 or write Box 6256, Station B, Evansville, Ind. 47712. Passenger capacity is 150 persons.



Opryland USA's GENERAL JACKSON has been generating front page news, good and bad, since she entered Cumberland River service in July. The Nashville Banner in its July 5 afternoon and final editions gave four column top priority to the discovery of the body of character actor Phillip Padgett in his South Nashville apartment shot to death. His last performance, portraying Mark Twain, was aboard the christening voyage of the JACKSON the night on July 2nd. He had MC'd the christening gala held at Riverview Park.

An Associated Press story, released August 8th, aired a dispute in which the JACKSON's builder, Jeffboat Inc., sought a court order to impound the new boat on the plea that the owners had not paid a \$400,000 bonus for prompt delivery. Circuit Judge Harry S. Lester of Nashville granted a temporary injunction because of "irreparable damage" that would be caused by the seizure of the boat.

The \$400,000 was part of a \$530,000 final payment due Jeffboat, according to Opryland attorney Frank Gorrell.

The Dubuque County Historical Society, which features the former U.S. side-wheel snagboat WILLIAM M. BLACK at its Riverboat Museum, has issued a brochure front-paged by a picture of Bill Reed's painting of the BETSY ANN depicted in 1930 with the Sewickley-Coraopolis highway bridge in the background. The BETSY was built at Dubuque in 1899. Our thanks to C. W. Stoll for sending us a copy.

Jane Curry's popular river book, "The River's in My Blood" has been issued as a paperback available in book stores or from the University of Nebraska Press, 901 N. 17th St., Lincoln, Neb. 68588 at \$7.95 the copy.

A new member of S&D is Chrissy Beeney, 757 Glendale, Marietta, O. 45750. Chrissy is an assistant manager at the Hotel Lafayette and has our thanks for her personal interest in assisting with our recent Marietta meeting.



FROM RIVER FRIENDS who have heard it, we gather that the steam whistle gracing the pilothouse of the new GENERAL JACKSON (pictured above) doesn't blow properly. It hardly blows at all. It depends on steam generated in a small boiler designed to play the callope, of insufficient pressure and volume. Also it is push-button activated, the steam valve opened and closed electronically so's it's full steam or nothing, a modern technological achievement entirely divorced from the pressure manipulation by the pilot. The successful stamboat whistle needs steam volume, ample pressure, and a human pilot to do the blowing. The GENERAL JACKSON's whistle fails on all three counts.

It's a pity, too, for Charles Watterfield Jr., 58, credited with the many virtues which grace this \$12 million Opryland boat, went to a lot of trouble getting the whistle made in Seattle after listening to scores of tape recordings. He and his assistants picked the authoritative voice of the old MAURETANIA. Which it ain't.

JESSE P. HUGHES DIARIES

His Early Greene Line Days

June-December 1896

by C. W. Stoll

The summer of 1896 from June to about the middle of August was rainy and stormy. Several severe storms caused considerable damage in the Kanawha River, on the Muskingum and Upper Ohio. Jesse, steersman on the H. K. BEDFORD, noted a cloudburst in the Wheeling area, washing out the bridge at Wegee Creek and also the one at Little Grave Creek on July 7th. This same storm crested the Kanawha River to 19 feet. The U.S. dredge OSWEGO cleared the mouth of Wheeling Creek where a gravel bar of great size had extended to form a hazard. On August 4th Jesse noticed "the shores are still covered with soft mud 1" to 3" deep."

Jesse had been on the BEDFORD since the end of February but in his diary he did not mention Capt. Gordon C. Greene until July 6th when "Capt. Greene and several of us put in a lot of new outriggers and fixed up the starboard guard forward of the engineroom, this while lying at Charleston in the afternoon." On July 12th Captain Greene went to Levanna, O. "to see his new boat, the ARGAND," rejoining the BEDFORD next day at Charleston.

On Aug. 5th the BEDFORD left Charleston downbound at 5 a.m. and at Maupin landed to load a cow and calf. The calf got away "and we chased it nearly to Buffalo." Low water was setting in; the towboat B. D. WOOD was aground at Sisters and the larger packets found the water too scant above Wheeling. The P&C packet VIRGINIA lay at Wheeling until the BEDFORD brought down to her her Pittsburgh freight, whereupon this elegant new steamer returned to Cincinnati to lay up temporarily. The BEDFORD proceeded to Point Pleasant where she tied alongside the BEN HUR which had "lit the hill" awaiting a fall rise, her place in the Marietta-Wheeling trade being taken by the new light-draft ARGAND jointly owned by

Captain Greene and Capt. Newt Flesher. The BEDFORD went to Charleston and thence to Pittsburgh, where she accepted freight from the P&C Line, delivering it for reshipping to the BONANZA at Gallipolis. On this trip the BEDFORD met the new KANAWHA upbound at Sunfish on her maiden trip. Upon return to Wheeling Captain Greene got off to go to the ARGAND. Jesse and Mrs. Mary B. Greene jointly stood his watch on the BEDFORD until the boats met below Clarington and Captain Greene rejoined the boat. Decision was made to turn the BEDFORD back from Bellaire and from there she went to Cincinnati for three days of scrubbing and painting, tied below the suspension bridge. Jesse and Sandy Bevan rode the new ISLAND QUEEN to Coney Island and back and attended the Fountain Square Theatre. He records watching the CITY OF LOUISVILLE leave for Louisville, the SHERLEY for Pomeroy and the COURIER for Maysville. The CITY OF VEVAY, notes Jesse, had been condemned.

On Sept. 9th the BEDFORD loaded out for Pomeroy at the Big Sandy wharfboat. Then she ran shuttle service Pomeroy Bend to Ashland, connecting with the SHERLEY and HENRY M. STANLEY. The ANDY HATCHER and the bat-wing J. C. HOPKINS from Big Sandy were running in the places of the LIBERTY and LEXINGTON. In this low water the G. W. MOREDOCK and tow was stuck between two of the wing dams opposite Guyandotte. The BEDFORD made a few trips from Syracuse and Pomeroy, taking salt to Cincinnati.

A rise materialized by Sept. 20th. The Big Sandy boats went home; the KANAWHA resumed the Pittsburgh trade and the HENRY M. STANLEY and SHERLEY resumed the Cincinnati-Pomeroy trade. At this time the LORENA was caught in the Muskingum by a cave-in of a lock wall at the old Harmar Lock. The BEDFORD made repairs to the heater and fixed the fantails at Gallipolis. Jesse notes "I painted around different places all day and did some lettering." On Sept. 29th she resumed her trade with Capt. Mary B. Greene and Jesse standing one pilothouse watch. During October the KEYSTONE STATE knocked down her stacks on the falsework at the L&N bridge, Cincinnati. The LORENA got through the Harmar lock on

Oct. 22nd, resuming the Zanesville-Pittsburgh trade. On Nov. 1 the BEDFORD pulled the ARK and tow afloat at Belleville Island's foot.

Tuesday, Nov. 3rd Jesse reports "heard a rumor this evening that McKinley was elected President." This was confirmed next morning at Ravenswood. Then on Friday, Nov. 6th swells from the BEDFORD exploded a skiffload of nitro at the lower end of Georgetown, Pa. Capt. Jimmy Rowley was on watch, downbound at night when it happened. The impact broke glass from doors and windows aboard the BEDFORD but nobody aboard was injured. Unusual for a packet, the BEDFORD put off 1500 bushels of coal and coke at Baresville (Hannibal, O.) on Nov. 7th. During the unloading the BEN HUR, KEYSTONE STATE and KANAWHA went by. Jesse also notes a bit of river news; the name of the towboat S. L. WOOD had been changed to DEFENDER, and the towboat JOHN O. PHILLIPS had become the WILMOT. On Nov. 11th a short distance above Sistersville, at night the BEDFORD ran into a sunken loaded coalboat crossways in the channel. Jesse was on watch. "I run over a sunk coal boat, struck it full head and went 2/3 the way over it." Ed. note: We recall Jesse telling of this incident, wherein he counted his lucky stars that the BEDFORD picked a section of the wreck where no timberheads were sticking up. She ran afoul and came to a dead stop, upbound at the time. The RUTH, moored at Sistersville, was called upon to help pull the BEDFORD free, and at 2 a.m. she was again on her way, no worse for the experience. The coalboat had been in the tow of the GEORGE SHIRAS, and had been abandoned with no light or marker.

Captain Greene left the BEDFORD Nov. 21. Jesse got off at home on the downbound trip and both got aboard the ARGAND, Monday 23rd, along with Capt. Newt Flesher, running Pittsburgh-Parkersburg. Captain Greene bought Flesher's interest on Dec. 17th. Ed Shumaker went captain, with Mrs. Greene and Gus Dana the clerks.

Frigid weather brought ice Christmas week. The ARGAND laid up Christmas morning and Jesse took the train from Williamstown to home at Willow

Island. By way of news, Jesse noted the first of the month that the old towboat JOHN F. WALTON was towed to Point Pleasant to become the wharfbot there, and Heatherington's "new towboat ELIZA" was at their coal works at Bellaire. Ice held the ARGAND in the mouth of the Muskingum until Jan. 3, 1897 when Jesse got back aboard when she resumed.

Also noted in his diary was the death of Capt. C. W. Batchelor, the burning of the RUCKEYE BOY at Catlettsburg, and that Capt. John K. Booth had sold the LIBERTY to Capt. Thomas Prince of Natchez for \$14,000, and then had bought the Marietta wharfbot from H. L. Ritchie for \$7,000.

PICTURE BELOW

The LA BELLE entering Emsworth Lock with a coal tow, as seen by the eagle-eyed camera of Russell M. Lintner. She was owned by Wheeling Steel Corporation, the best Pittsburgh towboat of her day. Our thanks to William E. Reed for the print.

Bessie Reynolds Stone of Point Pleasant, West Va. died, 93, at a nursing home in Gasport, N.Y. on Monday, September 9, 1985, following a long illness. Her late husband was Capt. Charles Stone who died in September 1977. When Captain Stone operated harbor facilities and did towing (for about 35 years) Mrs. Stone was active in the company, relaying orders between the principal towing concerns and the towboats. She was honored in 1925 when the side-wheel ferry BESSIE M. STONE was built to ply between Point Pleasant and Henderson at the mouth of the Kanawha.

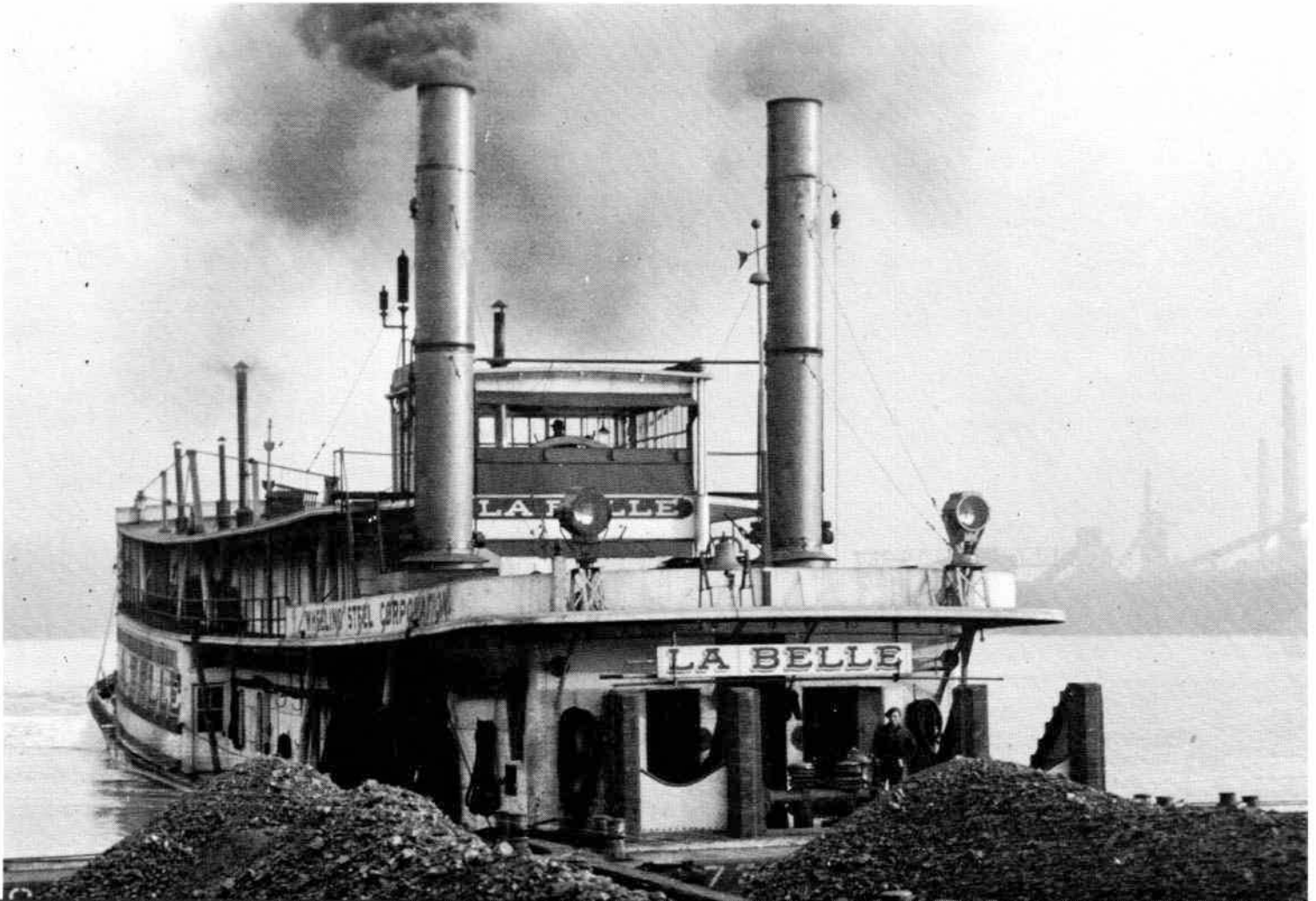
She is survived by two daughters, Mrs. George (Evelyn) Merrill of Lockport, N.Y. and Margaret Ann Stone of Gasport, N.Y.; also by a son, Capt. Charles Henry Stone of Point Pleasant. Six grandchildren and 11 great-grandchildren also mourn her passing. Graveside services were held in Lone Oak Cemetery, Point Pleasant, following which a memorial service was held at the Trinity United Methodist Church of that place. Mrs. Stone had been active in the church's work for years.

Fred D. McCullough, former lockmaster at Montgomery Locks and Dam, Ohio River, died, 69, in the Medical Center of Beaver County, Pa., following an illness of several months. He was born May 26, 1916, son of the late Fred H. and Sara McCullough, and was a resident of Vanport, Pa. most of his life. He retired as lockmaster in 1974. Fred was an S&D member many years.

He is survived by his wife, Betty Loudon McCullough, of 470 River Avenue, Vanport, Beaver, Pa., by two daughters, four grandchildren and a great-grandson. He was preceded in death by a brother, Earl C. McCullough.

Burial was in the Sylvania Hills Memorial Park, Daugherty Township, Pa. Friends may if they wish, send memorial contributions to the Beaver County (Pa.) Cancer Society, 1445 Market St., Bridgewater, Beaver, Pa. 15009.

While you're thinking of what to send that river nut for Christmas, find out in some sly way if he or she belongs to S&D.



CAPT. JOSEPH KINNEY

The portrait of Capt. Kinney is the first we have seen and comes to us courtesy of The State Historical Society of Missouri, Columbia.

Joseph Kinney was born in Washington County Pennsylvania, not far from Pittsburgh, in 1810. The Kinney family lived in St. Louis from 1850 until removing to Boonville in 1860. Upon the completion of "Rivercene" in 1868 the family moved across the river to New Franklin. Capt. Kinney died at "Rivercene" March 1, 1892.

Becoming intrigued with the story of a boat operator who was successful in the hazardous Missouri River trades to the extent of Capt. Joseph Kinney, Rudy Gerber has done some research with the assistance of the files of Ruth Ferris and an article by Dr. E. B. Trail which appeared in the Waterways Journal of March 28, 1942.

In the 36 year period 1840 through 1876, Kinney owned or had an interest in some 14 steamboats as follows: DAVID LIVINGSTON, 1840; OMAHA, 1856 (4306); WM. H. RUSSELL, 1856 (5815); CORA, 1864 (1310); KATE KINNEY, 1864 (3234); FANNIE OGDEN, 1861 (2006); CORA NO. 3, 1865 (1312); TWILIGHT, 1865 (5472); NILE, 1866 (4209); ST. LUKE, 1868 (4953); ALICE, 1872 (0148); KATE KINNEY, 1873 (3235); R. W. DUGAN, 1873 and 1876 (4664); JOE KINNEY, 1872 (3033).

The 1867 log of the IDA STOCKDALE (St. Louis to Fort Benton and Return in 1867, S&D Reflector, Sept. '84) contains several references to boats owned by Capt. Kinney. On May 23, 1867 the IDA STOCKDALE, "Picked up a man who had been isolated in the wilderness three days from the stmr. NILE." On June 8, 1867 the STOCKDALE met the CORA. The NILE was met at 6am below The Citidel, a rock formation near one of the narrowest parts of the Missouri and some 73 miles below the head of navigation



The CORA met by the IDA STOCKDALE was the third of the name, a sidewheeler built in St. Louis in 1865 using machinery from the previous boat of the same name which had sunk in 1864 about 50 miles above Omaha. CORA (NO.3) was snagged and lost a short distance above the mouth of the Missouri on August 13, 1869. It was this wreck which caused the formation of Cora Island.

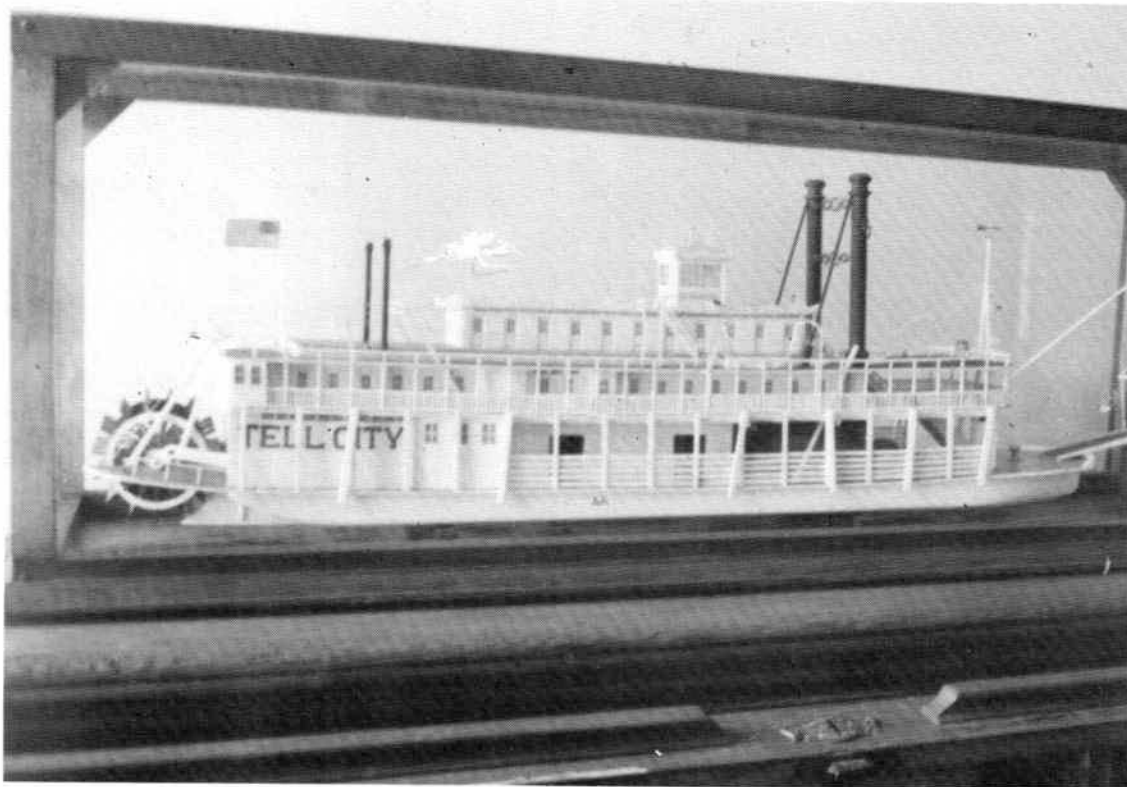
The ALICE was owned by Capt. Kinney in the early 1870s and named for one of his daughters. This boat is believed to be the same ALICE which was used to install the first government navigation lights on the Ohio river and later on the Mississippi and Missouri. In 1876 the ALICE serviced lights on the Missouri to Kansas City and departed St. Louis Feb. 25, 1878, Capt. William Crapster, servicing lights to New Orleans. In the spring of 1878 the ALICE broke 70 or 80 timbers on a snag up the Missouri and was returned to St. Louis for docking.

The last Kinney owned boat, JOE KINNEY, encountered a number of accidents during her career. Capt. George Keith and his younger brother Henry were both pilots for Capt. Kinney and George was on the JOE KINNEY when she hit the Boonville and Kansas City bridges in separate incidents. A third bridge at Glasgow, MO ended the career of the JOE KINNEY on April 13, 1882.



"RIVERCENE"

Recently, R.V. "Rudy" Gerber of Kirkwood, MO visited the above palatial mansion which was built by the successful Missouri boat operator of the nineteenth century, Capt. Joseph Kinney. "Rivercene" was built in 1868 and is located in the village of New Franklin, just across the river from Boonville, MO, mile 196.5. The house has recently been extensively renovated by the great granddaughter of Capt. Kinney, Mrs. Michael (Winifred) Cenatiempo, and has become a popular visitor attraction in the mid-Missouri area.



Richard C. Brasington of Cincinnati built this 5/32" equals 1 ft. model of the TELL CITY in 1980 and it has found a home in the Howard Steamboat Museum at Jeffersonville, Ind. Keith Norrington took this picture through its glass case, a rather tricky thing to do, this past July. The TELL CITY was a Howard product, new in 1889, and wound up in a fatal sinking at Little Hocking, O. on April 6, 1917. Her pilothouse, restored, is a feature of the Ohio River Museum, Marietta. A booklet detailing the career of the boat, copiously illustrated, is available at the Ohio River Museum for \$1, or by mail from our secretary for \$1.50.

Sirs: Am writing for information. We are building a paddlewheel boat, but cannot find any old photos of the uniforms of the crew. This will be a tourist boat and we would like to look the part. Thank you for any help you can be.

Dennis H. Murphy,
P.O. Box 214,
Girdwood, Alaska 99587

=A little out of our territory. You might try William S. Hanable, SRA Box 1696-C/5000 Country Club, Anchorage 99507. -Ed.

Sirs: The Quincy Daily Herald of July 17, 1892 reports: "The steamer PARK BLUFF will leave Quincy for Hannibal Sunday, July 17, 1892 at 8:00 a.m., 1:30 p.m., 7:30 p.m."

I cannot find the PARK BLUFF in Way's or elsewhere. Who,

what, when, where, etc.?

Mike Herschler,
300 Morton Drive,
Quincy, Ill. 62301

=PARK BLUFF was a rafter, built 1881 at Rock Island, Ill., owned in 1890 by Des Moines Towing Co. of Montrose, Iowa., Capt. Thomas Peel, master. While acting as bow boat for the GLENMONT she sank in Lake St. Croix near South Stillwater, Minn. in Sept. 1903 and James Ferguson, engineer, was drowned. Rebuilt at Wabasha in 1906 and became the HARRIET. -Ed.

Sirs: I am writing you today to ask you about the traditional colors for a sternwheeler. When I was given command last month, in April 1985, the arms were painted white from flange to circle, red from circle to extremity. Since then I've

painted arms and buckets red, and shaft and rings white. Now, some people suggest, instead of white, I should have used yellow or orange for the circles.

I ask you to tell me the proper colors for the traditional sternwheeler. I want your verdict.

Capt. Bela K. Berty,
The LORENA,
P.O. Box 168,
Zanesville, Ohio 43701

=Arms red; flanges, shaft and circles, white. The white on metal parts showed up cracks or breaks. The buckets usually were unpainted. -Ed.

Our thanks to the Marietta Boat Club for an annual honorary membership card.

STEAMBOATING IN CANADA

by J. W. Rutter

FAR AFIELD from the Ohio and Mississippi rivers, the 1887. steel-hulled steamboat SEGWUN operates out of Gravenhurst, Ontario. Gravenhurst is at the south end of Lake Muskoka and is about 100 miles north of Toronto over four lane road all the way. The Muskoka lakes comprise Muskoka, Rosseau and Joseph which were once served by a fleet of seven small steamers back in the days when large resort hotels were in favor. The passengers from Toronto could step from the railroad cars on the dock at Gravenhurst and depart for their cottage or hotel up the lake, but this wonderful service all ended in 1951. Fortunately, the one survivor of the boat fleet has been restored and operating for the past four years so you can still catch the flavor of the days when the Muskoka resorts catered to the "proper people."

The SEGWUN was originally built as a side-wheeler named NIPISSING but was rebuilt in 1925 and equipped with twin compound steam engines and twin screws. Steam is provided by a single, coal-fired Scotch marine boiler of about 140 psi. On the main deck aft there is a diningroom seating 28 with large windows all around so none of the scenery is missed during meal times. The second deck has an observation lounge forward and a cocktail lounge aft with a covered deck at the stern. There is lots of varnished oak and gum woodwork in the cabins, giving a feeling of elegance aboard the SEGWUN.

During the season, the SEGWUN offers several overnight cruises in addition to the 100-mile day trips. On September 30 Bee and I were at the Gravenhurst dock for the 9 a.m. departure on the three-lake overnight cruise. There was lots of black smoke from the SEGWUN's stack as the friendly crew tagged and loaded our bags aboard. There were 25 passengers signed up for the trip, a little light compared to the 75 which can usually be accommodated on the overnight cruises but perhaps the after effects of hurricane Gloria and the overcast skies were responsible. As soon as we



The R.M.S. SEGWUN is the last of the Royal Mail Ships on Muskoka Lakes. She was prefabricated at the Clyde Yard, Scotland, and assembled at Gravenhurst, Ontario, in 1887. Restoration ran \$1.2 million. Picture by Terry Hrynyk.

climbed the stairs up to the cabin we spotted a passenger wearing a DELTA QUEEN sweat-shirt and cap, long-time S&D member John Bascom from Toronto.

The Muskoka Lake district was all new country for us and it is beautiful country. The shores of the lakes are very irregular with both pine and hardwood trees covering the hills, here and there a bare rock bluff showing, and summer homes or cottages interspersed with clusters of resort buildings. Gravenhurst is located on a wide bay which has a very narrow entrance out into Lake Muskoka itself. The SEGWUN is 128 feet long and perhaps 22-24 feet wide while the "narrows" doesn't look to be much over 100 feet making for an interesting bit of navigation to anyone who hasn't seen it before.

The route up Lake Muskoka generally followed the western side with points of interest being announced over the P.A. system. The area has been a favored location for summer homes of people connected with the iron and steel industry for over 100 years and several of the larger old cottages were pointed out as we went along; the Hillman house was mentioned as having a 40-foot living room while the tycoons from Sharon, Pa. have the Sharon Club without a telephone to intrude on their relaxation. At the upper end of Lake Muskoka is the Indian River which is about half the width of the Muskingum and leads up to a drawbridge and lock at the town of Port Carling.

There is about three feet difference in the elevations of Lake Muskoka and Lake Rosseau. The lock at Port Carling opens into a continuation of the Indian River with a twisting channel opening out into Lake Rosseau but the SEGWUN seemed to have no difficulty steering the tight bends. The weather turned cool and windy when we got out on Lake Rosseau but by then it was time for lunch served in the diningroom, baked chicken and all the trimmings being the menu of the day. It is difficult to think of a situation more appealing than sitting in that comfortable dining room surrounded by varnished woodwork, watching the scenery pass by the windows while somewhere up forward you can hear the steady throb of the engines of a live steamboat.

We made a stop in the afternoon at the village of Rosseau at the head of the lake and then retraced our way down the western shore entering inlets and around islands. At 5 p.m. we arrived at the dock at Paignton House which is an old resort hotel on Lake Rosseau, our lodging for the night. The rains came down just about the time the SEGWUN tied up and some heat in the room at the hotel was welcome. Evening dinner was served in the Paignton House dining room.

After breakfast at the hotel, the SEGWUN got underway at 9 a.m. and continued along the northwest shore of Lake Rosseau to a narrow channel at Sandfield Bridge which leads into Lake Joseph. There were a number of folks watching from the abutment of the swing bridge as we negotiated the 50 foot channel into Lake Joseph and the steamboat must look impressive sliding through. During the morning, we covered the length of Lake Joseph, some 20 miles to the now deserted location of the village of Port

Cockburn. Lunch was again served in the dining room as we retraced our route back to Sandford Bridge and then during the afternoon back to Gravenhurst at 6:30 p.m.

One of the real plusses for a cruise aboard the SEGWUN is the friendly crew. General manager Russ Brown was circulating and visiting or pointing out places of interest as we went along. Capt. Tom Oake didn't object to passengers wandering into the pilothouse and was full of information about the owners of the impressive cottages which we passed from time to time. Chief engineer Bill Cripps spent his working life aboard deep sea tankers with an interlude in the Navy during WWII and he invited interested passengers to investigate the engine room. It's not a river boat but the 1887 SEGWUN is a pleasurable experience nonetheless.

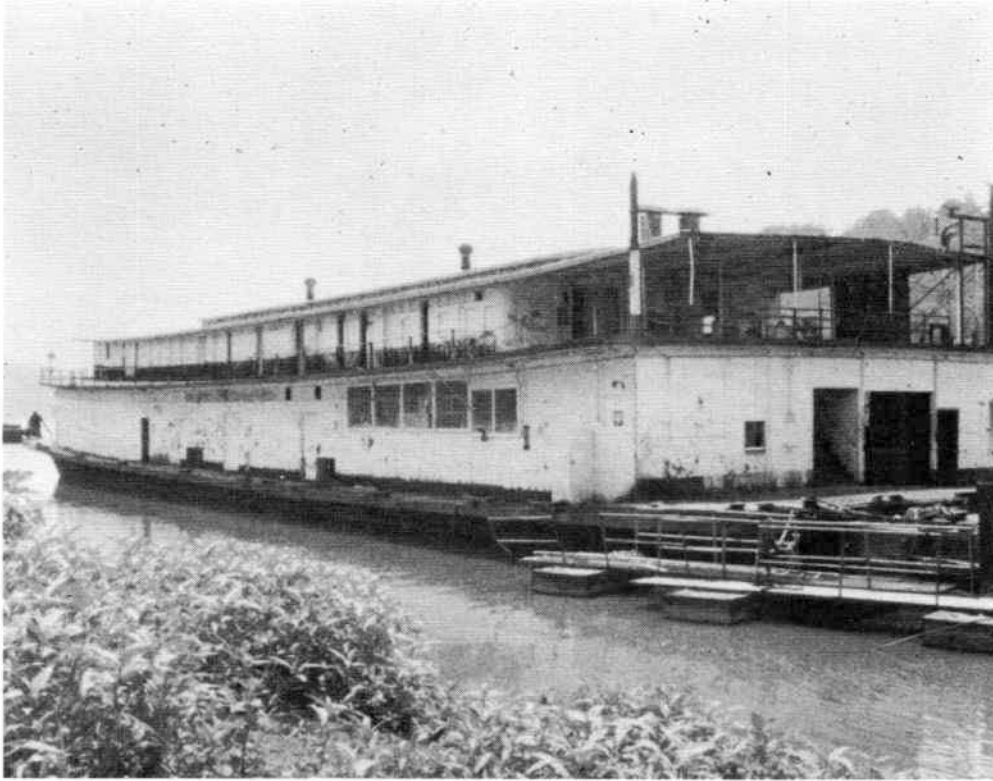
Information on the SEGWUN's 1986 schedule is available from Muskoka Lakes Navigation & Hotel Co. Ltd., Box 68, Gravenhurst, Ontario, Canada POC 1G0.



Leave it to C. C. Bowyer to walk down from the Merchants National Bank at Point Pleasant, West Va. and get a picture, little matter what. In this case it is the single deck towboat SANFORD HAY in the mouth of the Kanawha River. The ELIZA, at the left, is mentioned in Jesse P. Hughes' diary elsewhere in this issue. Showing at the right is the towboat FLORENCE MARMET. The SANFORD HAY was built at Pittsburgh in 1901, owned jointly by Thomas J. Sanford and Jonathan Hay, both Pittsburghers. The wood hull was 65 x 12 x 2, and she ran by steam. By 1914 her owner was Charles E. Dailey, Pittsburgh. This one stacker was used on contract towing jobs. She was wrecked on the ice piers at Gallipolis, O. in the winter of 1916-1917. Thanks to Woody Rutter for the print.



The latest in privately owned houseboats is known at Cincinnati as DUCK'S WHARF. The hull is a former U. S. Engineer's steel flat, 48 x 16 feet. The cabin structure was built on it by Tom Ostendorf (who goes by the nickname of "Duck"), son of Lloyd and Rita Ostendorf of Dayton, O. who own and operate the ABRAHAM LINCOLN, partly visible in both pictures. DUCK'S WHARF sports a kitchen, livingroom, two bedrooms and bath, an attic and roof sun deck. She was launched July 3rd this year, and is pictured moored at Jess Tucker's harbor.



The old towboat CHARLES F. RICHARDSON, built in 1921, attracts a great deal of attention in the Cincinnati area where she is presently moored. Alan L. Bates climbed aboard some months ago and when his account appeared in the REFLECTOR, Larry and Ethel Walker and Dorothy Frye gained permission to do likewise. These pictures resulted. She has been out of service since 1942 when purchased by the Mississippi Valley Barge Line. Both in size and power she was almost like the JOS. B. WILLIAMS which was the cock of the walk from the time she was built in 1876 until the SPRAGUE came on the track. Present plans are to convert the superstructure into a swank restaurant to be based at Covington, Ky.



On the morning of August 14th we had a surprise visit from R. A. (Ike) Hastings who had paddled his 50-ft. hull sternwheeler LILLY BELLE from Dubuque to Pittsburgh and now was on his return to the Upper Miss. He docked his boat at the foot of Chestnut Street in Sewickley, leaving it in charge of his "crew" composed of a one-year-old parrot named Harry, while he found his way to 121 River.

We had not before met Ike Hastings, 61, retired art instructor of Carver Street, Winslow, Ill. 61089. He had bought a 27-year-old steel hull (built by Dubuque Boat & Boiler in 1958) and in 1964 completed it to become his LILLY BELLE. It has a split sternwheel powered since 1981 by a 5-cyl. Duetz diesel set thwartship hard aft, air-cooled, and rated about 75 hp.

Bee Rutter met Ike at the door. In the course of introductions Ike said to her, "I met your sister some years ago at Birmingham, Michigan, when I joined S&D and bought a batch of back issues." In the interim Ike had acquired a copious beard and Bee had not recognized him. Our visit was all too brief inasmuch as LILLY BELLE was due in Parkersburg for a regatta. Due to recent surgery we had to decline an invitation to visit aboard the boat, or even see it, so Bee, entranced with the vision of a parrot holding forth in a pilothouse, became Ike's guest for a brief tour of LILLY BELLE. "Dad, you sure missed it," she said later. "That boat is the best; it's neat and good looking, and when he unhitched and started away it really made speed."

"Does it have a pilotwheel?" we asked her.

"I really don't know," said Bee. "I was too busy looking at the parrot."

Capt. Arthur McArthur was named honorary commodore of the steamers MISSISSIPPI QUEEN and DELTA QUEEN with ceremonies at Memphis on August 9th. The 40-year veteran of Mississippi River service, born in 1918 at Fort Pickering, has been associated since 1981 with Delta Queen Steamboat's operations. Mayor Dick Hackett of Memphis presented the honors on board the MISSISSIPPI QUEEN.

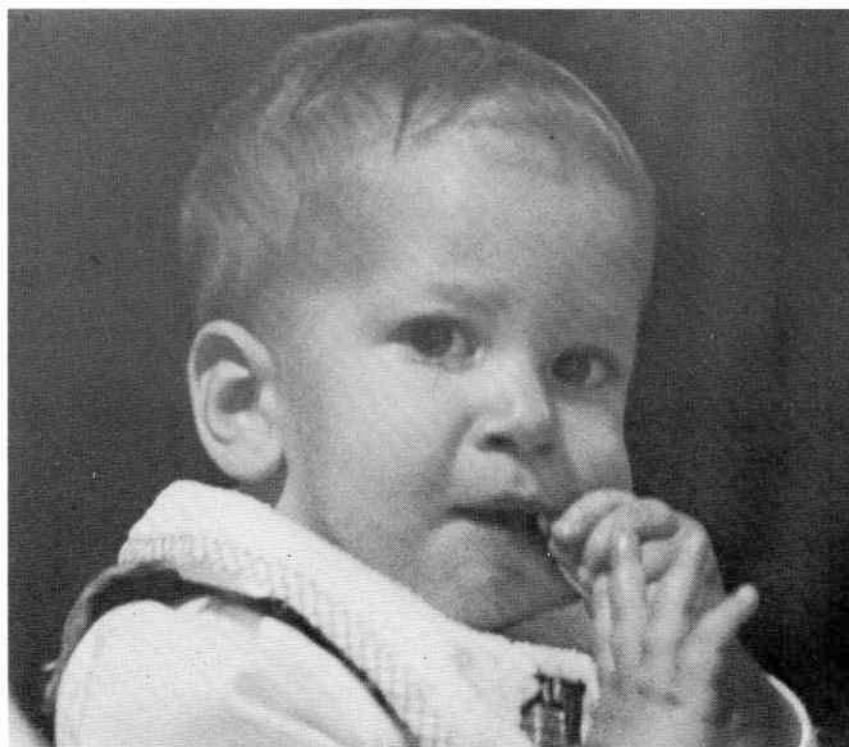
Mr. and Mrs. John Hugh MacMillan III of 1125 Hillsboro Mile, Pompano Beach, Florida 33062 announce the birth of their second son, Christopher Way MacMillan, born Monday, July 22nd, 1985 at 5:06 p.m., seven pounds 9 ounces.

The young man's middle name honors Ye Ed and long may he thrive.

"Showboat" Donald T. McDaniel in his June 1985 newsletter, the 15th he has released, lists 173 showboats he knows about, starting with Chapman's Floating Theatre 1831-1835 and winding up with the GENERAL JACKSON, 1985. Some of his inclusions, not many but some, are not of the Western Waters; the Hudson River claims a few, and we notice one from the Lehigh. It seems rather odd that the traditional showboat, flirting with extinction through the past several decades, winds up in 1985 with the most elaborate one of all, unique also in that she is paddlewheel self-propelled, the GENERAL JACKSON of the Cumberland River. Don McDaniel not only lists these showboats, but assigns the period of

operation, size, seating capacity, place of build and demise. If you know anything, or have material saved from showboats, write Donald T. McDaniel, 76 Glen Drive, Worthington, Ohio 43085.

The July-August issue of "Louisiana Life" features a story about Ray and Martha Ann Samuel. Ray operates a high quality old print shop at The Rink, corner of Prytania and Washington streets, New Orleans 70130, and Martha Ann is executive vice president and part owner of Farnsworth-Samuel-Waguespack Real Estate, same city. Ray became assistant editor of "Dixie Roto" Sunday magazine in the early '30s and did a long-running series on river lore. He recalls this as the time when first he started collecting. Soon he married Martha Ann, then Dixie Roto's ace feature writer, and the two have been collecting happily since. He is well known in the S&D REFLECTOR as a frequent contributor.



PROBABLY the prize winner of the pictures in this issue, S&D's youngest member, Leslie Campbell (Cam) Hawley (see page 10), the portrait by Judy Patsch. Lately we've had a note from Cam's uncle Doc regretting his absence from S&D and with high hopes of making it in '86.



Jim and Mary Eversman, Columbus, O. share the portrait with J. W. (Woody) Rutter. Picture by Marga Smith.

UNSCHEDULED VISIT

Late in the afternoon of Tuesday, Sept. 24 we were warming up some left-over chicken and had hacked open an acorn squash for the evening meal when a radio phone call came to us from the DELTA QUEEN. We knew from her scheduling that she was due upbound from Cincinnati for her first 1985 visit to Pittsburgh, which usually in past years puts

her passing Sewickley about 10 to midnight.

Capt. Harry Loudon, trip pilot, was doing the talking. "We're planning to land at Sewickley about 6:45 this evening provided you will come down and pay us a visit," he said.

Well natch.

"Now mind you be there," said Harry. "The Commodore is running the show on here this trip and he says he isn't going

to land unless you're the first to walk up the stage."

So we got busy on the telephone and started alerting the neighborhood. B.G. Shields, editor of the local weekly "Herald" wasn't home but her husband Leet said he'd find her. Ross Rogers said his wife Dorit was just due back from Washington, D.C. but he'd see what he could do, and meanwhile he would alert Jack Hird, Peggy Rea, Glenn Crain and some more. We called Jud Brooks and his houskeeper said she would tell him the moment he came home. Mary Louise Johnson said she'd get there if she had to come in a wheelbarrow. Whitney Snyder wasn't home but he'd he told. Roy and Marion Hegner would be there. Then our phone started ringing. Joe Leeman had overheard the radio conversation on short wave and couldn't believe his ears. First to appear on the scene was Cathy Murdock who also had picked up the radio call.

Capt. Harold DeMarrero Jr., Commodore of the Delta Queen Steamboat Co., escorted us aboard the moment the stage was down. Harry Loudon had blown a landing whistle (one long, two shorts, one long and two shorts) which had attracted many people to the foot of Chestnut Street. Harold whisked me back to the diningroom where supper was still in progress, introduced me to the passengers, telling them I was the author of the book "Saga of the DELTA QUEEN" and they could pick up copies at the concession stand for autographing. Whereupon we moved up to the main lounge where we scribbled in books for the next hour and a half, the Commodore at our side, and visited with Capt. Norman Hillman, off-watch pilot, Jim Rea, chief engineer, and Capt. Clare Carpenter and his wife Mabel who were round-tripping from Marietta. The DQ looked mighty handsome, both inside and out there at Chestnut Street landing in Sewickley this warm summer night with a half-moon streaking a long reflection in the glassy, calm Ohio. When she departed about 10 p.m. the passengers lined the rails waving goodbye as Harry blew a parting salute.

In our 84 years this is the first time a major steamboat has landed solely for a social call.

Jack R. Simpson who, in addition to being editor of The Waterways Journal, also heads Simpson's Marine Gift Shop at P.O. Box 2163, Florissant, Mo. 63032, sends us a color shot of Lexie Palmore's latest oil showing a stern view of the MISSISSIPPI QUEEN and DELTA QUEEN arriving at St. Louis at the termination of their annual whoop-la race up from New Orleans. Jack was so taken with Lexie's rendering, and with just cause, he has prepared a limited number of prints in full color, framed 16 x 20-inch, in solid black walnut, glassed and dustproofed, ready to hang, at \$125 a throw. His letter requests that I return the color shot he sent as a sample, which I'm not about to do inasmuch as Jack punched three holes in it. Otherwise we would have run it here in black and white to give the reader an idea of the beauty and composition of Lexie's original. In our humble opinion, this is one of her best.

Sirs: The Los Angeles Public Library has a List of Merchant Vessels dated 1870. The next is 1883, with a scattering up to and including 1900. They have a complete set 1900-1965, available for use on the premises and the pretty blue-eyed girl will bring you as many as you want.

Thomas E. Way,
10440 Paramount, K-295,
Downey, Calif. 90241

The Steamship Historical Society's award for the best model of a steam vessel entered in the 1985 Scale Ship Model Competition at the Mariners' Museum was won by William F. Wiseman of Memphis. His winning entry, which also took the top award in the Museum's "Powered Ships" Class, is of the Ohio River side-wheeler INDIANA. It and the other winners were exhibited at the Mariners' Museum through August 24th last.

Paul W. Seabrook's 89th birthday turned out to be quite a party at his home in New Albany, Ind. Twenty three of the family gathered for the event, including four great grandchildren. Displayed was a newspaper account dated 1882 honoring Daniel Seabrook, 92, then the only survivor of the town's original settlers, and oldest resident. He lived to be 94.

How fares the NEW ORLEANS which entered Mississippi and Ohio River cruise service this past June? Frankly we don't have any direct news to report, not being in touch with any of the crew or operating personnel. During December she is slated for four cruises out of New Orleans, which will occupy her up through Jan. 4, 1986. She is scheduled to ply between Brownsville, Tex. and Houston during January and February. On March 1st she will return to New Orleans to resume Lower Mississippi cruises.



The new diningroom at the Lafayette with its "steamboat" look of packet cabin ornamentation. Jim Swift and Herman Radloff are dining. -Marga Smith, photo.



Clyde (Bud) Daily and wife Eileen of Toronto, O. at the new reservation desk, Hotel Lafayette. The flowers are from Helen Rose Stephenson, Bethel, Conn., and the girl at the desk, popular with S&Drs, is Beth Tabatabaie. Pictured by Marga Smith.

Jim Wallen has happened upon a news item taken from the Ironton (Ohio) Register, dated May 3, 1888:

"The Riverside (mill) has made and presented to the steamer SHERLEY on her last trip, a handsome nail keg made of walnut and oak, and neatly colored and varnished. It was hung above her swinging stage

as a sort of emblem of her calling."

Jim notes that the above was quoted from a Wheeling dispatch.

The Riverside mill was a big shipper of nails in kegs, located at Wheeling.

"The FRED WAY seems to be getting more powerfuller and more powerfuller all the time," adds Jim. "She passed up the

river here at Huntington shortly after noon today (Aug. 3rd) with a 14-barge tow, mostly loads."

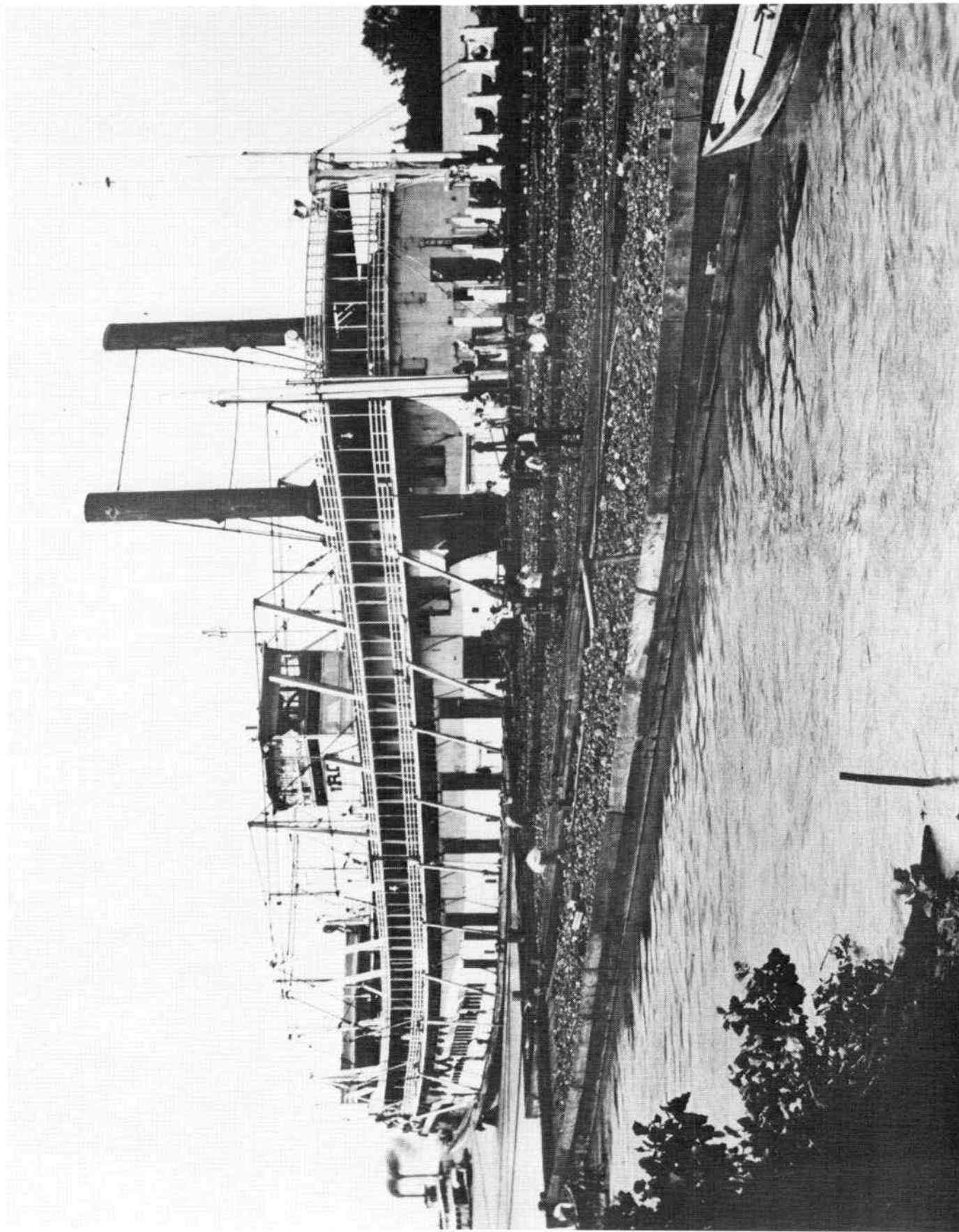
Several issues back we were wondering what had happened to plans for the Civil War gunboat BENTON. By "plans" we mean that several years ago announcement was made that she was to be recreated, full size, as a floating St. Louis waterfront attraction. Then total silence. Keith Norrington answers the question by sending to us a brochure listing St. Louis's "things to visit along the river." The BENTON, scheduled to open in the spring of 1986, will contain not only one, but three, restaurants, Taco Bell, Wendy's and Pizza Hut. Also featured is to be an on-board museum highlighting boats of the Civil War era.

Wesley McDougal, 74, of Clarrington, O. has in his home one of the best and most extensive collections of steamboat pictures along the Upper Ohio. He started on the river when he was 17, passing coal on the towboat BEN FRANKLIN, and has worked on or around the river most of the time since. He has a shed bordering Sunfish Creek where currently he's been renovating a steel rowboat. He built wood skiffs until good lumber was next to impossible to get. Recently he was "discovered" by a writer from the Times Leader and his story with pictures appeared in the Sunday, August 4 edition. One of the pictures is of the "big" LIBERTY taken at Clarrington in ice with the Williams Photo Gallery moored along the shore side.

Sirs: I have picked up an insurance request dated March 4, 1857 for a steamer named, I believe, F. E. FRITT. I carefully checked the Packet Directory and came up empty handed.

John R. Miller,
729 Hazelhurst,
Keokuk, Iowa 52632

=Try THOMAS E. TUTT,
registered name of the boat.
-Ed.



See page 54 for caption.



The SPRAGUE pictures on pages 53 and 54 were taken at Rockport, Ind., by George Killian and come from the collection of Bert Fenn. The date is not provided but we will depend on Jack Custer to come up with at least an approximation. The short trade packet at far left in the page 53 picture might be a clue, but we can't pin down it's name for certain. SPRAGUE is downbound with loaded coalboats and why she's moored at

Rockport would also be interesting to know about. The page 53 view shows a stake near shore undoubtedly planted to watch the river stage. Might be she's cooled down for engine or boiler repairs. In the meantime have fun with these--and while you are resting count the number of towing knees across her head. Her forest of hogchains and braces doesn't seem real.

-Thanks to the Murphy Library for both prints.

THE ROME BEAUTY APPLE
ORIGINATED IN AN
ORCHARD NEAR PROCTORVILLE

Fact is, all these years we have been calling it a "Roman Beauty" apple, but rightly it is "Rome Beauty." R. Douglas Hurt in a very readable story of apple raising in Ohio tells about this in the Oct.-Nov. '85 issue of TIMELINE, new bimonthly magazine of the Ohio Historical Society. We quote:

In 1817 Alanson Gillett, near Proctorville in Lawrence County, Ohio, planted some grafted fruit trees which his father obtained from the Putnam Nursery near Marietta. One of those trees, however, sprouted below the graft. It was allowed to live, and it eventually produced large attractive and red apples. The Gillett family made grafts from this tree and its progeny and, about 1832, named it the "Rome Beauty" in honor of Rome Township, where it first grew and for the beauty of the fruit. In 1848 H. N. Gillett brought this variety to the attention of the Ohio Fruit Growers Convention, where it attracted a great deal of interest. Soon nurseries obtained scions for propagation, and the Rome Beauty quickly became the leading commercial variety among the growers in southern Ohio.

Commercial growers favored the Rome Beauty because it is hardy and adaptable. It also is a consistent and early bearer, a "good keeper," and an excellent baking apple. Grovers also liked it because it blossoms late thereby avoiding many killing spring frosts, and it does not fall easily from windblown trees. Rome Beauties can withstand rough handling, and their large, uniform size is well suited for machine handling by commercial processors. Today it remains one of the most important commercial varieties in Ohio.

NB: Proctorville is on the Ohio River across from Guyandotte, near Huntington, West Va. Apples, packed in barrels, were shipped by packet from this area to Cincinnati. Jesse Hughes took pictures of such loadings, and Jesse's father made apple barrels to sell by the hundreds. At least two major apple warehouses still did business in our early packet

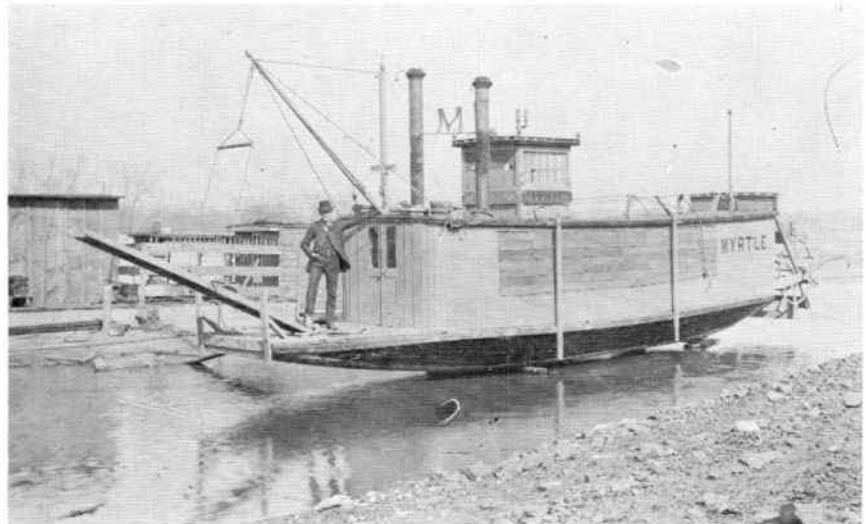
days, at Mahans and Brennemens along the West Virginia side of the Ohio near the mouth of Yellow Creek below Bakers Island. Doubtlessly there were others. Produce boats often loaded out with apples, sold all the way to New Orleans, and Marietta was an important loading place. To celebrate this story we baked ourself some Rome Beauties last evening and--yum--they were good. -Ed.

Henry J. Peters, 3693 Sandal Drive, Cincinnati, O. 45248 has joined S&D, and requested that he receive a copy of the Sept. '85 S&D REFLECTOR "with the pictures of the W. P. SNYDER JR. on th front and back covers.

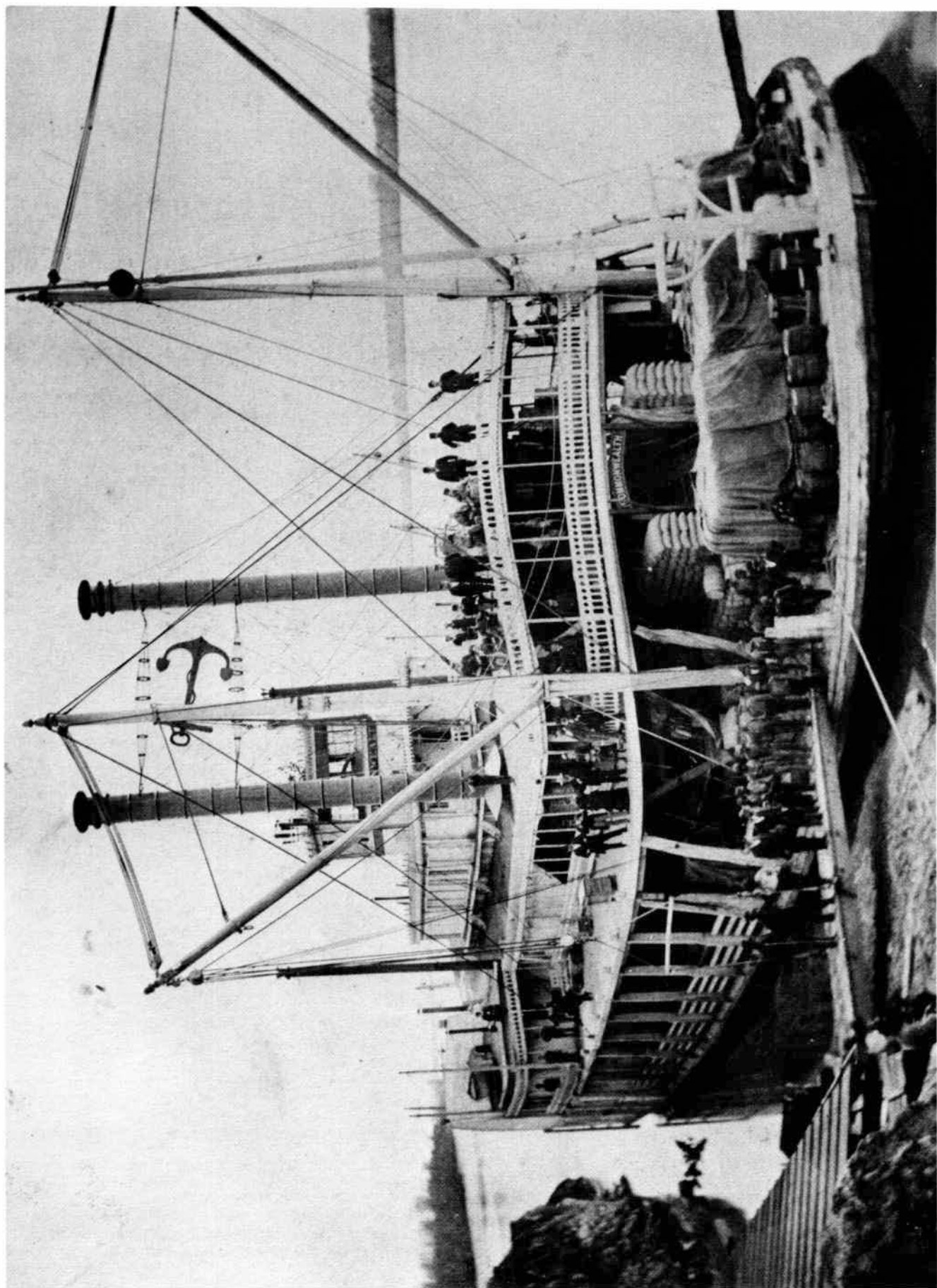
Hal Wilmunder's sternwheel steamboat, the ELIZABETH LOUISE, has been U.S. Coast Guard cetificated, and is out and going on the Sacramento River at Sacramento. Hal built most of it himself, a 12-year job, using steam engines built, probably at Gallipolis, O., in 1884. She is 138 feet long and handles 400 excursionists. During a marvelous May Sunday, the new steamer led a parade of 46 boats in a Sacramento River parade, commanded by Capt. John Hardin. We've been "dogging" Hal for a good photo of his creation but so far with no luck.

FEATURED ON BACK PAGE

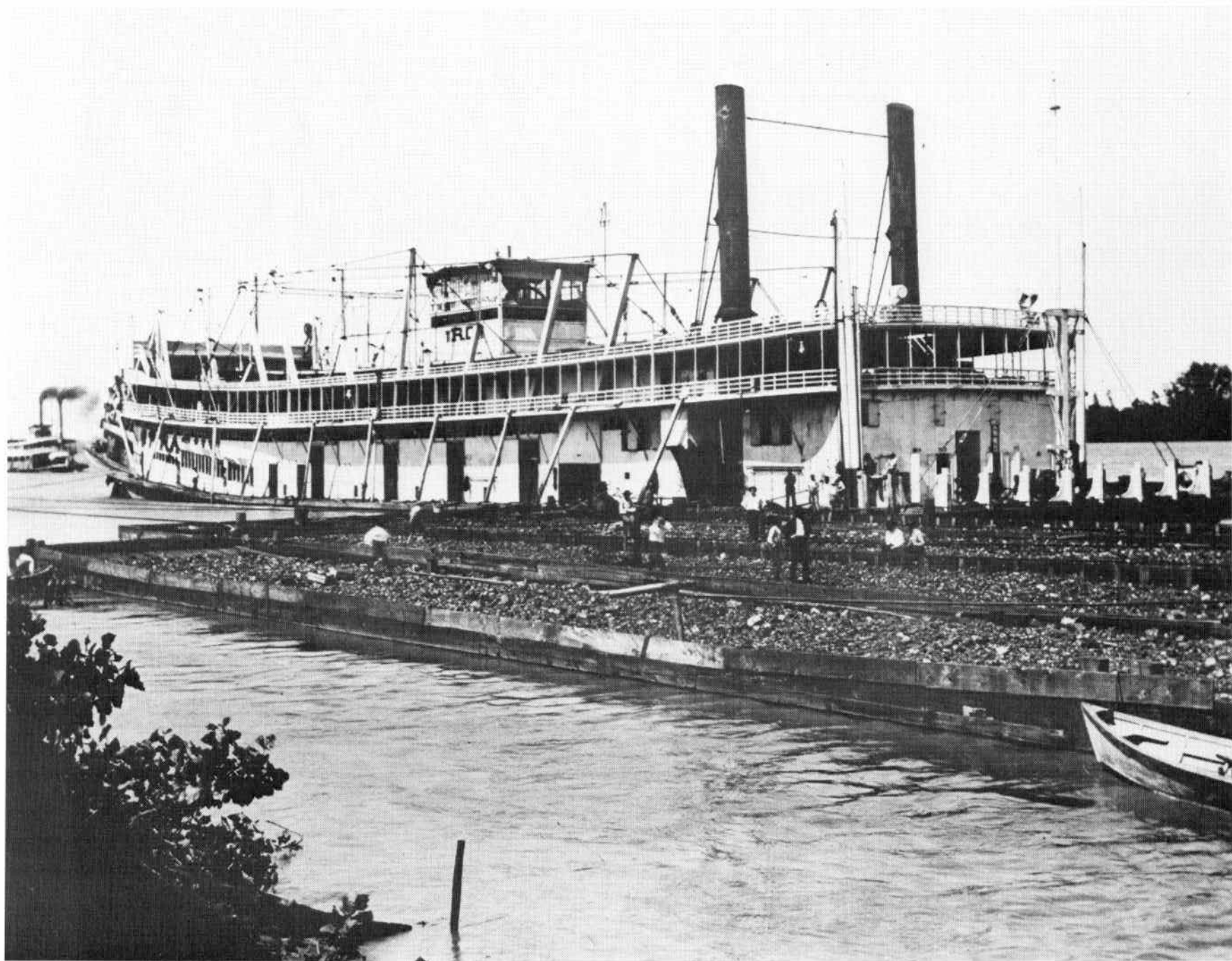
Our thanks to Mrs. Edwin F. Stuessie (Jane Massengale) for making available this "discovery," a posed photograph of the Anchor Line's COMMONWEALTH. The original print has stamped on it the name of J. P. Doremus, the photographer who presently is being "rediscovered" by Ralph DuPae, and who is known to have floated down the Mississippi from St. Paul to New Orleans making stereoscopic slides. Mrs. Stuessie surmises this shot was taken along the Illinois shore due to the rock outcrop at the left, probably in the late 1870s. The COMMONWEALTH was built at Shousetown, Pa., the former name of present-day Glenwillard, a short distance down the Ohio River below Dashields Locks and Dam, in 1864, on a wood hull 261 x 43 x 8.6. She is attended to in some detail in Way's Packets, #1275, until she burned at Cincinnati on the night of August 25, 1889 at 11 p.m., at the foot of Whittaker Street, a short distance above the L&N bridge. Prior to that, she had been running in the "Park" trade between Cincinnati and Coney Island, a run which provided employment for many side-wheel packets during summer low water until the Coney people built their own superlative ISLAND QUEEN in 1896.



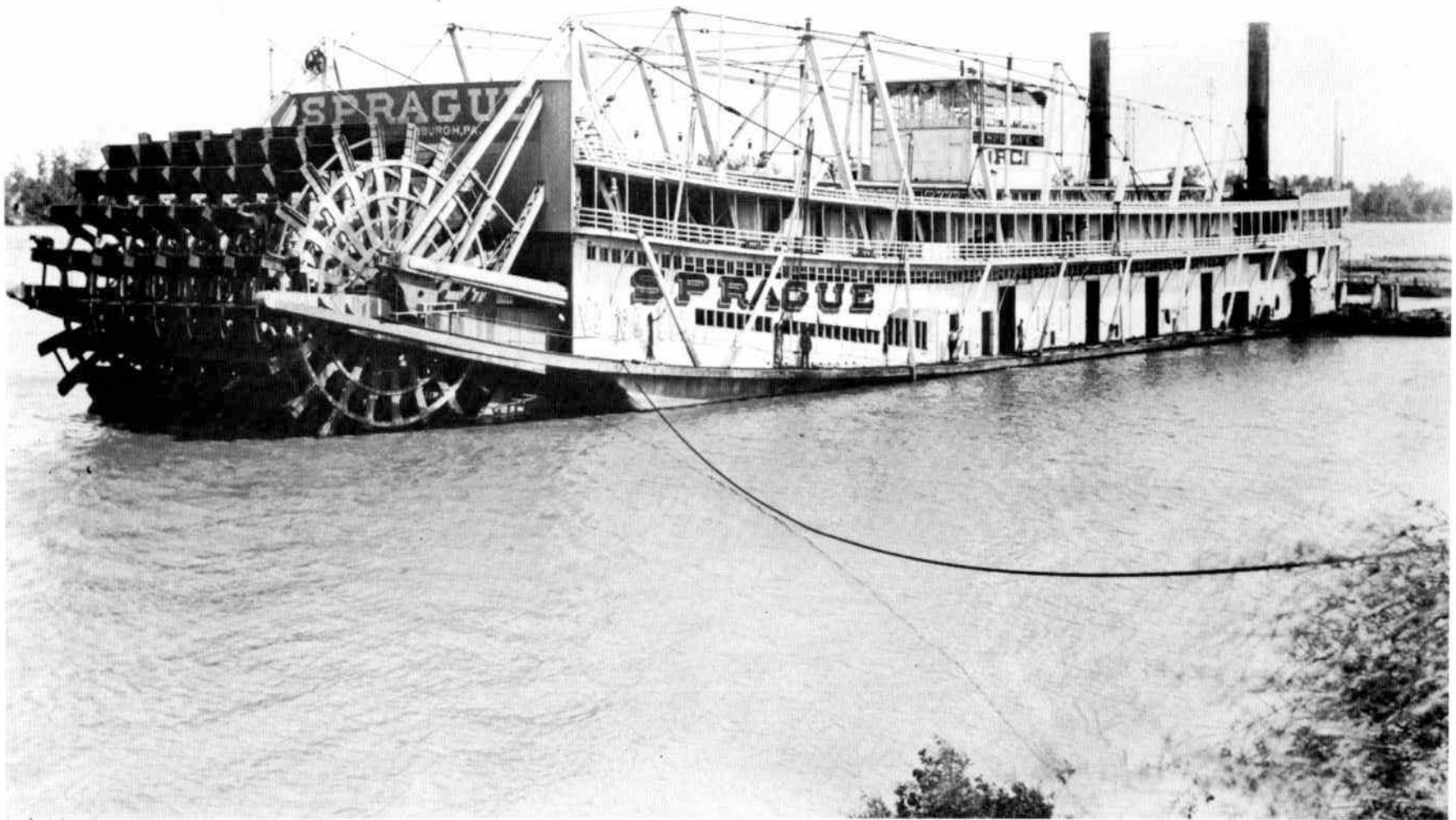
Beauty is in the eye of the beholder, and just because one smokestack is shorter than the other doesn't faze Capt. W. C. McBee who built the MYRTLE at Yellville, Ark. in 1893 on a wood hull 64 x 14. She carried a few passengers and towed a 30-ton wood flat. He ran her in upper White River. Capt. Tom Stallings had her on Black River and was returning her to McBee's Landing on the White when the cookhouse caught fire March 1, 1895, causing her loss. Thanks to William E. Reed for the photo.



See page 55, top of column 3.



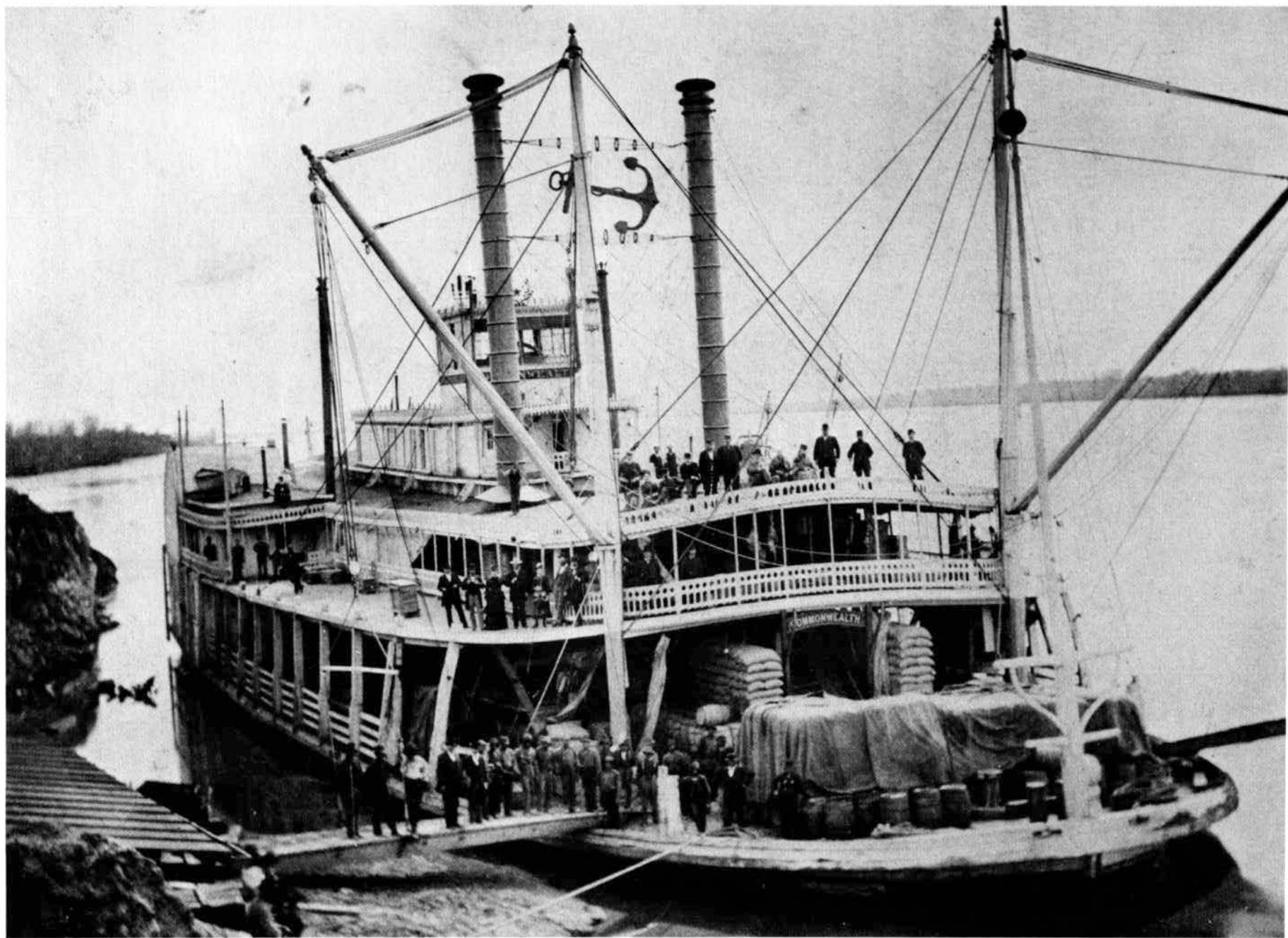
See page 54 for caption.



The SPRAGUE pictures on pages 53 and 54 were taken at Rockport, Ind. by George Killian and come from the collection of Bert Fenn. The date is not provided but we will depend on Jack Custer to come up with at least an approximation. The short trade packet at far left in the page 53 picture might be a clue, but we can't pin down it's name for certain. SPRAGUE is downbound with loaded coalboats and why she's moored at

Rockport would also be interesting to know about. The page 53 view shows a stake near shore undoubtedly planted to watch the river stage. Might be she's cooled down for engine or boiler repairs. In the meantime have fun with these--and while you are resting count the number of towing knees across her head. Her forest of hogchains and braces doesn't seem real.

-Thanks to the Murphy Libray for both prints.



See page 55, top of column 3.