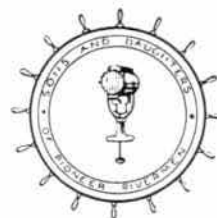


S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 23, No. 3

Marietta, Ohio

September, 1986



THANKS TO Cincinnati photographer Paul Briol this florid and engaging packet cabin interior graces this issue. Paul spent a week aboard the SENATOR CORDILL in the early 1930s taking 8x10" scenes on glass plates, over 100 in all, many of which were literally baked and ruined due to being temporarily stored on the hot floor of his stateroom over the engineroom. About sixty survived, this one among them, a real treasure. Paul told us afterward that he saw in this opportunity a last chance to capture flamboyant steamboat architecture, preserved by some miracle into modern times. How right he was! Capt. Fred Hornbrook lamented in

our last issue ("the most severe blow in my river days") when the CORDILL was lost in 1934.

In gazing at this portrait we pinch ourself to awaken from a dream--a dream that really happened. I actually was pilot on the CORDILL and watched as Paul Briol took the picture, little realizing that in 1986 I would be hauling out this original print of what may be destined to become a Taj Mahal of the rivers. Yes, a few S&D members (lamentably few) will instantly recognize the CORDILL's ladies' cabin with its wooden lace, gold-leaf trimmed pendants and all--among them C. W. Stoll now celebrating his 70th birthday.

ANDY ANDERSON RETIRES

Yeatman (Andy) Anderson III retired from the Public Library of Cincinnati and Hamilton County (Ohio) the last week in June. As curator of the Inland Rivers Library and the Rare Book Section he is a special favorite of S&Ds who have browsed or researched, or who have enjoyed his special river exhibits in the main library building at Eighth and Vine. Many others have heard his annual reports at S&D board meetings, and have enjoyed his pamphlets which tell of exciting new acquisitions.

A note from Andy brings the good news that he and his brother "Coke" will show up at S&D meetings as usual. Says he is "just going to sit back and enjoy." Not quite: Andy is one of the three trustees of S&D's J. Mack Gamble Fund.

The Cincinnati Enquirer bloomed forth in their July 3rd issue with a full column (16½ inches) tribute headlined "'Andy' leaves his mark on rare books," written by Camilia Warrick, columnist. She reports that Andy has been with the library's rare books for 36 years.

The \$64 question is who's to replace him?

Active members of the Ohio-Kanawha Chapter of S&D for the fiscal year ending July 1, 1986:

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Compiled by Suellen Gunnoe, clerk, 100 Second Ave., South Charleston, W. Va. 25303

Sirs: In re. June issue, page 37, I hope Dr. Samuel Hardy's patients receive more compassion than his expressed feelings for the MISSISSIPPI QUEEN. God pity those who do not meet the good doctor's criteria, especially in the aesthetic department.

Although the MQ is quite different than the more traditional river boat, I believe she is entitled to her place in river history. For those of us who prefer a touch of luxury in our travels, we look forward to enjoying her decorative interiors

as we board Cruise 233 this August.

Despite your stated disapproval of the MQ's outward appearance, as noted in previous S&D's, you must feel a sense of loyalty to a company with which you have been so identified these many years.

The doctor's unkind remarks, though doubtless made with "tongue in cheek" were inappropriate under the circumstances of a near disaster.

William S. Erskine,
 114 Bryden Road,
 Steubenville, Ohio 43952

=If this letter raises an eyebrow, see Mrs. Biggio's letter on page 19. Then on page 16 for some shocking news directly tied to the MQ's collision--and that's not all--turn your eyes to the first column on page 17. -Ed.

M'Lissa Herrmann, of the Rare Books Section, Cincinnati Public Library, became interested in the full-page picture displayed on page 48 of the June issue. It shows a "junk boat" named QUEEN CITY, sent to us by Jerry Sutphin.

M'Lissa researched in old copies of Lists of Merchant Vessels to find the barge was built in 1898 at Antiquity, Ohio on a wood hull and measured 102.3 x 20.2 x 1.1. Gross and net tonnage were given as 95 tons. Original home port was Wheeling, West Va.

Old enrollment records from Wheeling are preserved in the Inland Rivers Library. M'Lissa discovered from them that QUEEN CITY was owned as of Nov. 13, 1899 by A. S. Walters and F. Walters, equal shares, of Swan Creek, Ohio. These gentlemen appear in Jerry's photo, labelled as Al. Walters and Fleming (Bruz) Walters. She was certificated as a passenger and freight barge. On Nov. 26, 1901 the barge was again enrolled at Wheeling, now owned entire by F. Walters. The index for the enrollments notes that the QUEEN CITY's enrollment was surrendered at Wheeling on Nov. 16, 1904, the barge having been dismantled.

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

R. Jerome Collins, page 13
 Anna Hubbard, 15
 Capt. William F. Otto, 13
 Vaughn P. Wentland, 30
 Capt. Ruben W. Williams, 16

The "Town Clock Church," landmark in New Albany, Ind. since pre-Civil War days, needs restoration. Its Greek Revival tower with clocks high aloft, has been a familiar sight to river pilots since 1852, when the structure was completed for the Second Presbyterians. It was acquired by the Second Baptists in 1867. The congregation has been reduced to 40 members, 36 of whom have reached retirement age, and cannot afford the needed repairs. The "Town Clock Restoration Fund's" goal is to raise \$18,000.

The clock (four faces) was hand-wound twice a week until about 20 years ago when the works were electrified. The clock-winder climbed 67 steps each Tuesday and Thursday for which he received \$8.33 a month in city funds.

The tower once was topped with an enormous brass ball which was removed in 1901 after it had been struck by lightning. The building is recognized as one of the oldest black churches in Indiana. -Thanks to Keith Norrington for story from the New Albany Tribune.

The Delta Queen Steamboat Co. has taken on a new and fascinating side-line. They have issued an attractive brochure of 16 pages plugging Gift Shop items which may be ordered by mail. These range from a "Spirit of the Civil War" chess set at \$585 and a sternwheel packet model kit, \$1600, to their new book "The Legend of the DELTA QUEEN" at \$17.95 hardback and \$10 soft cover. The booklet is titled "The Commodore's Collection, Summer 1986."

Jeff Spear and his mother have been making inventory of the S&D collection in storage at Campus Martius Museum. Lately they came upon a glass chandelier globe about 12 inches high with RICHMOND etched across the front. Yes, this relic came from Bert Fenn, and was on the "big" RICHMOND. We wag our head in dismay that this and other priceless items remain stored away awaiting the day--let us pray--when the Ohio River Museum will recover from its rigor mortis.



THIS IS A PHOTOGRAPH of an original oil painting which recently surfaced and has been professionally restored. Mike May of the Sewickley Herald took the picture in color and too bad we can't show it that way (because of the cost involved.) The original oil is unsigned and undated. The reasons we are showing it in the S&D REFLECTOR are two-fold: Those in art circles who have seen the oil (which is much larger than the above reproduction) agree that the artist has displayed great talent, and secondly (and the reason Mike May brought it to our attention) is that in the background scenery, upper left, is a meticulously painted side-wheel packet plainly named MORNING STAR. The wording U. S. MAIL also appears on the paddle-box. At first inspection we thought it to be the 1901 steamer (Way #4043) but other circumstances incline us to believe it's the 1864 (Way #4039) packet moored perhaps at Portland, Ky. below the entrance to the canal. The young lady's white off-shoulder frock seems more familiar to the earlier time-period. Have any of our readers a recollection of having viewed this portrait? It seems more than vaguely familiar to us. Mike May would give a pretty to know the identity of the artist, the date, and we are wondering if the subject of the scene, the blue-eyed brunette, has a real connection with the owners or crew of the MORNING STAR?

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Mrs. J. W. Rutter,
126 Seneca Drive,
Marietta, Ohio 45750

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.

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A NEW RIVER MOVIE made its debut at Cincinnati on June 21st. The title: "Flatboat to Towboat: Ohio River Tradition." Those who attended S&D last September will recall Dorothy Weil and crew hard at work making the videotape. We have not seen the completed show, which runs 58½ minutes, but we've had rave reports from some who attended the premiere at the Cincinnati Public Library. Arrangements have been made to bring Dorothy and the new film to S&D for a showing Saturday evening, Sept. 13th, following the evening banquet. S&D helped fund this project, along with the Ohio Humanities Council.

Yesterday, July 19th, John Hartford approved the final draft for his book, "Steamboat In a Cornfield," and Crown Publishers Inc. of New York City alerted their printing firm in Japan to start rolling the presses in order to have the first batch of copies at Marietta on Friday, Sept. 12th. John and Marie will be at the Lafayette on Friday but are taking off that night for an engagement elsewhere which cannot be denied. This means that autographing of copies will be on Friday only, provided the Japs deliver the books in time. More about John's book on page 14.

The Friday evening reception at the Lafayette will have as honor guest the lately retired curator of the Inland Rivers Library, Andy Anderson (see page 2.) This affair is open to all S&D members--light refreshments and libations, no charge. Also a cocktail hour, courtesy of the MOR Chapter of S&D, precedes the banquet Saturday evening. A complete program of events will be available at the lobby desk, containing further bulletins--one of which may be that "Good Morning America" may be on deck, the popular ABC morning newscast. We have granted permission for their participation.

THE BIG EXEMPTION

Betty Blake and the DELTA QUEEN

by Frank H. Mayfield, Jr.

Editor's Note: Frank Mayfield of Cincinnati addressed The Literary Club of that city on May 17, 1982. The subject of his discourse, "The Big Exemption," relates his personal involvement with the Greene Line while he worked hand-in-hand with the "persevering, feisty, risk-taking young country girl who sought a new challenge in life." Frank Mayfield wrote his piece for presentation before the oldest existing society of letters in America. The Literary Club of Cincinnati, founded in 1849, numbers among its members, living and dead, statesmen, ambassadors, jurists and one president of the U.S. Mark Twain was their guest on January 3, 1885. Accordingly Frank framed his address to be spoken, not read. Slight editing was necessary and has been done with great care not to tamper with his over-all effectiveness. Frank tells us that his paper was well received by his audience, which is easy to believe. Excerpts were printed in the Cincinnati "Post," which prompted his friend Dorothy Frye to send us a copy. Frank then obliged by mailing to us a complete text with permission to pass it along to our members via this magazine. So sit back and enjoy.

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IT WAS THE MORNING of January 22nd, 1982. I had skipped breakfast (my appetite deserts me when I'm anxious). Shortly after 9 o'clock we entered a cheerfully decorated hospital waiting room. About 75 patients were awaiting; some showing unnatural hair loss, a few with missing limbs, but even those without demonstrable defects could be distinguished from family and friends. It was in their expressions...tranquility, faith, resolve. I glanced from face to face; nobility must have been cloned here.

Memorial Sloan-Kettering Hospital in New York is one of the foremost cancer centers in the world and it was my station for that day. In time, my normal urge for a cigarette had diminished; I was joking with patients, chatting with staff. The ailing lady I was escorting was sustaining her spirit. She even managed a smile now and then.

About seven hours later we were having a final conference with our oncologist. He was deliberating his final in what appeared sine quo non decision on whether to accept this lady as a patient, or whether to send her home. My friend leaned forward, reached for the doctor's arm, then clutched it. Her brow was tormented; her lips quivering. She pleaded her case, an entreaty. She said, "Doctor, you are all I have now. Please give me a couple of retrieves; then I'll go for the big exemption."

The nationally-known physician was momentarily speechless. As for me, I was stunned with the recollection of having heard this plea from her once before, and it's a story which began 58 years ago.

In 1924 packet-boating on our rivers was in a rapid decline. Even so, daring West Coast rivermen, principals of the California Transportation Company, decided to build two mighty and monumental sternwheel packets for Sacramento River service. They called in Jim Burns, veteran of steamboat transportation between San Francisco and Sacramento. Jim went to work building the DELTA KING and DELTA QUEEN. They were fabricated at Glasgow, Scotland, and temporarily assembled at the Isherwood Ship Yard on the River Clyde, birthplace of royal ocean liners including the QUEEN MARY. The hulls were marked, disassembled, and shipped by sea and river to Stockton, Calif. There, these two marvelous boats were completed in 1926 at a combined cost of just under \$1,800,000, representing by far the largest investment ever expended for river boats in the U.S.

On the Sacramento, as on our Western streams, towboats and barges were transporting the vast proportion of commerce. One must wonder what Jim Burns foresaw. Did he envision that one of these twins, the DELTA QUEEN, was destined to rival the careers of Mati Hari and Cleopatra; that this venerable lady, a proverbial phoenix, one day would become a household word to millions of persons? Did he foresee that the DQ was destined to survive many ownerships, an illusive mistress universally loved by all; possessed by none? Did Jim Burns foresee that both would celebrate sixtieth birthdays, the DELTA KING becoming the centerpiece of Sacramento's riverfront?

Passengers sailed the Sacramento on these two splendid boats 'til the Depression and a modern highway brought on hard times. But, as would happen time and time again, reincarnation was awarded to both vessels by Fate. With the bombing of Pearl Harbor, the Navy drafted both to war service.

From Carl Heynen, now a Board Member at the Navy Marine Corps Museum in San Francisco, I learned the following:

It was on October 16, 1940 that the 12th District Naval Reserve was activated. He and 300 of his fellow reservists were assigned for service on the YFB-56 (ex-DELTA QUEEN, diminished in status to a Yard Ferry Boat). The crew to first serve on a newly commissioned vessel are called "plankowners."

Every year since that October 16th, 1940, the "Plankowners Club of the DELTA QUEEN" meets in San Francisco. At the latest meeting 80 showed up. One of the current stockholders of the Delta Queen Steamboat Company is Carl Heynen, 100 shares, formerly boiler room fireman, U.S.S. DELTA QUEEN, 1940.

In 1940 San Francisco had become a primary staging area for thousands of military personnel. The San Francisco World's Fair, located on Treasure Island in the Bay, had just shut down. Treasure Island quickly became a major naval base, the exhibition halls commandeered to meet housing needs. Jimmy Doolittle bombed Tokyo, and the prospect of retaliation was acute. Emergency plans became a positive must. During a high-level conference a non-military man almost apologetically asked, "How about the DELTA QUEEN?" 'Til then YFB-56 had been playing a passive role. Within hours her engines were being refitted and she was suited in full Navy gray uniform. She was

assigned to War service.

The passive role was outlined to me by Branwell Fanning, presently a real estate broker in Tiburon, Calif. Seaman First Class Fanning served aboard the good "ole" YFB-56. She was moving upward of 3,000 per trip, back and forth between troop transports and Treasure Island. Literally thousands upon thousands of returning servicemen left transports and boarded the DQ across San Francisco Bay. Bands played and girls waved.

Mr. Fanning has no doubt that the kindly care lavished upon the DQ during those war years did as much to preserve her future as anything. He said, "I personally put three coats of paint on the QUEEN in one year...and I can remember days when we could hardly hold a fork at dinner because our hands had stiffened into the shape of a brush handle."

Fanning relates that the senior crew members took liberty in waterfront dives along the Embarcadero. A dockside mutt, Chigger, the ship's adopted mascot, often joined them for a night on the town. Chigger preferred his booze in a platter on the floor. Early on he'd stagger across the busy Embarcadero, but with one too many aboard he'd lie down half-way across and doze. Finally he got hit but not fatally. Crewmen found him bloody and broken, gave him lots of love and good nursing, and he recovered. The experience made of Chigger a tetotalter until his dying day.

The Japs did not retaliate, and it was six months after the war when the DQ served in combat. Possibly the reader will recall the great Alcatraz Escape--it was March 1946--when the most hardened convicts in the country attempted a prison break from the Rock. The authorities, knowing well that a getaway boat must be involved, recruited the DELTA QUEEN. Guns mounted, she circled the island all that crucial day. It wasn't a big war, but the Captain's report read, "No prisoners escaped and no casualties to ship's personnel."

Then on Navy Day 1946 thousands of San Franciscans poured out to view the vessels home from war. The DELTA QUEEN was given her place in the line. She was shined and polished. A battleship floated to her port side and a carrier was on the starboard. A large sign identified the battlegon alongside the DQ, reading U.S.S. NEW YORK, Battleship. The DQ's sign read U.S.S. DELTA QUEEN, Ferry Boat. This was a bit much; the DQ's crew removed the Ferry Boat part.

WHILE ALL OF THIS had been going on, a dedicated cigar-smoking steamboat owner and master, Capt. Tom Greene, was operating the tourist sternwheeler GORDON C. GREENE on the Mississippi and principal tributaries. Tom's boat was one of the few havens where the harrassed stateside professionals and managers could escape for a short respite from the vigors of running an understaffed country. Captain Tom ran a good boat; the GORDON (named for his father) was very popular. He and his ever-present mother, "Ma" Greene, enjoyed a financially profitable operation.

As the war closed, Tom Greene yearned for a bigger tourist boat. He knew that the Federal Maritime Commission was putting up for sale the DQ and DK. Cap'n Tom placed a bid on the DQ. On November 20, 1946 the boat was his for \$46,500. His was the sole bid received for the DELTA QUEEN.

What followed, and the accounting of it by poet, steamboat captain, and now patriarch of the rivers, Cap'n Fred Way, Jr., is perhaps the most dazzling sea odyssey of modern times. To bring a 285-foot boat, 6-foot draft, 5-deck high riverboat across open Pacific waters, through the Panama Canal, up through the Carabbean, across the stormy Gulf, and home to Cincinnati was, by marine standards, impossible and, by leading marine underwriters, uninsurable. Tom had asked Fred Way, his long and dear friend, to mastermind the voyage. He knew Fred had the brains, the marine knowledge and a commitment to survival--if anyone could do it, he could. Cautious experts feared a shipwreck at sea--the DQ caught between two waves, its bow perched on one and the stern on the other, with no support in the middle. The risks were enormous.

As she departed San Francisco, the visionary builder, Jim Burns (by then 84 years old), said prophetically, "She will last Captain Greene through his lifetime and then someone after him." Captain Way later authored a book, "The Saga of the DELTA QUEEN," detailing the story of Tom Greene's impossible dream, the incredible obstacles, the voyage, and the bringing of the greatest steamboat of modern times to its home port of Cincinnati. The book should be read by all.

Triumphantly sailing the DQ up the Mississippi, turning for home up the Ohio, was one of Cap'n Way's proudest moments. The forward jackstaff carried the flags of eight nations, representing each country she had passed on the voyage. The crew was the darndest assortment of deckhands from Cincinnati you could imagine. Tom Greene just couldn't say no to the corporate presidents and community leaders who wanted the privilege of sharing the last leg of the historic journey. Using Cap'n Way's own words, he said, "The final stretch found the deck roster so loaded with Big Brass that a boiler explosion would have set the financial affairs of Cincinnati back on its heels for a generation."

The venture had captured the imagination of the country. All along the way towboats tooted their salutes, farmers waved, towns cheered--Mark Twain would have been proud.

On the morning of July 27, 1947, I can only imagine the feeling within Tom Greene as he stood high on the ship's bridge as the QUEEN was rounding the last bend. Automobiles jammed the Suspension Bridge, the throngs at the public landing were beside themselves, and there before him was a city exploding with pride. From the official Inland River Record of 1948, I quote: "The DELTA QUEEN is on the rivers today due to the nerve, foresight, and almost profound faith of one individual...Captain Tom R. Greene."

The DQ was still dressed in her Navy gray. Many alterations had to be made. Soon she was sailing to the Dravo Marine Ways near Pittsburgh for refacing and renovation. The day she was pulled out on the ways a tragedy occurred in the Pittsburgh harbor. The giant side-wheel excursion steamer ISLAND QUEEN blew up and burned. It's irony that as one Cincinnati QUEEN died another was being born. On March 1, 1948, the newly refitted DQ arrived back in its home port, Cincinnati, where she was outfitted with furniture and bedding preparatory to handling passengers once again.

"Ma" Greene established residence aboard. Tom

had prepared fashionable quarters. This colorful Presbyterian mother of his, who never permitted liquor to be sold on board, unfortunately died a year later in 1949. Then sadly, Tom Greene at age 46, having enjoyed his prize but for two years, suffered a heart attack near Evansville and passed away on July 10, 1950.

Now under the direction of Letha Greene, Tom's widow, the DQ stubbornly continued to operate during the 1950s, but times were turning sour. In 1950 Letha was faced with an overdue ship mortgage. A local riverman pictured a shoreside restaurant and offered her a meager \$5,000 for the DQ.

The QUEEN's fate was very much in doubt, but she was a crafty lady. Her Cinderella complex and continental smile still intact she reached out across the Rockies to her old home state of California and attracted a suitor. His name: Richard C. Simonton. Dick Simonton, a self-styled romantic, claimed he had a destiny with the DELTA QUEEN. He invited Letha to his California home, telling her he was willing to help.

Dick assumed \$70,000 in DQ debt, then loaned the company \$25,000 for operating capital. For another \$25,000 he became a 51% stockholder and the new owner of Greene Line Steamers. His good business sense suggested that the operating management should remain intact. Letha Greene continued as president. Simonton realized the need for more sophisticated sales management and engaged Commander Jay Quinby as chairman of the board. Quinby's principal role was to bring continuity to management. William Muster, an astute California management consultant, was retained by Simonton's West Coast office to advise on financial matters.

Letha and her newly acquired associates looked for a director of sales and promotion. They selected a persevering, feisty, risk-taking young country girl from Carlisle, Ky. who sought a new challenge in life. Betty Blake was just completing a successful promotion of the excursion steamer AVALON (now BELLE OF LOUISVILLE). When Betty took over sales in '62 the occupancy rate on the DQ was below 60% and, four years later Betty had this figure up to 80% capacity.

Betty promoted the DQ as if it was a candidate for public office. Her father had been a Truman-style, bourbon-sipping State Senator in Kentucky, and Betty knew the game. Twenty major cities were selected for marketing; she talked with travel agents, editors and TV station managers. In 1963 she was party to initiating "The Great Steamboat Race" at Louisville, a classic which annually since that time is featured on the Wednesday preceding Derby Day. The DQ and BELLE OF LOUISVILLE vie for the coveted gold-leafed deer horns, the traditional river symbol for speed supremacy. The young lady publicity genius was emerging. The DQ was prospering.

Quite far away on a warm November night in 1965 disaster was stalking the high seas. Mid-way between Nassau and Miami the cruise liner YARMOUTH CASTLE of British registry caught fire and its wooden superstructure kindled a raging inferno. Eighty-six passengers, mostly Americans, died in the tragedy. There came a public outcry. In 1966, Congress was about to pass the Safety-At-Sea Act which had as its principal provision that all American-flag vessels carrying more than 50 overnight passengers would be required to be constructed of fireproof materials. A wooden

superstructure would be considered unseaworthy.

Though the intention of the legislation was primarily directed at ocean-going vessels, and also the passenger carriers on the Great Lakes, the language was so broad that the DELTA QUEEN, with her four-deck superstructure customed with teak, oak, mahogany and ironwood, was swept into the arbitrary enforcement of the legislation. How could the Congress do this? Modern riverboat travel had enjoyed a perfect passenger safety record for sixty years and, in eighty years of operating a total of 28 boats on American rivers not one life had been lost on a Greene Line steamboat. Besides, the DQ, seldom more than 200 yards from shore, had an underwriter-approved sprinkler system and, besides again, what would Mark Twain have said?

Well, let me tell you what he said in 1882:

"When there used to be four thousand steamboats and a thousand acres of coal barges...there wasn't a lantern from St. Paul to New Orleans, and the snags were thicker than bristles on a hog's back; and now, when there's three dozen steamboats...government has snatched out all the snags...and a boat's as safe on the river as she'd be in heaven. And I reckon by the time there ain't any boats left at all, the (government) will have the old thing all reorganized, and dredged out, and fenced in, and tidied up to a degree that will make navigation just simply perfect..."

Oh, now clearly Twain understood the mentality of the bureaucracy and now the time had come, "the time" when the Federal Government was poised to fulfill Twain's prophecy when "there ain't any boats left at all." The DELTA QUEEN was the last of the overnight passenger steamboats; the new law would be a death blow. Greene Line's personnel, top to bottom, were stunned.

Dick Simonton, a committed person, had made a meaningful investment; be it for romance or profit, he intended to protect it. Immediately he sent his shrewd super executive, Bill Muster, to Cincinnati to take hand. Muster, who 'til then had never seen the DELTA QUEEN, met with a formidable task. Time was against him. Yet he gamely set his course, not intimidated by the enormity of it all.

BILL MUSTER went to Washington, taking with him Jay Quinby, his token board chairman, and after an all-night writing session Muster handed the written statement to Quinby suggesting he make the presentation to the Senate Committee. Commander Quinby always dressed the part of a fashionable old-time riverman, with top hat and gold-headed cane. He referred to himself as the "Professor" and, as he was charming the pants off the Committee, one Senator asked, "Professor of what?" Quinby replied that in a house of pleasure the piano player is always referred to as the professor, and that he had once played such a piano. It was a ten-strike for Muster. The Senators cracked up and moments later passed the Safety-At-Sea Act, giving the DELTA QUEEN a special stay of execution 'til 1968.

Bill Muster now had time. On returning to Cincinnati, he quickly became aware of the bright and bubbly Betty Blake, the little Southern Belle who knew how to sell vacation packages. A portentous thought came to his mind: Maybe she could sell a steamboat to the United States

Congress. Ironically, after watching Muster perform, Betty said to Letha Greene; "there's the man who's going to save the DELTA QUEEN." Later Betty amplified her judgment to say, "Bill Muster listens; he's candid, and his ego never surfaces."

Letha Greene by choice retired from active management. Bill Muster was elected president and Betty Blake, general manager. Together they launched a hefty campaign with the result that the Congress voted to extend the DQ's life 'til November 1970. Major stipulations were that she would undergo extensive safety improvements, and plans would be initiated to replace her with an entirely new cruise boat.

The Congress had by this extension decreed that the DQ was unseaworthy and must be replaced. "Unseaworthy," an admiralty law term, is used in judicial proceedings to declare cause for damage or injury incurred. It was always a determination to be adjudicated after the fact of an accident. Now the Congress had, in essence, declared the DQ guilty before an accident. The immediate result was that the insurance carriers notified Greene Line that their insurance coverage would not be renewed at annual expiration. This was as threatening as any peril the DQ had faced inasmuch as the Federal Maritime Commission required that the DQ evidence a specific level of passenger liability insurance in order to operate. Bill Muster was given sixty days to replace the expiring insurance. Failure to comply meant that the U.S. Coast Guard would tie up the vessel, or reduce her overnight carrying capacity to less than 50 passengers, which was tantamount to the same outcome. In legal terms the boat was shadowed in a cloud of negligence per se.

The year was 1968. Frank Mayfield had been operating his own independent river marine insurance business for six months with little to show for it. Betty Blake, who had known me from two unsuccessful City Council campaigns, recommended my services to Bill Muster. I was given the assignment. Immediately I called an industry friend in New York seeking direction. He indicated Lloyd's of London was the only hope, but stressed that nothing short of a face-to-face appeal would work under the conditions.

For days I worked on a presentation that portrayed the DQ as the last vestige of what was truly Americana. I prepared a history of Mark Twain; of packet boating, and of the inland waterways. There was little money remaining from my start-up bank loan, so I borrowed money from my father to cover the purchase of a pin-striped suit and a ticket to London.

Letter of introduction in hand, I arrived at Lloyd's and was escorted into a mahogany office. To my delight, the gentlemen wore suits just like mine. After tea, I was invited to make my presentation. They heard my tales of Mark Twain and I carefully compared the DQ to their Tower of London. Bill Muster had said to me, "Don't ever expect the British to tear down the Tower of London because it's not fitted with fire escapes."

At my story's end one of the underwriters, leaning far back in his chair, pipe resting on his tie, asked: "Is it true, young chap, that there are ghosts on riverboats like Mark Twain said?"

"Yes sir," I answered, desperately trying to disguise my pleasure with the question. "Permit me to tell you about the ghost of the DELTA QUEEN."

Thereupon I related the tale of "Ma" Greene

(christened Mary Becker) of strong personality, and how she loathed alcohol, died on board the DQ, and how Tom had laid her to rest and then constructed a cocktail lounge on the lower deck, starboard side, at mid-ship. A day or so after the elegant new bar was completed, a runaway barge crashed into the DQ's side totally demolishing the bar to the exclusion of any other damage. "Ma" Greene's ghost had vented it's wrath in the guise of a steel barge, a modern method borrowed undoubtedly from the hatchet-wielding Carry Nation, the prohibitionist of yore.

This answer may have been a bit thick; it's the chance one takes on the spur of the moment and then afterwards worries about it. One of the underwriters said to me, "Son, you have just trouped the colors, a jolly good report."

On arriving home, my curiosity about "troupe the colors" was killing me. I learned that a regimental flag was the British soldiers' rallying point in the smoke and confusion of pitched battle, and it was therefor paraded in front of them at the end of each day so they could remember exactly what it looked like. It was the spirit of the regiment. Could I now assume that he meant that the DELTA QUEEN was the spirit of America?

There were thirty days to deadline. Telexes flew back and forth with questions and answers about the DQ. Then an awesome, prolonged silence--no word. Betty Blake agonized; how could a stupid insurance policy stop the DELTA QUEEN? Bill Muster was around to taking note that the DQ could become a museum. I was brooding about what occupation I might go into next. Then, 24 hours before crisis, my office telex started running. I jumped up. YES WE HAVE THE TOWER OF LONDON BUT YOU HAVE THE GREAT MARK TWAIN WE BIND TODAY \$4 MILLION ON THE STEAMBOAT DELTA QUEEN LLOYDS. I was in love with the British.

To put the matter mildly, we celebrated. Once again, next day, the DQ, loaded with human freight, departed port on schedule seemingly undisturbed about all the goings on. Personally I had become of age in my legal career due to her.

Bill Muster now must add safety features to the wooden superstructure of the boat. He ingeniously tapped the expertise of NASA (the National Aeronautics and Space Administration), and he gained their approval to repaint the boat with a special paint used on the re-entry shields of space capsules. He smiled as he stated: "Now the DELTA QUEEN can re-enter the atmosphere and there won't even be a spark."

Betty Blake mounted a nationwide public relations campaign. She called this "SAVE THE DELTA QUEEN". She persuaded thousands, young and old, to write or call their congressmen; at every port of call there was staged a "Save the DELTA QUEEN" party; Johnny Cash programmed a TV show, singing a song about it; 13 governors petitioned the Congress; 26 bills to exempt the DQ were introduced into the congressional hoppers; state legislatures sent up resolutions; newspapers editorialized and volunteers circulated petitions. One day in Washington she pleaded passionately to Senator Russell Long of Louisiana. "Senator, just get me a couple of reprieves and then we'll go for the big exemption," she cried.

Betty tried hard to get on the Johnny Carson show, finally getting an audience with the program director. He asked her, "Don't you have a character in the company who's kinda dumb--Johnny likes to get people on the show and

then poke fun at them." Betty walked out.

That afternoon she visited NBC. In the office of the "Today Show" Betty firmed up 15 minutes of prime time for this DQ coverage.

The existing Congressional exemption was to expire in November 1970, and that date was rapidly approaching. One crusty, chauvinistic, uncompromising Congressman stood between Betty and the DQ's liberty. Representative Edward Garmatz, chairman of the Merchant Marine Committee, had steadfastly refused to entertain any bill on behalf of the DQ. He declared, "the DELTA QUEEN is a firetrap" and sent a letter to his colleagues, complete with skull and crossbones, warning that if the DQ was permitted to operate the blood of those who die will be on [the hands of] Congress.

The power of a Committee Chairman is almighty. Even when overriding sentiment is contrary to a chairman's position, seldom (if ever) is his prerogative circumvented.

Betty's campaign had reached fever pitch. The London "Times" editorialized about the insensitive Americans, already short on heritage, about to kill the last great steamboat. Betty, with about a half-million signatures, rolled the pile in a wheelbarrow into Congressman Garmatz' office. The gloves were off; if Garmatz was the villain, he would be identified publicly as such.

Meanwhile the DQ was downbound on her final voyage to New Orleans with Vic Tooker's Dixieland Band and full crew aboard. Crowds gathered all along the way, flowers were thrown and brought aboard, the farewell to the DELTA QUEEN.

A Senate-passed bill exempting the QUEEN had made it to a joint Senate-House Conference Committee. One hundred and ninety Congressmen had petitioned Garmatz to agree to it, but insolently he succeeded in killing the exemption. As final hours were approaching, headlines up and down the inland waters blared DELTA QUEEN LOSES FINAL APPEAL.

Betty Blake grasped a one-last-chance. Congressman William McColloch of Ohio, chairman of the Judiciary Committee, had quietly agreed to attach an exempting amendment to an innocuous bill coming out of his committee. McColloch appeared to be the only legislator with the guts to confront tradition and challenge another chairman.

The very night before his bill was to hit the House floor Bill McColloch had a heart attack. Betty's last chance had been lost. Bill Muster with his support troops flew home from Washington in defeat.

But the never-say-die, small-town girl from Kentucky stayed on. Next morning she found an unheralded and enlightened freshman congressman, Representative Tom Railsback of Illinois. He nervously agreed to carry McColloch's bill that afternoon. While the DQ's employees in Cincinnati were sadly packing their duds, Railsback, on behalf of the DQ, slowly rose to his feet in the House Chamber. Betty Blake, huddling in the balcony, had crossed everything but her eyes. Garmatz was in a livid last-minute confrontation with Speaker McCormick for having recognized Railsback.

First one, then another congressman, rose to defend Railsback. Those congressmen gave Garmatz his what-for. Mark Twain's name was mentioned so many times you'd have thought he was running for the Presidency. Three hours later, when the

votes were counted, Betty Blake had saved the DELTA QUEEN. News reporters say she cried all the way to the phone. She wanted (and was) the first one to tell Bill Muster. Banner headlines appeared in the newspapers of Pittsburgh, Minneapolis, St. Louis, Memphis and New Orleans. In Cincinnati, Bill Muster was toasting "the Blaker."

GREENE LINE's principal stockholder, Dick Simonton, was seriously ill. Doctors advised he must confine his activities to rest and travel and, under no circumstances, was he to involve himself in business pursuits. Prior to this affliction Dick had thoroughly studied the rapid advance of modern shallow draft tourist boats, particularly those of European rivers, determined to build a replacement for the DQ. All such activity came to an abrupt halt. Then Bill Muster happened upon 37-year-old G. F. Steedman Hinckley who was operating Overseas National Airways with operations based at Kennedy International Airport, Jamaica, N.Y. Steedman bought control of the Greene Line, changed its identity to Delta Queen Steamboat Company, and plunged forward with the construction of what today is known as the MISSISSIPPI QUEEN. Betty Blake became president of the company, with much assistance in Washington from the new chairman of the House Merchant Marine Committee, Betty's good friend Lenora Sullivan. In April of 1976 the company was sold again, this time to the Coca-Cola Bottling Company of New York.

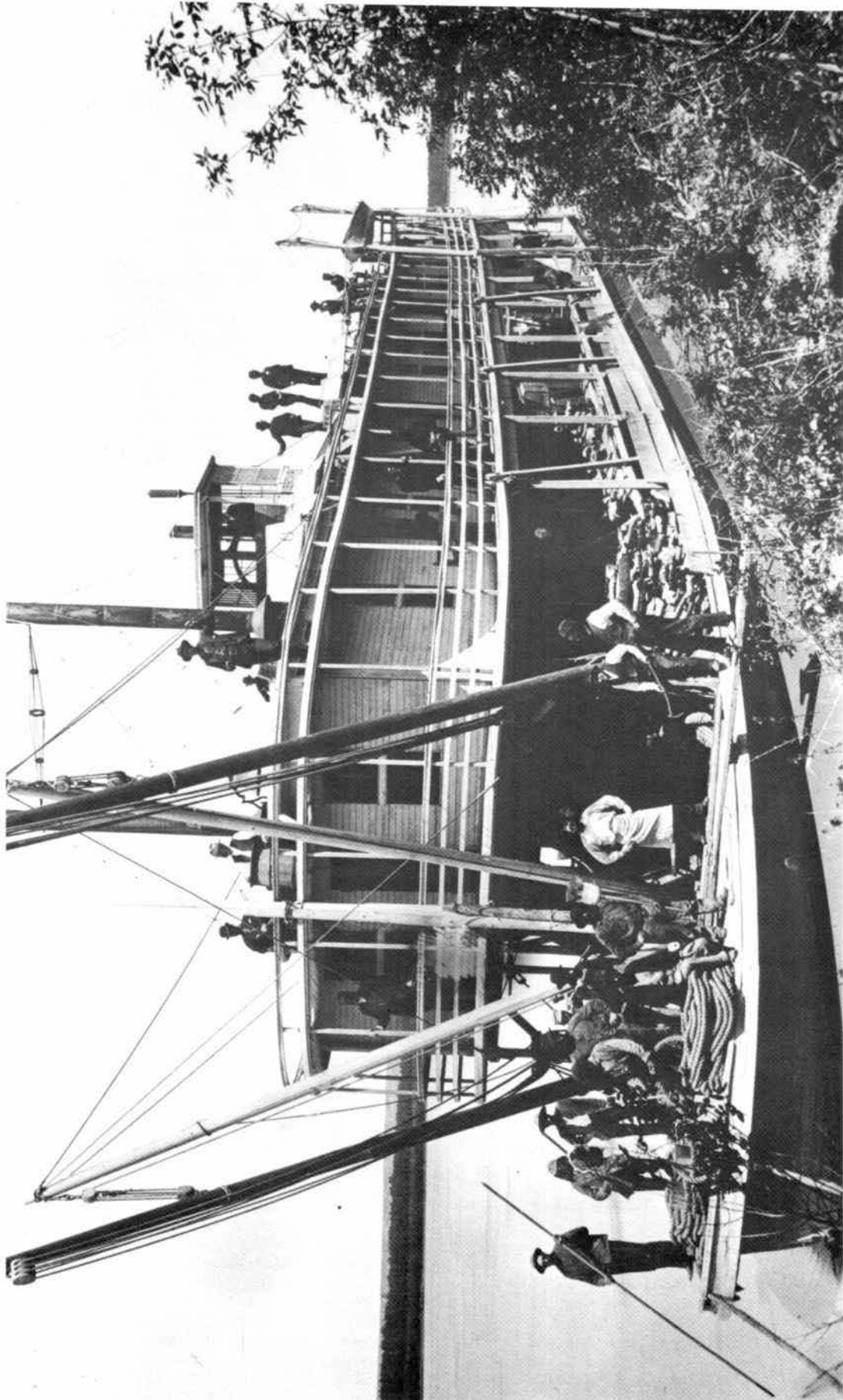
In 1980 Coca-Cola spun off the steamboat company, permitting it to become publicly held. Kitty Ruxton, secretary to four DQ presidents, remarked: "Like many great ladies of today, the QUEEN had been yearning for her independence and finally...she had become a truly liberated woman."

In March of 1980 Stanley Thune became chief executive officer of the company, a 42-year-old master planner and engineer. The company's stock tripled. The DQ's exemption will not again be due until 1988.

Betty Blake is at peace. After three operations at Sloan-Kettering for cancer she said simply, "I want to go home." The ambulance was heading down through Kentucky on that gloomy March day. A brilliant ray of sunshine broke through. The radio was turned on and her favorite song was being played. Betty hummed "The sun shines bright," and then cried. She died on April 13, 1982 with her 88-year-old father at the bedside.

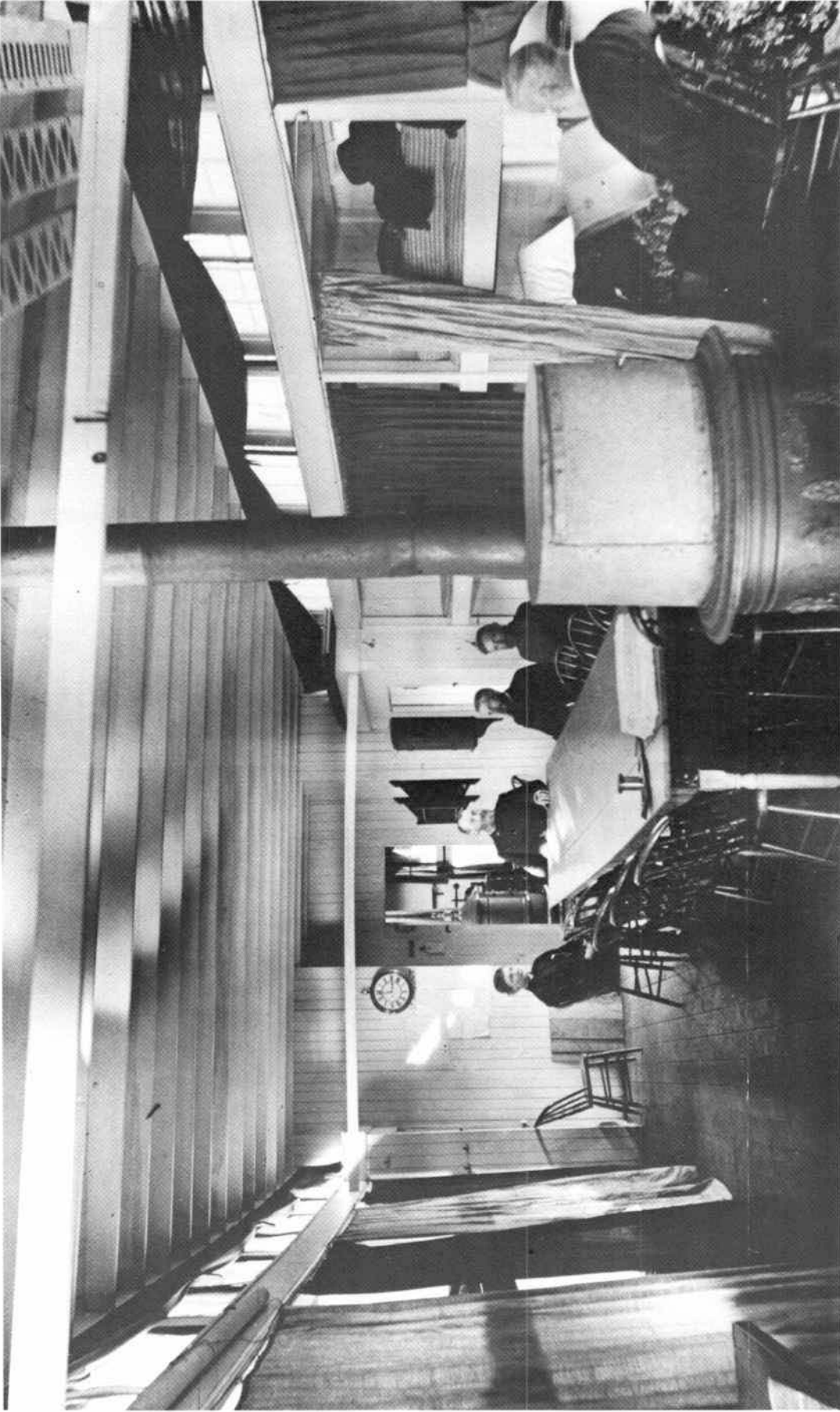
Shortly before her passing she said to me, "Franko, I'm going to get my Big Exemption after all. I peeked and there's a whole bunch of little steamboats on the other side."

Bob and Ruth Kehl and family operate the SPIRIT OF DUBUQUE, QUAD CITY QUEEN and MISSISSIPPI BELLE II at Dubuque as "Roberts River Rides." In May this year the U.S. Small Business Administration named Bob and Ruth "National Small Business Persons of the Year." "Nation's Business," issue of August 1986, contains an illustrated feature story on the two.



SURVEY boat MISSOURI moored in the upper Missouri River pictured, quite likely, in the summer of 1885 when the U.S. Engineers made an extensive inspection, leaving Fort Benton on July 20th with Capt. Joseph Marie La Barge in charge. Cap'n Joe began his Missouri River career aged 16 as a fur trader for Pierre Chouteau Jr.'s American Fur Company. His exploits are well documented in a superb book, "The

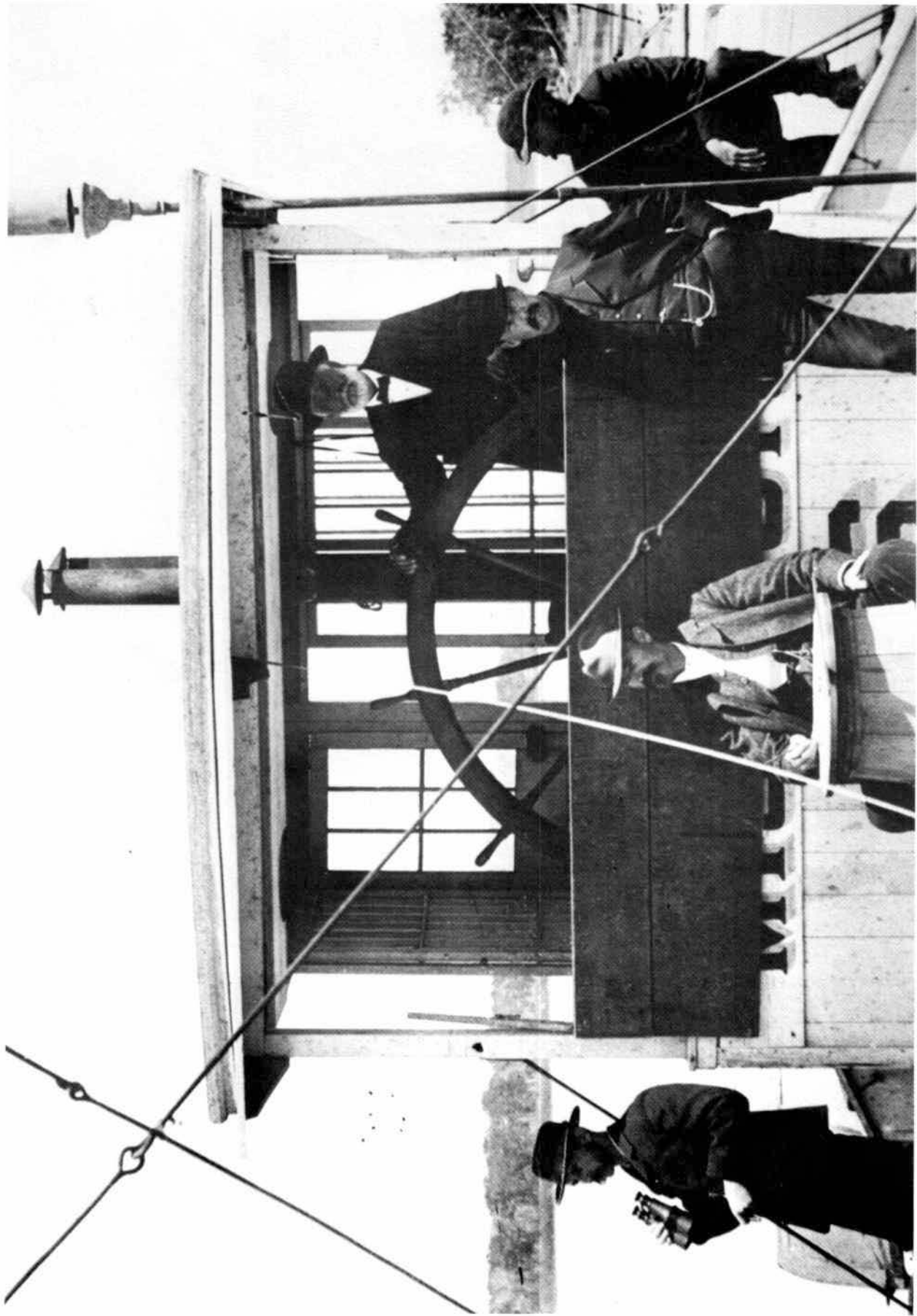
Rivermen," published in 1975 by Time, Inc. with the text by Paul O'Neil, ex-newspaperman from Seattle who came to New York in 1944 and joined TIME, SPORTS ILLUSTRATED and LIFE as a staff writer. The steamer MISSOURI was a shallow draft sternwheeler built at Reeds Landing, Minn. in 1880, originally named MINNIE H. She measured 133 x 25 x 3, and after the 1885 survey she served in the Power (Block P) Line.



CABIN of the U.S. Survey boat MISSOURI (Way's Packets #3983), courtesy of Ruth Ferris and also Missouri Historical Society's Ben Humphrey collection. In the summer of 1885 this sternwheeler made an extended survey on the upper Missouri under U.S. auspices and they engaged Capt. Joe LaBarge, then 70 and dean of the Missouri, to accompany the expedition. In this picture he is reading a newspaper, seated at the right, his back to the camera. This may have been taken at Fort Benton, where the trip commenced--where else would Cap'n Joe get a newspaper? And it's three in the afternoon by the ship's clock, the boat moored at shore. We invite your attention to the "Pullman

style" upper and lower berths with curtains, and seems both have windows to the outside world. The heating stove in the foreground is a wood-burner.

Captain LaBarge commenced his river career in 1832. He became a celebrity in the early West; bankers, traders, scientists and Indian chiefs were flattered to be invited to his pilothouse; dignitaries went out of their way to meet him on trips to St. Louis; and many of the Union generals of the Civil War became his admirers during tours of duty in Indian country. So did Mormon leader Brigham Young, Senator Thomas Hart Benton and--on one pre-presidential trip to Council Bluffs--Honest Abe himself.



Capt. Joseph La Barge at the wheel of the MISSOURI during the 1885 upper Missouri inspection. He died in 1899 aged 84. These rather remarkable photographs of La Barge, and of the

interior and exterior of the MISSOURI, are from the Missouri Historical Society's collection, reproduced by the University of Wisconsin's staff at the Murphy Library, La Crosse, Wis.

R. Jerome Collins, captain of S&D's O-K Chapter, died following a long illness on Friday, June 13, 1986. He was 77. He had been a patient in the Putnam County Health Care Center, and died in Thomas Memorial Hospital. He and his wife, Virginia, who survives him, made their home at 2118 21st St., Nitro, West Va. 25143.

Jerome was born and raised near old Lock 11, Kanawha River, above Henderson, West Va. His early interest in river matters came from frequent visits to Lock 11 to watch boats lock through. For 36 years he was safety supervisor with the American Viscose FMC plant at Nitro.

The Ohio-Kanawha Branch of S&D became his pride and joy, and long enjoyed his capable and dedicated leadership. He and Mrs. Collins regularly attended S&D's annual meetings, where Jerome was called upon for annual reports of the O-K Chapter.

Surviving, other than his wife, is a daughter, Mrs. Dorothy C. Lawler, of Fort Myers, Fla.; one grandson, and two great grandchildren.

Services were conducted in the St. Marks Episcopal Church, St. Albans, West Va. of which he was a member. Interment was in Suncrest Memorial Park, Point Pleasant, West Va.

-Our thanks to Suellen D. Gunnoe, clerk of the O-K Branch, for an obituary from the Charleston Daily Mail.

John F. Polacsek, curator of marine history with the Dossin Great Lakes Museum at Belle Isle, Detroit, called at 121 River with the news that his group has procured the pilothouse, officer's quarters and guest rooms from the lake freighter WILLIAM P. SNYDER JR., recently dismantled at Toledo. These items have been transferred to Belle Isle and will be incorporated into a graphic exhibit. We took John on a 50¢ Sewickley tour to the Snyder mansion on the Heights, the splendid survivor of pre-income-tax days when the so-called "steel barons" lived pretty high on the hog. Mr. and Mrs. W. P. Snyder Jr. were the occupants of the mansion in 1955 when S&D brought the W. P. SNYDER JR. to Marietta. Mr. and Mrs. W. P. III continue the tradition today.

Capt. William F. Otte of Quincy, Ill. died on Tuesday, May 13, 1986, aged 76. He began his river career with the Streckfus Line, and later was with Federal Barge and Upper Mississippi Towing. For 22 years he was with the Electric Wheel Division of Firestone Tire and Rubber, retiring in 1972. Later that year he suffered a stroke which left him with a serious loss of vision. He was a member of the Quincy Boat Club and the Upper Mississippi River Buffs. Services were conducted in St. Boniface Catholic Church, and burial was in Calvary Cemetery.

-Our thanks to Mike Herschler of Quincy for details.

Fred and Nell Way dropped in at 121 River returning from a visit to the Atlantic seashore at Avalon, N.J. Their visit coincided with Dick Rutter and sons Bob and Alan, touring the East from their California home. The two boys are at the stage where catching fireflies in bottles is major sport. Their Dad took both of them swimming in the Ohio River, foot of Sewickley's Chestnut Street.

Capt. Jim Blum, according to reports, has cast his lot with an excursion operation at St. Charles on the Missouri River.



Commodore Harold DeMarrero of the Delta Queen Steamboat Company shares company with Ye Ed at the Captain's Dinner aboard the DQ enroute from Louisville to Cincinnati, evening of May 1st last. -Photo by Ann Zeiger.

"Steamboat In a Cornfield" is the title of John Hartford's book. It has been in the works for several years, during which time photographer Allen Hess assisted in compiling a compelling array of art work--most of the numerous pictures look like they were taken yesterday. Most S&Ds will have guessed (rightly) that the subject of the story, designed for kids of all ages, is the Pittsburgh-Cincinnati packet VIRGINIA's exploit in 1910 when she temporarily ceased being a vehicle for transportation and became an ornament stranded on a West Virginia Indian mound.

John Hartford initially read the story in the March 1966 issue of the S&D REFLECTOR and everything concerning the VIRGINIA has been catnip to him ever since. He concocted a ballad loaded with corn stubbles, Halley's comet and most of the colorful trimmings of the big boat's adventure, and has been singing it to audiences ever since. Now comes the book.

The publisher is Crown Publishers Inc. of New York City, under the immediate direction of David Allender. The page-size is same as S&D REFLECTOR, with the difference that the binding is on the left of the short dimension (8½"), making the book 11" long. The hand tinted front cover utilizes the famous photograph taken by Capt. Jesse P. Hughes from the pilothouse of the TACOMA, when some 300 residents of Gallipolis and Pt. Pleasant were brought to sight-see the stranded VIRGINIA. Most of the pictures are produced in duotone, same as we've been using for front and back covers of late, sepia-brown on white.

Crown Publishers hope to have advance copies ready to sell at the S&D meeting at Marietta on the week-end of September 13. The list price will be \$10.95 per copy. Those who do not attend the meeting may procure copies direct from Crown Publishers Inc., 225 Park Avenue South, New York, N.Y. 10003.

John and Marie Hartford plan to be at our meeting on Friday, Sept. 12 but, unless their present plans change, they will be "taking off" for another engagement late Friday night.

The next Middle Ohio River Chapter of S&D meeting will be Oct. 10-11 at Shakertown, Ky. Details in August "Riverview."

Cincinnati is going all-out for the celebration of its bicentennial in 1988. Advance planning features two major projects, both selected to endure for years to come.

Both are river-related.

Sawyer Point Park will occupy the riverfront area in the sweeping bend of the Ohio River above the old L&N and Central bridges, opposite Bellevue, Ky., and overlooked by Eden Park. Construction of this recreational project is scheduled to begin in September at a cost of \$14.7 million. The Greater Cincinnati Bicentennial Commission, with offices at 219 West 9th Street, announced in late May that \$12.2 million had been raised. Sawyer Point will be geared for aquatic sports and recreation.

In a recent election the voters of Hamilton County (Ohio) by a 1,925-vote margin approved a .44-mill levy to save the Cincinnati Union Terminal, railroad showpiece, which brought together seven rail lines in 1933, and then outlived its usefulness. The boards of the Natural History Museum and the Cincinnati Historical Society have decided to join forces in making of the vast building a world-class museum. The Historical Society plans to include in its exhibits a diorama of the Cincinnati public landing loaded with steamboats in the 1850s.

The vast scope of the Union Terminal project (to be known as Heritage Center) cannot possibly be completed and opened in time for the 1988 Bicentennial. The target date will be 1989.

SPRING FORAY

It Was All So Wonderful.

The DELTA QUEEN won for the third consecutive time over the BELLE OF LOUISVILLE in the annual pre-Derby classic at Louisville on the beautiful warm evening of April 30th last.

Crew on the winning DQ: Commodore Harold DeMarrero, master; Wally Blice, Phil Schultz and Gabe Chengery, pilots; Dennis Shenk, chief, assisted by engineers Fred Klein and Robert McQueen; mates, Kari Preston and Dave Williamson; purser, Kathy Pavely; hotel manager, Robin Hixson; cruise director,

Irene Atman, and bar steward, Mandy Le Fevre de Montigny.

Judges included Wilbur E. Dow, Jr. and Ye Ed, both riding the B/L. We came to the scene sharing the company of Jeff Spear and Catherine Remley from Marietta. Jeff was the guest of Keith Norrington of New Albany, and Catherine and I were at 405 Mockingbird Valley Road, the famed address of C.W. and Lucy Stoll.

Following the race, which probably was the best one yet, nip and tuck most of the way, we moved bag and baggage to room 115 aboard the DQ and so to Cincinnati, guest of Commodore DeMarrero and Patti Young. Much fun in the pilothouse with Wally Blice. Came under the Cincinnati suspension bridge exactly at 9 a.m. Friday, May 2nd (by instructions) to confront a lively welcome pageant celebrating the DQ's 60th birthday. Jack and Joan Strader arrived in their Bentley, and Jeff and Catherine drove in from Louisville.

Joan loaded Catherine and me in the Bentley for a \$1.50 tour of modern downtown Cincinnati, including the all-but-deserted Union Terminal which since has made headlines (see elsewhere in this issue). Jeff and Jack already were at 3630 Clifton, having inspected the vast anatomy of the Strader pipe organ ("cleanest and best cared for ever I saw" said Jeff) and Jack at the console gave us a lively program. At the present time 3630 has no occupants--they now live next door at 3650. Joan invited us for a look at this late acquisition ("truly out of this world") said Catherine. Following reluctant goodbyes Catherine, Jeff and I floated up the highway on Cloud 9 and lunched at Lebanon's Golden Lamb which doesn't advertise and doesn't need to.

If ever we did anything right, it was in this decision to mingle once again with good friends on this Marietta-Louisville-Cincinnati foray. Only regret is the lack of space here to mention more names.

Fred Rutter saw the JULIA BELLE SWAIN for the first time on June 20th. People were boarding for a dinner cruise at Peoria. "The JBS is well proportioned, and I relished the hiss and puff as she started up the Illinois, a full summer solstice moon rising," writes Fred.

S&D members were saddened to learn of the death of Anna Hubbard at King's Daughters' Hospital in Madison, Ind. on Sunday, May 4, 1986. She was 83.

She and her husband Harlan, who survives her, left modern society 42 years ago, casting off from Fort Thomas, Ky. on the Ohio River in a 10-by-16-foot motorless shantyboat. For the next seven years they looked for a place where they could be totally independent and in harmony with nature; they found it at Payne Hollow, across the Ohio River from Hanover, Ind.

They built the home in which they lived and the studio in which Harlan worked, and planted the gardens from which they drew much of their food. They lived "fully and happily," in their words, without such modern conveniences as electricity, gas, plumbing, television, radio, telephone or newspapers.

Last February, Hanover College in Hanover dedicated a permanent exhibition of 14 Hubbard paintings and held a reception in the couple's honor.

John E. Horner, Hanover's president and a friend of the Hubbards for 28 years, said then, "Anna and Harlan have woven themselves into the fabric of the college. They're a wonderful couple and mean a great deal to us."

In an interview at the time of the dedication, the couple said their favorite possession was their Steinway grand piano. Both were pianists and violinists, and often played quartets with visiting friends.

Eileen Reott, a Louisville friend who attended the reception, said, "I've never seen more gracious hosts. Anna and Harlan are gourmet cooks and serve the best raccoon stew in the finest English bone chicken."

Anna (ne Eikenhout) moved to Cincinnati about 1928 from her native Grand Rapids, Mich. and for a time taught French in an area school. From 1928 to 1943, she worked in the arts and music department of the Hamilton County (Ohio) Public Library, where she met Harlan. Her parents were Dutch immigrants.

Access to Payne Hollow, where the couple moved in 1952, was not easy. The choice was a trek down a steep hill following the route of a former road, or crossing the Ohio from Indiana in a johnboat.

Anna was featured in an 1982 documentary film titled "Working River" which was shown at the S&D meeting that year, and which has appeared on national TV programs since. She and Harlan have appeared in numerous newspaper articles.

Survivors besides her husband include a sister, Ella Crossley of Bradenton, Fla. Harlan continues in residence at Payne Hollow, along with his dog Ranger, and may be addressed at Route 2, Box 297, Milton, Ky. 40045. -Our thanks to Richard Strimple and C. W. Stoll for obituaries which appeared in the Louisville Courier-Journal, Kentucky Post and Kentucky Enquirer.

The May 1986 issue of "River-view," quarterly issued by the Middle Ohio River Chapter of S&D, led off on its front page with a paragraph headed NEW EDITOR THIS ISSUE. The new editor makes an impassioned plea for assistance in garnering news stories, seeing as how he lives in Lithopolis, O., "far from the River and all its sights, sounds,

smells and news." He goes on to say "I am not the greatest letter writer, so if I do not respond with a personal note, that does not mean that your contribution has not been appreciated."

"Thank you all, in advance," the paragraph concludes, (signed) Fred Rutter - Editor.

Reminds us of when we sent a copy of our first nationally published book, "The Log of the BETSY ANN" to our revered father. He was not one for writing letters, either, but he did unlimber his pen to reply, "Thanks. I notice a few mistakes."

Sirs: The June S&D REFLECTOR is outstanding. The Hornbrook story is wonderful--I never realized the man was so literate--having been with him only three days, and that 52 years ago. His early years make a fascinating corollary to the early Hughes diaries.

C. W. Stoll,
405 Mockingbird Valley
Road,
Louisville, Ky. 40207



See page 13, col. 1, for the story of the recent transfer of the pilothouse, etc. from the WILLIAM P. SNYDER JR. to a museum. J. W. Rutter took this snap at Toledo in November 1984.

Capt. Ruben W. Williams, 69, of Sibley, Miss. was pronounced dead about 5:30 p.m. Wednesday, May 28, 1986 when his pick-up truck ran off Interstate 10 in Ascension Parish, La. and flipped over.

State police said witnesses told them Captain Williams was driving west on I-10, just east of the Ascension-East Baton Rouge parish line about 3:15 p.m. when he appeared to become dazed and took his hands off the steering wheel. The truck ran into the median area and flipped, throwing him out.

State police said the deceased may have suffered a heart attack or a stroke. No other vehicles were involved.

Captain Williams was the pilot on watch on the MISSISSIPPI QUEEN at the time of the collision with the towboat CRIMSON GLORY on December 12th last (see March '86 issue, page 46 et seq.) During the preliminary Coast Guard hearing he reportedly retained his own attorney, spurning the MQ's lawyer. His testimony attributed lack of visibility from the pilot-house as a factor in causing the collision.

Captain Williams was a veteran of almost a half-century on the rivers, the last 35 as captain and pilot. He served on towboats until about four years ago when he became a pilot with the Delta Queen Steamboat Company. Born in Bude, Miss., he had lived in Sibley, in Adams County, for the past 11 years.

He is survived by four daughters, three sons, two sisters, 13 grandchildren and one great grandchild.

Funeral services were held in Natchez, Miss. and burial was in the Geenlawn Cemetery of that city.

-Our thanks to Capt. Clarke Hawley for news items and notices.

A harkback to the SULTANA calamity on the Mississippi River above Memphis on the early morning of April 27, 1865, resulting in the life-loss of 1,547, has come to light.

Capt. Frederick Speed was one of the U.S. officers at Vicksburg who ordered the U.S. veteran troops aboard for transportation to St. Louis (see Way's Packets #5216). He stood court martial for his involvements and was eventually

exonerated.

Recently Captain Speed's descendant, Speed Lamkin of Monroe, La., has donated to the Louisiana State Museum the captain's official copy of the court martial proceedings and several letters that pertain to the case. The papers are available for research in the Museum's La. Historical Center on the 3rd floor of the Old U.S. Mint in New Orleans. -Our thanks to Capt. Doc Hawley for alerting us to this development.

THE MAN WHO MADE ST. JACOBS OIL FAMOUS

His Obituary in 1882
Tells the Story.

In a feature story appearing in our Sept. 1969 issue is the picture and write-up of a small one-stack sternwheeler named ST. JACOBS OIL which plied the Western Waters extolling the virtues of a "Great German Remedy" promising relief and cure for rheumatism, gout, quinsy, sore throat, sprains, burns, scalds, headache, frosted ears and toes "and all other pains and aches."

We are now indebted to John F. Polacsek, curator of marine history with the Dossin Great Lakes Museum at Belle Isle, Detroit, for the obituary of the gentleman who made a fortune marketing his St. Jacobs Oil. The following sketch appeared in print on August 8, 1882:

BALTIMORE, Aug. 6. -- Charles A. Vogeler, managing partner of the firm of A. Vogeler & Co. of this city, proprietors of patent medicines, died yesterday morning quite unexpectedly of typho-malarial fever, in the thirty-fourth year of his age. Mr. Vogeler has for ten years past had the reputation of being the largest advertiser in the world, gained in connection with his placing St. Jacobs Oil on the market. His establishment on Lombard street has an advertising department in which twenty able writers and two hundred girls are employed, the latter to mark the newspapers, numbering between eight and nine hundred, which are received daily.

Mr. Vogeler was the originator of the narrative style of advertising, which he first introduced in the West, and which since has worked its way

Eastward. Among other evidences of his enterprise was the purchase and maintenance of a steamer, now running on the Mississippi, and known as the ST. JACOBS OIL which he used to advertise his business from the headwaters of the Missouri down to New Orleans. The steamer travels about in the bayous of the Mississippi and tributaries, giving pyrotechnic displays and otherwise rendering famous the great Baltimore firm. Mr. Vogeler, who was also a member of the firm of Vogeler Sons & Co., and Vogeler, Meyers & Co., enjoyed a marked popularity in this city, where he was probably the best known resident. Although only 34 years old, his energy and business tact enabled him to manage with ease the vast business of the house of which he was the head. This spring he sent his agents to Europe, and one to Brazil (Mr. Smith, of Pittsburgh), who are now advertising the firm's medicines in every language and in every country on the continent. Last night the Order of the Baltimore Mystic Carnival Society, of which the deceased was Vice President, passed resolutions of regret, and the Merchants and Manufacturers' Association will do the same on Monday. The firm of A. Vogeler & Son did a business aggregating several millions of dollars per annum, and it has been the policy of the deceased to spend over one million dollars per annum advertising.

Jack Custer and Sandie Miller have been sleuthing the two photos of the SPRAGUE shown in our Dec. '85 issue, attempting to establish the date they were taken. Jack's eagle eye detects that repairs are being made to the indicator lead connecting from the paddlewheel to a small pilotwheel mounted on the port side abreast of the pilothouse. Sandie snooped an engineroom interior shot presumably taken by photographer Killian aboard the SPRAGUE on this same occasion. She discovered a calendar hung on a bulkhead, too indistinct to read but turned to a month with a short name, such as May or June. More on this subject from Bert Fenn appears herein in page 46.

DECEASED PILOT BLAMED

The late Capt. Ruben W. Williams, whose tragic death is reported elsewhere in this issue, was blamed by the National Transportation Safety Board for causing the accident resulting in the sinking of the MISSISSIPPI QUEEN in collision with the towboat CRIMSON GLORY last Dec. 12th.

The Board's announcement on June 25th follows a five month's investigation. The U.S. Coast Guard is continuing to investigate the accident and is expected to release its findings in a month or two, according to a story printed in the Times-Picayune/The States Item, issue of June 26th, under the by-line of Barri Marsh, staff writer.

The Safety Board report said that the pilot of the MISSISSIPPI QUEEN was required by the "rules of the road" to stay out of the way of the tow. He could either have slowed down and waited for the 1,150-foot tow to complete its turn [flanking maneuver] or overtake it using maximum speed to maintain control, the report said.

The pilot decided to overtake the tow, but as he did, the force of the current on the MQ brought it against the towboat, the Board reported. The towboat was not severely damaged, but the MQ began flooding immediately through a hole in the right [starboard] side.

"Pilots of passenger vessels, like the MISSISSIPPI QUEEN, should for the protection of their passengers avoid passing large vessels in bends during high water conditions, particularly large downbound tows, which are difficult to maneuver in sharp river bends," the report said.

A spokesman for the Delta Queen Steamboat Company, Patrick Fahey, executive vice president, said he was disappointed in the Board's findings. Mr. Fahey is quoted having remarked that he does not think the investigation was either complete or based on fact, and he believes the pilot of the CRIMSON GLORY was at fault.

He said that, just before the collision, the towboat pilot suggested through radio communications that the MQ pilot pass him. It was only then

that the MQ's pilot decided to overtake the tow, he said.

The Board's report said that the pilot behind the wheel [on watch?] was a "trainee," whose identity was not given. The report named Captain Williams as "his supervisor."

As to this point, we have it from quite reliable sources that Capt. Gabriel Chengery, who was the "trainee pilot" alluded to, but not mentioned by name, was in the MQ's pilothouse and handled the initial radio conversation with the pilot on the CRIMSON GLORY. Thereupon Gabe went off watch and had been downstairs 10 or 15 minutes, and was eating dinner when the collision happened.

"Flatboat to Towboat: Ohio River Tradition" is the title of a videotape shown in the downtown Cincinnati Public Library on June 21st last.

An overflow crowd attended, including many members of the Middle Ohio River Chapter of S&D.

Dorothy Weil, project director and script writer, together with technicians, attended S&D last year at Marietta, at which time interviews were taped.

S&D also assisted with the funding of the project, joined by The Ohio Humanities Council, and Friends of the Public Library of Cincinnati and Hamilton County.

Dorothy Weil, accompanied by Jane Goetzman, documentary producer, will assist in showing the full color, sound-track (and highly acclaimed) movie at S&D following the Saturday night dinner, Sept. 13th, at the Lafayette Hotel.

Herbert L. Roush, Sr. of Little Hocking, O. has produced another very readable book; one that many S&Ds will take to their hearts and do as we did--sit down and read the thing clear through.

It's called "Last Of The Backyard Boat Builders, The Story of Everett Ruble, Jr., A Living Legend."

Everet's home is tucked along the shore of the Ohio River at Belpre, Ohio--across from Parkersburg--and his backyard for some years has been a shipyard where he turns out

commercial paddlewheel stern-wheelers and excursion barges. His first was the VALLEY GEM so well known today as Jim Sands' come-and-go boat at Marietta.

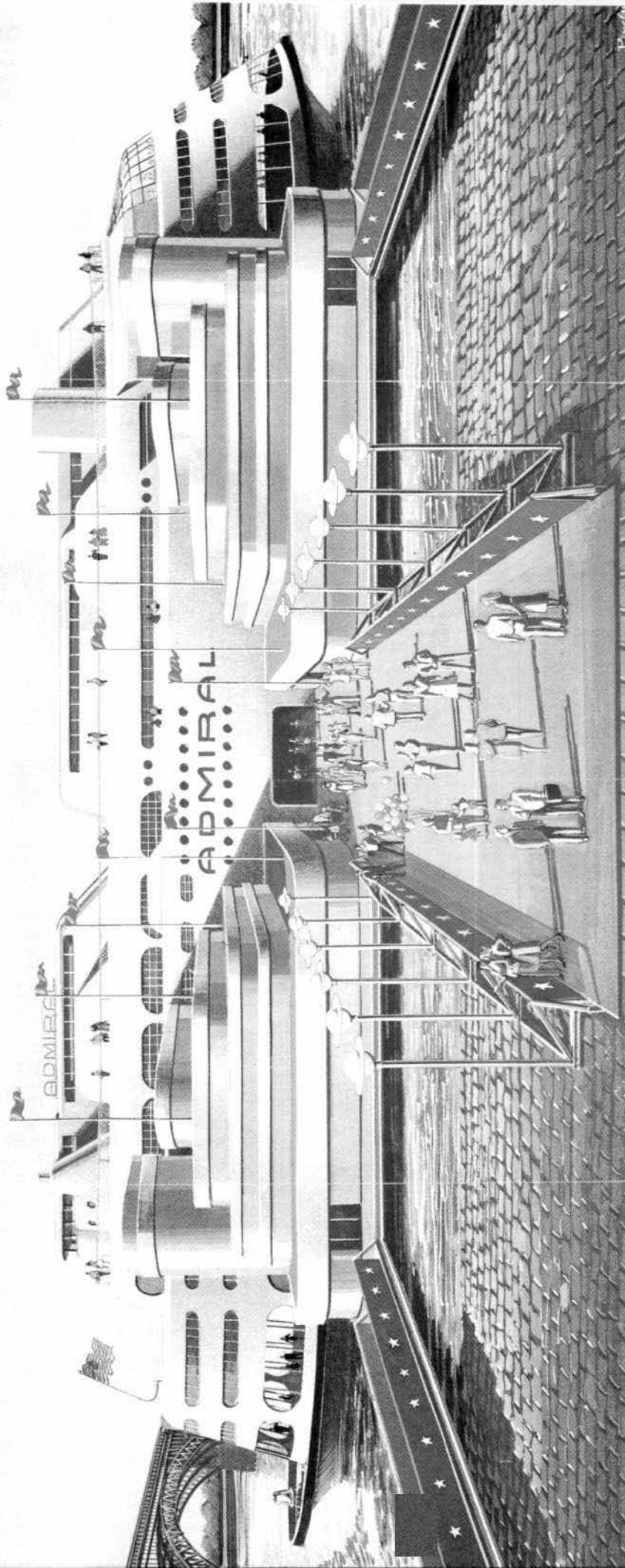
Historian Roush risks being tabbed as authoring a "glory story" in the 30-odd pages required to extol this hero-figure of his, locally known around Belpre and environs as "Junior." But we think otherwise. Anybody who can whomp up a steel boat, get it to float properly, and get it passed by the U.S. Coast Guard--not just one, but a whole flock of 'em, commands attention and respect. Plans? Junior has been known to draw the formal plans after his boat is launched.

Everet Ruble provides the transportation between Blennerhassett Island and Parkersburg which lately has grown by leaps and bounds, now that the replica Blennerhassett mansion has been opened to the public. He's done it with his own two hands, largely, and that's what this booklet, well illustrated, is all about.

The mailing price is \$3.00. Send orders to the author, Herbert L. Roush, Sr., Route 2, Box 209, Little Hocking, Ohio 45742.

A summertime post card of the JULIA BELLE SWAIN is here with the message "Having a great time; wish you were with us," and signed by Ann Zeiger, Libby and Dennis Trone, Cori Reade, Judy and Jim Schenk, Barbara Hameister, Sandy Miller, John Hartford, Capt. Bob Anton and Jack Custer.

On Fourth of July week-end we were honored with a visit from Beth Hager, project director of the Huntington (West Va.) Galleries. She and her father, Mike Hager, were scouting for material to be included in the forthcoming "Ohio River Odyssey" which will be featured at the Galleries June 14 through December 31, 1987. At the moment Beth's quest was in searching out original oils by the famed river artist Emil Bott. The S&D REFLECTOR carried a story on Bott, also his portrait, some while back when Bill and Betty Pollock had located his burial stone in an obscure cemetery plot in Monaca, Pa.



ARTIST'S RENDERING of the ADMIRAL and her wharf facility at St. Louis planned for a grand opening sometime this fall. This is reproduced from an advance brochure issued by S.S. ADMIRAL, 727 North First Street, St. Louis, Mo. 63102. S.S. ADMIRAL policies are set forth: Shirts and shoes required at all times. During the daytime casual attire is acceptable. After 7 p.m. you must be at least 21 years of age (or accompanied by a parent) to board. Appropriate evening attire is required. No shorts or worn blue jeans. No sleeveless or collarless shirts for men.

Advance boarding passes and reservations are available for groups of 25 or more. Groups holding passes may move directly to entrance.

Special discount programs (for parties of 300 or more) and catering are available. Harmony Hall, the ADMIRAL's private banquet room, can host parties of 50 to 200. The ADMIRAL's Grand Ballroom is available on a limited basis for catered events. No boarding pass is necessary to dine in the CRYSTAL TERRACE Restaurant when the ADMIRAL is not in full operation.

For almost 40 years the ADMIRAL was a St. Louis riverfront tradition. Now the magic is about to return. The new ADMIRAL, moored at its familiar location at the foot of historic Washington Avenue, will be a one-of-a-kind art deco entertainment center.

STEAMBOATS TODAY is a paper-bound 138 page book, profusely illustrated, listing and describing 85 U.S. and Canadian vessels available for visitation. Thirty of these either started out as steamboats and still are operative as such, or have been switched from steam to diesel and still percolate. The majority are today on the side-lines, most of them maintained as relics from the past.

The compilers of this well organized directory are Tom Rhodes and Harley Scott. Tom is no stranger to these columns, residing at 290 Lake Avenue, Saratoga Springs, N.Y. 12866, and proud builder and operator of the steam yacht TUSCARORA. He recently ordered from us "Whistle Echoes" and discovers some interesting comparisons. The tug MOBILE whistle is a dead ringer for that on the Hudson River Day Line side-wheeler ALEXANDER Hudson River Day Line side-wheeler ALEXANDER HAMILTON, and the MINNIE BAY sounds just like the Day Line single screw excursion steamer PETER STUYVESANT. Both were lost on the same day by the same coastal storm in 1977. The CORAL SEA whistle is close to the one on the MINNE-HA-HA at Lake George, N.Y."

Tom Rhodes and his partner Harley Scott do not stint on their vessel descriptions. That of the DELTA QUEEN occupies five pages and starts off: "The DELTA QUEEN is undoubtedly the flagship of the American steamboat fleet." The NATCHEZ story runs two pages and starts off: "The NATCHEZ is undoubtedly the most attractive and best designed vessels of the slowly growing fleet of replica steamboats." The JULIA BELLE SWAIN comes in for two pages, and starts off: "This paddle-wheeler is a fine example of the complex art of steamboat design." The write-up of the SEGWUN requires four pages and notes that the coal which fires her Scotch marine boiler comes from West Virginia, a long haul to the Muskoka Lakes in Ontario.

The book is priced \$9.95, postage included, from Cayuga Creek Historical Press, 22 Brookfield Place, Lancaster, N.Y. 14086.

Sirs: I find it surprising that you would print Dr. Hardy's tasteless letter regarding the MQ's unfortunate accident of December last. Anyone who has any regard at all for river boats should feel nothing but regret over such an incident.

It is equally surprising that you, Sir, would be a part of this thoughtlessness in view of your long association with the Delta Queen Steamboat Company.

Personally, I am happy that the accident was not more serious so that my planned August cruise on the MQ remains a future pleasure.

Mrs. Mary B. Biggio,
130 McConnell Ave.,
Wintersville, O. 43952

The ELIZABETH LOUISE, Harold Wilmunder's sternwheel steamboat, made her maiden commercial voyage on the Sacramento River on Sunday, April 27 last. One hundred and thirty guests round-tripped from Sacramento to the Sacramento Yacht Club, a 2½ hour jaunt, at \$20 per ticket. A parade of some 60 private craft accompanied this annual event opening the summer boating season. A bow thruster has been added to the new vessel.

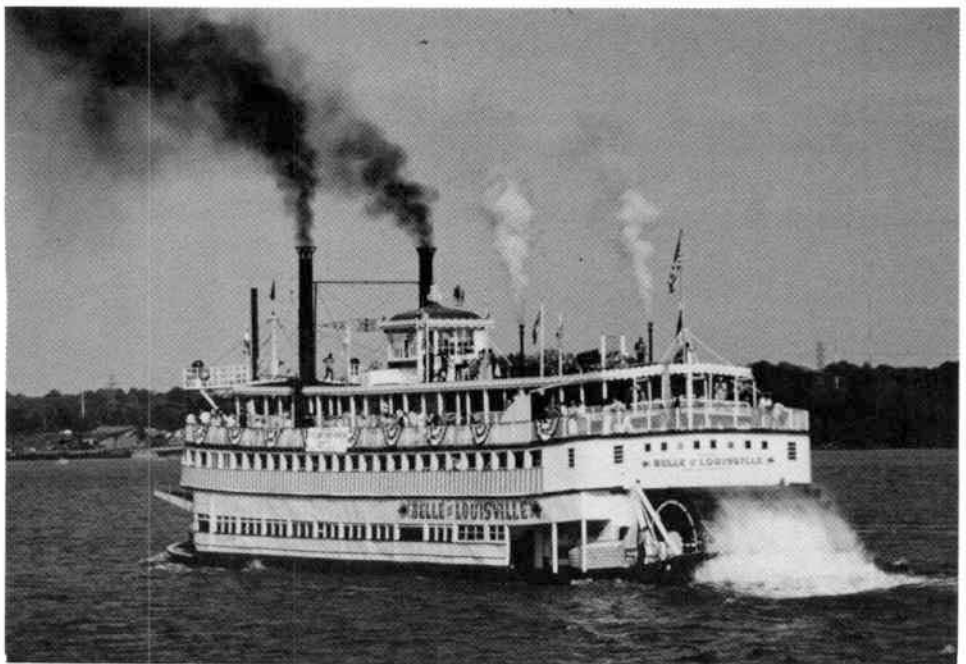
Sirs: My husband Tom and I have been in Cleveland visiting our daughter Alison Roberts and family there. When we returned, to our joy, found the June S&D REFLECTOR had come. Last night I began reading and to state I am impressed is to put it mildly. I could not put it down and read until midnight. So glad you liked Dad's picture and that you had all that information at your fingertips. It is really wonderful for you to have gone to so much trouble. Thank you from all of us.

Louise Hornbrook Bush,
3580 Shaw Ave., Apt.
206,
Cincinnati, Ohio 45208

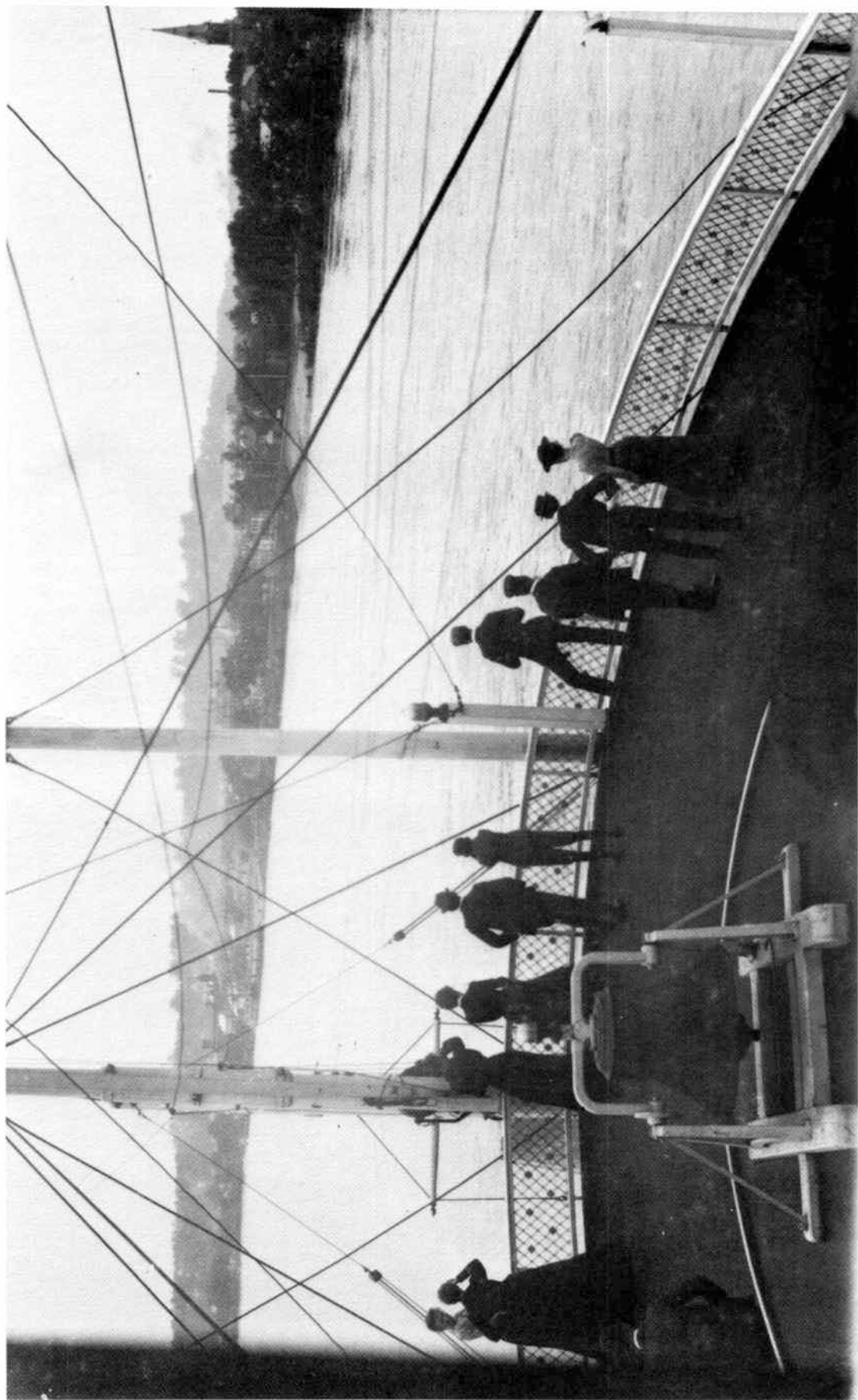
Sirs: That picture of the OMAR on the front cover of the June issue is most impressive--it exemplifies real power. Had been wondering about those oil barges she was towing, but Harold Wright says she was under charter for awhile to American Barge Line and probably that's when it happened.

Jim Wallen,
111 Eleventh Ave.,
Huntington, West Va.
25701

P.S. I think everybody liked those "Best of Hunster" pictures.



The BELLE OF LOUISVILLE, always a good camera subject, was the loser to the DELTA QUEEN in the annual race at Louisville. Ann Zeiger was aboard the CLAIRE E. BEATY which, she says "provided the best seat in the house" as she snapped this one.



STEAMBOAT PICTURE NEGATIVES show up in odd places. This print and the several which follow are made from negs picked up at an auction held at Delaware, O. by the Stratford Auction Center on April 25th. The photographer was G. B. H. Sandford of Marietta. Woody Rutter procured the negs for S&D. The original envelope is marked "Landing at Marietta from the QUEEN CITY, 5-30-01." Photographer Sandford's brother Capt. Spence Sandford was in charge of the QC, having been promoted to the position when Capt. Robert R. Agnew resigned to command the KATE ADAMS. The QC is headed downstream, killing out headway to round to. The

mouth of the Muskingum River is visible at the right where two crossing guy wires "mark the spot." The famed roof bell is at lower left, presently in service on the DELTA QUEEN. The rosette-studded wire railing shows here to good advantage. Capt. Tom Greene searched high and low to duplicate this type of railing for the DQ when she was at Dravo's fresh from California. Not succeeding, he was forced to settle for what's on her today, an industrial netting, to which Capt. Doc Hawley later bolted decorative circles. What you see here is what those two were trying to imitate.



TOP A sweet May morning in 1901 on the roof of the hot-shot QUEEN CITY of the Pittsburgh & Cincinnati Packet Line. Officers and lady passenger are not identified.

OPPOSITE: Capt. J. Frank Ellison, builder of the packets HUDSON, VIRGINIA and QUEEN CITY of the Pittsburgh & Cincinnati Packet Line. This portrait, taken by G. B. H. Sandford of Marietta, was taken aboard the QC. Jeff Spear owns the original glass plate, and this print was made from it by our Murphy Library friends at La Crosse, Wis. Captain Ellison, born and raised at Paducah, served many years as Cincinnati superintendent for the P&C Line; built a fleet of river packets for James Rees & Sons on the Amazon, and then represented Neare, Gibbs & Co. of Cincinnati as an insurance representative.



MOLLIE WAS A TRAMP

Known from Fort Benton, Mont. to New Orleans and Pittsburgh, she never plied a regular packet trade and may have been the last of her breed.

WILLIAM G. (Bill) Patterson, formerly of Richmond, Ind. and now living in Jacksonville, Fla., has presented to S&D the log book of the "tramp" steamer MOLLIE EBERT for the period January-August 1874, the record kept by her head clerk Charles Regnier.

The MOLLIE EBERT, Pittsburgh-built in 1869 was a modest-size sternwheeler owned largely by Capt. George W. Ebert of Georgetown, Pa. and during her first season (1869) she was taken on her initial voyage to Fort Benton, Mont. and later that year made a trip to New Orleans. In the fall of 1870 she was hauled on the docks of Reed & Co., Manchester, Pa., widened eight feet and the forecastle lengthened.

The MOLLIE was a "tramp" for her entire career, and one of the last (perhaps the last of the breed) which ran hither and yon and never settled down running a regular "trade." Success in this venture meant having the boat available when and where the most freight tonnage was moving, and when and where the shippers were willing (or obliged) to pay the highest freight rates. Passengers were encouraged and accepted but lengthy delays were commonplace at principal ports such as Cincinnati or Pittsburgh where a couple of rainy days discouraged the delivery of drays of freight, resulting in postponements. Tramp boats dallied in port until the freight arrived, even though their newspaper notices frequently stressed "will depart positively this evening." Some such tramps were known to kindle fires in the stack breechings so's smoke from the stacks would decoy passengers aboard (especially when a rival "regular" was actually about to cast off) and then settle back to await another day's freight. "Runners" were frequently employed to entice greenhorn passengers aboard, blacks in uniform caps insisting to taking charge of the baggage, insisting

"Yes, mam, we're about to pull in the planks and you'll soon be sailing."

The heyday of tramping was roughly 1840-1870, most of them family owned and manned medium-sized sternwheelers. Quite a few were impressed by the U.S. for transport service and the movement of U.S. supplies (mules, hay, hardtack) during the Civil War, frequently piloted and engineered by their civilian owners, friends and neighbors.

As this log of the MOLLIE EBERT hints, by 1874 much of the tonnage cargo was being carried at low freight rates, often so very meager that a capacity cargo produced barely enough revenue to pay the crew and coal bills. Gray's Iron Line was barging the bulk of Missouri pig iron and ore to the Upper Ohio mills, and taking down from Pittsburgh finished iron and steel products for distribution through the midwest. Similar barge service served the mills in the Huntington-Ashland-Ironton area. Tramp packets no longer were needed, and so withered up and disappeared from the scene.

This Log finds the MOLLIE EBERT at Cincinnati, loading for New Orleans. Hop aboard for this unique opportunity to learn first-hand how she fared.

Jan. 12, 1874

Monday: Commenced loading today. Received considerable freight. Cold and disagreeable.

Jan. 13

Tuesday: Freight comes pretty lively today. Getting colder.

Jan. 14

Wednesday: Turning very cold tonight. Considerable freight today.

Jan. 15

Thursday: Coldest day of the season. Have about 300 tons freight and leave tomorrow.

Jan. 16

Friday: Still very cold but not quite so cold as yesterday. Not

much freight today. Left Cincinnati tonight 7 1/4 p.m. with about 400 tons freight. At Lawrenceburg added 300 barrels of flour, 150 bales of hay. At North Landing received 121 bales of hay.

Jan. 17

Saturday: Bright sunshine and beautiful day, but bitter cold and frosty morning--frost looked like snow. Arrived at Louisville soon after dinner, coaled, and left about 4 o'clock. Passed down over the Falls. Landed at New Albany, nothing there. Moderating this evening, not near so cold as last night and this morning.

Jan. 18

Sunday: Cloudy and cold wind, now and then sprinkling rain. At Newburg about breakfast time coaled 1200 bushels. Arrived at Evansville and received 196 barrels of flour and some other light freight. Left for below 11 1/2. At Mt. Vernon 3 1/2 o'clock and received 721 sacks of corn eight miles below. At Shawneetown 8 1/2 o'clock, strong south wind and heavy swells. Arrived at Caseyville 9 1/2 and had to lay up a/c heavy swells and wind. Took 600 bushels of coal.

Jan. 19

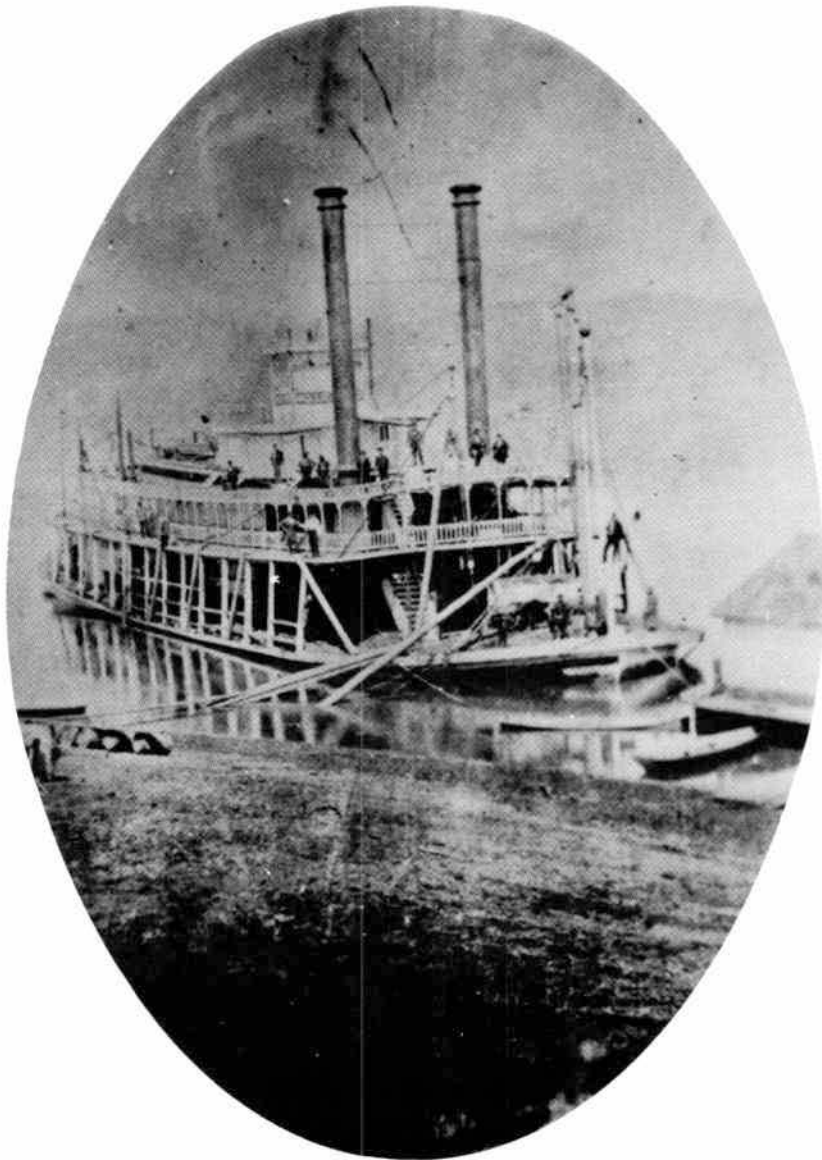
Monday: Arrived at Paducah about 5 o'clock a.m. Received about 45 tons and left about 11 o'clock. Warm and showery today. Arrived at Cairo 4 1/2 p.m. Received largely here and departed about 11 o'clock. Dark night and has the appearance of rain.

Jan. 20

Tuesday: Arrived at Columbus, Ky. one o'clock this morning. Put out 600 kegs of nails and went over to Belmont and there received 38 head of horses and mules. Left there soon after daylight. Damp raw morning fog came up about 9 o'clock and had to float for near two hours. Finally cleared and landed 11 1/2 o'clock and received 800 sacks of corn. Fog came up heavy at 12 o'clock and had to lay by most all day. Left about 1/2 past 6 o'clock. Cloudy, dark and windy night.

Jan. 21

Wednesday: Very dark, windy and cloudy night. Had to lay up several hours in the night for wind. This morning some better; windy but not unpleasant. Arrived at Memphis one and a half o'clock this



The MOLLIE EBERT. loaded flat with pig iron and other freight, as she appeared after being widened and the foreccastle lengthened in the fall of 1870. The picture is believed to have been taken on the Ohio River at Georgetown, Pa. Theodore C. Poe had the original picture copied and distributed prints to his family relations and friends, this about 1926. Capt. George W. Ebert's sister was Mary Ann (Mollie) Ebert, who married Jacob Poe and became mother of three sons: George, Charles and Theodore. George became a pilot and Theodore is the person who provided us with this picture, then freight agent at Pittsburgh

for the BETSY ANN and other packets.

The steamboat MOLLIE EBERT, according to the family, was named for the only child of Capt. George W. Ebert. Mollie Ebert married Capt. John A. Trimble of a pioneer Beaver County, Pa. family, who operated the CARRIE BROOKS in the Pittsburgh-Zanesville trade.

In the S&D REFLECTOR of December 1965 we ran a special article titled "The Steamboating Poe Family" which investigated numerous boats built largely by Georgetown persons--and most of these boats were "tramps." Included in that article is the same picture shown here, greatly reduced in size.

afternoon. After putting out our freight left there five and a half p.m. Afternoon warm and pleasant, much like spring. Night windy and stormy, and had to lay up 9½ o'clock on the Arkansas side.

Jan. 22

Thursday: After laying up all night started out this morning about 6 o'clock, very windy and river rough. Rain set in during the morning--hard, beating rain. Wind dropped and rain stopped about 2 o'clock. Night dark, some stars out. Arrived at the mouth of White River 6½ o'clock. At Chicot City about 10½ o'clock and after taking on a horse and several passengers left for below. Weather warm and pleasant.

Jan. 23

Friday: Weather more pleasant. At Vicksburg this evening soon after supper. Put out 80 head of horses and mules and other freight. Then over to Delta. There put out freight and Capt. C. W. Batchelor and myself went out back about a mile with two ladies. Left there about 10 o'clock.

Jan. 24

Saturday: A little windy but not unpleasant. Arrived at Natchez today pretty early in the morning. Put out freight, and over to Vidalia put out freight and left for below. Arrived at Bayou Sara about 11 o'clock p.m., discharged freight and left.

Jan. 25

Sunday: Arrived at Baton Rouge 2½ a.m. Put out freight at Donaldsonville about 8 o'clock and left. Very windy all day but bright sunshine and some colder. Arrived at New Orleans 2½ p.m. Commenced discharging cargo about 3 p.m.

Jan. 26

Monday: Discharging today; all out about one o'clock.

Jan. 27

Tuesday: Rainy and stormy bigger part of the day. Freight leaving pretty rapidly.

Jan. 28

Wednesday: Bright and pretty day. Receiving sugar and molasses lively today.

Jan. 29

Thursday: Another bright and pretty day. Received yesterday and today near 300 tons for Cincinnati and Pittsburgh. Left New Orleans 6½ p.m. with fair

trip of freight and people. Not feeling well today, very tired and sick. Retired early 10 o'clock.

Jan. 30

Friday: Foggy last night. Lost several hours this morning in fog. Took a big wooding at Hereford's Landing today. Arrived at Baton Rouge one o'clock today. Bright, pretty day, and very hot. Flies so bad cannot sleep for them. Getting cooler this evening. Arrived at Bayou Sara eight o'clock this evening and put out passengers.

Jan. 31

Saturday: Another fine day and very pleasant outside. At Natchez dinner time today. Toward evening clouded up, and a little shower soon after dark. Making fair time considering the big river and a tolerable big freight trip, about four hundred tons. River very high down here and strong current.

Feb. 1

Sunday: Sunday seems quiet and lonesome today. River rising and very high. Arrived at Vicksburg 12 o'clock; coaled and left about one. No sun shining today but not cold or unpleasant.

Feb. 2

Monday: Weather chilly and raw, cloudy all day. River still rising and considerable drift running. Made very good run. Bright moonshine tonight.

Feb. 3

Tuesday: Very bright pretty sunshine this morning, much like spring. Drift still running and a big river. Lay by this afternoon while engineer made some repairs. I took the steamer MARY BOYD and went ahead to Memphis.

Feb. 4

Wednesday: I arrived at Memphis this morning about 11 o'clock on the MARY BOYD. The MOLLIE EBERT arrived here about 2½ o'clock this afternoon. Received 145 bales of cotton and left Memphis this evening at 7½ o'clock.

Feb. 5

Thursday: Cloudy all day. Windy tonight and commenced raining about 11 o'clock this evening.

Feb. 6

Friday: Rained nearly all night; very disagreeable morning. At Columbus. Ky. 9 o'clock this

morning. At Cairo 1 o'clock and left there about 2½ this afternoon. Arrived at Paducah about 8 o'clock and left at 9 p.m. Dark and cloudy night.

Feb. 7

Saturday: Cold and raw today. Arrived at Evansville 7 o'clock tonight. Night dark and a little wind. Making good time today, and the river falling.

Feb. 8

Sunday: Sun shining and not quite so cool. River falling. Arrived at the foot of the Canal at midnight.

Feb. 9

Monday: Arrived at Louisville city wharf 2 o'clock this morning. Left at 3½ o'clock. Very windy and commenced getting colder this afternoon. Hard freeze tonight. Arrived at Cincinnati 11½ o'clock tonight.

Feb. 10

Tuesday: Unloading today. Weather cool but not unpleasant.

Feb. 11

Wednesday: Moderating. Commenced receiving today for Pittsburgh.

Feb. 12

Thursday: Much warmer and very pleasant. Received considerable freight for Pittsburgh today. Left Cincinnati 6½ p.m. with wind rising.

Feb. 13

Friday: Stormy, windy night; raining hard this morning and very warm. At Ironton 5½ o'clock. Very dark and stormy night.

Feb. 14

Saturday: Arrived at Gallipolis 3½ this morning. At Pomeroy 8½. Very pleasant and warm; river rising fast.

Feb. 15

Sunday: A bright day much like spring and very warm. River rising rapidly. Commenced meeting ice just below Moundsville; nothing to hurt, so warm it's pretty well used up. Arrived at Wheeling 2½ o'clock. Put out freight and left about 3 o'clock. Arrived at Steubenville 6½ and lay there until 12:14.

Feb. 16

Monday: Bright sunshine day, very windy and chilly. Arrived at Pittsburgh 3½ p.m.

Feb. 17

Tuesday: Unloading today. Still cold but bright sunshine.

Feb. 18
Wednesday: Some warmer.
Loading for New Orleans.

Feb. 19
Thursday: Sunshiny and
getting warmer. Received con-
siderable freight today.

Feb. 20
Friday: Received considerable
today. Sprinkled some this af-
ternoon.

Feb. 21
Saturday: Dark, cloudy and
raining. Big dance on board
last night. Had to burn lamp in
the office today, so very dark.
Received considerable freight and
left Pittsburgh at 5 p.m.
Received 55 tons of iron five
miles below Pittsburgh. Lay
there all night.

Feb. 22
Sunday: Left iron pile at 6
o'clock this morning. Arrived
at Wheeling 1 p.m. Dark,
gloomy, wet and very disagree-
able. Much rain and river now
rising very fast. Arrived and
laid up for fog at Marietta 8
p.m.

Feb. 23
Monday: Out early this
morning. Arrived at Ironton 5
p.m. Received 2,172 kegs of
nails. Terrible wind all day.

Feb. 24
Tuesday: Stiff wind, cool and
dry. Arrived at Cincinnati 8½
a.m. Discharging Cincinnati
freight today. This afternoon
and night reshipping all below
Cincinnati on the CHARLES B.
CHURCH.

Feb. 25
Wednesday: Very disagreeable
day; snowed several inches.
Reshipping on the CHAS. B.
CHURCH.

Feb. 26
Thursday: Bright sunshine,
rather cold and disagreeable
under foot.

Feb. 27
Friday: Receiving for
Pittsburgh today. Some warmer.

Feb. 28
Saturday: Receiving for
Pittsburgh and left Cincinnati 15
minutes before 6 p.m. Cloudy.

March 1
Sunday: Sunday a very pretty
bright sunshine day. Arrived
at Portsmouth 11 o'clock this
morning. Took on 30 tons of
iron at Union. Arrived at
Ironton 5 p.m.

March 2
Monday: At Gallipolis at 3 this
morning. Pomeroy at 7 a.m.
Hartford City 7 3/4 and here
took on board 1881 barrels of
salt. Very bright beautiful
spring day. Making good time.
Parkersburg at 6½. Marietta 9.

March 3
Tuesday: Another bright and
beautiful spring day after a
foggy morning. At Wheeling 11
o'clock. Cloudy afternoon,
strong wind at night.

March 4
Wednesday: Rough, cold and
disagreeable, some rain.
Arrived Pittsburgh this morning
3½ o'clock. Unloaded and com-
menced receiving for St. Louis.

March 5
Thursday: Received some today
with prospect of a fair trip.
Warm tonight and looks like rain.

March 6
Friday: Commenced raining at 4
o'clock this morning, continued
all day, never let up. Night
dark and cloudy.

March 7
Saturday: Did not receive much
freight yesterday a/c the rain.
Warm and springlike. at 8½ this
a.m. clouded and had a quick
hard rain for near ½ hour. At
9½ cleared up, and freight
coming lively.

March 8
Sunday: Commenced snowing in
the night. Snowed incessantly
all day. Wind blowing hard.
Terrible bad day and very cold.

March 9
Monday: Cloudy and snowing
near all day; a disagreeable cold
day. Receiving slowly today.

March 10
Tuesday: Very cold but nice
bright day overhead. Received
fast today, several hundred
tons. Left Pittsburgh 7½ o'clock
drawing over five feet; big trip,
both freight and people.

March 11
Wednesday: Arrived Wheeling
early this morning. Very cold
today but sun shining. At
Marietta 3½. Parkersburg 4½.

March 12
Thursday: Cold and windy at
Ironton about 11 o'clock, and
received 1,460 kegs of nails and
left about 3 o'clock. Left
Portsmouth 7 o'clock tonight.
Terrible wind swells rolling
high. Bad night.

March 13
Friday: Arrived at Cincinnati
this morning 6 o'clock.
Reshipped New Orleans, Nashville
and Memphis freight. Put out
the city freight and left Cincinnati 6
p.m. Weather cold this
morning; getting warmer this
evening.

March 14
Saturday: Arrived at Louisville
at daylight. Cold and raw, but
bright sunshine. Put freight
out and left. Went over the
Falls, Pink Varble, pilot, 12
o'clock. Stopped at the cement
mill on the Louisville side and
received 1,055 barrels. Left at
4½ o'clock. Put out freight at
New Albany and left there at 5
p.m. Calm, still evening. Big
trip aboard.

March 15
Sunday: Warm today and spring
like, but cloudy. Making good
time. At Evensville 10½ o'clock
a.m. Tonight very dark and
cloudy and misting rain.
Arrived at Paducah 11½ p.m.
and left about 12 m. Still dark
and light rain.

March 16
Monday: Warm day and much
like summer. Sit out on the
guards. Windy part of the day.
Arrived at Grand Tower tonight
by 12 o'clock.

March 17
Tuesday: Windy day but much
like spring. Hot and have no
fires. Arrived at St. Louis 10
o'clock tonight. Good time.
Pleasant pretty night.

March 18
Wednesday: Unloading all day.
Soon after dark terrible rain
and storm.

March 19
Thursday: Finished unloading
this morning. Turned cold last
night. Today very cold, much
like winter; some warmer toward
evening.

March 20
Friday: Bright sunshine, much
like spring. Run down to
Carondelet last night and
received 100 tons of iron, then
went back to the city. Received
freight and some people today
and left 1½ o'clock. At Caron-
dolet received 400 tons more of
iron and left 11½ o'clock.

March 21
Saturday: Arrived at Cairo 5½
o'clock this evening. Bright
pretty day and a little cold.
Ohio River very high.

March 22

Sunday: Arrived at Paducah at 1 o'clock this morning. Ohio River high with strong current. Making good time for a loaded boat. Have about 650 tons aboard. Weather bright and pleasant.

March 23

Monday: Arrived at Evansville this morning at 2 o'clock. Wind blowing quite hard early this a.m. Quite cool all day, but a pretty day.

March 27

Tuesday: Good morning for sugar water. Cold and froze ice quite hard last night but sun out and beautiful morning. River still rising. Arrived New Albany 1½ o'clock; at the foot of the Canal 2 o'clock. At Louisville 3 o'clock. Left Louisville 3½ o'clock. Not quite so cold tonight.

March 25

Wednesday: Quite cool all day. Arrived at Cincinnati 6 o'clock tonight. Left there 9½ p.m.

March 26

Thursday: Bright pretty day, not cold. River falling. Cloudy this evening.

March 27

Friday: Pleasant morning, warm and springlike. Clouded up about 1 o'clock. Commenced raining about 3½ p.m. Raining quite hard balance of the evening.

March 28

Saturday: Bright clear morning. Quite cool all day with very hard upstream wind this afternoon. Passed Marietta about 5½ o'clock this morning. Arrived at Wheeling at 9 p.m. Put out freight and left for Pittsburgh 1 a.m. River falling and boat drawing near all the water.

March 29

Sunday: Making fair time for the heavy load and low water. Cool but not unpleasant. Arrived about 12 miles below Pittsburgh, place called The Trap at 6 p.m. Could not stem through. Dropped back 20 minutes to 9. Commenced unloading part of the iron to lighten up so as we can stem up through the strong water.

March 30

Monday: Worked all night and lightened up some. Could not get through and sent the mate to Pittsburgh for a towboat. The RELIEF came down with a

barge and put 75 tons of iron in it. She then came alongside to help us up through. Arrived at Pittsburgh 5½ p.m. Weather windy and a little cool, but not unpleasant.

March 31

Tuesday: Unloading today. Very disagreeable day; snowing hard; everything white with snow.

April 1

Wednesday: Finished unloading today. River falling. Laid up until next week. Cold and disagreeable.

April 2

Thursday: Sun shining occasionally and not quite so cold. River still falling.

April 3

Friday: Disagreeable bad weather. Laying up for a few days.

April 4

Saturday: Still laying up but received a few loads today for St. Louis. Cold and raw.

April 5

Sunday: Terrible cold and snowing hard. Went to church today. Went over to Allegheny and had dinner with Capt. Frisbee. Then took a long walk. Getting warmer.

April 6

Monday: Commenced loading today for St. Louis. Still cold.

April 7

Tuesday: Warmer and more springlike today. Receiving considerable freight.

April 8

Wednesday: Warm and springlike. Due to leave tonight but laid over until tomorrow. Raining this evening.

April 9

Thursday: The EBERT left Pittsburgh at 5¼ o'clock this evening, her departure deferred by yesterday's rain. Today at 3 p.m. Rain, hail and snow. Thundering hard with bright flashes of lightning while snowing as hard as I ever saw it. Received a big lot of glass at Rochester where we laid up 9½ p.m. for the storm.

April 10

Friday: About 4 to 4½ inches of snow fell during the night. Received 35 tons of iron at Steubenville. Arrived at Wheeling at noon and received considerable freight there and left about 6 p.m. Good trip on board. Weather improved; good

night for pilots tonight, not dark.

April 11

Saturday: Gallipolis 12½. Terrible windy day, river rough and very high. Not cold.

April 12

Saturday: Arrived at Cincinnati 9 o'clock this a.m. Cold and frosty with sun shining. Lay at Cincinnati all day.

April 13

Monday: Receiving today. Left Cincinnati this evening at 6 o'clock. Wind commenced blowing about 8 o'clock almost a hurricane and can hardly run.

April 14

Tuesday: Had to lay up 3 or 4 hours for wind. Arrived at Louisville 9 o'clock a.m. Put out freight and received some. Left at 1 o'clock and went over the Falls without a Falls pilot; the river very high. High wind this afternoon and soon after dark wind almost a hurricane with thunder and lightning storm. Had to lay up a while.

April 15

Wednesday: Arrived Evansville at breakfast time. Put out freight and left about 9 o'clock. Arrived at Cairo tonight late and then left. Dark and raining again.

April 16

Thursday: Left Cairo wharf at 2:25 a.m. and into the Mississippi at 2 3/4. Cold and disagreeable rain; making an average of 6 2/3 miles an hour. Lay up for darkness and mist 10½ p.m. until midnight. At island just above St. Marys today we struck a sand reef very hard.

April 17

Friday: Made good run last night. At Sulphur Springs early this morning. Arrived at St. Louis at 1 o'clock, only 34 hours out from Cairo, and only 32½ hours running time. Commenced unloading this afternoon. More pleasant than it has been.

April 18

Saturday: Bright pretty morning and sun shining. Unloaded and left for the iron pile about a mile below the city wharf. Left the city wharf at 6 o'clock and we are taking on pig iron, 400 tons of it, starting about 6 3/4 o'clock.

April 19

Sunday: Finished loading iron this morning about 10 o'clock.

Returned to the city wharf. Commenced raining this morning about 3 o'clock and continued hard all day, no stop. Continued raining tonight.

April 20

Monday: Receiving freight today for Pittsburgh. Rained several times during the day. Left St. Louis at 5½ p.m.

April 21

Tuesday: Arrived at Cairo today 12¼ o'clock. Did not land. At Paducah 8½ p.m. where we received several hundred sacks of peanuts and several hundred bales of cotton. Lay there most of the night. River high and clear out of its banks, all over the bottoms.

April 22

Wednesday: Bright pretty day. Received much freight at Paducah and did not leave there until 3¼ this morning. River still rising slowly and all over the banks.

April 23

Thursday: Arrived at Evansville this morning at 2 o'clock, and left at 2¼. River has commenced to fall. Coaled at Cannelton 2 3/4 p.m. Rain this morning but cleared off, still quite chilly.

April 24

Friday: New Albany at 10 this morning, but did not land. Came up over the Falls with no help. Louisville at 11 o'clock. Left at 12:05. Madison at 8 p.m. Landed at Vevay at midnight. Started raining at 10 p.m.

April 25

Saturday: Aurora at 7:10, left at 8:05. Misting a little. At Lawrenceburg about 9 o'clock and received considerable freight, left at 10½ this morning. Arrived at Cincinnati 2½ p.m. and received considerable freight. Left at 6 p.m. with a good trip on board.

April 26

Sunday: Running against a rising river, very high. Strong wind all day, warm and pleasant. Arrived at Portsmouth 1¼, put out freight, took coal flat in tow and left at ¼ before 2 o'clock. Coaled at Hanging Rock. Two flats in tow and left at 7:10. Ironton at 7 3/4 and left at 8. Clear pretty night and not cold.

April 27

Monday: Bright beautiful spring morning. At Gallipolis 7 and

left 7½ a.m. River very high and still rising. Clouded up and sprinkled some about supper time.

April 28

Tuesday: Parkersburg 12:05 a.m. and left 12½. Raining quite hard. Rained all day today and I believe never stopped. Arrived at Wheeling, put freight out, and left there 9 o'clock tonight. Rain turned to snow. River still rising.

April 29

Wednesday: Wellsville this a.m. at 6¼ and saw Robinson Circus Boat. Snow has covered everything white and looks like the middle of winter. Terrible hard wind all this afternoon. Arrived in Pittsburgh 6 o'clock this evening. Very cold.

April 30

Thursday: Froze hard last night. Unloaded today amid snow, sleet and rain.

May 1

Friday: Finished unloading this morning. Paid off and laid up for the present. Freight prospects are dull and gloomy; freight down to 12½ cents per 100 from Pittsburgh to St. Louis and scarce at that.

May 2

Saturday: Rain and very disagreeable and cold. Laying up for a few days. Business dull.

May 3

Sunday: Bright pretty spring day, in fact a lovely day. Took a long walk over the Monongahela bridge and took a ride up the incline plane 640 feet with altitude of 370 feet, and then back and up the Monongahela River above the first lock and dam. In the afternoon over to Allegheny and visited Capt. Frisbee.

May 4

Monday: Raining all day. Received several loads of freight but on account of the rain did not do much.

May 5

Tuesday: Cleared up and bright and pretty. Received considerable freight today.

May 6

Wednesday: Cloudy morning. Freight coming lively. Cleared up about noon, and very pleasant and springlike.

May 7

Thursday: Heavy white frost this morning. Freight not

coming very fast this morning, but in after part of the day came steady and much of it.

May 8

Friday: Pleasant and summerlike. No fires in the stoves for the first time this season. Freight came aboard lively all day, receiving several hundred tons. It was 10 o'clock tonight before we got all the freight on board. Left Pittsburgh at 10¼ and went down to the mill four miles below to get iron.

May 9

Saturday: Left the iron pile this morning at 4 o'clock, taking 40 tons. Arrived at Wheeling 3 p.m. Took on 300 packages of glass and left at 4 p.m. Coaled 800 bushels at Belmont Works below Bellaire. Pretty day, very warm, no fires and coats off. Wind blew part of today quite hard.

May 10

Sunday: Prettiest day of the season. Arrived at Middleport this morning and received 150 barrels of salt. Have now 800 tons of freight on board. Gallipolis at 1¼. Ironton about 9½. Took 500 kegs of nails at Ironton and left at 11½ p.m.

May 11

Monday: Pleasant and warm day. Arrived at Cincinnati at 4 p.m. Unloading Cincinnati freight tonight.

May 12

Tuesday: Finished putting Cincinnati freight out this morning. Received all day and left at 5½ this evening. Hottest day of the season.

May 13

Wednesday: Arrived at Louisville wharf this morning at 8:40. Considerable freight to put off. Left at 11½ o'clock. Over the Falls and stuck 4½ hours behind the island just above the mouth of the canal. Put freight out at New Albany and left at 5¼ p.m.

May 14

Thursday: Put big freight out at Evansville and left about noon. Pretty day and warm. Shawneetown at supper time. Making good time.

May 15

Friday: At Paducah about ¼ before three. Put out freight and received considerable. Left at 6 o'clock. While at Paducah Mr. Forsythe of Elmyra, N.Y.

died, leaving wife and child on board. Took remains to Cairo where Mrs. Forsythe and child will return to friends in New York. Arrived at Cairo at $\frac{1}{2}$ after 10 o'clock. Placed the body in the hands of an undertaker. Into the Mississippi at $\frac{1}{2}$ to 11. At Cape Girardeau put out a big freight and left at $7\frac{1}{2}$ this evening. Storm and hard rain this afternoon.

May 16

Saturday: Had to build fire in the stove. Hard wind near all day and cold. Were at Chester this morning at 6. Arrived at St. Louis 11 $\frac{3}{4}$ o'clock tonight.

May 17

Sunday: Rained some little and then cleared up in the afternoon. I went out to Shaw's Garden, Tower Grove Park and Lafayette Park. Went to the theatre tonight, house crowded.

May 18

Monday: Finished unloading today. Captain left by rail and went to Cincinnati this evening. Pretty day.

May 19

Tuesday: Receiving freight today to leave tomorrow. Times quite dull; not much moving. Reshipped our Missouri River freight today on the EMILIE LA BARGE.

May 20

Wednesday: Receiving 100 tons of iron this morning through the Northern Line wharfboat. Departed St. Louis 4 o'clock this p.m. At Chester 10 $\frac{1}{2}$, receiving 975 bushels of coal. Put in several wheel arms while coaling. Pretty moon shine and starlight night.

May 21

Thursday: Made good time last night. Arrived at Cairo at 8 o'clock. Put out a moving and left at 8 $\frac{1}{2}$. At Paducah 2 $\frac{1}{2}$ and left at 4 $\frac{1}{2}$. Clouded up and sprinkled rain in the evening.

May 22

Friday: At Evansville at one o'clock and left at 2. Quite warm today. At Cannelton at 11 $\frac{1}{2}$. Put freight out and took 2 boats in tow for coal and left $\frac{1}{2}$ before 12 o'clock. Have been making good time all the way up.

May 23

Saturday: Commenced raining about daylight, and rained hard until about 9 $\frac{1}{2}$ and then slackened up. Turned cold and had to build fires all over the

boat. Took 800 barrels of cement at Rock Haven and arrived at New Albany at 8 o'clock. Lost $\frac{1}{2}$ hour getting over Portland Bar. Through locks and at the Louisville wharf 11 $\frac{3}{4}$ o'clock tonight.

May 24

Sunday: Left Louisville 1 $\frac{1}{2}$ this morning. Madison 7 $\frac{1}{4}$. Making good time all day. Arrived Cincinnati 7 $\frac{1}{4}$ this evening, 18 hours out from Louisville.

May 25

Monday: Bright day but terrible windy and dusty. Unloaded and paid off today and laid up for a few days at Fulton.

The MOILLE EBERT vacationed at Fulton with no entries in the Log Book until June 16, 1874.

June 16

Tuesday: Dropped the boat MOLLIE EBERT down to the wharf this afternoon and commenced loading for St. Louis. Rained this morning; hot and dry this afternoon.

June 17

Wednesday: Dull. Not doing much. Warm and dusty.

June 18

Thursday: Hot and dull. Nothing doing at all.

June 19

Friday: Doing much better today. Received 2,000 kegs of nails from the ANDES and other freight. Left Cincinnati tonight at 7 o'clock.

June 20

Saturday: Arrived Louisville at 8 $\frac{1}{2}$ a.m. Pretty day and very hot. Received considerable freight at the Louisville wharf, also 810 barrels of cement in the canal. Left Louisville 3 $\frac{1}{2}$. Took barge in tow at New Albany tonight 9 $\frac{1}{2}$ o'clock. Charter commences tomorrow.

June 21

Sunday: Receiving 1,100 barrels of cement here at Rock Haven, Ky. Left at 10 a.m. Terrible hot morning, not much air stirring.

June 22

Monday: Arrived at Evansville this morning about 8 o'clock. Grounded on Henderson Bar 10 $\frac{1}{4}$. Set spars and got off in a few minutes and went down the chute stern first. Stuck on the bar above Shawneetown 7 o'clock this evening. Worked all night lighting and sparring.

June 23

Tuesday: Worked all night. Got off the bar this morning 8 $\frac{1}{2}$ o'clock. Landed at Shawneetown, put out freight, got ice on board, unloaded the lighter on the steamboat and left at 10 o'clock. Terrible hot this morning. When the boat is moving considerable air stirring. At Paducah tonight at 9 o'clock. Put freight out and left at 11.

June 24

Wednesday: Cairo this morning 6 o'clock. Put freight out, unloaded the barge, and left for St. Louis at 11 $\frac{1}{4}$ a.m. Came into the Mississippi River at 11 $\frac{1}{2}$; river very high for June. Current very strong. At Cape Girardeau about 7 $\frac{1}{2}$ tonight. Very hot all day, and no air stirring tonight.

June 25

Thursday: Rained this morning for about an hour and cooled the air. Wind sprung up and blew quite hard all day. Current very strong, only making about 5 miles an hour. At Platin Rock put family and moving out 8 $\frac{1}{2}$ this evening. Pretty evening. Arrived at St. Louis $\frac{1}{2}$ to 3 a.m.

June 26

Friday: Hot day although considerable air stirring. Unloading today, and finished tonight. Hottest night of the season. Mosquitoes bad.

June 27

Saturday: Commenced loading this morning and received some freight. Hottest day of the season; thermometer 105 at St. Louis wharf. Left St. Louis tonight at 7 o'clock. Wind sprung up and blowing quite hard.

June 28

Sunday: Clear pretty day but terrible hot one. Making good time. At Cairo 11 $\frac{1}{2}$ and left at 12 noon with barge CITIZEN in tow. Made good time with it and arrived at Paducah about 7. After putting freight out and receiving some left. Lightning and cloudy.

June 29

Monday: Pleasant day, not near so hot, and making good time towing the barge. Arrived at Evansville 9 $\frac{1}{2}$ and left about 10 $\frac{1}{2}$ tonight. Found the R. W. DUGAN aground at Scuffletown bar 150 yards out of the channel.

June 30

Tuesday: Bright pretty day,

hot but pleasant. River very low and falling. Will be in Louisville tomorrow morning if no preventing providence.

July 1

Wednesday: Arrived New Albany early this morning and dropped the barge there. Arrived at the locks 7 a.m., through, and at Louisville 8 a.m. Put freight out and left 10 3/4 a.m.

July 2

Thursday: Arrived at Cincinnati this morning 11 o'clock. Unloading today. Quite hot again.

July 9

Thursday: Have been laying up for some days. Commenced loading for Pomeroy. Terrible hot for some days past, thermometer up to 100. Received some little freight and about 30 people and left pretty light at 5 o'clock. Water very low. Clouded up and stormy tonight.

July 10

Friday: Much cooler and raining. Arrived at Twelvepole bar tonight about 11 o'clock.

July 11

Saturday: Could not get over Twelvepole bar after working all night. Backed out about 10 o'clock this morning and started back down the river. At Ironton received 200 kegs of nails and other freight and left at 4 o'clock for Cincinnati.

July 12

Sunday: Showering most of the day. Left Portsmouth this morning at 6 o'clock. Arrived at Cincinnati at 8 p.m.

July 13

Monday: Commenced receiving freight this morning for Pittsburgh. By dispatches find not much water above, so threw up the trip, reshipped on the ESPERANZA and laid up.

July 28

Tuesday: River rising at Pittsburgh. Commenced loading. Weather pleasant.

July 29

Wednesday: Weather pleasant. Left Cincinnati tonight with a good trip. River in tolerable fair stage, rising above.

July 30

Thursday: Received considerable freight at Portsmouth and left there at 2:50 p.m. Received 65

tons of iron at Hanging Rock. Also 125 tons at Ironton and considerable other freight. Left late tonight.

July 31

Friday: Iron all on board and left Ironton this morning 2 1/2 o'clock. At Gallipolis 12 1/2 and left at 1. River rising and in good stage. At Ravenswood 10 3/4 p.m.

Aug. 1

Saturday: Cloudy and cool with occasional showers. River falling today.

Aug. 2

Sunday: Arrived at Wheeling this morning at 4 o'clock. Put big freight out and left at 8 o'clock this morning. Sun shining bright and pretty day but most too cold for comfort outside on the guards.

Aug. 3

Monday: Cold and foggy morning. Arrived at The Trap and White's Riffle. Lightened up 35 tons of iron and went through. Arrived at Pittsburgh 10 o'clock a.m.

Aug. 4

Tuesday: Unloaded and commenced receiving. Cold morning. Cold enough for a fire.

Aug. 5

Wednesday: Another cold morning; remarkably cold for August. River 3 1/2 feet. Have fair trip on board for the water and left Pittsburgh 2 o'clock this afternoon.

Aug. 6

Thursday: Arrived at Wheeling 11 1/2 and left at 12 noon, so far without trouble or delay. River quite low. Clouded up tonight and looks like a storm.

Aug. 7

Friday: Arrived at Parkersburg 12 1/2 and left at 2 o'clock. Thunder and lightning and heavy rain this morning, hard and lots of it. Quite warm again this afternoon. Arrived at Gallipolis 8 o'clock tonight, and left at 9.

Aug. 8

Saturday: Fog last night. At Ironton this afternoon, received freight and left this evening. Left Portsmouth 9 o'clock p.m.

Aug. 9

Sunday: Fog again. Arrived at Cincinnati this evening 3 1/2 p.m. Put off on the Mail boat and arrived at the wharf 6 p.m.

Aug. 10

Monday: Unloaded today and commenced receiving for Pittsburgh.

Aug. 11

Tuesday: Left this evening at 10 minutes to 6 p.m.

Aug. 12

Wednesday: Fog last night. Arrived at Portsmouth 2 o'clock. Ironton at 9 o'clock. Huntington at midnight.

Aug. 13

Thursday: Clear night. Arrived at Gallipolis 6:15. Pomeroy at 9:30 a.m. Arrived at Parkersburg at 10:40 p.m.

Aug. 14

Friday: Arrived Wheeling 3:45. Clear and hot.

Aug. 15

Saturday: Arrived Pittsburgh 10 o'clock. Commenced loading for Cincinnati. Steamer SALT VALLEY left at 4 p.m. with a light trip. Business dull. Clear and hot. River 4 ft. 9 inches.

Aug. 16

Sunday: Nothing doing. Cool and pleasant. River falling, 4 ft. 3 inches.

Aug. 17

Monday: River 3 ft. 9 inches. Business very dull.

--And so ends the career of Charles Regnier as clerk on the MOLLIE EBERT. The boat continued tramping with Capt. F. Y. Batchelor as master, and J. W. Batchelor as clerk. She burned at the Pittsburgh wharf on the evening of May 25, 1875, the blaze also consuming the side-wheel JUNIATA and several barges. In July of that year Capt. Frank Y. Batchelor, Charles Regnier and George Keyes bought the Walnut Street House at Cincinnati, and Regnier presided at the desk. He stayed there until July 20, 1877 when Capt. John C. Reno bought the LAURA L. DAVIS at Cincinnati and shipped up Regnier as first clerk, assisted by John Shearer.

The DAVIS operated between Cincinnati and St. Louis that fall and into the winter of 1877, also making one trip to Pittsburgh, and then in mid-December entered the "peanut trade" from Florence, Ala. to Cincinnati. Regnier stayed with her until dull business and low water caused Captain Reno to lay her up at Cincinnati in June 1878.

In Sept. 1879 clerk Regnier took charge of the office of the new ARIADNE in the "peanut trade." In our March '85 issue there appears his log for the period January-August 1880 aboard the ARIADNE.

FLATBOAT BUILDER AND NAVIGATOR DIES IN HIGHWAY CRASH

In our Dec. 84 issue, page 27, is a picture of a flatboat replica named ADVENTURE GALLEY II, taken as it passed Rabbit Hash, Ky. enroute from Pittsburgh to New Orleans that summer. Promoter and builder of the craft was Vaughn P. Wendland of Forest Park, Cincinnati, who had spent six years making his dream come true.

Early Wednesday morning, June 25, 1986 Wendland was fatally injured while standing behind his disabled auto when another motorist struck him and his car on entering northbound Interstate 75 from a collector ramp at Evendale, Ohio. The driver, a Sharonville (Ohio) woman, was charged with aggravated vehicular homicide, driving under the influence and four other charges. Vaughn Wendland was 38.

A geologist as well as an adventurer, Wendland recently was trying to get the city of Cincinnati to take ownership of the replica flatboat for a museum, but was discouraged by a lack of interest. The boat presently is moored near the Cincinnati suspension bridge on the Kentucky side of the Ohio River.

A friend of the deceased told a reporter after the fatal accident that Wendland spent six years doing nothing but promoting, building and distributing information and completing the dream he had. He realized that the Ohio Valley was settled at Marietta in 1778 by pioneers who had arrived there on a flatboat named ADVENTURE GALLEY. His plan was to build a replica and navigate it the length of the Ohio and the Mississippi--which he succeeded in doing. He then had the flatboat towed back to Cincinnati with the view of participating it in the forthcoming 1988 Bicentennial of that city.

Prior to his flatboat project Wendland had studied geology at Ohio State University, then

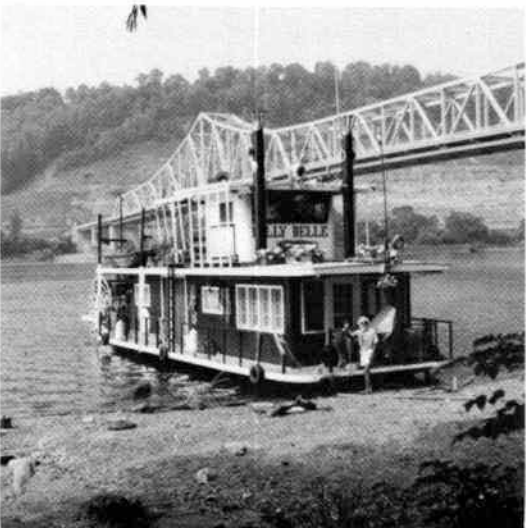
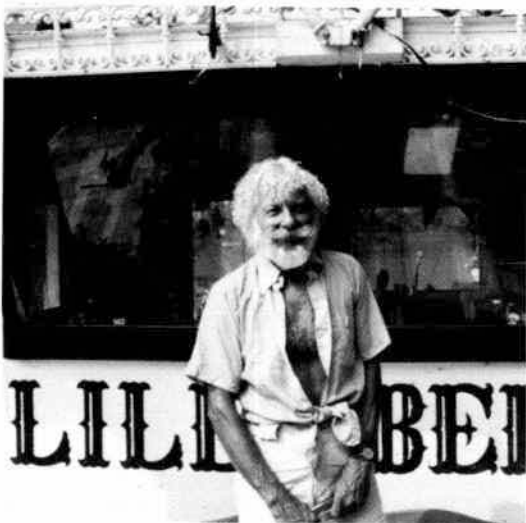
joined the Institute of Polar Studies and traveled to Antarctica in 1970-71. He worked all over the world as a geologist.

He is survived by a sister, Sharon Hopper, Daytona Beach, Fla., and his grandparents, Clara Rand, Murray, Ky. and G. Edward Wendland, Mansfield, Ohio.

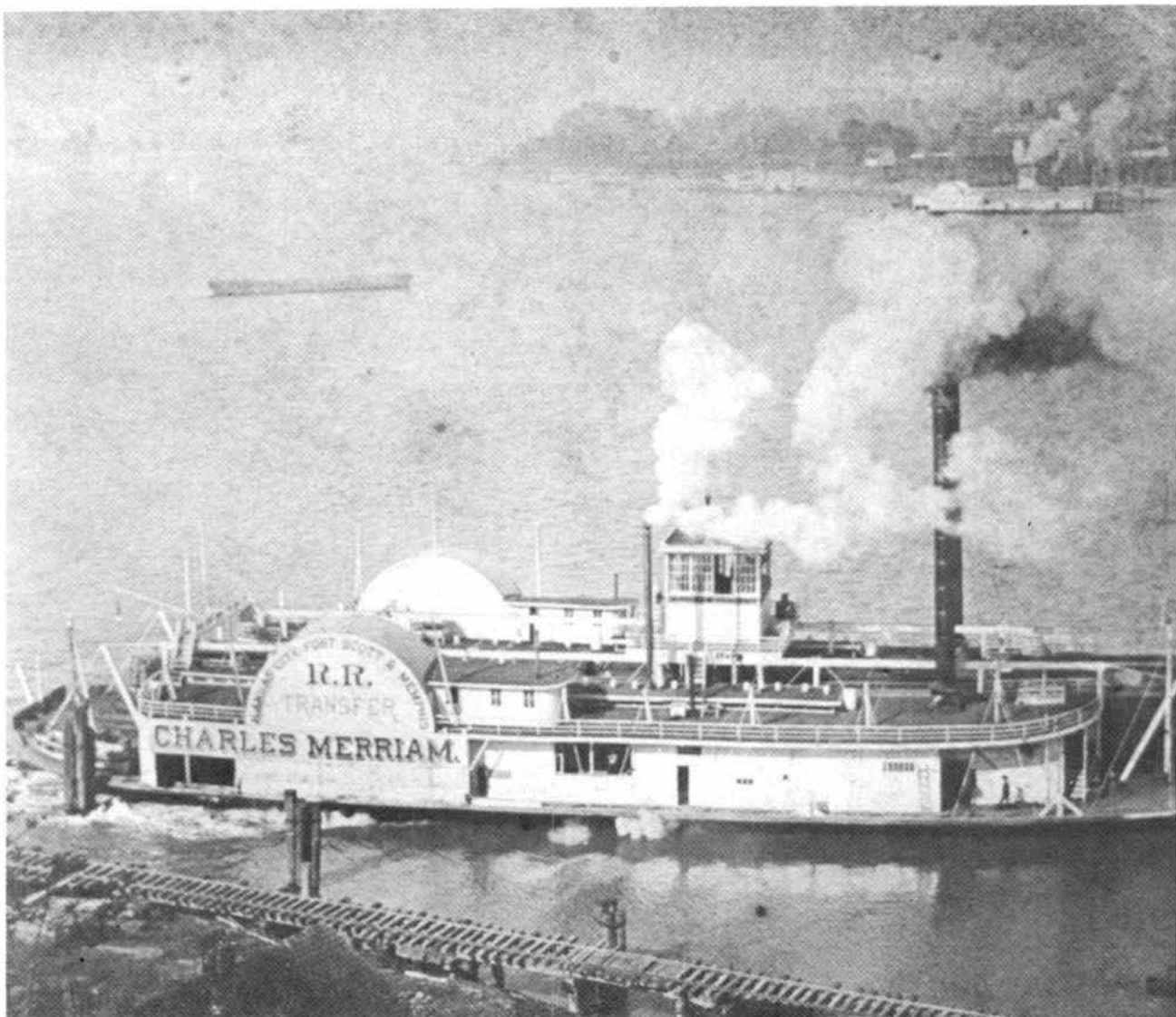
Memorial services were held at Forest Chapel United Methodist Church, Parkdale, Ohio.

House Bill 870 has allocated \$3,860,000 in capital improvements for historical sites in Ohio for the biennium ending June 30, 1988. Included in the amount are additional renovations to Campus Martius Museum in Marietta, \$300,000.

The most meticulous steamboat model we've seen, of the towboat W. P. SNYDER JR., was brought to the livingroom of 121 River by the builder on the morning of June 6th. Kenneth W. Heltman, Box 824, Mars, Pa. 16046 not only worked from the scale drawings prepared by Alan L. Bates, but visited aboard the boat while his son took numerous pictures of interior details. Hence the model, scaled 1-48, is completely outfitted from pilothouse to engineroom. We'll not elaborate here, inasmuch as Kenneth plans to show his masterpiece at S&D the week-end of Sept. 13. Also viewing the model at 121 River were Capt. Glenn Crain, Capt. Ross Rogers, and Robert L. Stone.



Sixty year old Ike Hastings of Dubuque built his LILY BELLE 24 years ago and named her for his first wife. Bee Rutter took these pix when he landed at Sewickley to call, Aug. 14, 1985. Ike's crew was an African grey parrot named Harry, with a red tail. Harry lives in the pilothouse and dines on a fare of sunflower seeds, corn and red peppers. He squawks and whistles but does not talk. Give him time, he's still young. Also noted by Bee were boxes of petunias, geraniums and a healthy tomato plant with lots of ripe tomatoes on it.



THIS PICTURE originated as a stereoscopic view in the collection of Ruth Ferris. Ralph Dupae ran it through his "mill" at La Crosse. Now he's wondering where it was taken and then, too, there is another side-wheel transfer across the river and he can't read the name on it. Neither can we, but no problem reading the lettering on the wheelhouse of the CHARLES MERRIAM. It says KANSAS CITY, FORT SCOTT & MEMPHIS R.R. TRANSFER. So happens that the "Cotton Belt News," issue of March 1951, ran a picture of the MERRIAM on the back cover, and editor Lloyd W. Wilson wrote a sketch of the transfer's career. The picture he used has the Cotton Belt logo painted on her wheelhouse. According to Mr. Wilson the transfer was built at Jeffersonville, Ind. in 1883 on a wood hull 206 x 45 x 6.5 for the Kansas City, Springfield & Memphis R.R. So o.k. there was such a r.r., but also there was a Kansas City, Fort Scott & Memphis R.R., both sopped up into the St. Louis-San Francisco Ry., well known as the Frisco. Mr. Wilson says the MERRIAM operated originally

across the Mississippi between Memphis and West Memphis, Ark. He even named the boat's officers: Capt. E. H. H. Shipley, master; Capt. J. J. Gillespie, pilot. In the period 1892-1900 she plied between St. Louis and East St. Louis. From 1900 until 1905 she operated on the Mississippi "between a point near Graysboro, Mo. to Thebes, Ill." until the completion of the Thebes bridge in April 1905. Thereafter she served the Cotton Belt and Iron Mountain lines at Cairo. Just when she was withdrawn from service is not clear, but following retirement she was a wharfboat at Cairo. Fire damaged the upper works on March 27, 1914 and the hull became a barge. The above picture was taken during her Memphis-West Memphis career without much doubt. Now then, some good person please identify the side-wheel transfer at the opposite shore. Tell us who was Charles Merriam? And here's another wonderment: she was inspected at Nashville, Tenn. on August 11, 1887--how come she was up the Cumberland?

WINNIE MAE REVIVED

Our secretary Bee Rutter shares with our readers a letter she received from the new owners of the sternwheel towboat WINNIE MAE:

"My wife Gail and I recently purchased the WINNIE MAE. We are very anxious to collect as much history and as many photographs of her as possible.

"Let me begin by saying we have been members of S&D off and on for several years. Gail has a 100-ton passenger for hire license and has spent a lot of time on the JULIA BELLE SWAIN. We have two daughters, Julia Belle, 10, and Katie, 5. We have lived aboard boats for 11 of the 18 years of our marriage.

"We own a 150 passenger "Party Barge" and plan to push it with the WINNIE MAE. At the present time we are working on the machinery and exterior. We'll save the interior for later, and we plan to move aboard five years from now. Had the machinery running all day yesterday, probably the most exciting day of my life, so far.

"Every day I work on the WINNIE MAE, the more respect I have for the late Harold Nicols of Huntington, West Va. who was in the process of rebuilding the boat to become a private pleasure craft when he died. We are continuing the renovation with the same quality and craftsmanship.

"S&D members are invited to write and tell us of pictures and material concerning the WINNIE. We will gladly pay for such additions we presently lack.

Ron Riecken,
802 S.E. First St.,
Evansville, Ind. 47713

=The WINNIE MAE was built at Pittsburgh in 1936 on a steel hull 108 x 22 for Monongahela and Ohio Dredging Co. and was named for an airplane flown solo around the world in 1933 by Wiley Post. -Ed.

Maybe you noticed. The May 19th issue of TIME Magazine contained an advertisement occupying 12 full pages, done in color, sponsored by Thomas J. Lipton, Inc., presenting the story of Lipton, the company, and of Sir Thomas Lipton, the man...the Glasgow merchant who became a grocery tycoon, sportsman, and consistent loser

with five yachts for America's Cup. Lipton became known as the world's most cheerful loser. Very few persons recall the names of the five winning yachts which bested Lipton's SHAMROCK, SHAMROCK II, SHAMROCK III, SHAMROCK IV and finally, SHAMROCK V. This last one, built in 1930, has survived. Thomas J. Lipton, Inc. recently presented the racer to the Museum of Yachting in Newport, Rhode Island. Sir Thomas Lipton died, 81, in 1931. He was fond of saying "There's no fun like work." Let this be your cup of tea for the day, Liptons of course.

The opening of the DELTA KING at Sacramento, Calif., initially set for July 2, has been delayed indefinitely. The story of the rehabilitation, complete with many illustrations, appeared in the March '86 issue of S&D REFLECTOR. Some \$5-million has been spent to make of her a modern floating hotel complete with restaurant and bar facilities. The rub causing the delay

came about due to the failure of the Sacramento Housing and Redevelopment Agency to supply funds for the construction of moorage and ramp facilities at the Old Sacramento wharf.

As we go to press a pact is expected to be firmed to allow the go-ahead. Ed Coyne, named as the KING's principal owner, hopes to have the boarding facilities completed in time for an opening late this year, possibly in December.

-Thanks to Richard E. Brown of Bakersfield, Calif. for clippings.

Sirs: I have read the Hornbrook story in the June issue two or three times. He really was wrapped up in operating packets. What a scene that cold February morning when he lost the SENATOR CORDILL! Here was his world crashing down around him. Cap'n Hornbrook's closing remarks are written in high class fashion.

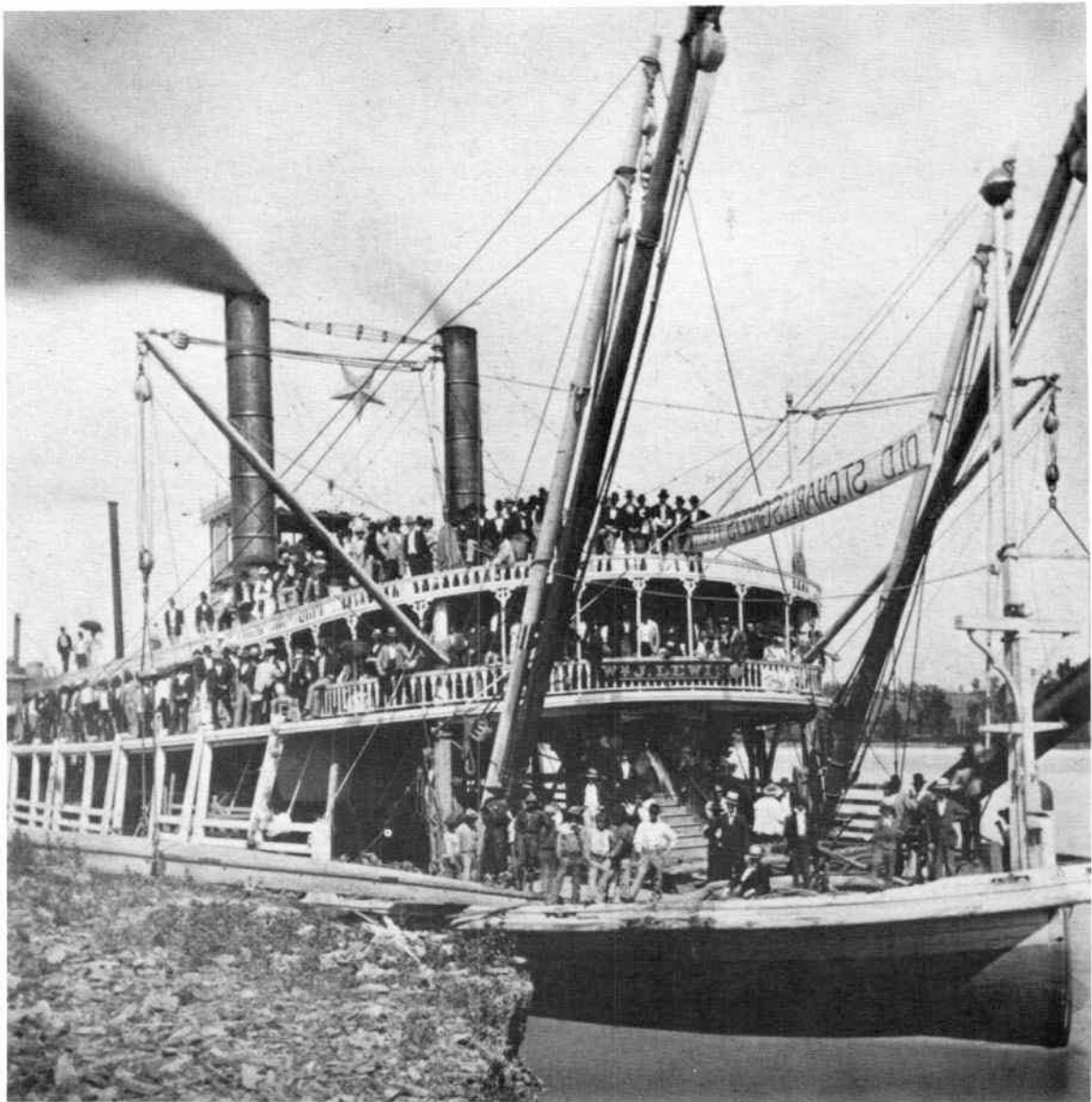
Tom Kenny,
704 W. Lucerne Drive,
Lafayette, Colo. 80026

M I G H T Y R I V E R

As I stand along the railing on the stately DELTA QUEEN
I gaze upon a timeless, and ever-changing scene--
It's the Mississippi levee, holding strong against the day
That spring rains cause the waters to wash the soil away--
And beyond that mighty levee, plantation houses rise
Standin' white and stately 'gainst sleepy summer skies.
While fields of cotton whiten in the heat of mid-day's sun,
And sugar cane is harvested before the summer's done.
Go on, you mighty river, roll on towards the sea
Bearing with you secrets, of the days that used to be;
When live-oak-lined avenues led to every grand estate,
And plantations were the life's blood of every Southern State!
Now, in my imagination, I still can feel the pain
Felt by those valiant soldiers who will never breathe again.
As vapors rise o'er waters, in misty puffs of grey--
I pause in contemplation, and then slowly turn away.

-Docia Williams

Docia Williams, a passenger on the DELTA QUEEN, submitted and read her "Mighty River" to her fellow passengers. During a Commodore's dinner held aboard on May 1st, 1986, the poem was presented by social hostess Irene Atman, followed by generous applause. Commodore Harold DeMarrero provided this copy for the benefit of our readers.



RUTH FERRIS's collection has turned up this lively portrait of the side-wheel WM. J. LEWIS taken on the Missouri River at St. Charles, Mo. This enlargement comes to us from Ralph DuPae with no date or particulars. It is reproduced from a stereoscopic slide made by R. Goebel of that place. The banner flung aloft with the words reversed reads OLD ST. CHARLES GREET'S TOURISTS. Another view of the LEWIS in our collection reveals that three upper rings and fancy tops have been removed from the stacks due, no doubt, to a bridge problem. Our files lack her hull size, but she's a fair sized packet for Missouri River service and according to Capt. Bill Heckmann she's one of the very few which racked up two round trips St. Louis-Fort Benton in one year. She was

built at Metropolis, Ill. in 1866 (Way #5817) and was lost at Grand Tower, Ill. on April 3, 1873 enroute from St. Louis to Red River with a heavy cargo. The swinging stages indicate that the above picture was taken after 1870, likely 1871 or 1872, when swinging stages were first being adopted. Her spars and derricks certainly look massive, tilted forward ready for action. There is a crudely painted small sign attached to the boiler deck railing to the port side of her nameboard--looks like the figure 251, perhaps the number of "tourists" aboard. We get all hopped up over such a scene as this one; clear and sharp, and utter silence as to what it's all about. It's probably too late in time for anybody to furnish pertinent facts of the occasion. No doubt it WAS an occasion.

The JESSE P. HUGHES Diaries
The Year of 1898
by C. W. Stoll

Although 1898 started out with the 21-year-old Jesse running either as steersman or watch-standing pilot on the H. K. BEDFORD, the first notable eye-catcher in the 1898 diary is a large rubber stamp imprint, the letters about 3/4" high, reading "STR. ARGAND," with smaller, conventional freight bill-type rubber stamp imprints below it in both the front and back covers of this small, approximately 3" x 7" diary.

The ARGAND had a significant impact in Greene Line history--the first boat they built, their first major expansion; but she has not made too many waves in the long-term historical perspective. From Jesse's records, however, she appears to have been faster and a lighter draft carrier than the H. K. BEDFORD which gets more notoriety. But from these pages it is obvious that Jesse takes pride in his boat. However, photographs or memorabilia of the ARGAND are in relatively sparse supply.

Jesse spent a good bit of 1898 on the ARGAND. The year was far from routine; a new boat, the GREENWOOD, comes on the scene; the Greene Line makes a short stand in the Zanesville trade on the Muskingum River, and Jesse makes another low water season out of Cincinnati, this time on the ARGAND. There was one rather significant rumor announced, apparently not substantiated, at least not in the diary. But back to the H. K. BEDFORD on her first trip up the Kanawha in January as far as Coalburg on January 3rd. They found the second and third pool frozen over, and the BEDFORD broke up the ice on her way out of the river. Some of the crew got off at Gallipolis, and when the boat got to Parkersburg she was put on the docks on Jan. 5th. The ARGAND was laid up in the mouth of the Muskingum, but the QUEEN CITY and VIRGINIA continued to run. Jesse had gone home but the ice was about all gone by Jan. 8th, and when the ARGAND came up the river on the 10th, Jesse went on her in place of Capt. Brookhart who had joined the new URANIA in

making her first upstream trip on Jan. 12th.

The H. K. BEDFORD came off the Parkersburg docks on Jan. 19th and resumed her trade--Pittsburgh-Charleston--and the same day the ARGAND, in the Wheeling-Parkersburg trade, dropped down to Reedsville to pick up 600 sacks of corn. A week later the parade of Pittsburgh coal boats had started and the ARK hit the Bellaire bridge pier and sank three barges. Ice again interrupted the ARGAND on Feb. 2nd, and she laid up in the mouth of the Muskingum while the BEDFORD continued to run, and Jesse rode up on her to spend a few days at home at Raven Rock until the ARGAND came out again on the 10th, at which time Mrs. Greene assumed command as Frank Wilkins was off for a couple of days. Jesse noted that he took the ARGAND up behind Middle Island, and the boat was making several trips above Wheeling to Martins Ferry.

They met the new HARRY BROWN on March 1st returning from her maiden trip. The spring rains began. Heavy downpours in the third week of March brought the upper Ohio into flood. By March 23rd Clarington and New Martinsville were flooded and, by the 26th, Jesse reports that the ARGAND had been shot at by residents at Clarington, Benwood, West Wheeling, Moundsville and Cochranville. Wave action from passing boats often caused damage and loss to buildings and property. The river reached 44.7 feet at Wheeling. Marietta was badly flooded and boats were seeking haven--the QUEEN CITY and URANIA above the Parkersburg bridge.

The BEDFORD started April off by breaking a crosshead and cylinder head at St. Marys, and proceeded on one engine. The ARGAND caught her, and Jesse went over on the BEDFORD as she went down the river as far as Syracuse where she took coal and returned up the river to complete repairs. When they got to Parkersburg Jesse got back over on the ARGAND; but the BEDFORD's recovery was interrupted when she broke a pitman strap on April 16th. Other activities in April included a special trip the Sunday after Easter when the ARGAND towed a flat of lumber to Williamstown, the entry of the WILL J.

CUMMINS in the Pittsburgh-Cincinnati trade, and the outbreak of the Spanish-American war on the 20th, and the sinking of several Spanish vessels in a big naval battle on the 24th.

The big Anchor Line steamer CITY OF NEW ORLEANS was observed lying at the Knox Boat Yard at Harmar on May 15th. She had been crossed out, sold to Capt. Dana Scott of Marietta. M. G. Knox was building a new hull 290 x 48 x 6 1/2 feet for the boat. Later she was to emerge as the CITY OF PITTSBURG. Two weeks later the ARGAND took an excursion from Parkersburg to the head of Marietta Island, meeting the new side-wheel packet ZANETTA on her trial trip.

June 7th - "My 22nd birthday." The low water season was setting in--the gage at Marietta was 4 1/2 feet, and the ELOISE (formerly the light draft towboat ELIZA H.) entered the Sistersville-Wheeling daily trade. The VIRGINIA was reported aground at Merrill on the 29th and the H. K. BEDFORD was trying to get her off. The ARGAND made three round trips from Parkersburg to Blennerhassett Island carrying spectators to a ball game between Parkersburg and Clarksburg teams. On June 23rd Jesse got off for a week to visit Grandma Louderback, to whom he was very close. She apparently was ailing and had just passed her 77th birthday. His visit was well timed for he reports on Sept. 19 that she died in her 78th year and was buried at Rea's Run on Sept. 22nd.

The ARGAND left Parkersburg at 9:00 a.m. Sunday, July 3rd with an excursion to Sistersville, returning at 11:30 p.m. Jesse reported that it was "Hot, Hot, Hot, Hot." A week later she ran an excursion to Ravenswood, leaving Parkersburg at 1:20 p.m., arriving at Ravenswood at 6; then starting back at 7 p.m. and returning to Parkersburg at 2 a.m. Meanwhile the river was dropping toward the critical point; the BEN HUR laid up, the QUEEN CITY could not make it over the Sisters and the URANIA returned to Bay Line headquarters at Ironton. Sandy River batwings again made their appearance on the Upper Ohio and on July 14th with the river stage 21" at Wheeling, when the ARGAND got stuck opposite

Matamoras, the MAXIE YOST pulled her free. The following day even the T. N. BARNSDALL laid up for low water and the ELOISE took her place. The RUTH and the LEROY laid up and the BEDFORD, which had been laid up at Gallipolis, departed for Cincinnati to run under charter as a low water packet in the Maysville trade. Mild rains relieved the situation somewhat and some boats resumed their trades, but the ARGAND, despite frequent rubbing in the close places, managed to keep running approximately on schedule and on Sunday July 24th, laying over as usual at Parkersburg, Jesse observed the new AVALON on her maiden trip.

At this juncture a careful reading of the diary may cause some surprise to those familiar with Capt'n Jess's penchant for minute detail and intense interest in all marine matters he observed at close proximity. In the afterpages of the diary, where he made notations of happenings in the river world outside his area of contact, appears this entry: "July 28 - Str. H. K. BEDFORD reported to be sold to Capt. Henry Kraft and Charles Frantz and to run in place of the ARGAND. Consideration \$5,500.00." Nowhere else in the daily entries is there any mention of the sale and, as will be seen, the BEDFORD is further involved in Greene Line activities of 1898. The only clues, to this reader at least, are the gradual disappearance of mention of the BEDFORD's activities, and the fact that Capt. Greene's comings and goings "on business" appear to be more frequent. (Ed. Note- U.S. Customs at Wheeling record the sale of the BEDFORD in Oct. 1898 to Henry R. Kraft, Charles Frantz and C. Augustus Frantz, equal shares.)

The second item of major surprise appears under date of Aug. 27th - "GREENWOOD left Parkersburg at 9:30 p.m. in tow of BEDFORD." Now here was the first "big" boat that Capt. Greene owned, under construction at Parkersburg Docks where Jesse saw her three times a week and where the ARGAND laid over every week-end, and not until she was towed away to receive her machinery was she ever mentioned. Perhaps Jesse saw her so often he just took the new boat for granted and stuck to his daily activities.

It would be interesting to

see the terms of the sale of the BEDFORD, particularly as to the timetable of possession, etc. in terms of future developments. (Ed. Note: See above.) Jesse notes that on Sept. 9th the ARGAND was behind schedule because of fog and low water and traded trades with the BEDFORD and headed for Charleston, rubbing at 5 Mile. Other events in August mentioned by Jesse included an expedition of four couples, including Capt. Frank Wilkins, to a camp meeting at Coolville, arriving there probably by rented buggy at 11 a.m. and starting back at 11 p.m., returning to Parkersburg at 2 a.m. The boat left at 4 a.m., but Jesse notes "had quite a good time." The BEDFORD returned from her low water charter at Cincinnati, the VOYAGER hit the Parkersburg bridge in fog and sank 6 barges, returning on Aug. 21st with a digger to get the coal out of the sunken barges. Jesse's friend Capt. Lee Anshutz, mentioned in earlier diaries, died Aug. 31st.

Low water again plagued the ARGAND and on Sept. 16th she could not get over Wallory Bar and dropped back to Freedom, Pa. to reship her freight and passengers by rail. Five days later upbound at Letart Falls Jesse reported "trouble" and the usage of a navigation practice now forgotten on the Ohio River "had to warp through." The next day at 4 a.m. she stuck on the outside bar at Newberry Island and did not get off until 6 p.m. with the river about 2' at Mustapha. Two days later on Sept. 24th the river stage at Wheeling was only 19" and once again river transportation at that important port was being maintained by Big Sandy River side-wheel bat wings. The ALEX YOST, SIP BAYES and GUYANDOTTE were maintaining Wheeling traffic.

Another significant chapter began on Sept. 25th when the ARGAND, coming down from Wheeling, picked up Capt. Gordon C. Greene at Newport, left Parkersburg at noon and ran down to Pomeroy, arriving at midnight. Leaving at 5 a.m. they passed Point Pleasant at 7 a.m., Crown City at noon, took coal at Ashland and tied up outside the new GREENWOOD at 9 a.m. at Portsmouth. Another well-known bat wing, THEALKA, running in the "Mail Line

trades" in low water, passed down. The next day the ARGAND crew turned to scrubbing and painting the new GREENWOOD and the following day they did the same on their own boat.

The chimneys were raised on the GREENWOOD on Sept. 29th, and the H. K. BEDFORD went by, running in the Cincinnati-Pomeroy trade. On Oct. 2nd the ARGAND left Portsmouth at 5 a.m. for Cincinnati to enter the same trade in place of the HENRY M. STANLEY which was switched to the Madison trade, while the BOSTONA could still make it to Louisville. But the going was anything but easy: on Oct. 4th it took her three hours to get over Bonanza Bar where both the CHEVALIER and KANAWHA were stuck, the latter having been there 18 hours. But the ARGAND got to Pomeroy the next day and returned to Gallipolis by midnight with the river 2.4' at Point Pleasant. She made another trip up to Hartford City and returned to Pomeroy to lay up for the night.

Jesse got off the ARGAND on to the GREENWOOD on Oct. 12th to do some lettering and next day the Gallipolis inspectors arrived at 2 p.m. to inspect the new vessel. On Oct. 17th Jesse officially became a member of the GREENWOOD's crew and they started down for Cincinnati to become a part of the low water fleet. But, in his own words, "I hit a log at mouth of Scioto and nearly sunk her. Laid there and built a bulkhead." That night "pumped GREENWOOD out and went back and laid up at Portsmouth till 8 a.m., then started for Parkersburg docks." (This writer has heard this story first-hand from Capt. Jesse and Capt. Mary B. Greene, who stated they built this new boat and sold the boat she was built to replace--H. K. BEDFORD--sank the new boat (nearly) and chartered the boat they had just sold right back to keep their business running.) Jesse adds that the day the bulkheaded GREENWOOD started up the river to be repaired, the ARGAND was chartered to the Government, but no further explanation. Damage to the GREENWOOD was apparently light as she went on the Parkersburg docks the forenoon of Oct. 20th and came off at 6 the next day. On Saturday Oct. 22nd she went up to Marietta and departed from that

city at 5 p.m. on her maiden trip for Charleston where she arrived at 11 p.m. the next day with the Kanawha River "high and full of drift." What a contrast in river stages in less than a week! By the 24th the Ohio was 22 feet at Point Pleasant and the coal towboats were coming down from Pittsburgh.

Jesse got off the GREENWOOD when she got to Marietta on that maiden trip and took the overnight train to Cincinnati where the ARGAND was laid up at the Marine Ways. They raised steam and left the Big Sandy wharfboat at 10:30 p.m. and laid up for the balance of the night at Ripley, and the following night at Ashland, meeting the GREENWOOD above Gallipolis. She went up to Newport and laid up on Nov. 1st and the crew turned to, scrubbing and painting all week. On Sunday they all went to church and had dinner at June Greenwood's (Mrs. Greenwood - Aunt Carrie - was Capt. Gordon's sister).

And now another adventure which came as surprising news, as none of the river historians I have talked with had ever heard of it before. The ARGAND crew finished painting on Nov. 9th. They raised steam and at 1:30 p.m. left Newport for Marietta. The GREENWOOD arrived at 4 p.m. and, with Aaron McLaughlin as pilot, started up the Muskingum River for Zanesville. They laid up at Coal Run coal works and departed the next morning at 5 and, after locking up through the double-step locks (No. 10) she arrived at Zanesville at 5:30, lying in the canal all night with a downstream departure at 9 a.m. She was near McConnellsville (Lock 8) at noon, below Beverly at 6 p.m., and laid up for the night in the Lowell canal. Departing at 7 a.m., she was back in the Ohio by 9, and departed Marietta at 9:30 for Pittsburgh where she arrived at 6:30 Sunday evening, Nov. 13th. She lay at the wharf between the Patterson and Henderson wharfboats, and departed on her second Muskingum River trip Tuesday Nov. 15th at 4 p.m., arriving at Marietta at 3 p.m. on Wednesday. Starting up the Muskingum at 4 p.m. she ran all the way to Lock 6 at Stockport before tying up for the night. Fog held her there until 8 a.m., and she arrived at Zanesville at 3 p.m. after

meeting both the ZANETTA and VALLEY GEM below Locks 10. To most of us whose acquaintance with the verdant valley of the Muskingum has been made from the comfort of a passenger automobile, or expeditions to the various locks, this log gives some idea of the sort of schedule a speedy packet could make on the 90-mile stretch between Marietta and Zanesville with (originally) 11 locks to negotiate. On the return to Pittsburgh the ARGAND met the disabled BEN HUR "which had a mishap to her mud drum" at Sistersville. The ARGAND completed this Pittsburgh trip which apparently was the end of the Greene Line's activity on that stream. Jesse noted "The Bays and the BEN HUR people are in a fuss over the URANIA and ARGAND. The BEN HUR is advertised for Charleston tomorrow." This, however, did not transpire, as Jesse reported that she left for Parkersburg on Tuesday 22nd, and the ARGAND laid up in the mouth of the Muskingum River. (Ed. Note: The sharp eye of Muskingum River historian Clyde K. Swift caught the fact that the ARGAND made these two Zanesville trips in 1898, Capt. F. H. Wilkins in command. The notation appears in J. Mack Gamble's book "Steamboats On the Muskingum," page 140.)

These 98 years later it is unclear (to these eyes at least) where and how the ARGAND and the Greene Line were involved in the dispute, unless it involved transshipping of freight. Capt. Fred Hornbrook alluded to this dispute in his fascinating memoirs appearing in the June '86 S&D REFLECTOR, but nowhere was the Greene Line mentioned. In the notes Jesse customarily made in the back of his diaries he states under date of Nov. 28th "Str. ARGAND was withdrawn from the Pittsburgh-Zanesville trade on the agreement between Capts. Greene and Bay to withdraw the URANIA from the Kanawha River trade." Suffice it to say the day the ARGAND was laid up Jesse got right on the GREENWOOD as cub pilot. Capt. Greene left for Cincinnati on Nov. 28th and the next day Jesse reports that boat chartered and on her way to Evansville. Capt. Greene returned on Dec. 2nd.

Another new experience came when Jesse got off the GREENWOOD on Dec. 7th at Marietta,

took the train, and overtook the towboat ADELLE at Clarington. Apparently they were short a pilot. Jesse reports changing watches at Little Grave Creek at 11 p.m. and coaled at Belmont in the wee hours of the morning. They encountered heavy ice above Wheeling and Jesse reported it was "colder than Greenland." They delivered their tow at 1 p.m. Dec. 9th and started back down the river with a flat of slack (coal) which they promptly sank when they ran over a sunken barge in the Trap. They returned to Parkersburg on Dec. 10th at 6 p.m. and laid up. The GREENWOOD came down at 7 in the morning and Jesse got on as pilot in place of Henry Ollom and they went to Kanawha River where they encountered extreme cold and were forced to lay up two mornings in a row for "frost fog." After 6 below on Dec. 14th it got up to 1 above on the 15th, and boats were laying up. The river gorged and Jesse took the 9:42 train from Point Pleasant to Raven Rock for a visit home. The gorge broke about 8 p.m. on the 20th. Jesse rejoined the GREENWOOD at Parkersburg on the 21st, again in place of Henry Ollom, standing his own pilot watch. Between ice and fog they got all off schedule.

Christmas Day found the GREENWOOD heading up the Kanawha with the stage 28' at Point Pleasant, sending backwater all the way to Red House. Returning up the Ohio they met the new packet SUN on the 28th. The year ended coming down the Ohio, having left Wheeling at 7:30 a.m. They were at Sistersville at noon and got into a bad snow storm at Marietta, causing them to lay up for two hours at Argand refinery. Jesse went off watch at 11 p.m. at Parkersburg with the notation "cold and snowing hard." However, the weather permitted them to keep running, even through the month of January 1899, without interruption.

In his 1898 diary Jesse recorded items of river news:

Jan. 6: The BUCKEYE STATE "busted" a cylinder above Evansville.

Jan. 8: The towboat PERCY KELSEY of the W. H. Brown Sons fleet downbound with a loaded tow blew up at Glenfield, Pa. The pilot, Capt. Milton A. Wood, of Allegheny; the second

engineer--off watch--Thomas Flynn of Hockingport, and four others were killed--boat a total loss. Several boats have collided with the wreck; coalboats and barges have been sunk.

Jan. 10: The towboat VENUS, which the previous May had towed the ARGAND into Marietta after she had run through herself at Maplewood Park, was sunk at Marietta, a total loss, and will be wrecked.

Jan. 26: The towboat ARK of the Marmet fleet hit the right-hand span of the Bellaire bridge and sank three barges. Pilots were David Keller and Larry Mahaffey.

Feb. 15: U.S. cruiser MAINE blown up in Havana harbor, 253 men lost. Vessel lies nearly submerged. Spanish treachery is suspected.

Feb. 15: Towboat TOM REES NO. 2 of McKinley Coal Co. hit the bank at Deadman Island and sunk four barges. New towboat HARRY BROWN recently completed at Marietta is on her maiden trip with 17 barges of coal.

March 4: Towboat WM. ERNST sank in Kanawha River near Brownstown, valued at \$15,000 and insured for \$9,000 by Neare & Co. of Cincinnati.

March 22: KEYSTONE STATE laid up at Pittsburgh with a cracked shaft.

March 22: Capt. W. E. Roe bought the towboat ELIZA H. for \$2,600 to run in the packet trade from Marietta to St. Marys. Left Wheeling on March 4th on her way down.

Apr. 2: Str. OUIDA recently bought by Capt. Jason Curtis of Belleville, W. Va. is running from Pittsburgh to Monongahela City in charge of Capt. Leonidas Drake.

Apr. 8: Str. ROB ROY owned by Capt. Mike Duffy of Marietta was sold in exchange to Capt. George Edgington of Augusta for the WM. DUFFEY which was completed last summer.

Apr. 8: The towboat D. T. WATSON sold to Pittsburgh parties, and the TWILIGHT is sunk in the pools.

Apr. 16: Roscoe Gamble, son of J. Mack Gamble, died of typhoid fever in Marietta.

May 10: Towboat BOB BALLARD owned by Richardson and Kraft of Belpre is sold to the Ashland Transfer Co. and will tow the transfer barge at that place.

May 15: The condemned Anchor Line steamer CITY OF NEW ORLEANS was bought by

Capt. Dana Scott of Marietta, and is now at Harmar where M. G. Knox is building a new hull for her. 290 x 48 x 6½.

June 25: Str. WM. DUFFEY running between Waverly and Marietta was caught by wind with an excursion on board and partly upset, drowning three. The wind also caused considerable damage in the city.

Apr. 21: Hostilities broke out between the U. S. Government and Spain by the capture of the BUENA VENTURA by the gunboat NASHVILLE off the coast of Florida. The first naval battle took place at Manilla May 1 between the American fleet and the Spanish fleet and forts on shore, resulting in an American victory.

July 3: Cervera's Spanish squadron consisting of six vessels was destroyed by the American fleet under Sampson and Schley at Santiago de Cuba.

July 28: Str. H. K. BEDFORD reported to be sold to Capt. Henry Kraft and Charles Frantz, and to run in place of the ARGAND (Wheeling-Parkesburg) for a consideration of \$5,500. (Nothing in the text to substantiate this).

Aug. 12: Hostilities between the U.S. and Spain suspended with the signing of a protocol at Washington.

Aug. 30: Towboat GEO. WOOD owned by the Bay Brothers of Ironton burned near there.

Oct. 23: Towboat RESCUE owned by Jutte & Co. blew up on the Monongahela River.

Nov. 17: Str. AVALON collided in the fog with the GREENWOOD above Pipe Creek doing considerable damage to both boats. G. C. Greene vs. Asa Booth.

Dec. 2: White Collar Line steamer JOHN K. SPEED which has been sunk on the lower Mississippi is raised and on her way to the docks.

Dec. 9 Towboat ADVANCE sunk up Monongahela River above Lock #1.

Dec. 21: Str. SUN, recently completed, came out in the Gallipolis and Marietta trade in command of Capt. John Summers.

Fred Rutter, browsing in a used furniture store in Columbus, O. spied a framed 8x10 photo of the T. M. BAYNE moored at a bank landing, packed to the rafters with excursionists, to and including the pilothouse. He sent us a couple

of stats to find out if we'd ever seen this. Answer is no. The old print is badly faded but all of the details are sharp. Yes, Fred bought it, and that's sort of a story, too. They wanted \$40 for it, touting it as an old tin-type. Fred pointed out that it was a photograph on paper and anyhow he was primarily interested in acquiring the frame. The price, after a consultation, came down to \$30. Fred offered \$25 and got it. "If Ralph DuPae wishes to copy it, fine and dandy," writes Fred. In which case it will show up in the REFLECTOR one of these issues.

DQ STEAMBOAT'S BOSS

In an April issue this year, the Chicago Tribune featured a story on Sam Zell, 44, majority stockholder of the Delta Queen Steamboat Company. The piece was written by David Elaner, staff writer, who makes no mention of the steamboat acquisition. Elaner's thumb-nail assessment of Mr. Zell:

"Clever is only one of many terms that apply to the Chicago-based Zell. Associates note that the 44-year-old entrepreneur is also unusually perceptive, fiercely competitive, and decidedly unconventional. Moreover he is often profane and an off-beat dresser and can be blunt to the point of rudeness when he feels it's to his advantage. But above all he is extremely wealthy--perhaps a billionaire--having built in the relatively short time of 15 years a real-estate and industrial-related empire with assets estimated at upwards of \$2 billion."

Sam Zell has taken short trips on the MISSISSIPPI QUEEN but, far as we can learn, has not ridden the DELTA QUEEN.

Welcome to the clan! Capt. Bertrand M. (Bert) Suarez, Jr. of New Orleans was granted his #1,1 license as master of steam and motor vessels of any gross tons upon rivers. He was examined at Memphis, the license signed by Lt. D. S. Grushey, USCG. Several weeks later, July 2nd, he procured endorsement as first class pilot, any gross tons, Miss. River Mile 87 to 106.1 AHP. Bert is master-pilot of the excursion vessel VOYAGEUR operating from the foot of Canal Street, N.O.



Snapped during the summer outing of the Middle Ohio River Chapter of S&D highlighted by a trip on the JULIA BELLE SWAIN, Peoria-Starved Rock, June 23-24. Photos thanks to Barbara Hameister, Blanchester, Ohio. ABOVE: Capt. Dennis Trone of the J.B.S. seated with his daughter Amanda who holds her daughter Elizabeth. BELOW: MOR members gathered around the Schenk's van (notice the JULIA BELLE SWAIN painted on the tire cover). From the left: Cori Reade, Barbara Hameister, David Schenk, Jack Custer, C. W. Stoll, Lucy Stoll, Ann Zeiger. Seated are Jim Schenk, Sandie Miller and Fred Rutter.



LOSS OF PRIDE OF
BALTIMORE COMES AS SHOCK



by Roddy Hammett

The PRIDE OF BALTIMORE came up the Mississippi River about five years ago and spent a few days at the Toulouse Street wharf at New Orleans. Her loss carries poignant meaning with NATCHEZ and COTTON BLOSSOM crews. The BALTIMORE's crew was amiable. Visits aboard the clipper schooner were frequent, and her crew made frequent trips on the NATCHEZ.

The PRIDE OF BALTIMORE was built in 1976 in the old manner, using several types of wood and iron fittings. The crew frequently mentioned that the ship's keel was fashioned of lignum vitae, over a thousand years old. (Ed. note:- a tropical American tree with very heavy wood. A section of the stem of the J. M. WHITE [3rd] taken from the wreck and in our possession proves to have been shaped of such durable wood). Frames were of santa maria (Guatemalen wood equivalent in weight to white oak but more rot resistant), hull planking and decks were of pitch pine, and the spars were adzed from Douglas fir. She carried just a little under 10,000 square feet of cotton sails. Hammocks below decks were the sleeping space for her 12-man crew which, I would add, comprised a dedicated lot. Cooking was done on a brick oven designed after an oven found under water in Penobscot Bay. Concessions to the 20th century: an 85 hp. diesel engine and a forward watertight bulkhead.

The ship was in beautiful condition and the crew were always doing little odd jobs.

She left Baltimore on her maiden voyage May 1, 1977, going to Bermuda. Two months before, during construction, a silver dollar was placed under

her main mast for good luck.

The silver dollar was not enough. Roddy's lament stems from the result of a freak windstorm the PRIDE OF BALTIMORE encountered in the Atlantic Ocean 300 miles north of Puerto Rico in mid-May while enroute from St. John in the Virgin Islands to Chesapeake Bay. She was due to accompany the "tall ships" into New York Harbor on the Fourth of July. When she foundered the crew had to spend six hours repairing a damaged life raft. Four days later the survivors were picked up by a Norwegian tanker, TORO. Score: Eight survivors, four missing. One of the missing was the ship's master, Capt. Armed E. Eissesser.

The lost clipper was built by the city of Baltimore as a "sailing ambassador" to promote that city and the state of Maryland. When not at sea the PRIDE OF BALTIMORE usually was docked in Baltimore's Inner Harbor along with the CONSTELLATION, sister ship to the CONSTITUTION; a WW2 submarine; a Chesapeake Bay



Taken on board the PRIDE OF BALTIMORE when she was berthed at New Orleans several years ago. The tow-headed young sailor is polishing the brass frame of a deck light. The NATCHEZ appears just over his head with the COTTON BLOSSOM moored outside. -Thanks to Roddy Hemmett for the picture.

skipjack; a New England ferryboat and a black Venetian gondola. The PRIDE was the only seaworthy vessel among them. She had just come back from a one-year tour of Europe when she went down.

Mention of the "bat-wing" packet FAVORITE in the Hornbrook story (June issue) has brought to our desk a page from "Rural Kentuckian" dated Jan. 1986. Mrs. Wanda J. Spurlock Frushell, 1024 N. Uhrich St., Uhrichville, O. 44683, writes to say her grandfather was William Henry "Packie" Spurlock and her great-grandfather Francis Marion Spurlock, and both boated on the Big Sandy and Ohio rivers. The FAVORITE (Way #2024), built at South Point, O. in 1870, ran Catlettsburg-Pikeville, Capt. F. M. Spurlock. Capt. Fred Hornbrook had the boat under charter in the summer of 1895, running Wheeling-Matamoras.



RODDY HAMMETT sent us the above picture taken this past April in New Orleans. Before reading his letter which accompanied it we puzzled over the thing while eating lunch, trying to guess what this thing was. A gymnasium boat club? A government quarter boat? A floating office occupied by a marine firm? Knowing Roddy it even crossed our mind it perhaps might be an up-to-date version of the "Monster Whale Barge" which once visited at St. Marys, West Va. We could sense the odor of formaldehyde in the humid air. After these false starts it dawned on us that the only sane approach was to read the directions in Roddy's letter, a conclusion which seems so simple and intelligent, but one which comes last, and

usually too late, like when we've stabbed a new box of pancake mix and then find it is equipped with a convenient open-and-close spout.

"I originally intended to use this picture as a Christmas card," says Roddy. "It shows the stern of the Mississippi River cruise liner NEW ORLEANS, taken while sunning herself at a local dock. I'm prompted to send it to the REFLECTOR after reading the letter on page 37 of the June issue written by Dr. Samuel W. Hardy. He wonders if a contest is going on among marine architects "to see who can produce a floating shoebox."

Your attention please as the U.S. Marine Corps Band now strikes up Semper Fidelis, and out.

OUR SPRINGFIELD BILL
SMITH AND WIFE MARGA
PUT ON A GOOD SHOW

by Jim Wallen

The colorful career of Capt. William Finley Smith who operated the Point Pleasant Dry Dock Company at the mouth of the Kanawha River in the days of wooden boats, was interestingly described in words and pictures by his grandson, S&D member William H. Smith, assisted by his wife, Marga, before the O-K Branch at the June 1st meeting in the Mason County Library in Point Pleasant. The Smiths are residents of Springfield, Ohio.

The Smiths' presentation, entitled "Some Hindsights in the History of the Smith Docks," consisted of a hundred slides of dock activities and some of the many boats that were repaired there, along with a wealth of interesting information provided in the commentary by Bill Smith.

After operating docks at Point Pleasant and then at Evansville, Ind., Capt. Smith went to Pittsburgh and then returned to Point Pleasant in 1909, bringing with him the world's largest inland dry dock, which he had purchased from the Combine in Pittsburgh. By that time his river career was well under way and was to extend into the late 1930s.

Most of the larger steamboats that ran on the upper Ohio, along with an assortment of barges, dredges, digger boats, yachts, a light tender, and ferryboats, including a railroad transfer ferry, were repaired or completely rebuilt at the Smith docks, and many of these were shown in the slides that Bill showed.

Apparently Capt. Smith had close ties with the Pittsburgh Combine, for its boats and barges were often at the Smith docks.

It was in 1914 that the QUEEN CITY was let off the docks and her place was taken by the R. DUNBAR that had been brought up from the Cumberland River. The DUNBAR was so improved for service on the Ohio that The Waterways Journal said "she looked as pretty as a June bride." Four years later, the DUNBAR returned to the Smith docks for some further changes, and came out as the GENERAL

CROWDER.

At one time, in 1916, there were 24 barges and 18 coalboats awaiting repairs.

Like many another river enterprise, the Smith docks suffered great loss in the big ice of the winter 1917-1918. As the OTTO MARMET was swept down the Kanawha, it and the whole Smith plant were carried away. The mill boat, pump boat and one small towboat were lost at Dam 26, and the big dock finally



William Finley Smith

stopped at Fernbank, below Cincinnati, on a 39-foot ice gorge. It was five weeks before Capt. Smith knew what had happened to his dock, but in the meantime he had already gone to Pittsburgh and purchased four sectional docks and the old towboat PITTSBURGH for use as a mill boat. Shortly afterward, he purchased the sawmill boat RAY and used its equipment on the mill boat he made from the PITTSBURGH. It was four years before the big dock that had gone away with the ice was

returned and repaired and again put in operation.

Early in 1918, after the river had cleared of ice, Pittsburgh industrialist John W. Hubbard joined Capt. Smith in purchasing the Kanawha Dock Co. of Point Pleasant, and Capt. Smith was then managing two of the three drydock companies in Point Pleasant. He and Mr. Hubbard had previously been in partnership in connection with dock enterprises. Capt. Smith was a native of Pittsburgh.

Capt. Smith's docks remained active until the late 1930s, and he lived until 1943, dying at the age of 77.

The one boat named for Capt. Smith was the small sternwheeler W. F. SMITH, which he built in 1918, and which had a long and interesting career. The engines originated on the ANDY HATCHER in 1889 and were transferred to the SMITH from the sawmill boat RAY. In 1929 the SMITH was sold to Wheeling Steel, and her engines and pilothouse later went to the COP-R-LOY, long a familiar sight at the company's Portsmouth landing. The COP-R-LOY was later renamed DETROITER and was bought in 1961 by Capt. Harry White, under whose ownership she became the last steamboat on the Kanawha River. She was dismantled in 1969, and in 1975 the engines were purchased by Harold Wilmunder for his excursion boat ELIZABETH LOUISE, completed just last year on the Sacramento River in California. So those engines have a history of almost a century and are still working.

In the business session, all officers were reelected except for the position of clerk, to which Suellen Gunnoe of South Charleston was named. She replaces Herschel Burford, who was finally able to resign after having done an outstanding job in the office for many years.

Jerome Collins, who was reelected to the office of Captain, was unable to be present, being a patient in the Putnam County Health Care Center, Hurricane, West Va.

However, Jerome sent a message through Herschel Burford in which he expressed his appreciation "to Ralph DuPae for his work in collecting and sharing steamboat pictures, to Jim Swift for his many writings in The Waterways Journal, to Capt. Fred Way, Jr. for the great help he has been, and to

the officers and crew of the O-K Branch for their cooperation, with special thanks to those who have arranged and presented the programs."

(Ed. Note:- Jerome Collins died on June 12th. His obituary appears in this issue.)

Capt. Charles H. Stone, who had presided in the absence of Jerome Collins, announced that Capt. Francis Wright was recovering from an operation in the Putnam General Hospital, 1400 Hospital Drive, Hurricane, West Va. 25526. At the opening of the meeting the invocation was given by Jim Bupp.

In appreciation of the original organization meeting of the O-K Branch, which was held in their Huntington home, Mr. and Mrs. Wendell S. (Mary Burnside) Reynolds were made permanent active members of the O-K Branch and for them the attendance requirement of at least one quarterly meeting a year, was waived. They were also thanked for their donations of valuable materials relating to river history.

There was much interest in seeing the finely crafted, glass-enclosed case in which the silver water pitcher and cup donated by Mrs. Reynolds, will be displayed in the library building. The case was constructed by John Hilbert, to whom Jack Burdette said he would write a letter of appreciation. The pitcher and cup were originally presented to Mrs. Reynold's grandfather, Capt. Joe Burnside, for his relief work with the steamer THOMAS W. MEANS at Middleport, O. in the flood of 1884.

At the conclusion of the meeting there was enthusiastic applause for the interesting presentation given by Bill and Marga Smith.

Sirs: Seeing the picture of the OMAR on the cover of the June issue brings back memories. I went aboard as striker engineer during the winter of 1938-39. Mr. Marting, general manager of The Ohio River Company, permitted me to get in time for my engineer's license. Later I worked during vacations as fireman and striker.

Capt. Wilbur (Buck) Chapman was master; Bill Juller, chief, and "Big Rusty" Stout, mate. Practically the whole crew was

composed of Stouts from around Manchester, Ohio.

Captain Chapman one day chased a union organizer all over the tow at Cincinnati Sheet Metal landing. Union organizers weren't very popular those days.

The OMAR was easy to fire with two Hanna stokers. She was the flagship of the fleet and everything was kept shipshape and Bristol fashion. The engineroom was solid brass and polished steel and it all had to shine. Besides that, the OMAR was always loaded, sometimes with more than she could comfortably handle. It was not unusual to stand throttle watches all the way from Huntington to Cincinnati. We never left Huntington with less than 21 loads. One trip, upbound on an open river, we left Addyston with 28 empties. We met the G. W. McBRIDE tied up, broken down, with seven empties. We added the whole shebang to our tow for delivery in Huntington.

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

John Briley, manager of Ohio Historical Society's Marietta properties, is quoted in TIME Magazine's June 23rd issue recalling that "Jeffboat is the last major shipyard on a river that once boasted one in almost every town."

Jeffboat launched its last barge, #6402, and TIME ran a picture of the grain carrier hitting the drink. TIME called the occasion "the waning of the era of riverboat building, if not its end."

TIME's benediction was a bit premature. Even as the last barge was launched at Jeffboat, Ashland Oil announced its decision to build not one, but three, new 4,200 hp towboats at the Quality Shipyards, Houma, La.

Sirs: I sure have enjoyed the June issue, especially the picture of the REBECCA EVERINGHAM. Have often wondered if she really looked like the drawing in Bert Neville's Dictionary of Chattahoochee boats, page 77, and she checks out to the last detail.

I also found the article on the CREMONA interesting. Here is what Judge Fleetwood Foster had to say about her: "Capt. Andy

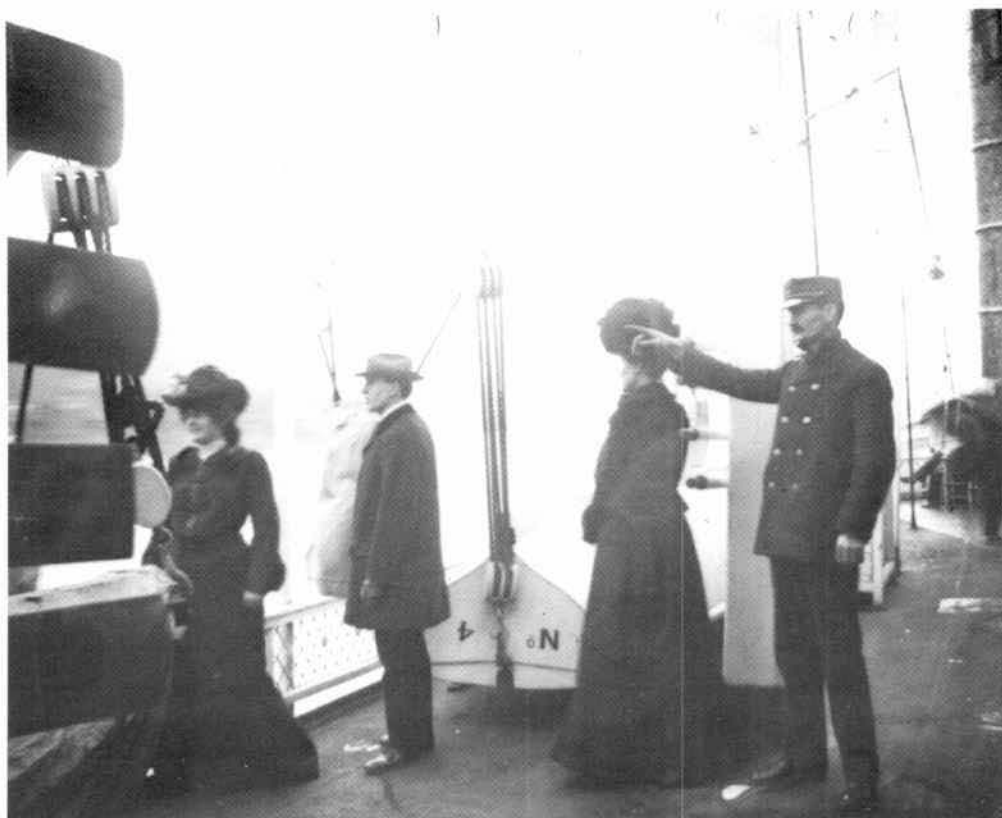
H. Johnson commanded and owned the good packet CREMONA, as substantial and economical a boat as ever turned a wheel. He was a great lover of the violin, though not a performer, and when on his way to the west to have the keel laid for the CREMONA, he was an interested listener to a violin being played by someone in the cabin of a Mississippi steamer, and inquired where the fine instrument came from and, being told from Cremona, he decided then and there to call his new venture by that soft, sweet name."

Jim Hale,
Star Route, Box 2936,
Mulga, Alabama 35118

Sirs: The June issue is wonderful. I loved the Richard Hunster pictures. I was interested in the one of the BOSTONA (page 31) because of the church in the background. It's on River Road across from Southern Harbor. I don't know the denomination or name but I do know there was a wedding there and as the bridal party was coming down the steps the AVALON was passing by. Doc Hawley limbered up the calliope and played "I'll be Glad when You're Dead, You Rascal, You." Pictures of the CITY OF LOUISVILLE and CITY OF CINCINNATI wrecked on the wharf are plentiful but this one (page 32) is really something. I loved the Fred Hornbrook story--really a fascinating tale. Dr. Samuel Hardy said a mouthful in his letter--wow! In Jess Hughes' list of trips he mentions the June 12, 1959 trip to Pittsburgh. It was on that trip we first met and you autographed my steamboat skirt.

Dorothy Frye,
520 Probasco,
Cincinnati, Ohio 45220

The Francois LeBeau House, just below New Orleans and plainly visible from the river, was virtually destroyed by fire early this summer. The landmark, built in 1854 as a plantation-type private residence, had fallen upon hard times of late years. Unoccupied, it was torched by arsonists, so say the firemen of St. Bernard Parish. "The wooden building was like a tinderbox," said one Fire Department official.



This fashion-plate illustrates tourists a la 1901, plus a boat's officer rigged in brass-buttons and uniform cap. The round trip between Pittsburgh and Cincinnati, including meals and berth, was \$14--a full week--aboard the QUEEN CITY or VIRGINIA. The less pretentious KEYSTONE STATE of the Line charged \$12. Such photographs of people aboard steamboats are relatively rare, and never fail to excite the interest of this editor.

ANNIVERSARY BOOK

The DELTA QUEEN Saga Updated in High Style

The old silent film classic, "The Perils of Pauline," a weekly serial in nickelodeon days, each segment ending in a cliff-hanger, is constantly recalled by the author of "The Legend of the DELTA QUEEN."

The new book celebrating the 60th anniversary of the world's most popular steamboat was assigned to photojournalist and author Bern Keating of Greenville, Miss. The Delta Queen Steamboat Company picked up the tab. The end result, produced in almost nothing flat, is accurate and interesting. Keating garnered most of his story first-hand, interviewing many of the participants from west to east. One wonders what with all of his air travel and taxi rides how he found the time to assemble the text. Part of the answer lies in hitting hard at the high spots, witness the fact that the 8½ by 11 inch pages are numbered 1-62, many of these devoted to high-quality pictures.

Patti Young, DQ Steamboat's popular PR director, has

supplied us with directions for ordering. The hardbound copies are priced \$17.95, and there is a soft-cover version at \$10. Each order, regardless of the number of copies ordered, requires an additional \$1.75 to cover shipping. Louisiana residents must add 9% sales tax. Address orders to:

Delta Queen Steamboat Co.,
ATTN: Gift Shop,
#30 Robin Street,
New Orleans, La. 70130

Is the book worth ordering? Yes, it is. For those with a growing library of DQ affairs it is a must. Random gems of hitherto neglected episodes pop up unexpectedly. The "Perils of Pauline" aspects are restricted to the boat's transfer from California to New Orleans, and the triumphs over all but impossible odds brought about by the Safety-At-Sea legislation, both of which made of the DQ a household name the length and breadth of the land. President Jimmy Carter, wife Rosalynn, and daughter Amy climbed aboard at St. Paul in 1979 and rode to St. Louis. This event contributes almost the whole of a chapter.

The only technical detail we'll fuss about is when author Keating reports that the old Greene Line side-wheeler GREENLAND had but one smokestack, like the DQ. We'll forgive this blooper in view of the excellence of the book otherwise.

Sirs: Wish to express my great delight for the Capt. Fred Hornbrook career story in the June issue. A Hornbrook descendant is mayor of Sleepy Eye, Minn. and I am supplying him with a copy.

Herman Redloff,
3828 Courtois St.,
St. Louis, Mo. 63123

Sirs: I especially enjoyed the article on The Big Move accomplished by the ARTHUR HIDER in the June issue.

Cal Beneifeil was first assistant engineer on the HIDER and thought a lot of her.

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

The Waterways Journal over the years has flourished or suffered in direct proportion to the ups and downs of the industry it reports weekly in its columns. Like other trade publications it depends heavily on paid advertising, so much so that the front and back covers, inside and out, have been devoted to ads since the beginnings in the latter years of the 19th century. Through thick or thin (at one time, about 1916, there were less than 400 paid subscribers) it has gone into the mail whether blossoming with health or an almost pitiful victim of starvation. During the past several years much of the long-established advertising nourishment waned, withered and died away due to changing circumstances entirely beyond the control of the good ol' WJ. An unprecedented crisis: what to do?

Nelson Spencer, publisher, and crew hit upon the idea of running what they called the "Excursion Boat Special," released in the June 30th issue. This 44-pager attracted full-page color ads from Gateway Clipper-related excursions (in St. Louis, Pittsburgh, New York, and New Orleans), and the operators of the GENERAL JACKSON in Nashville. Other full pages were taken by NAPVO (National Association of Passenger Vessel Owners), DeJong & Lebet, Inc., naval architects at Jacksonville, Fla., and Pensacola's Patti Shipyard, Inc. which recently completed the gee-whiz MISSISSIPPI BELLE II.

Instead of harping on the CSX take-over of American Commercial Lines, the editorial announced the booming growth of the excursion boat industry and concluded with an admission and an invitation: "This excursion boat issue is far from complete, we know, but it does offer a relatively good look at the industry and serves as an invitation for operators to make The Waterways Journal a must on their list of reading material. We are interested in the excursion boat trade, and materials submitted to us by those so engaged will find its way into our pages."

The S&D REFLECTOR (named for the intergral part of a searchlight) was captivated by the ½-page ad from Carlisle & Finch, the Cincinnati searchlight manufacturer since 1894, and a consistent WJ advertiser over

the years) which headed their ad: "A rare combination of beauty and strength is available only from Carlisle & Finch! That's why designers, builders and operators of the world's finest excursion vessels need consider no other searchlights."

In 1925 first thing we did was put a Carlisle & Finch on the BETSY ANN, and then in 1956 another on the LADY GRACE. S&D adopted a searchlight (Carlisle & Finch, of course) as S&D's logo in 1939. It may take a 2.5KW xenon arc (130 million candlepower) for the WJ to search out new markets.

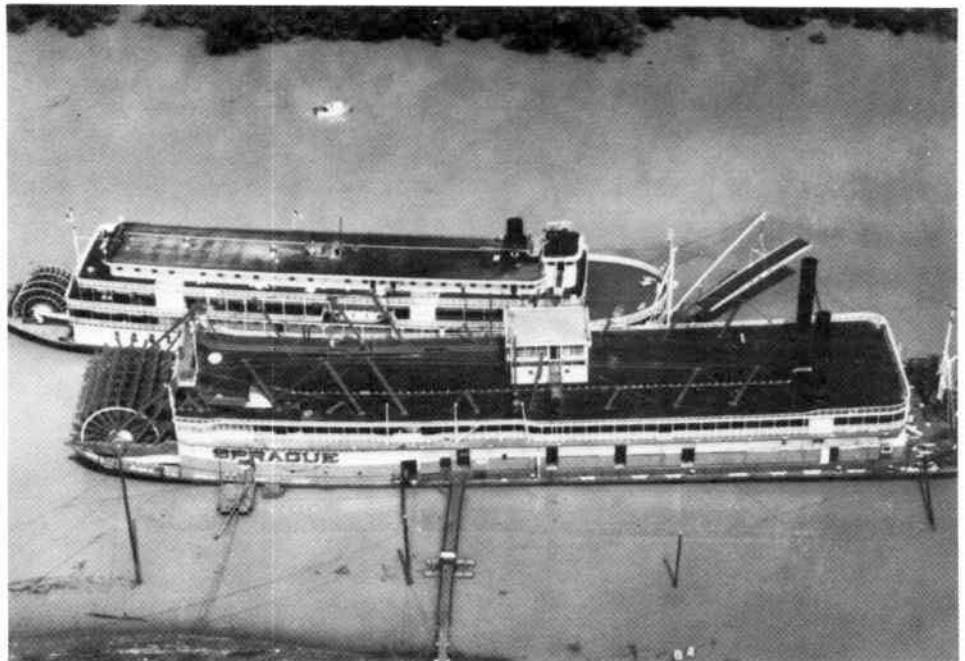
Plaudits for the June S&D REFLECTOR are included in a good letter from Keith Norrington. He liked the story of Capt. Fred Hornbrook, and "did a double-take" at the mention of Cedar Farm. Also the cover picture of the OMAR struck his fancy.

What's Keith been up to this summer? Sort of interesting.

Read on:

"I am spending the summer, part time, working for a friend who operates a pipe organ company in Louisville. This means visiting lots of churches in the area. I assist with tunings by sitting at the console and pulling stops, holding keys of the notes being tuned, keeping the records up to date, etc. When the task is accomplished I pull out all the stops and play a hymn. As a member of the Organ Historical Society this is an ideal way to see, photograph and play unique and historical instruments, including one imported from Italy. Another one served at the Temple of Religion at the New York World's Fair before ending up at St. Andrews Episcopal Church in Louisville."

This pipe organ addiction is not confined to Keith Norrington by a long shot. Should the trend continue we've been considering a regular column devoted to these S&D church-goers not there to listen to sermons.



THERE WAS NOT a great deal of difference in the length of the SPRAGUE and DELTA QUEEN. The picture comes to us from Keith Norrington, taken May 29, 1969 at Vicksburg. The hull of the SPRAGUE was 276 feet long, and Her Ladyship DQ's hull is 250 feet long. The hull width of the SPRAGUE was 61 feet, and DQ's is 58. Most striking difference was in comparing the paddlewheels; SPRAGUE's 40' x 40' when new; the DQ's 29' dia. by 18' bucket length. The weight of SPRAGUE's wheel including the cranks was 160 tons; the DQ's is 44 tons. Curiously, the horsepower of the SPRAGUE was listed in Lists of Merchant Vessels as 1,500, and that of the DQ is given as 2,000.

Dennis Brown, CBS Entertainment, a division of CBS Inc., Room 2965, 51 West 52nd St., New York 10019 has sent along to us a copy of the July issue of "St. Louis," a handsomely prepared 150-plus page magazine, issued monthly with an air of prosperity about it.

Dennis did a story on John Hartford, illustrated, titled "Rolling on the River" for this issue. His letter tells us that he interviewed John last year aboard the DELTA QUEEN on her inaugural Four Rivers cruise, St. Louis-Nashville. Although most of the text is fairly familiar to S&D readers, the author winds up with a dramatic incident in John Hartford's life not before (to our knowledge) in print.

"I had a cancer operation about three years ago," John told Dennis. "During that period between the time I found out I had cancer and the time I learned the extent of its seriousness, I didn't know if I had a week to live, or ten years. So I immediately asked myself if there was anything I wanted to do before I died.

"And I realized that if the doctor came in and told me I had six months left to live, I'd just go back out and do what I've been doing for the last couple of years. I'd just keep right on doing it up to the end."

Attracted to other pages of "St. Louis" we came upon a photograph of Mr. and Mrs. Russell K. Archibald--and derved if Mrs. A. sure looked familiar, and yes, she is the one and only Mrs. Leonor K. Sullivan, now remarried, who did yeoman's service in the U.S. Congress to preserve the future of the DELTA QUEEN when Her Ladyship was in deep trouble (a story of this crisis appears in this issue). What we had not realized heretofore is that Lenoir Sullivan pestered the Congress for 22 years to accomplish the Jefferson National Expansion Memorial on the St. Louis waterfront, keynoted by the celebrated Arch.

Mrs. Sullivan retired in 1977, and a few years later, the name of Wharf Street in St. Louis was changed to Leonor K. Sullivan Boulevard. The whole story is ably told by Margaret Sheppard, former reporter for the St. Louis Globe-Democrat.

A full-page ad titled THE

RIVERFRONT extolls eight featured attractions in the shadow of the Arch. 1) The Arch trams and where to park your car; 2) HUCK FINN and TOM SAWYER schedules; 3) GOLDENROD Showboat. John Auble offers a dinner-theatre adventure; 4) Laclede's Landing, a renovated 19th century neighborhood; LT. ROBERT E. LEE, steaks and seafood aboard; 6) M/v CITY OF ST LOUIS, towboat and river cafe; 7) The PRESIDENT, America's largest riverboat, big bands on all trips; 8) SPIRIT OF THE RIVER, three great restaurants, old-fashioned ice cream and candy, gift shop, game room and lounge. This ex-ADMIRAL.

PS: So where's McDonalds?

John Bickel of McGregor, Iowa, founder and national chairman of the National Rivers Hall of Fame, headquartered at Dubuque, writes Ye Ed as follows:

"Just to let you know, the first induction weekend was a flawless, total success. The seminar was of a quality to make you proud that you are an original founder. Many outstanding publications have given top coverage and reviews.

"The induction ceremony on that Saturday evening of May 3 was equal to that of top organizations of similar structure. The optimism and enthusiasm generated all this past year has put your organization right up at the top with the best.

"We are happy to say that about half of the founders have given impetus by requesting memberships. As you know this is not a requisite to your being a founder but it would be a wonderful way for our organization to show proof of total support if we could somehow reach a 100% membership level.

"You may have been considering this all along so with this thought in my own mind I just wanted to tell you what a super job has been done.

"Every founder is becoming increasingly important to us and we want to keep you posted. I do hope you will not only be impressed but proud of the entire situation at such an early point in time. We are already in a position many Halls of Fame have taken years to make the same progress.

"Your mutual confidence and concern are vital to the entire function and its future.

"Let us hear from you any time and often.

"With best wishes

John Bickel,
National Rivers Hall
of Fame,
P.O. Box 305,
Dubuque, Iowa 52004-0305

=A New Orleans harbor salute from S&D for your Inland Waters Maritime Preservation Conference this past May 2-4. Personal congrats to you, John, for the outstanding initial success of the high calibre show. What's the tab? and we will remit. -Ed.

A London post card here from our correspondent Allen K. Wisby who hails from Pasadena, Texas. His message: "Attending the 9th International tug convention. Go to Holland next week to check on their towing and barging traffic."

Under date of July 3rd we have been notified by Richard J. Greiwe, executive director of the Greater Cincinnati Bicentennial Commission, that a decorative pilothouse patterned from the QUEEN CITY will not be erected in Sawyer Point Park. The Central Riverfront Advisory Committee voted against the idea. S&D had volunteered to assist in the project.

"Proceedings of the Marine Safety Council," April 1986, takes a hard look at watertight doors required in hull compartments. Quote:

"On the evening of December 12, 1985, the river steamboat MISSISSIPPI QUEEN was involved in an accident about 70 miles up river from New Orleans. In the accident, the machinery space was holed, and it flooded within less than 10 minutes. At the time, 405 persons were on board. The MISSISSIPPI QUEEN is designed to withstand the flooding of a single compartment, but the machinery space is connected to an adjacent refrigeration machinery space by a watertight door. The preliminary investigation indicates this door was open at the time of the casualty. Fortunately, it was closed quickly by a crew member."

OVERALL ILL-HEALTH

The editorial in STEAMBOAT BILL's Spring '86 issue doesn't like what it sees in the saltwater cruise industry. We quote:

"Paradise Has It's Price...\$48 per day per person..."; "Book by Feb. 1, and lower the Panama Canal by \$600."; or "The Best Caribbean Cruises are Going for Hundreds of Dollars Less....Save \$300 or \$500." Large format advertisements offering inducements like these are appearing weekly in Sunday travel supplements. Such ads, while designed to attract passengers to fill empty berths, also serve as indicators for the overall ill-health of the cruise industry. The 1985-1986 season is obviously not going well.

Although this year's bookings were not helped by the adverse publicity surrounding the ACHILLE LAURO affair, the real culprits are overtonnage and a failure to develop the market. New ships were added to the cruise fleet as owners took advantage of favorable interest rates. Existing tonnage unwisely was not retired, with veterans being shifted to less demanding roles. Operators did nothing, other than to cut fares, to attract prospective passengers. These low rates damaged profits and encouraged a trend toward last minute bookings without adding any converts to cruising.

Many lines are now re-examining their overall position, with several not liking what they're discovering. Those operators who had flocked to the West Coast found its limited itineraries unprofitable. Returning to Florida, they've further glutted the market, leading to rumors of mergers and outright abandonment of passenger operations. Until owners begin educating and attracting that portion of the public that does not cruise or understand its vacation value this situation will continue to persist with disastrous results for all concerned for seasons to come.

=All of which reminds us of a West Virginia story, and a true one, for once. In the hot July of 1918 we camped with friends on the right bank of the Little Kanawha River three miles above Elizabeth, W. Va. One day we paddled our canoe to Elizabeth for meat and groceries, and got

to talking with some of the men-folk at the store. In discussing the Civil War and how it touched the lives of the local folks, we were introduced to Colonel O. C. Ott (the "Colonel" part was honorary I think) and Colonel Ott was with Lee at Gettysburg. "I sized up the situation and told General Lee he was going to lose the battle," said the Colonel. "I told the General why I figured he didn't have a chance of winning, and explained why."

Then after the capitulation Lee was riding by, and when he saw Ott he halted his horse and said simply, "Ott you was right."

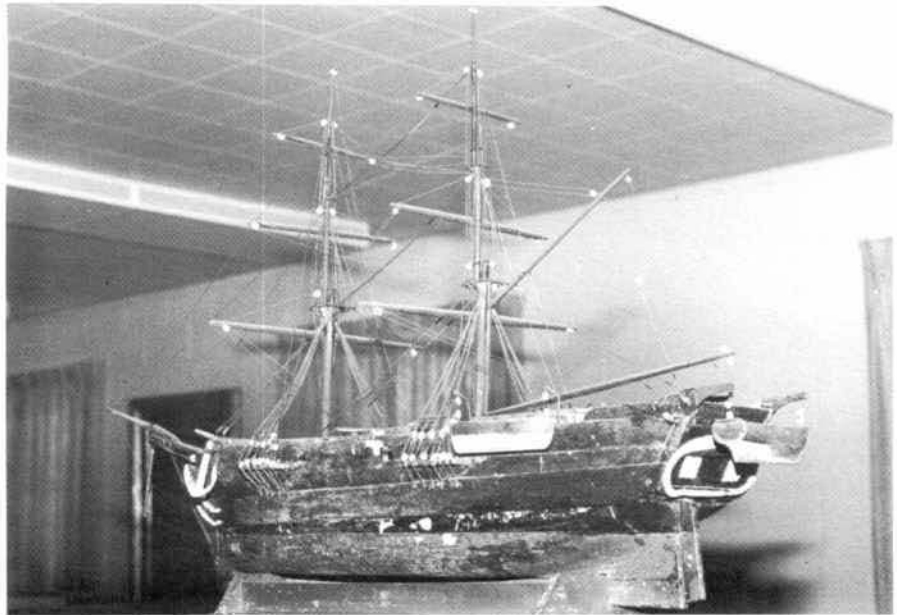
Strange that this tale should come to mind after reading the editorial in STEAMBOAT BILL.

Paul W. Seabrook, New Albany, Ind., celebrated his 90th birthday this past June 27th. Doc and Ken Hawley's father, Homer Hawley, shares that same birth date. He was 84.

Sirs: The two photos of the SPRAGUE in the Dec. 1985 S&D REFLECTOR were taken by J. M. Killian of Rockport, Ind. I acquired some of his glass plates years ago; also some prints. Last year I was able to direct the balance of his plates from an estate in Rockport to the Indiana Historical Society in Indianapolis. Also I gave the Society the plates I had, and copies of prints that didn't show up in the plate negatives.

We also located Killian's diaries for the period Jan. 4, 1900 to June 29, 1904. In these diaries he mentions taking some pictures but not all. The only reference to the SPRAGUE is on May 9, 1903. He writes: "I made exposure on the large steel towboat SPRAGUE." Whether this notation refers to the two shown in the REFLECTOR I don't know.

Bert Fenn,
P.O. Box 157,
Tell City, Ind. 47586



Beth Hager, project director with Huntington (W. Va.) Galleries, located this sailing ship model on display in the Dawes Memorial Library, Marietta College, Marietta, O. The exhibit is unmarked and the ship bears no name. Inquiries at the library resulted in total blanks. Since Beth took this picture in March we have made inquiries, resulting in further total blanks. If this model represents one of the numerous sailing ships built at Marietta, Beth is interested in arranging a loan for her forthcoming "Ohio River Odyssey" at the Huntington Galleries in 1987. Have Beth and Ye Ed been barking up the wrong trees? Somebody surely knows the story. Another example of why public exhibits should be identified, and if the shoe fits, put it on.

ST. JOHNS RIVER
STEAMBOATS

Ed Mueller's New Book
Has Been Released.

Privately published by the author, Edward A. Mueller of Jacksonville, Fla. has produced over 200 pages of text, photographs and drawings depicting the steamboat days on the north-flowing St. Johns. Various of the packets were imported from the Ohio and Mississippi rivers. The FANNIE DUGAN, BELLE OF THE COAST and CHESAPEAKE played prominent roles. The first steel hull packet built for U.S. service, the CHATTAHOOCHEE, plied the St. Johns, although she wound up in Mississippi River service. In 1880 a coastal side-wheeler was built at our home town of Sewickley, named FLORIDA, 184 feet long, for the Jacksonville-Savannah run. Ed Mueller probably concluded, rightly, that she didn't really class as a St. Johns steamboat, and doesn't say much, if anything, about her. In 1897 her machinery, originally built by James Rees & Sons, was brought from Florida to Cincinnati and placed on the new Pittsburgh-Cincinnati packet QUEEN CITY. Our point, maybe a lame one, is that the St. Johns contributed to our rivers, as well as the other way 'round.

Ed tabulates that the KATIE PRATHER of Brush Creek fame (she once brought a load of Thanksgiving turkeys out of Brush Creek) and Brush Creek is dignified in "The Ohio River" by R. R. Jones as a considerable stream---well, Ed documents that KATIE PRATHER, all 91 feet of her, wound up on the St. Johns, and that we never knew before.

The last piece in Ed's new book is the log of the FANNIE DUGAN from New Orleans to Jacksonville (took her 32 days) in 1882. I would suppose Ed found the log too late to give it the prominence it deserves. The wonder is that she got there at all. Which reminds us that once in the long ago The Waterways Journal printed the log of the CHESAPEAKE's trip over the same route in 1884. Somebody researching the WJ will collide with that morsel one of these days---it's good reading. We knew the cook, Atha Adams, who participated in that transit and was fond of telling about it,

this during our Liberty Line days. Atha said that Captain Maddy didn't go along for the fun, and arrived at Jacksonville by rail. Most people just naturally thought he did go--he owned the boat--but not according to the Atha (we called him "Athey.")

Ed's book is done on typewriter-size pages, 8½ x 11", slick-stock, and his fabulous photographs reproduce with high fidelity. It's hardbound with a color cover, the THREE FRIENDS, from a painting by William (Bill) Trotter. Other artists represented are John L. Fryant and Jerry Sutphin.

The price is \$27.95 plus \$1.45 mailing cost. Orders are directed to the author, Edward A. Mueller, 4734 Empire Avenue, Jacksonville, Fla. 32207.

Sirs: We've lost a friend in Capt. Bill Pollock, and I know you feel the loss most keenly. I dropped a note to his wife Bettie and hope she will visit us. Helen and I had planned to attend S&D this fall, but the 60th reunion of my high school class in Portsmouth, O. falls on Sept. 20 and we can't go to both--so will forego the S&D party until next year.

We are living in a beautiful area of the Smoky Mountains here in Asheville--have a town house and plenty of room. Come see us: only stipulation is call ahead of time so we will be home. Both of us like to travel despite our ages (77 years.)

Garland W. Kimble,
F.F. 4, Crowfields Lane,
Asheville, N.C. 28803

=Garland Kimble was traffic manager of the Greene Line Steamers dating back to our BETSY ANN days. His father, Capt. William D. Kimble, ran the wharfboat at Portsmouth. -Ed.

The phonograph record "Whistle Echoes #1" continues to be available. It was recorded in 1965 at Long Reach, West Va. and runs 44 minutes, 33 1/3 speed. No more will be pressed, so take advantage of this remainder sale at \$5.00 each including postage. Also available are a few copies of a paper-bound reprint of "The Log of the Betsy Ann" at \$2.00 autographed. Direct orders and make check to Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

THE BACK COVER

Dinner time aboard the U.S. survey steamer MISSOURI in 1885, with Capt. Joseph La Barge at the right. In 1864 he bought a 3/4 interest in the EFFIE DEANS, loaded her with freight for Fort Benton, got stalled by low water, and wagned the cargo to destination. He collected \$100,000 in gold dust and got it safely to Salt Lake City. There he procured a team and wagon from Brigham Young, drove east via the Platte, holed out on an island for days to avoid Indians, hailed a Missouri River packet and returned to St. Louis, a journey of 8,400 miles. He brought home his winnings. The following year he brought home \$50,000 in gold dust. Much of this fortune went to paying long-standing debts. Although La Barge is said never to have lost or even badly damaged a steamboat, an enduring tribute not shared by many of his contemporaries, he was not well-off in his old age.

There are 19 references to him in Way's Packets. He also had two brothers who were good Missouri River pilots. Their father was raised in Quebec, of Norman descent, and in 1808 came to St. Louis to become a Missouri River fur trapper.

As the reader has doubtlessly discovered, other pictures taken of and aboard the MISSOURI are presented in this issue, all of them from the same source, the Missouri Historical Society.

Sirs: The June issue was especially interesting. I enjoyed the Hornbrook story, the Hunster pictures, and Walter Kidney's piece on architecture.

My choices of aesthetically attractive steamboats:

Sternwheel packet: HENRY M. STANLEY

Side-wheel packet: CITY OF CINCINNATI

Excursion boat: ISLAND QUEEN (first)

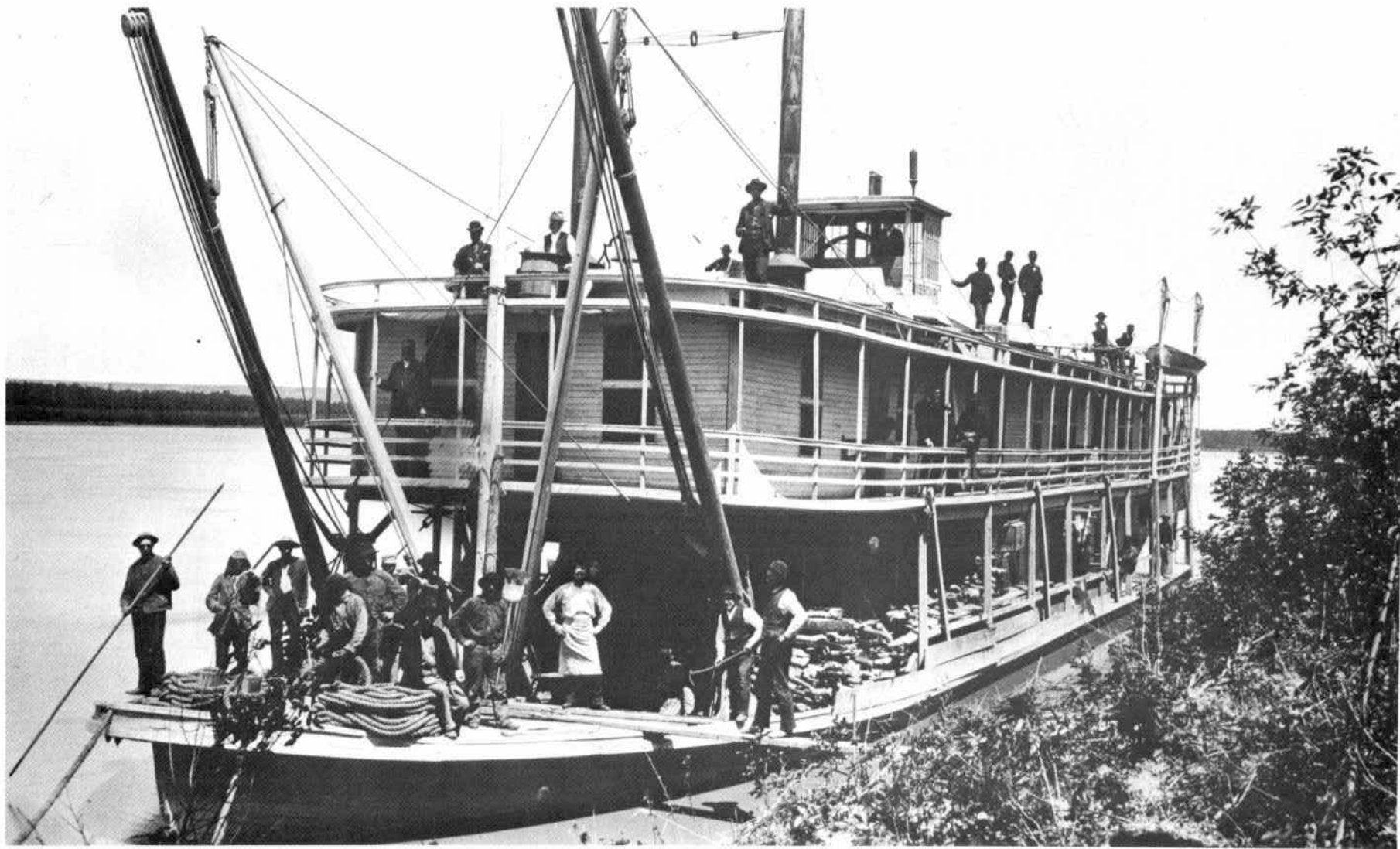
Old style towboat: ALICE BROWN

Latter day towboat: J. D. AYRES, SAM CRAIG and C. W. TALBOT.

The S&D REFLECTOR makes this old world a better place in which to live.

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





SURVEY boat MISSOURI moored in the upper Missouri River pictured, quite likely, in the summer of 1885 when the U.S. Engineers made an extensive inspection, leaving Fort Benton on July 20th with Capt. Joseph Marie La Barge in charge. Cap'n Joe began his Missouri River career aged 16 as a fur trader for Pierre Chouteau Jr.'s American Fur Company. His exploits are well documented in a superb book, "The

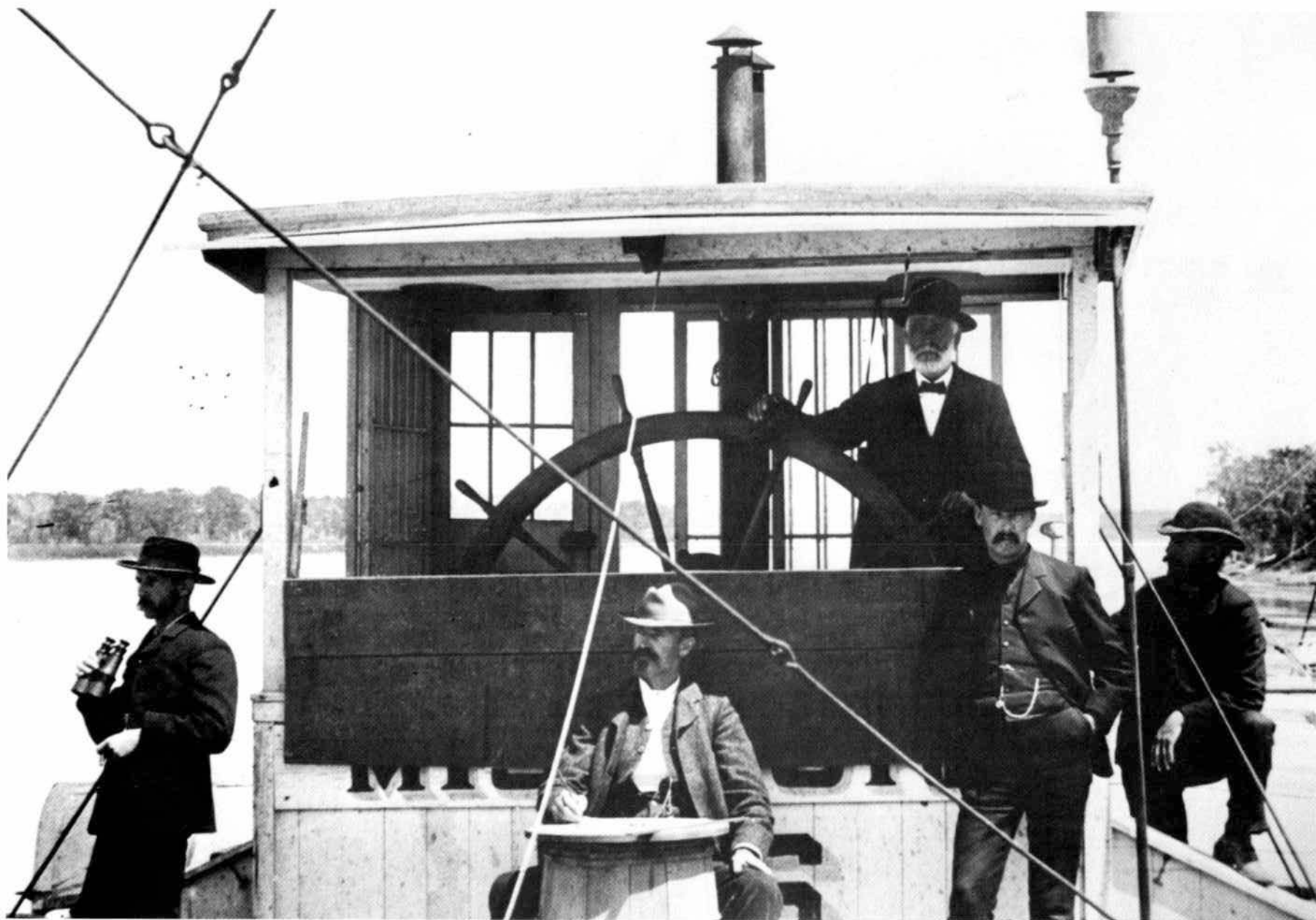
Rivermen," published in 1975 by Time, Inc. with the text by Paul O'Neil, ex-newspaperman from Seattle who came to New York in 1944 and joined TIME, SPORTS ILLUSTRATED and LIFE as a staff writer. The steamer MISSOURI was a shallow draft sternwheeler built at Reeds Landing, Minn. in 1880, originally named MINNIE H. She measured 133 x 25 x 3, and after the 1885 survey she served in the Power (Block P) Line.



CABIN of the U.S. Survey boat MISSOURI (Way's Packets #3983), courtesy of Ruth Ferris and also Missouri Historical Society's Ben Humphrey collection. In the summer of 1885 this sternwheeler made an extended survey on the upper Missouri under U.S. auspices and they engaged Capt. Joe LaBarge, then 70 and dean of the Missouri, to accompany the expedition. In this picture he is reading a newspaper, seated at the right, his back to the camera. This may have been taken at Fort Benton, where the trip commenced--where else would Cap'n Joe get a newspaper? And it's three in the afternoon by the ship's clock, the boat moored at shore. We invite your attention to the "Pullman

style" upper and lower berths with curtains, and seems both have windows to the outside world. The heating stove in the foreground is a wood-burner.

Captain LaBarge commenced his river career in 1832. He became a celebrity in the early West; bankers, traders, scientists and Indian chiefs were flattered to be invited to his pilothouse; dignitaries went out of their way to meet him on trips to St. Louis; and many of the Union generals of the Civil War became his admirers during tours of duty in Indian country. So did Mormon leader Brigham Young, Senator Thomas Hart Benton and--on one pre-presidential trip to Council Bluffs--Honest Abe himself.



Capt. Joseph La Barge at the wheel of the MISSOURI during the 1885 upper Missouri inspection. He died in 1899 aged 84. These rather remarkable photographs of La Barge, and of the

interior and exterior of the MISSOURI, are from the Missouri Historical Society's collection, reproduced by the University of Wisconsin's staff at the Murphy Library, La Crosse, Wis.

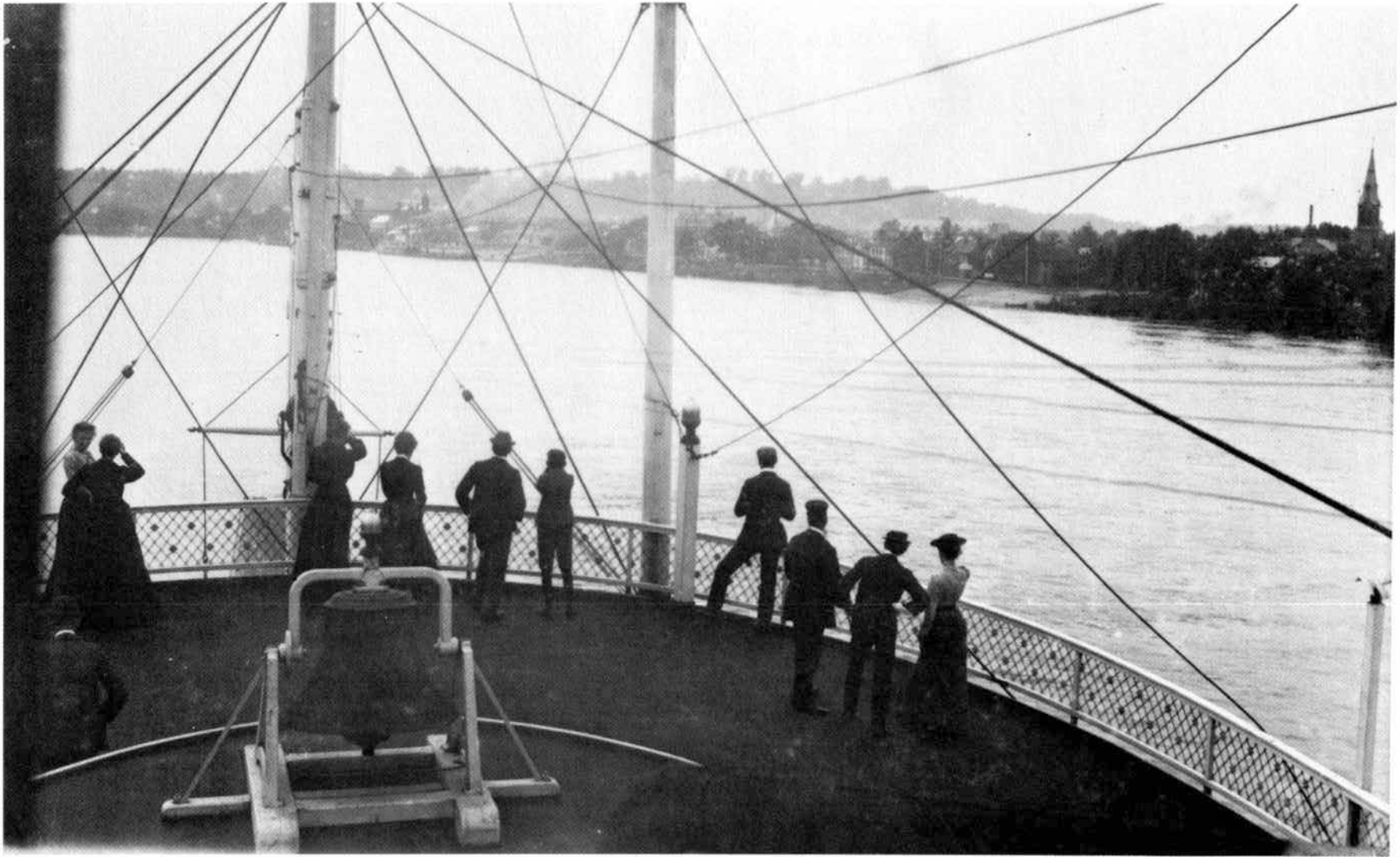


ARTIST'S RENDERING of the ADMIRAL and her wharf facility at St. Louis planned for a grand opening sometime this fall. This is reproduced from an advance brochure issued by S.S. ADMIRAL, 727 North First Street, St. Louis, Mo. 63102. S.S. ADMIRAL policies are set forth: Shirts and shoes required at all times. During the daytime casual attire is acceptable. After 7 p.m. you must be at least 21 years of age (or accompanied by a parent) to board. Appropriate evening attire is required. No shorts or worn blue jeans. No sleeveless or collarless shirts for men.

Advance boarding passes and reservations are available for groups of 25 or more. Groups holding passes may move directly to entrance.

Special discount programs (for parties of 300 or more) and catering are available. Harmony Hall, the ADMIRAL's private banquet room, can host parties of 50 to 200. The ADMIRAL's Grand Ballroom is available on a limited basis for catered events. No boarding pass is necessary to dine in the CRYSTAL TERRACE Restaurant when the ADMIRAL is not in full operation.

For almost 40 years the ADMIRAL was a St. Louis riverfront tradition. Now the magic is about to return. The new ADMIRAL, moored at its familiar location at the foot of historic Washington Avenue, will be a one-of-a-kind art deco entertainment center.



STEAMBOAT PICTURE NEGATIVES show up in odd places. This print and the several which follow are made from negs picked up at an auction held at Delaware, O. by the Stratford Auction Center on April 25th. The photographer was G. B. H. Sandford of Marietta. Woody Rutter procured the negs for S&D. The original envelope is marked "Landing at Marietta from the QUEEN CITY, 5-30-01." Photographer Sandford's brother Capt. Spence Sandford was in charge of the QC, having been promoted to the position when Capt. Robert R. Agnew resigned to command the KATE ADAMS. The QC is headed downstream, killing out headway to round to. The

mouth of the Muskingum River is visible at the right where two crossing guy wires "mark the spot." The famed roof bell is at lower left, presently in service on the DELTA QUEEN. The rosette-studded wire railing shows here to good advantage. Capt. Tom Greene searched high and low to duplicate this type of railing for the DQ when she was at Dravo's fresh from California. Not succeeding, he was forced to settle for what's on her today, an industrial netting, to which Capt. Doc Hawley later bolted decorative circles. What you see here is what those two were trying to imitate.