

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 23, No. 4

Marietta, Ohio

December, 1986



The 1857-built ITASCA at St. PAUL, photographed by J. Carbutt of Chicago. In our March '82 issue, page 43, is a similar picture, same place, same time, without the ship's yawl in the foreground. It was from the collection of John R. Miller, Keokuk. This is from the Ruth Ferris collection. Both came to

us from the Murphy Library at La Crosse. Lettering on the wheelhouse reads ST. PAUL, PRAIRIE DU CHIEN & ST. LOUIS RAIL ROAD PACKET - SOUTH WESTERN LINE. The original photo is a stereoptican slide. Note that the yawl has been propelled across the Mississippi using a sculling oar at the stern.



OUR ATTENTION has been called to this oil portrait being exhibited in a Marine Invitational Exhibit in Philadelphia. Robert Hegeman, the artist, lives at 403 West Main, Waukon, Iowa 52172. Says he: "As far as I know there are only two or three photographs of this famous boat that have survived. My painting is adapted from a three-quarter view." Mr. Hegeman is a member of the American Society of Marine Artists. He sent a transparency to John J. (Jack) Strader, Cincinnati, who replied: "My great grandfather Jacob Strader would be

pleased at the interest still being generated by so many to this day in his earthly activities and accomplishments."

We applaud Jack and Joan Strader in their assessment of the work: "How lovely it is...a certain, almost mystical, quality." For a moment the accuracy and reality of the work led us to believe that a newly disclosed daguerreotype had been unearthed, and spotted the location as above Louisville, the STRADER upbound on one of her countless trips to Cincinnati.



PICTURE ABOVE

The two QUEENS moored at St. Louis on the Fourth of July 1986 at the conclusion of their annual steamboat race, New Orleans to St. Louis. The MQ was the winner by about $\frac{1}{4}$ mile. Photo by Kenneth Hines, 201 Barkwood Trails, St. Charles, Mo. 63303 who was on patrol duty at the time, U.S. Coast Guard Reserves.

Sirs: In the Sept. 1985 issue, page 34, the S&D REFLECTOR tells about the "floating radio station." We built this station in our yard in 1972, skidded it into the river, ballasted it with tons of concrete and towed it to its present site.

Jess Tucker,
Tucker Marine Inc.,
4603 Kellogg Ave.,
Cincinnati, Ohio 45226

- OBITUARIES -

Gale Capt. Joseph Van, page 43
Wisherd, Mrs. D. W., 37

PICTURE CREDITS

Profound thanks in behalf of all S&D readers for the generous supply of photographs. Many are credited in the captions. Eileen Daily furnished the ones shown on page 6 and page 16; those on pages 7-14 and the lower one on page 15 came from Marga Smith. The upper one on page 15 is from Jerry Sutphin. Many excellent ones regrettably are omitted because of lack of space, and some of these are to appear in the March issue.



At S&D from the left: Lucy Stoll, Christy Stoll Cole, Fritz Kramer, Sandra Miller, Jack Custer and Judith Burks. -Photo by Jerry Sutphin.

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DECEMBER, 1986

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed by the Richardson Printing Corp. at Marietta, O. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$10 member to one copy per issue. Applications to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join, send \$11; for each child, \$1 additional, etc. Remit to:

Mrs. J. W. Rutter,
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.

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

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

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Cando Packet Co.

Freight Rate from Catlettsburg to
Pikeville and intermediate points as
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FROM CATLETTSBURG TO	PER 100 LBS	FLOUR PER BBL
Paintsville.....	15	20
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East Point.....	20	25
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hicles and Coffins double the rates shown
above. Heavy Boilers and Machinery by
Contract.

This card was found in one of
Capt. Jesse P. Hughes' diaries.
He probably picked it up in 1899
when CANDO and ARGAND were
running up Big Sandy River.
-From collection of Jerry Sutphin.

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 Katherine and Paul Martin Reisterstown, Md.
 Chris Greenwood Newport, O.



High calibre music enlivened the Friday evening reception. John Hartford (right) and his band gave "Lorena" and "Steamboat In a Cornfield" and others an airing.



Jennie McNally assisted in serving from the punch bowls Friday evening. There were no left-overs.



Punch, punch, punch with care being ladled at the Friday wingding by Madam Secretary Bee Rutter; with and without.



Julie Thomas dishes decorated cake to willing customers at the Friday evening affair.



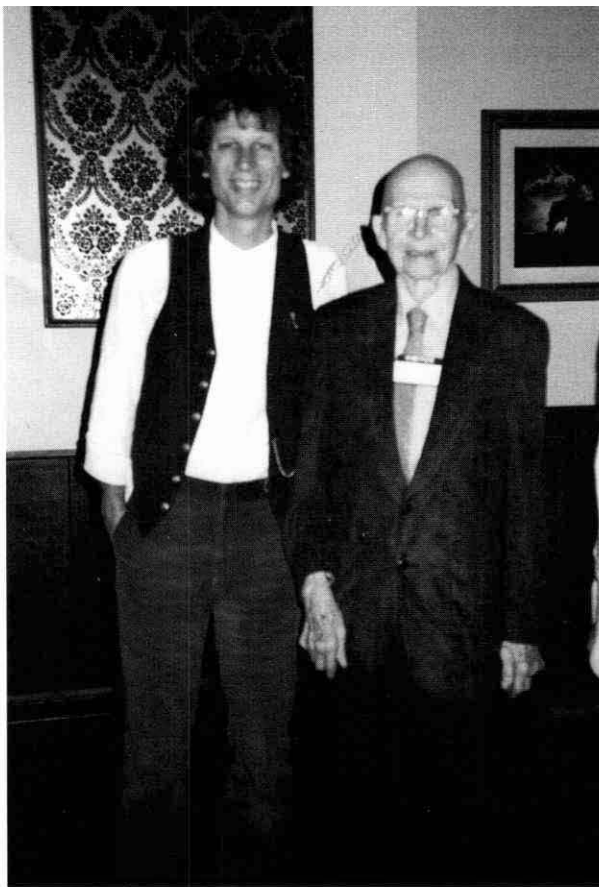
WALL STREET'S nose dive, down 86.61 points on Thursday and 34.17 more on Friday, ushered in S&D's annual wing-ding at Marietta. But the 224 (or more) river fans had more interesting matters to talk about. On the day of the Dow's record one-day skid many S&D delegates had already registered at the Hotel Lafayette, despite the fact that the first scheduled event was not slated until the evening of Friday, Sept. 12th.

Many of the Thursday early-birds suppered aboard the BECKY THATCHER, and well they did. Next evening, Friday, firemen were called to extinguish a grease fire in the galley, and required the evacuation of all guests, although damage was minor.

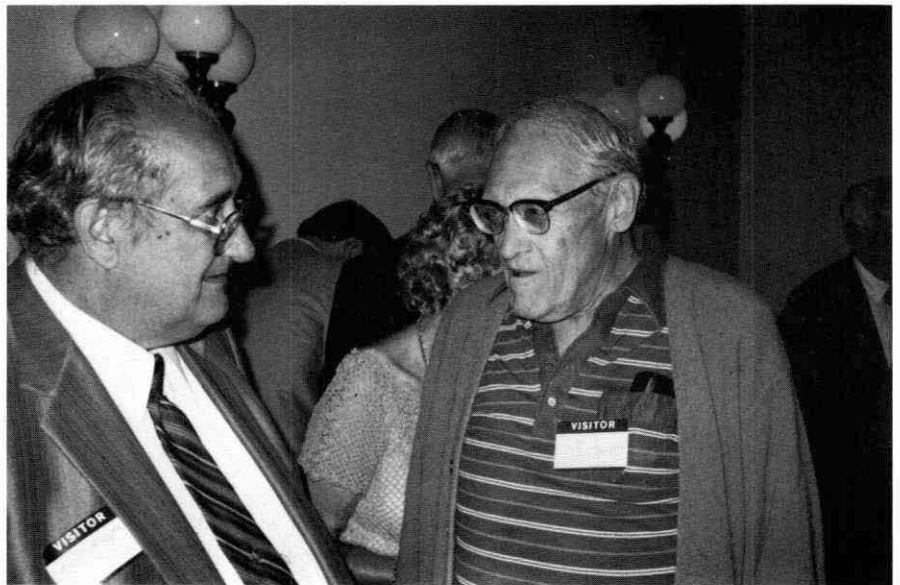
The BECKY is fully recovered from her sinking in the Muskingum, which was nip-and-tuck there for a time what with ups-and-downs of the river stages. The refurbishing job makes of her a much more attractive restaurant and theater. The food is tip-top and the diningroom service prompt and efficient. An adjacent parking lot is well lighted and patrons arrive and may leave on a ramp without the bother of stairs.

Behind the scene a transcontinental race for time was going on. John and Marie Hartford arrived Friday in hopes that John's new book "Steamboat In a Cornfield" would be delivered air express from the printers in Japan. Miracle of miracles, the first 75 copies "hot off the press" were piled on a table in the hotel lobby in ample time for John to autograph them. These 75 are really collector's items inasmuch as the balance of the edition contains last-minute changes.

In the excitement of greeting S&Ds Friday afternoon we neglected to secure a dinner reservation in the hotel diningroom. When we got there shortly after six there was a



John Hartford turned out to be the star of the S&D week-end with his surprise performance at the Friday reception and the launching of his new book "Steamboat In a Cornfield," an instant sell-out, the first 75 copies air-freighted from Japan. His book is generously dedicated to his long-time admirer, Ye Ed, posed on the right.



Ralph DuPae (left), the universally acclaimed collector of steamboat photographs for the University of Wisconsin's Murphy Library located at La Crosse, Wis. He is seen here in company with James V. (Jim) Swift, the prolific writer and historian whose delvings have regularly appeared in The Waterways Journal for many years.

waiting line but somebody was beckoning so we followed the swallow and shared the meal with Paul and Dorothy Pryor who hail from Dayton, O. but spend most of their time roaming the globe. For some abstruse reason they never have been in Australia, but did do up New Zealand. You name it and they've been there, camera in hand, taking pictures of river boats. Paul's big (enormous would better suit) ambition is to computerize steamboat data from all known sources. How many packets were built at Jeffersonville, Ind.? Zip, zip, zip. The answer. How many between 1880 and 1890? Zip, zip, zip. The answer. How many steamboats were named for fictional persons? Name them? Zip, zip, zip. Oh brother! Meanwhile I was enjoying shrimp and plumb forgot to get a chocolate éclair.

Everybody graduated to the Friday evening reception staged in honor of Yeatman (Andy) Anderson III. a throng by now numbering perhaps 180. On the receiving line were Andy, his wife Harriet, and brother Guy C. (Uncle Coke) Anderson. Andy had retired at the end of June as curator of our Inland Rivers Library and the Rare Book Section of the Cincinnati and Hamilton County Public Library. Sandie Miller and crew were tending to registration at the door and furnishing name tags. Jennie McNally, Julie Thomas and Bee Rutter were serving cake and punch. The surprise feature of the occasion was the arrival of John Hartford and his musicians. John introduced them, but for once I was so staggered I forgot to write down the names. What staggered me was the thought of such volunteered generosity. If S&D had hired this orchestra at the going rates--ye gods, perish the thought! They



Dorothy Weil, project director and script writer of the video show introduces her movie star Capt. Clare Carpenter who is featured in her "Flatboat to Towboat."

played "Lorena" among others.

A number of persons had received their copies of the September issue of the REFLECTOR only days before, and I was some surprised at the number who had read and enjoyed "The Big Exemption" about Betty Blake and the DELTA QUEEN and an equal number remarked favorably on the cover picture of the SENATOR CORDILL's cabin photographed by Paul Briol. Speaking of the REFLECTOR, Woody, Bee and I had occasion to visit with Bob Richardson, head-push of Richardson Printing

there in Marietta where the REFLECTOR has been produced for the past 22 years. Upon our arrival we were told that Bob was showing the shop to visitors. The visitors turned out to be Bill and Marga Smith of Springfield, O. who figured, correctly, that the Richardson shop is one of the "musts" in Marietta. Bob and his father (who was raised in Coolville, O.) set up shop in a second floor on Front Street, Marietta, and then expanded to their present location at Acme and Kenwood. Lately the Richardson firm was



We've decided to name a side-wheeler for Andy, so here she is with help from Keith Norrington who furnished the picture. A new Orleans harbor salute to our retired curator of the Inland Rivers Library.

incorporated with a stock value of \$1 million. One of their valued customers is Jerry Sutphin of Huntington, W. Va., of S&D's Board of Governors.

Among the first-timers at the party Friday evening was Alfred Kleine-Kreutzmann of Cincinnati, who has replaced Andy Anderson as curator of rare books and director of the Inland Rivers Library. We got him off to a good start by sending via Andy a rather enormous collection of 8x10" negs donated by George Hogg (related to the Snowdons of Brownsville, Pa.) which over the years were taken showing boat and barge building at the American Bridge Division, U.S. Steel, at Ambridge, Pa. These will take their place in the Inland Rivers Library, along with a liberal number of tracings and blue prints of steamboats built for Carnegie Steel, Carnegie-Illinois and the Ohio Barge Line. Also in this collection are numerous books



The retired curator of rare books and caretaker of the Inland Rivers Library, Yeatman (Andy) Anderson III (seated, center) who with his wife Harriet (right) were honored at the Friday evening reception. Seated at left is Andy's successor, Alfred Kleine-Kreutzmann, his first S&D appearance. Hovering behind is Andy's brother Guy (Uncle Coke) Anderson.



Lexie Palmore of Tyler, Tex. shows off her Steamboat Willie needlework, a dark blue middy decorated with a colorful Micky Mouse and pilotwheel. Marga Smith says this is the best looking middy she ever saw.

dealing with marine architecture. George Hogg headed the drafting department until the concern closed, and then was good enough to alert Capt. Ross Rogers Jr. and Ye Ed, inviting us to "take all which seems of value for historical purposes." We found plenty.

In a similar manner some years ago I transferred records and correspondence of James Rees & Sons Co., Pittsburgh, to the Inland Rivers Library. Some of the letters date pre-Civil War.

Another first-timer at the Friday reception was J. Thomas Dunn of Streckfus Steamers, St. Louis. Some while back Tom Dunn created a life-like model of the FREDDIE, shown in the REFLECTOR, first Streckfus steamboat. Also we were pleased to renew acquaintances with Stanley Thoroughman. Stan once invited me aboard the Coast Guard's FORSYTHIA, which he commanded, for a work trip up the Monon and Allegheny. That was a few years ago and I don't mean maybe.

S&D's honorary president, Ruth Ferris, was not on deck, but wrote a letter from her home in Brentwood, Mo. Greetings! and warm wishes to you Sons and Daughters of Pioneer Rivermen who are able to attend the annual meeting on Sept. 12-13. I will be with you in imagination as I read the

September S&D REFLECTOR, that Elixir of Life that comes with membership in S&D. Have a happy time.

Ruth enclosed with her greeting some interesting news: "A mini S&D meeting at my home, consisting of Jim Swift, Ralph DuPae and Herman Radloff, had hardly convened Sunday afternoon, Sept. 7th, before the September issue of the REFLECTOR was spied and each in turn became absorbed in it. My turn will come later but in flipping through I was glad to see about John Hartford's 'Steamboat In a Cornfield.'

"In no time flat with the aid of the REFLECTOR, Ralph's pictures and our interests, conversation was brisk and as usual could have gone on and on, but they had another engagement. This was an event in my quiet life, a comfort to me on missing the annual S&D meeting."

Capt. Doc Hawley tells us in a letter: "This is the first time in some 20 years that not one Hawley was present at the annual S&D meeting. This was not by choice I assure you. Ken's work kept him in Baltimore. Dad's eyes are acting up and he's not driving. I was unable to get away due to an extra-busy schedule with the NATCHEZ. Both Judy Patsch and Roddy Hammett were grounded for the same

reason...lots of charters. Big convention for Natl. Association of Broadcasters. Four charters in three days. Good for business.

"Surely enjoyed the Sept. REFLECTOR and the great Briol cover. Also the view of the D.Q. and the SPRAGUE on page 44. We were experiencing boiler trouble on the DQ and lay there for 36 hours. River was up and the SPRAGUE's midship stage was on pontoons. I was captain and very worried about the fouled up schedule. Charlie Dietz was making his last trip as engineer in place of Cal Benefeil."

THE BOARD OF GOVERNORS convened at 9:30 Saturday a.m. and all answered "here" except Tom Kenny who showed up moments later. Tom got no demerits for tardiness inasmuch as he came the greatest distance to get to S&D, from his home in Lafayette, Colorado. He flew to the Pittsburgh International Airport on Wednesday, Sept. 10, overnighted with Ye Ed, and Thursday afternoon Annie Mallinson picked up the two of us at 121 River and drove us in her car to Marietta. Enroute we paused briefly at the Clarington Cemetery to pay respects to our two worthies who rest there, J. Mack Gamble and Bob Thomas. Tom Kenny was moved to speak a few words to Mack, assuring him that S&D was prospering, and we'd look after things and not let him down.

Larry Walker outlined his annual treasurer's report and appended a list of monetary gifts received and deposited, totaling \$1,155. These came from Delta Queen Steamboat Company in memory of Letha C. Greene (\$100); Jack and Joan Strader in memory of Letha C. Greene (\$25); Helen R. Stephenson to defray S&D REFLECTOR expenses (\$1,000) and the Propeller Club, Port of Cincinnati, in memory of Letha C. Greene (\$25). Also a check for \$5 from the power plant and administration employees of the Motherhouse of the Sisters of Charity, Mount St. Joseph, O. in memory of Capt. John H. Wilhoit, Sr. who passed away February 19, 1986 a few days prior to his 86th birthday. He had spent a lengthy career with the Huntington District U.S. Engineers as master and pilot on towboats and dredges.



Jane Goetzman, documentary producer of "Flatboat to Towboat" (left) with Richard (Dick) and Mary Greene Stewart of Cincinnati. Mary is daughter of the late Capt. Tom and Letha Greene.



Sabra and Glenn Cantrell of North East, Pa. These are our great "book finders."



Dorothy and Ralph Hendricks of Reno, O. Ralph creates steamboat models, three of which were displayed at S&D, the SENATOR CORDILL, LORENA and LIBERTY.

Larry pointed out that S&D's expenses were greater than the annual income. Total expenses for the fiscal year disbursed from the checking account came to \$15,443.68, plus \$902.50 withheld by the secretary for postage. The annual income for the period totaled \$15,340.15 including the gifts enumerated in the last paragraph. Excluding the gifts, the income figure was \$14,185.15, an excess of expenses over regular income of \$2,161.03.

Larry suggested two possible options (1) raise the dues or (2) for the time being permit the bank balance to continue to fall to a lower figure. He pointed out that 84% of the outlay involves the S&D REFLECTOR. In his opinion there should be no cut in funding for that. "It's size, contents and quality should be kept, and S&D should meet whatever increased costs there may be in the future. The magazine is too important to the organization." In Larry's judgment the remaining 16% of the expenses have no fat to trim.

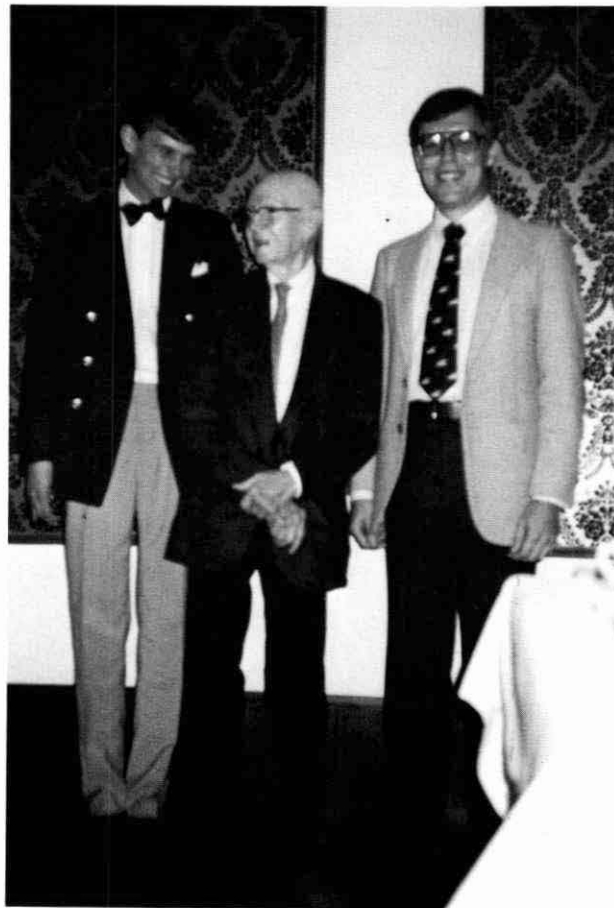
No discussion of raising the annual dues ensued, and the treasurer's report was unanimously accepted as read.

Bert Fenn submitted the annual report of the J. Mack Gamble Fund, as of September 13, 1986. He told the Board

that the estimated market value of the Fund as of June 30, 1986 was \$349,000, pointing out that this figure is an increase of approximately \$43,000 in the estimated market value compared to a year ago and reflects the growth of the common stock segment of the Fund's investments.

Bert pointed out that in accordance with the established procedure for administering the Fund, the amounts available for projects are limited in any one year to the net earnings on investments during the previous year. In 1986 the available funds were \$23,988.29.

Subsequent to the report made to the Board on September 14, 1985 the Fund trustees provided an additional \$5,000 grant to the Murphy Library for the river history photo project, a total of \$9,500, making it the largest recipient of support. Total awards during 1985 were \$19,900.



Jeffrey L. (Jeff) Spear of Marietta (left) of S&D's River Museum Committee, and Keith E. Norrington of New Albany, Ind. (right) who regularly contributes pictures and items to the S&D REFLECTOR, pictured with S&D's perennial president.



Lenora (Lee) and Jerry Sutphin of Huntington, West Va. (left) converse with William E. (Bill) Reed, the celebrated Pittsburgh steamboat artist and long-time member of S&D's Board of Governors.

During 1986, to Sept. 13, the J. Mack Gamble Fund has supported the following projects:

Ohio Humanities Council for the video production "Flatboats to Towboats:" \$3,000.

Restoration of oil paintings by the Intermuseum Laboratory, Oberlin, O.: \$760.

Murphy Library for their photo project: \$10,000.

Inland Rivers Library photo copying: \$450.

G.B.H. Sandford negs and prints for deposit in Inland Rivers Library: \$74.

TELL CITY pilothouse maintenance: \$2,380.

W. P. SNYDER JR. restoration fund: \$5,000.

Motion was made, seconded and unanimously approved to accept the J. Mack Gamble Fund report.

Our secretary Bee Rutter told the Board that the number of S&D members continues to remain on the level of 1,100 who pay the \$10 annual dues. "Some drop out for one reason or another, and they are replaced in equal share." The total membership, including those in the family plan, remains constant also, about 1,600.

Bee announced she was not collecting 1987 dues at the meeting, and notices will be mailed in December. She requested payment for the

transfer of S&D records, back issues, etc. from Birmingham, Mich. to Marietta. She noted that her husband's employer formerly picked up moving expenses but now since his retirement all this has been changed. The Board approved the request.

Jack Custer, president of the Lower Ohio River Chapter of S&D reported a very active year with

interesting field trips. Those of S&D who relish going places and seeing new sights are urged to contact Sandie Miller, 4223 Cutliff Drive, Louisville, Ky. 40218. Jack complimented the group's new editor of "Riverview," Fred Rutter.

Capt. Charles Henry Stone in behalf of the O-K Chapter of S&D remarked upon the set-back occasioned by the loss of R. Jerome Collins (Sept. issue, page 13) but assured the Board that the group has every intention of carrying forward.

Andy Anderson, retired curator of the Inland Rivers Library, assured the Board that he had every intention of continuing his interest in S&D people and affairs, and will attend the annual meetings as usual. Future Library reports will emanate from Alfred Kleine-Kreutzmann, his successor, who was introduced. Also present from the Cincinnati Library was M'Lissa Herrmann, her initial S&D appearance.

Board chairman J. W. Rutter regretted lack of time for input from the large number of members who attended, apologizing that he had been keeping his eye on the clock inasmuch as the hotel diningroom crew was anxious to set the room up for luncheon. This problem will be corrected, so next time be prepared to "speak your piece."

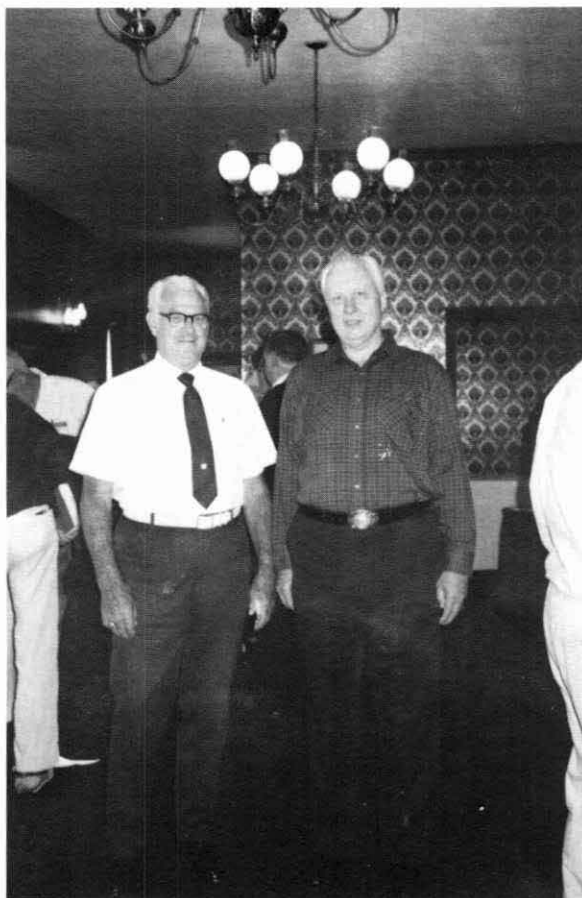


Prof. Fred Way III of Case Western Reserve's computer division at Cleveland, O. and his wife Nell have been regular S&D meeting enthusiasts since the start.

John Briley, manager of the Ohio Historical Society's Marietta properties, warned that extensive repairs are needed on the old towboat WILLIAM P. SNYDER JR. Estimates of the renovation will require \$125,000 to \$150,000. It's much like the mother who said, "My dear son," to which the father replied, "Too dear for me." The longer this work is delayed, the more acute and costly the job will become. John reports that the amber whistle signal light (the glass container) has been stolen from the SNYDER. Does anyone in our group have a spare, please?

THE LOBBY of the Lafayette was enlivened with a show of steamboat models and original oil paintings. Largest of the models was a really not a model; rather it was a decorative valentine executed by Betty M. Wilson of Newport, O., the boat named BELLE OF OHIO. Betty with shears and a paste pot had created this eight-foot-long steamer, complete in all details. With it she won the People's Choice Award at a show staged in St. Marys, W. Va. on June 11th. It took third prize at the Washington County Fair, Marietta.

The most meticulous model was that of the W. P. SNYDER JR., exhibited by Kenneth W. Heltman, Box 824, Mars, Pa.



Sylvan H. Gardner (left) is son of Sylvan G. Gardner who was a principal in the Enterprise Dry Dock Co., Point Pleasant, West Va. William R. (Bill) Smith (right) is son and grandson of the two Smiths who ran the Point Pleasant Dry Dock Co. and the Kanawha Dock Co. at the same time.



Marga Smith (left) of Springfield, O., whose generosity in supplying pictures for the S&D REFLECTOR knows no bounds, poses with the surviving daughter of the late Capt. Jesse P. Hughes, Helen Prater.

16046. Scaled 1-48 it was complete in every detail as to equipment and furnishings.

Ralph Hendricks of Reno, O. showed excellently scaled models of the packets SENATOR CORDILL, LORENA and the last sternwheel LIBERTY. All three of these attracted great attention.

Forrest F. Steinlage of Louisville, Ky. brought to the show a fairly large oil painting of the CITY OF LOUISVILLE with the Cincinnati wharf for a background, the BONANZA moored at a wharfboat. Dr. M. C. Striegel of Louisville showed original oils of the TACOMA and BOB BLANKS, done with great talent. William E. Reed brought along an excellent pencil drawing of the W. P. SNYDER JR. moored in old Ohio River Lock 17 enroute to Marietta in

1955.

A number of privately owned sternwheelers were moored at the Ohio River landing. The largest and most handsomely outfitted of these was the DIXIE, owned by Jan and Primo Di Carlo of Steubenville, O. Also we were pleased to see and meet with Claire and Gene Fitch of the old-reliable CLAIRE-E. Among others we noticed the WILD GOOSE, DON ROB'T and RAVENSWOOD FERRY. Richard C. Strimple played his Wurlitzer Military Band Organ in the triangle opposite the hotel.

For the occasion of the noon luncheon Ye Ed had planned to make a few remarks--and didn't. I don't remember what caused the omission. Here's what I had planned to say, or rather a reasonable facsimile:

"First of all, my admiration to

the members of our Board of Governors for guiding us with wisdom and restraint. The throng of friends attending today, including a number of 'firsts,' provides proof that S&D is very alive and kicking. Our admiration also extends to the Ohio-Kanawha Chapter which suffered the loss of Jerome Collins this past year. You of the O-K Chapter miss him, and all of us miss him. Jack Custer and Sandie Miller constantly amaze us with the geographical excursions conducted by the Middle Ohio River Chapter.

"Also I join with you in appreciation for the sound guidance of our J. Mack Gamble Fund. During the past year Jeff Spear and his mother have been cataloguing the S&D artifacts in storage at Campus Martius. This monumental accomplishment will become more and more important as time goes on.

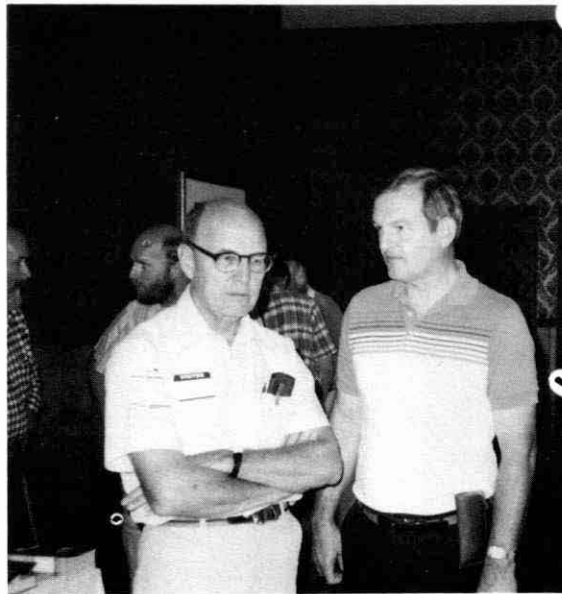
"The S&D REFLECTOR is about to enter its 24th year. My thanks to all of the contributors who have enlivened its pages with pictures, stories and comments.

"Due in part to the success of the REFLECTOR, a well-intentioned river group asked could they nominate me for inclusion in what they call their River Hall of Fame. People who start Halls of Fame--and this has become sort of a Thing To Do lately--assume, in my case at least, that an octogenerian is a safe bet to enhance for posterity. I don't fancy that I would have been elected but, and anyhow, I requested to be omitted from the competition. The other nominees had no such advantage; they were all dead. My feeling was that an alive person has no business mingling with such celebrated company as Mark Twain. The fact of having a sleek towboat prowling the rivers with the name FRED WAY on it is honor aplenty.

Just suppose for a moment that I had been elected. It is within the realm of probability that I yield to temptation and purchase a nice, new, shiny red automobile and take out an attractive girl in it to dine. Soft music and candlelight might embolden me to ask her if she has ever visited in Nanty Glo, Pa. She answers, 'No--where is Nanty Glo?' So under such spell and circumstance I proposition her. Next you know it's on TV in Pittsburgh that a



Without a doubt the best known inland river boaters are these two; Gene and Claire Fitch, operators of the CLAIRE-E. In a real sense they are the pioneers of the present-day horde of privately owned sternwheelers.



John Briley (right), manager of Ohio Historical Society's properties in Marietta, and Woody Rutter snapped in rather pensive moods; probably something about raising money to rehabilitate the W. P. SNYDER JR.

River Hall of Fame captain has been shot dead by an irate husband at Nanty Glo, Pa. The TV report is garbled. Fright is what would have done me in--the irate husband couldn't have hit the side of a barn. So what do these Hall of Fame people do then? As Tony Bennett sings: 'The fundamental things still apply, as time goes by.' I shudder at the thought of putting well-intentioned people to such embarrassment."

TWO HUNDRED and nine S&Ds convened at 6:30 p.m. Saturday for the annual banquet. This was preceded by a cocktail hour, compliments of the Middle Ohio River Chapter. Feature of the evening was a new river video presentation titled "Flatboat to Towboat; Ohio River Tradition." The one-hour length show was produced by Dorothy Weil and Jane Goetzman, both of Cincinnati, and was funded in part by S&D and the Ohio Humanities Council, a project of the Greater Cincinnati Bicentennial Commission which is gearing up for Cincinnati's 200th anniversary slated for 1988. The premiere of this film was presented at the Public Library of Cincinnati and Hamilton County, in their main building, Eighth and Vine, this past June 21st.

Much of this film's action was staged aboard the mv. WILLIAM F. PLETTNER of M/G Transport Services, Cincinnati. Many members of the crew are interviewed as they perform their duties aboard. Flashbacks and comments are provided by Capt. James Coomer, Capt. "Chick" Lucas, Capt. Clare Carpenter and Ye Ed. The opening scenes were shot at S&D's 1985 meeting.

The showing of this video production at S&D raised serious problems. The art of projecting a video show on a home TV set is a routine procedure, but when the image is enlarged many-fold for a large screen, special equipment is required--which doesn't come cheap, even on rental basis. Woody Rutter scoured possible sources in Marietta and Parkersburg to no avail, and a firm in Columbus wanted from \$800 to \$1,000 for a two-day rental. We told our troubles to Robert L. (Bob) Stone of Mode-Art Pictures, Pittsburgh. Bob has a friend in the video

field and so was enabled to bring the equipment to Marietta on Friday and set it up for our Saturday show at an affordable price to S&D of something like \$250. The result was a good dinner and a good show.

Lloyd Ostendorf, chairman of the Nominating Committee, called for the reelection of S&D's officers. C. W. Stoll conducted the formalities. All officers were reelected by the membership for the ensuing year by unanimous voice vote.



C.W. mc's the banquet.
-Jerry Sutphin photo.



M'Lissa Herrmann of the Cincinnati Public Library makes her S&D debut accompanied by Rick Kesterman also of Cincinnati. M'Lissa has contributed historical footnotes to the S&D REFLECTOR for several years and finally gets her first look at the Editor.



Highlighted on S&D's program; Yeatman (Andy) and Harriet Anderson of Cincinnati, portrait taken at the Friday evening reception given in their honor.



The WILD GOOSE, one of the sternwheel fleet, pictured at the Ohio River landing. In the background is the Marietta-Williamstown bridge, still available to pedestrian traffic and due to be torn down a/c old age structural problems.



We haven't the remotest idea of what Bert Fenn (left) is signifying about, but Alan Bates is enjoying it although mildly skeptical.



The scene of the show; Hotel Lafayette photographed on S&D Day, Sept. 13, 1986.

The JESSE P. HUGHES Diaries

The Year of 1899

by C. W. Stoll

New Years Day found Jesse pilot on the GREENWOOD downbound below Ravenswood en route to Kanawha River. They went to Malden, W. Va., encountering fog, ice and high water. The next trip up the Kanawha they met the packet JEWEL making her initial trip in the Gallipolis-Charleston trade. Later in the month Jesse applied for membership in Harbor 25, Masters, Mates and Pilots Association, headquartered at Pittsburgh.

On February 3rd the GREENWOOD was delayed by heavy ice at St. Marys and when free had to lay up 4½ hours for fog. The next day she laid over at East Liverpool and again at Hostetters to melt ice from her wheel. At Pittsburgh heavy ice was running in the Monongahela. The towboat J. C. RISHER went over Dam #1 in that stream and hit the Panhandle Bridge but did not sink. The river was at coalboat stage and towboats were hitching to tows for trips south. On Monday, Feb. 6th the GREENWOOD moved to the wharfboat above Wood Street and there remained moored until Feb. 24th. Ice had been running all that while. Most of the crew had gone home. Jesse indicated that the time hung heavy on his hands as "it is too cold to do anything." The Monongahela froze over above Lock 1, the Ohio was closed in several places, and some of the coal tows were caught "at bad places." Apparently Jesse's chief amusement was going to the theatre in the evenings.

By Feb. 16th the ice began to thaw and on the 18th the temperature was up to 40 degrees. That day Jesse was initiated into Harbor 25. When the GREENWOOD left Pittsburgh she encountered ice all the way to Letart. She ascended the Kanawha to Brownsville and then resumed her normal schedule--but not without incident. On March 5th Jesse notes: "I run into the Sistersville wharfboat." Early the next morning on a big river and a hard wind blowing the stacks were being lowered when they fell. The stage at Point

Pleasant was 46', highest since 1861. Coming out from Charleston they found the QUEEN CITY undergoing repairs at Gallipolis. She had damaged her pilothouse passing under the Kenova bridge.

On March 11th Jesse notes that the WILL J. CUMMINS had been sold by Capt. J. Mack Gamble to the L&N Railroad and had been taken to the Tennessee River. The following week the AVALON entered the Cincinnati-Kanawha River trade. On the following day the new CITY OF PITTSBURG departed from Marietta bound for Pittsburgh. On the 23rd the GREENWOOD passed her with the I. N. BUNTON and HORNET standing by preparing to tow the new side-wheeler to destination. On the 29th the GREENWOOD met her at Harmar, downbound for New Orleans.

On April 7th Jesse notes that construction had commenced on the building of Lock and Dam No. 3 at Osborne, Pa. The JEWEL had been sold to Capt. John A. Hyer and others for \$5,000. Captain Hyer was related to the Gamble family. (S&D's J. Mack always referred to him as "Uncle John.")

At this point Capt. Gordon C. Greene left the GREENWOOD at Charleston and went to Catlettsburg to bring the ARGAND to the Kanawha River. The GREENWOOD and the ARGAND met at Buffalo Mill landing where Captain Greene went back to the GREENWOOD and Jesse went aboard the ARGAND, this on April 8th. The COLUMBIA also was in the Gallipolis-Charleston trade which the ARGAND now entered. The ARGAND also ran up to Pomeroy.

On May 18th Jesse's friend and former pilot partner Henry Ollum died at his home in Belpre, O. Jesse ascribes the cause as "brain trouble." On Saturday 20th the ARGAND laid all day at the Heslop & Price Machine Shop at Point Pleasant putting in a new wheel flange. On Monday 21st Jesse transferred back to the GREENWOOD at Charleston, taking the place of the late Henry Ollum.

On May 24th Jesse reports that the RAYMOND HORNER sank 10 loaded coalboats and one barge on the Sand Creek rocks below Ravenswood. Next day Jesse got off at Mahan's Landing for a short visit home, his place taken by Capt. Monroe (Doggy) Cross. Jesse went home on the

GREENWOOD, catching her at East Liverpool. The ARGAND extended her run to Parkersburg to take the GREENWOOD's local freight downbound to Pomeroy. On June 9th Jesse reports that Capt. Lon Drake took charge of the ARGAND which again was in the Charleston-Gallipolis trade. Meanwhile the GREENWOOD carried a week-end Decoration Day excursion from Charleston to Pomeroy. At Point Pleasant she met the BONANZA also loaded with excursionists. On June 7th Jesse celebrated his 23rd birthday.

Trouble continued to plague the CITY OF PITTSBURG and on June 18th Jesse reports her laid up "to change her machinery some way." On June 18th Jesse notes that he ran into a barge leaving Pittsburgh at 4:30 p.m. "and mashed things up badly." (Ed. Note: We recall Jesse's telling of this incident. The harbor at Pittsburgh was congested with loaded coalboats and barges awaiting a rise in the river, restricting the channel into a narrow lane. Jesse did not have room to turn the GREENWOOD upon leaving the wharfboat and was backing down through the harbor with a stiff wind blowing to turn his boat out in the Ohio River. She got out of control and hit a loaded barge causing damage to the GREENWOOD's paddlewheel.) When they got to Davis Island Dam a man had been killed there in a boiler explosion.

The summer low water season found 3½ feet at Wheeling on July 6th. The VIRGINIA was laid up there, and the LORENA reshipped by rail and returned for Zanesville. The upbound GREENWOOD rubbed hard at Raccoon Island, reshipped her Pittsburgh passengers by rail at Rochester, and reshipped her Pittsburgh freight at Freedom. Next trip up the GREENWOOD stopped on Wallory Bar and reshipped at Freedom. At Charleston "she laid around loading machinery etc. which Capt. Greene had bought for the ARGAND from Thayer." No further explanation, but it sure piques one's curiosity. What machinery? Who was Thayer? (Ed. Note: This machinery was from a small job towboat named STELLA which, while pulling a lumber raft down the Kanawha River, overturned and the raft ran over her. The engines were recovered, 9's- 2½ ft., and

were hauled ashore and brought to Charleston. Captain Greene saw them and developed a great urge to buy them, so that was what was going on. They were installed on the CRICKET at Parkersburg in 1900 and wound up on another little job boat named LITTLE JIM eventually.)

These low water periods were hard on boats. On July 19th Jesse reports the BEN HUR on the Parkersburg Docks and the H. K. BEDFORD awaiting her turn. On July 24th the MOUNTAINEER and sank in 7 feet at Ruffner's Landing above Charleston. On the 29th the GREENWOOD met the KANAWHA with a broken shaft in tow of the URANIA at Grandview Island.

A heavy rainstorm on Aug. 9th sent "Mill Creek and Raccoon Creek on a tear." This local cloudburst did not materially improve Ohio River navigation. Low water plus fog got the GREENWOOD so off schedule she was obliged to reship at East Liverpool and return to Wheeling "rubbing pretty hard at several places." The KANAWHA laid up at Point Pleasant, and on the down trip they met the LEROY at Captina trying to get over. After reaching Charleston the GREENWOOD departed for Pomeroy to take the place of the BONANZA in the Cincinnati trade. Capt. Jimmy Rowley came aboard at Athalia and Jesse went back to steering in the Cincinnati trade. On the 23rd they met the W. F. NISBET aground on Augusta Bar and pulled on her from 11:30 a.m. to 7:30 p.m. They met the BONANZA running in the Maysville-Cincinnati trade in the NISBET's place. Capt. Peter Holloway joined the GREENWOOD's pilothouse crew. On Aug 25th upon meeting the ARGAND Jesse transferred to help Lon Drake take her to Cincinnati. These low water periods caused a game of musical chairs dictated by the operating drafts of the available boats, switching trades and destinations.

On Aug. 26th the L&C side-wheeler NEW SOUTH laid up for low water. The ARGAND's first trip out of Cincinnati was in place of the GREENWOOD with Capts. Ike Argo and William Hall as pilots. The SUNSHINE took the NEW SOUTH's place in the Louisville trade, and to take her place in the Pomeroy trade came the R. DUNBAR from Cumberland River. Sticking or rubbing

or laying up overnight became commonplace--for instance the AVALON was stuck for 24 hours at Augusta Bar, getting off on the 30th. On Aug. 31st Jesse switched back to the GREENWOOD at Cincinnati and he and Captain Greene and "Joe" went up to Coney Island on the HUDSON and returned on the TACOMA, which in all probability was Jesse's first ride on the boat (TACOMA) he later was to skipper for some 17 years. More trades took place; the BONANZA finally had to quit and the SUNSHINE took her place in the L&C trade. The COURIER went to the bank and the H. K. BEDFORD replaced her in the Maysville trade, switching to the Madison trade the next day. The LIZZIE BAY was running to Louisville, the BURNSIDE to Chilo in place of the TACOMA, and the DICK BROWN was running Cincinnati to Kentucky River.

On Sept. 2nd the stage at Portsmouth was 33". The Greenwood met the ARGAND at Huntington and gave her the downstream freight, while the GREENWOOD went up to Gallipolis. Capt. Jesse reported that this was the hottest weather known for September. On Sept. 11th the GREENWOOD went to Pomeroy for 500 barrels of salt. The E. A. WOODRUFF started upstream from Cincinnati on a low water snagging trip. Four days later the ARGAND was off for a trip to Kanawha River from Cincinnati. But the BIG event in September was when the GREENWOOD arrived at Gallipolis at 10:30 a.m. on the 22nd and Jesse went up to the U.S. Inspector's office to be examined. He was granted his Master's license and his pilot's extension to Cincinnati. The E. A. WOODRUFF was meanwhile removing rock from Kanawha Bar. On Sept. 26th the GREENWOOD met the CANDO at Buena Vista with a barge carrying the SHERLEY's machinery and boilers (the SHERLEY had been sunk near Quincy since late 1897 and presumably this low water stage facilitated the recovery of her equipment.) The river got back to 3 feet at Portsmouth but the GREENWOOD stuck at Raccoon Island, and "hit several places", and on the 30th she was stuck at Augusta Bar for an hour.

October brought more unusual adventures. The GREENWOOD ran out of coal and the deck crew went up in town--Jesse

doesn't say where--and got a few boxes, this on the 1st. Oct. 2nd was the day, says Jesse, when the Monongahela River Consolidated Coal & Coke Co.--the Combine--took charge, as Jesse phrases it, "of all the coal interests at Pittsburgh." The ARGAND went aground at Greenup opposite the wharfboat and the GREENWOOD pulled her off and then got herself aground. She worked until 2 p.m. next day getting free. While this was going on the R. DUNBAR, M. P. WELLS and the AVALON passed down. The GREENWOOD turned back from Gallipolis and Capts. Tom Fox and Wesley Summerfield were aboard to look at the river--and were stuck two days later for six hours on Bonanza Bar.

On Oct. 6 the GREENWOOD received her new whistle from Thomas J. Nichols of Cincinnati, manufacturer of whistles and calliopes, and it was tuned like the COURIER's whistle.

On Oct. 14th Jesse transferred to the ARGAND from the GREENWOOD at Indian Run. The ARGAND proceeded up the Kanawha River to Maupins and on her return was laid up at Gallipolis, remaining there until Oct. 30. Jesse spent the time scrubbing and painting the ARGAND, and of evenings calling on friends in Gallipolis and environs. During this period the JENNIE GEORGE was running Gallipolis-Huntington. The MAXIE YOST, a side-wheel batwing, was in the Gallipolis-Pomeroy trade. Capt. Gordon C. Greene came to Gallipolis on Oct. 30 and he and Jesse boarded the MAXIE YOST, J. W. Poage, master, with "Shoo Fly" Wright and Aaron Williamson pilots. They went to Ironton, rubbing in Raccoon, and boarded the SANDY VALLEY for Portsmouth. The Portsmouth gage was showing 26". On Nov. 1st the two of them rode the C&O to Vanceburg and registered at the Carter House. The river at Portsmouth was still on a slow fall. Jesse and Capt. Jimmy Rowley boarded a C&O train next day; Jesse getting off at Maysville and Jimmy continuing to Cincinnati. Jesse boarded the M. P. WELLS upbound, which spent the night at Buena Vista. Next day Jesse transferred to the downbound CHARLES B. PEARCE at Rome and rode down to Charleston Bar where the upbound GREENWOOD was hailed, and Jesse hopped

over. The GREENWOOD coaled and laid over at Manchester that night. The river was on a slow rise, having been to 25" at Portsmouth.

Upon reaching Gallipolis they took the ARGAND in tow, dropped her off at Point Pleasant, and proceeded up the Kanawha River. The prolonged low water in the Ohio had accumulated an enormous fleet of loaded coal barges in the Point Pleasant harbor. The wickets were dropped at Kanawha River dams 10 and 11, creating a "splash rise" which permitted 200 loads to proceed down the Ohio to Cincinnati, this occasion being the largest fleet ever to leave Point Pleasant in a single day.

(Ed. Note: Capt. E. A. Burnside, marine manager of the Campbell's Creek Coal Co. is credited with having developed this "splash rise" idea, made

possible by the completion of Kanawha River dams 10 and 11 in 1898. The scheme was later expanded to lowering Ohio River dams for the same purpose.)

Late fall rains in the upper Ohio River basin permitted the GREENWOOD to resume her Pittsburgh-Charleston trips, and the ARGAND was running Charleston-Gallipolis, single crew, Capt. Joe Patchell. The QUEEN CITY left Cincinnati for Pittsburgh on Nov. 5th, her first trip since July 7th. The much-troubled CITY OF PITTSBURGH was at Portsmouth receiving a new set of boilers. The AVALON at Cincinnati was getting a new wheel shaft. The MOUNTAINEER, which had been sunk at Ruffner, was raised, docked and renamed ESTOLA.

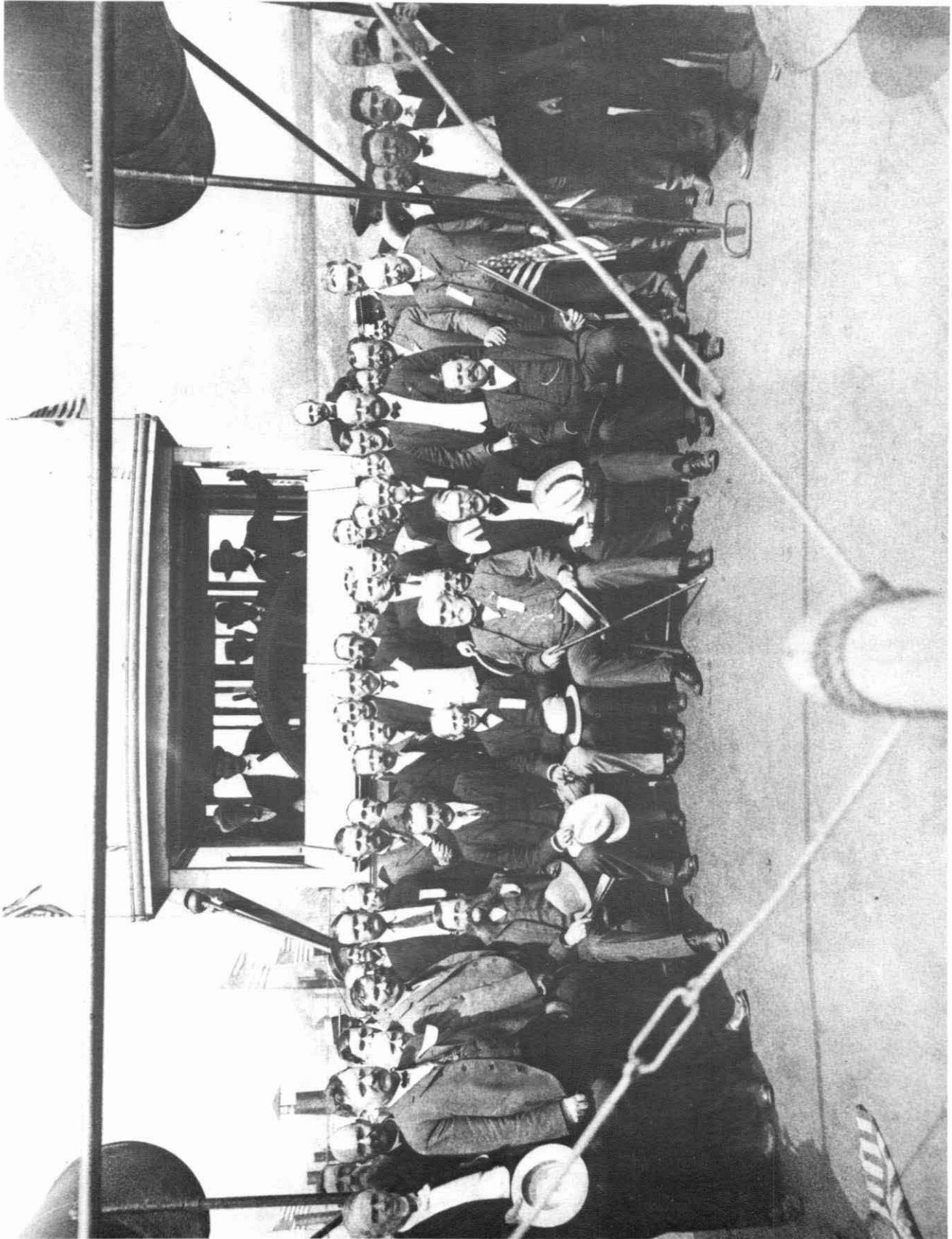
On No. 29th the GREENWOOD with over one hundred passengers aboard, got aground at New Martinsville but was released by assistance from the

URANIA. Lock 4 on the Kanawha was down for repairs, suspending traffic above there. Upbound at Sistersville on Dec. 14th the GREENWOOD met the H. K. BEDFORD limping back to Marietta for repairs. The GREENWOOD took the BEDFORD's freight to Wheeling. Above Davis Island Dam jesse saw the wrecked towboat PACIFIC, upside down, having collided with the CHARLEY CLARKE. The Belmont Coal Works had burned the night of Dec. 20th. In the final week of December ice was making heavy and on New Year's Eve the GREENWOOD departed from Marietta bound for Point Pleasant to lay up until conditions improved.

The various activities of the ARGAND came about in 1899 due to the sale of the H. K. BEDFORD, a deal which also included all rights in the Wheeling-Parkersburg trade.



Pseudo SPIRIT OF THE RIVER now moored at St. Louis and occupied by Burger King, Cassano's Pizza, Catfish Levee, an ice cream parlor, gift shop and bar. Our thanks to photographer Keith Norrington who took the picture July 28th last.



Opening of Allegheny River Lock & Dam No. 1 on July 28, 1903. See next page, col. 1.

THE PICTURE OPPOSITE

The first lock and dam to be completed on the Allegheny River was celebrated as a special occasion on July 28, 1903. It was No. 1, located just below Herrs Island with the single lock on the left shore about Mile 1.8 above the Point in Pittsburgh. The construction required 10 years, and was innovative because the lock walls were made of concrete and the beartrap leaves were fabricated of steel. Chanoine wickets were used for the dam. Historian Dr. Leland R. Johnson in his book "The Headwaters District" reports that "crowded steamboats" gathered at the lock the day of the celebration to hear a dedicatory speech by John L. Vance, first president of the Ohio Valley Improvement Association.

This picture of the occasion cropped up in The Waterways Journal collection. A copy print, shown here, was kindly furnished by Ralph DuPae and crew at the Murphy Library, La Crosse. No identifications were provided, and there is doubt as to the identity of the steamboat.

First off, but two Pittsburgh steamboats used regularly on the Allegheny in 1903 had pilothouses on the roof, the FLORENCE BELLE and ALLEGHENY BELLE NO. 3, so it's one or the other, and we incline toward the latter. The whistle at the left has been leaned to rest on the pilothouse roof and the stacks are lowered to clear low bridges in the Pittsburgh harbor. Worst offender was the wood covered Union Bridge at the Point. On the day of this celebration the packet MAYFLOWER, stacks lowered and hinged pilothouse tilted back, was brought around from the Monongahela River, rounded to, and brought up almost touching the Union Bridge. This was a publicity scheme, and a banner on her boiler deck rail read: HERE I IS; CAN'T GO. LOW BRIDGES. GEE WIZZ. Obviously she didn't make it up to the Lock & Dam No. 1 celebration.

A goodly number of the gentlemen in the picture are wearing badges, and these, we presume, were auspices of the Allegheny River Boatmen's Association, formed in 1897. In 1903 the president was Edward Wilkins Dewey, cousin of Admiral George Dewey of Spanish American War fame. The

slight-built gentleman seated, center, is Capt. John F. Dravo, and to the right of him, cane in one hand and hat in the other, seems to be Colonel Vance, speaker of the day. We now furnish a partial list, taken from Serepta Kussart's "The Allegheny River" which may serve to someday identify some of the others: Edward Davison Jr., Harry Hulings, John Brady, W. P. Bigley, John Barrette, Jesse Klinefelter, P. McCauley, Daniel Buckley, Edward Hulings, Thomas Ireland, Hugh G. Simon, Joseph, Peter, William and Page Hudson, Daniel G. Fry and Samuel Cook. Hugh G. Simon, of Hoboken, Pa. was the Boatmen's secretary for many years, and may be the tall gentleman to the left of Capt. John F. Dravo.

Conspicuous by their absence are representatives of the U.S. Engineers. In charge of the Pittsburgh District in 1903 was Major William L. Sibert. Quite active in the building of Lock & Dam No. 1 was John W. Arras. These and others, certainly including Capt. William B. Rodgers, are perhaps huddled on another steamboat.

Our thanks for a "steamboat cap" from Bill Barr. It arrived in good time for us to wear on the recent trip aboard the DELTA QUEEN reported in this issue. As the DQ was entering Hannibal Locks and Dam upbound in the shore chamber, the mv. FRED WAY entered the big lock downbound with 6 loads and 6 empties. This happened about midnight, our first view of our namesake since the Marietta christening and dedication. I stepped out on the bridge and waved Bill Barr's cap. Passengers on the upper decks of the DQ cheered as DQ's pilot Bobby Powell told them what was happening.

Thanks and congrats to steamboat artist Joseph A. Wilhelm for a gorgeous color shot of his latest creation, a 20" x 30" oil of the great ED. RICHARDSON under full headway. We had intended to run several of Joe's masterpieces in full color in this issue. Oh well, something exciting to look forward to.



Latest attraction at the St. Louis levee is the triple-prop CITY OF ST. LOUIS exhibited as a tourist attraction. When new in 1964 she was the JOHN H. MacMILLAN, JR. built by St. Louis Ship for Cargo Carriers. Her three Cooper-Bessemer diesels are still in her, which gave her 8,000 hp. Keith Norrington took this picture on July 28th from the decks of the PRESIDENT. Shoreward of the towboat is the Riverfront Cafe, an open-air restaurant offering hot dogs to chilled oysters; from iced tea to frozen daiquiris.



Sirs: Those pictures of Capt. Joseph La Barge and the steamer MISSOURI in the September issue were a real scoop. --And that view of the SENATOR CORDILL's cabin interior!

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

ON THE OPPOSITE PAGE

One year ago there appeared on the front page of the Dec. 1985 issue a group portrait of five gentlemen named Streckfus. This resulted in letters from readers which enlivened the first three 1986 issues. The one of the five most recalled was Capt. Verne, shown as a young man in 1920.

We now present on the opposite page a portrait made approximately ten years earlier (c. 1908-1910) showing the same five gentlemen accompanied by ladies.

Top row, from the left: Capt. Roy M. Streckfus; Anna Manthey Streckfus; Capt. Joseph L. Streckfus, and Lily Streckfus Manning. Seated from the left: Capt. John N. Streckfus; Commodore John Steckfus Sr.; Verne W. Streckfus (still a lad); Mrs. John Sr. whose maiden name was Thersa Bottomer, and May Streckfus.

The group portrait comes to us with compliments of Capt. William Carroll, who found the original and identifications in a family album. Also our thanks to Ralph DuPae for sending along to us the copy photo and the information.



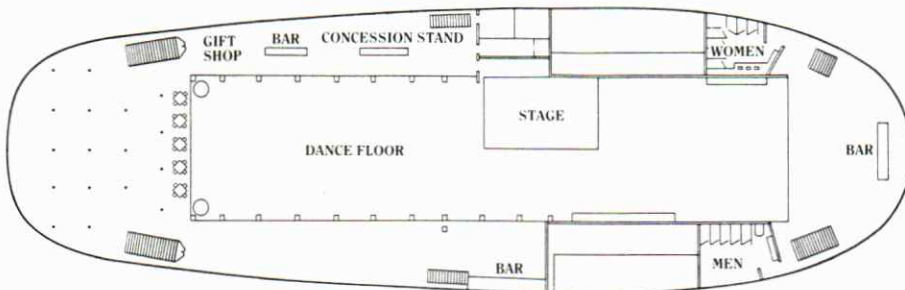
DECKHAND DAVID ROME of the excursion steamer NATCHEZ was fishing aboard along the outboard guard galley door. Here's what he hooked and landed, a 67-pound catfish. The proud angler stands with his catch (center) as Capt. Doc Hawley (left) and pilot Verne Streckfus hold line and hook. This excitement causes us to wonder just how big a Mississippi cat gets?



Lenora Sutphin, Ralph DuPae,
Bert Fenn and Andy Anderson.
-At S&D, by Jerry Sutphin.



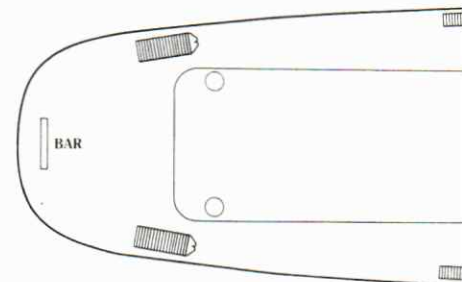
THE PRES



SECOND DECK/BALLROOM

Main deck of PRESIDENT, featuring a permanent stage and large dance floor.

Interior Dimensions: 80' x 260' **Approximate Square Feet:** 16,275 **Dance Floor:** 170' x 38½' or 6,500 sq. ft. **Stage:** 16 x 24



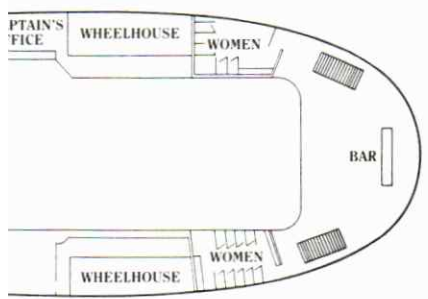
THIRD DECK

Balcony overlooking the Ballroom dance floor. Seating capacity is 400 or more.

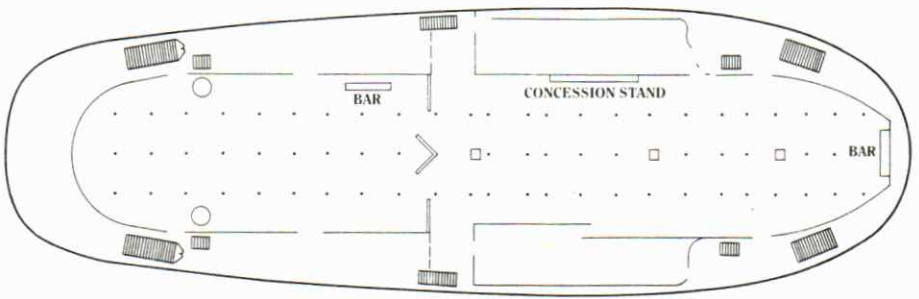
Excitement!



DENT



EZZANINE
 and containing approximately 2,000 sq. ft.
 now and 128 on the stern.



FOURTH DECK/PRESIDENT'S LOUNGE

Separate deck with additional seating, a small dance floor and an area for live entertainment.

The Fifth Deck, or Top Deck, is an open air observation deck, made up of 12,000 square feet.

AMERICANS AND SOVIETS

All In One Boat.

When the DELTA QUEEN left St. Paul on July 26th on a scheduled trip to St. Louis, she had on board as passengers 46 Soviets and 125 Americans. Most prominent of the Soviets was Georgi Grechko, the cosmonaut whose three trips into space have made him a Russian hero. Also in the group was Anna Sivolap, a milkmaid from Poltava. The trip, sponsored by an organization called Promoting Enduring Peace, had been planned for the past two years by the organization's directors, Howard and Alice Frazier of Woodmont, Conn. It was modeled after seven Volga Peace Cruises that have been held in the Soviet Union 1982-1985.

The voyage included stops at many cities enroute, and quickly attracted throngs of shore dwellers and committees of welcome. The show was remindful of the campaign tour President Jimmy Carter, accompanied by his wife Rosalynn and daughter Amy took over the same route in August 1979 aboard the DQ. If anything, the Soviets got better coverage by TV and in the press. Clippings have come to our desk from Los Angeles to New York; from USA Today which editorialized "The shoulder-rubbing is worthwhile. Soviets visiting the USA can see we aren't all trigger-happy cowboys. Americans visiting the U.S.S.R. can see that Russians aren't all shoe-banging Khrushchevs." TIME Magazine in its Aug. 18th issue, made a lead story of the voyage illustrated with a color shot of the DQ at Davenport and two other scenes.

At Davenport the DQ crossed paths with the Great Peace March, some 600 strong, enroute from Los Angeles to Washington. They had been two months on the way when they planned to cross the Mississippi at Davenport enroute via Chicago to destination. The meeting with the Soviets was accidental; some called it providential. The Great Peace Marchers headed for the river at Davenport and got to the DQ just as the Russians were returning to the boat from a tour of the Caterpillar tractor factory. The celebration was spontaneous and prolonged. The Los Angeles Times in its Aug.

1st issue devoted a full page and a half to the story written by staff writer Kathleen Hendrix. The marchers do not expect to arrive in Washington until November.

USA Today reported from St. Louis on Aug. 5th that the DQ Soviets included members of parliament, a cosmonaut, a general, surgeons, journalists, entertainers and a film crew. "It was the largest and highest level unofficial Soviet delegation to visit the USA and the first ever on the Mississippi," said USA Today.

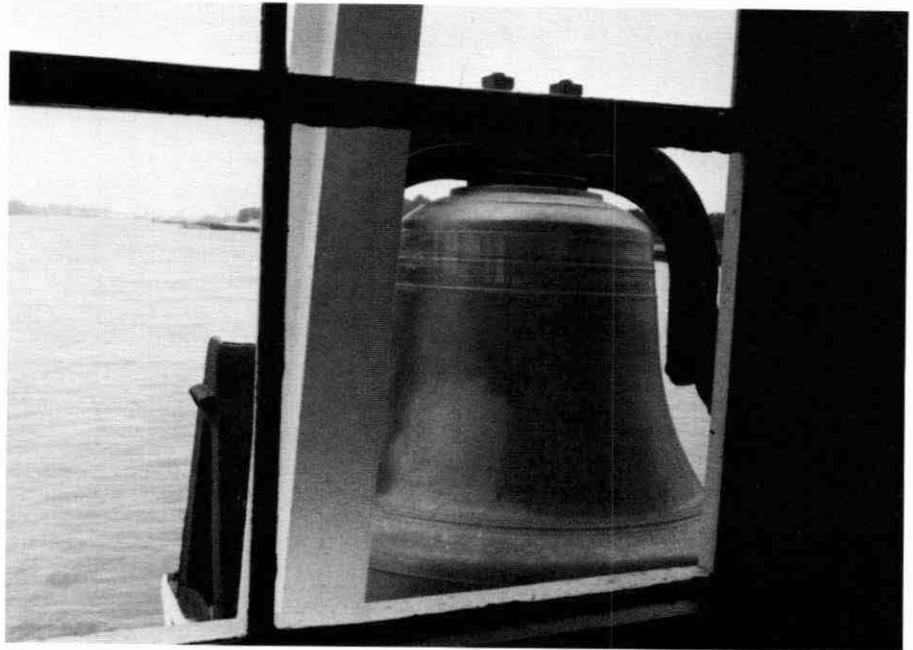
According to river historians the last Russian delegation to pass down the Mississippi was in February 1872 when Grand Duke Alexis and entourage boarded the JAMES HOWARD at Memphis and went to New Orleans. He was the younger brother of Alexander III who later was crowned emperor of Russia. The details of the event were reported in S&D's Sept. 1974 issue, page 41.

S&D PROJECTS COMPLETED

The trustees of the J. Mack Gamble Fund announce that repairs have been completed on the TELL CITY pilothouse by Schwendeman & Sons, and those who have seen the job say "it looks wonderful."

Three oil paintings owned by S&D have been professionally restored by the Intermuseum Laboratory at Oberlin. One is an original Anshutz of the side-wheel EXPRESS; also a Cornwell original, and one by Jesse P. Hughes. These will be hung in the River Museum.

An original china wash bowl used on a Wheeling-Louisville Union Line side-wheeler, bearing the Union Line logo and a boat drawing, has been purchased, and has arrived from the dealer in good order. Beth Hager has asked permission to display it at the Ohio River Odyssey showing in Huntington, W. Va. next summer.



KEITH NORRINGTON recently rode the PRESIDENT at St. Louis and snapped this picture of the "roof bell" which now is perched forward above the forecandle on the second deck level. It is marked E. W. Vanduzen Co., Cincinnati, Ohio. Our speculation is that it was cast for the CINCINNATI in 1924 and went to Streckfus when they rebuilt her into the PRESIDENT. Be this so, it was cast from bell metal recovered from the wrecks of the CITY OF LOUISVILLE and CITY OF CINCINNATI, both lost in ice at Cincinnati in 1918. We will be delighted to hear from persons who can substantiate or refute our "hunch."

ST. PAUL TO PITTSBURGH

Eighteen Days Aboard
the DELTA QUEEN

by Ye Ed

IT ALL STARTED with a surprise telephone call from Peter Voll, director of Travel/Study Programs, Stanford Alumni Association. Peter was on the island of Martha's Vineyard, as I recall, and was concerned about my health from some of his passengers on a cruise which was to culminate in New York harbor for the Fourth of July Statue of Liberty parade and fireworks. Assured that there was no cause for alarm, Peter demanded that I join the DELTA QUEEN at St. Paul for an Alumni-chartered voyage to St. Louis. "You have no valid reason to refuse," he said, "for S&D will be over and I'll arrange the plane fare from Sewickley to St. Paul and put you up at the St. Paul Hotel for two nights ahead of departure so's you can see the town." Ye godfrey, I'd been a guest of Stanford on two previous DQ trips with Peter Voll and hadn't been on the Upper Mississippi since 1944. Even so I hedged. I did not particularly care to getting cast adrift in St. Louis. Then I dug out the 1986 schedule for the DQ and was all but dumbfounded to discover that she was scheduled from St. Louis to Cincinnati and then Pittsburgh, 20 days in all, 18 on board the DQ for some 2,000 miles. I made bold to phone Pattie Young and Perry Moran at the New Orleans DQ office to learn if space was available from St. Louis to Pittsburgh. "Put me under the boilers," I told Pattie. Best she could do was to warn that space was tight and she would let me know at St. Louis. I was writing Dan Owen to thank him for a copy of the 1986 INLAND RIVER RECORD and made mention that I might be seeing him in St. Louis shortly. He ran an item in The Waterways Journal and I commenced to get phone calls from persons along the Upper Miss, all starting off with "I see by the WJ you're headed this way," etc. Whereupon I went to our local Hyde Travel Service and bought a ticket U.S. Air,

through flight, departure from Greater Pittsburgh International Airport at 9:45 a.m., Sept. 24, AD 1986. Destination Minneapolis-St. Paul Airport. Wedged my two clean shirts and toothbrush into two modest-sized suitcases. Cathy, who has kept me civilized since Grace died near seven years ago drove me to the Airport. I don't mind saying that at 85 I was having serious misgivings and the palms of my hands were sweating.

Two hours later U.S. Air 195 emerged from the clouds and settled on the runway. Only thing I'd seen was a brief glimpse of Lake Michigan and a suburb of Milwaukee. Went to a phone booth and called 729-6457. Jane Curry said she'd be along in ten minutes. In case you don't know Jane, she's the author of "The River's in My Blood," the book published by the University of Nebraska Press a couple of years ago which won her national acclaim and a review in the S&D REFLECTOR. She got the brilliant idea for writing the book while working aboard the DQ as social hostess and related tasks. It went over like a four-alarm fire in the hsrdr cover edition, and lately has been available in soft-cover. Jane is married and really is Mrs. David Lund, but rides herd carrying her maiden name. They live in Minneapolis noted for its parks and lakes. Everywhere you look there is a sailboat on a lake. Jane and Dave don't own a boat, but they scuba dive and take long walks around the lakes.

When Jane showed me the town I got the impression that all of the streets are torn up, being rebuilt, and changed, and most of the new buildings are still being built. The temperature in Minneapolis gets to 30 below in winter and stays there. The summers are hot and due to the abundance of lakes the mosquitos are pesky.

At the St. Paul Hotel we found Peter Voll and seems he and Jane knew one another. Peter kindly asked her to the evening cocktail reception, the first scheduled event. A big time was had by all, as the saying goes, and big surprise was the great number of Stanford alumni present who had been aboard the DQ on the two previous trips I had made with them. We loaded up on rare roast beef and didn't need supper.

Next morning at the hotel I gave the Padelford Packet Boat Co. a phone call (227-1100) only to learn that head-push Capt. Bill Bowell was out of the office on an appointment and just when he'd be back was unpredictable. No sooner had hung up when the room phone rang and there on the line was Capt. Bill Bowell. "Meet me at the front door in ten minutes," he said.

Up to now I thought Padelford was a rigged-up name for a boat operation. The phone book is loaded with Padelfords, and Bill says they are all cousins and relatives. The headquarters for Padelford Packet Boat Co. is at Harriet Island, St. Paul. Bill Bowell drove over no bridge to get there. Thoroughly confused, I learned that Harriet Island is no island. Instead it is a beautiful park, elegantly landscaped. The first inkling I had of the high stage in the Upper Miss was right here, at the Padelford fleet. Bill had spent most of the previous day clearing his fleet of a great catch of drift. The current was running strong in the muddy stream--some eight feet above normal pool. Otherwise this was a gorgeous day, 82 in the shade and not a cloud in the sky.

Bill asked what was on the agenda for the Stanford group and I told him the morning was to be devoted to lectures at the hotel, and in the afternoon the group was to visit Fort Snelling and then visit the St. Paul Space Museum and OmniTheater for a showing of "The Dream is Alive."

"Stick with me and you'll get a lecture and conducted tour of my fleet, and we'll spend the afternoon seeing the sights at Lake Minnetonka, so make up your mind," said Bill as he propelled me aboard his VIKING EXPLORER being readied to depart tomorrow for La Crosse with tourists.

This craft is strictly as luxurious as described by Woody Rutter in a recent issue of the S&D REFLECTOR when he and Bee rode her down the Tenn-Tom to Mobile. Willis H. Miller lists her in the Fall Issue of STEAMBOAT BILL as the smallest of the 13 "Junior" cruise ships operating in 1986 under U.S. registry. She carries almost two thirds of Mississippi "Junior class" cruises on these three-day trips between St. Paul

and La Crosse on regular June-October sailings.

We ate lunch on the out-of-doors veranda amid this unexpected summer clime with bees buzzing around at a popular eatery, the name of which escapes me. Lake Minnetonka isn't far; in 1906 when steamboats were going strong people got there from Minneapolis in 20 minutes on the Great Northern to Wayzata, or from St. Paul on the street car line to Excelsior in about 40 minutes. Steamboats met the trains and street cars, offering tours of the Lower and Upper Lakes. Most pretentious of the lake fleet over the years were two Mississippi-style side-wheelers, BELLE OF MINNETONKA and CITY OF SAINT LOUIS. The hull of the latter was built at Jeffersonville, Ind. where it was shipped to Wayzata for completion, the first electrically lighted boat on the lake. The BELLE was assembled at Wayzata in 1882, using the machinery from the PHIL SHERIDAN, brought over from the Mississippi River. An immense rivalry sprung up between these two. Both met the trains at Wayzata and raced to Excelsior; thence to Minnetonka Beach, the BELLE usually in advance. The straight run between these two towns is between five and six miles; the tour of both lakes approximately forty-four. The BELLE's machinery eventually was shipped to Alaska and powered the big sternwheel SUSIE on the Yukon.

The verdant shores of Lake Minnetonka are lined with elegant homes and during the steamboat heyday enormous shoreside hotels did a land-office summer trade, wealthy migrants from the heat of Louisiana. This was the "in" thing. Rival yacht clubs sprang up restricted to the ultra-wealthy and the runner-uppers. Today the lake is still studded with sailboats.

Bill and Dorothy are in the process of settling in at a new Minneapolis apartment where Bill showed me stacks of river books. His collection probably rivals that of the Inland Rivers Library. I was deposited at the Hotel Saint Paul at seven that evening in ample time to supper with two Sewickley neighbors taking the Stanford trip, Nate and Pat Pearson.

Having read some folders planted in my hotel room it now

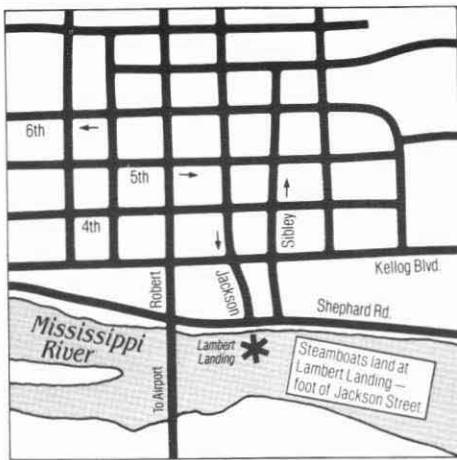


The Hotel Lafayette was opened July 2, 1882 at Minnetonka Beach by railroad magnate James J. Hill purportedly to encourage passenger traffic on his Great Northern RR. Many cases of wine imported from Chicago, plus champagne and claret, had to be returned to the dealers when the local township officials decided to enforce their "dry" ordinance and refused his liquor license. Nevertheless Hill built a great dairy farm near the hotel, he being the first in a series of local men to establish imported dairy herds on model farms in the Lake area. He was among the first to import purebred Aberdeen Angus, then tried purebred Jerseys and Ayrshires. The day after the Lafayette opened, July 3, 1882, the side-wheel BELLE OF MINNETONKA made her trial trip on the Lake, licensed for 2,500 passengers, shown here in the foreground.

dawned on me that in 1914 I was a guest in this very same hotel for a dinner banquet. The occasion was the arrival in St. Paul of the 1888-built sternwheel packet JOE FOWLER, direct from Pittsburgh. I was 13 and my father, mother, brother, and assorted aunts and an uncle had engaged passage for this most unusual "tour" the likes of which had not been made in the memory of living man, and has not been repeated since. On board from Davenport up was ex-governor Sam Van Sant of Minnesota, wildly cheered by shore spectators all the way, and recipient of the red-carpet treatment, blowing of whistles, and general bedlam upon the St. Paul arrival. A Committee of Welcome came aboard, among them Capt. Walter Blair and Donald T. Wright of the side-wheel MORNING STAR which also was in port. At the Hotel Saint Paul we were wined and dined at a fine banquet. My Uncle Will Way, spokesman for the FOWLER's crew and

passengers, told the hosts that in Pittsburgh "we make iron --- and steel for a living." The pregnant pause, with no alteration of his somber expression brought down the house. If ever I learned how to go about handling an audience it started that evening. Uncle Will, first judge of Pittsburgh's Orphan's Court, was great.

NEXT MORNING word came that the DELTA QUEEN had arrived at St. Paul and the Alumni boarding would take place for departure at 5 p.m. Word also came that Jane Curry had been invited as a guest to St. Louis. Thus far I had not participated in any of the scheduled Alumni activities, so climbed in a car with Peter Voll and we wound up at the Calhoun Beach Club diningroom with all 150 Alumni seated for luncheon. Quite some lay-out, this Beach Club; Stanford doesn't stint.



The DELTA QUEEN moors at the Lambert Street wharf, St. Paul (marked with an *.) Current flow left to right.

Peter Voll was at my left and at the right was Brett Thompson, Stanford '83, making his mark as Assistant Director, Travel/Study Program. Later that p.m. a flock of buses conveyed the Alumni to Walker Art Center, which I passed up due to long delays occasioned by this eternal road building; dump trucks, jackhammers, power shovels and the like. Peter and Brett got a monkey notion that somebody's baggage had not been picked up at the Saint Paul Hotel for delivery to the DQ, were exactly right about it, and we toted these suitcases et al. in a taxi to the Lambert Street landing.

Talk about monkey notions, Capt. Bill Bowell gathered Jane and me up in his car and we went to Harriet Island to board the JONATHAN PADELDFORD. Bill said he was going to deliver the two of us to the DELTA QUEEN in style. He fired up the PADELDFORD and we eased down to the Lambert Street landing, whereupon Cap'n Bill let fire with his whopper Kahlenberg air whistle for a landing signal which probably still is bouncing off the uncompleted buildings of Minneapolis. Our Stanford compatriots came running to the DQ's rails expecting to see the QE2, and instead read a big placard reading SPECIAL DELIVERY, CAPT. FRED WAY. This was the ultimate in showmanship.

We left St. Paul shortly after

5 o'clock that warm, warm clear evening of Sept. 26th, 1986, already having spent three memorable days in these Twin Cities, Minne for Minneapolis and Ha ha for Saint Paul. Jane Curry had dutifully showed me Minnehaha Falls and the neglected yellow frame once occupied by Henry Wadsworth Longfellow.

The current was swift and the DELTA QUEEN loped along like an antelope. Moored along both shores were grain barges galore, some empty, some loaded. The Waterways Journal in its Sept. 8th issue had reported that 2,000 of these barges had been rented for temporary grain storage, 500 of them having already been loaded and the remaining 1,500 to be loaded as soon as practical. Nested in one fleet along the right shore was the old steam-prop towboat OHIO. I first saw her at Pittsburgh brand new in 1930, 191 feet long.

Next morning it became obvious that the elaborately prepared itinerary issued by Stanford Alumni was useless. The DQ was racing a flood, flanking into each lock she came to, being lowered only a foot or two. Preparations were under way to close several locks. The MISSISSIPPI QUEEN, upbound for St. Paul, turned back at Hannibal. Shore stops slated at

Wabasha and Winona were cancelled. At Lock #7 Ralph DuPae was on the shore wall with a large cardboard carton addressed CARE PACKAGE FOR CAPT. FRED WAY. I later dug into it to discover a wrapped loaf of Beefsteak Hearty Rye bread, a profile drawing of the GENERAL ALLEN, an engraved pewter mug with glass bottom and handle, one case of Heilman's Old Style Lager, three bottles of wine from Lawler's Family Winery, two bricks of cheese, a fifth of George Dickel Tennessee whiskey, plus plastic cups, knives, forks and spoons, a patent cheese cutter and a fancy cork screw.

While coming down from St. Paul in 1914 aboard the good ship JOE FOWLER we clocked 22 mph for the first two hours out of that port due to a similar flooded river. In retrospect this seems to me the fastest ever I traveled aboard a Western steamboat. The DQ was doing almost as well; we were scheduled for a shore stop at Prairie du Chien at 8 a.m. Sept. 28th. We made the stop at 5 p.m., Sept. 27.

The DQ's captain and pilothouse crew were fairly well occupied and seemed to me least of all needed strange company. I made myself conspicuous by my absence from their domain. Here is a roster of the crew on



The JONATHAN PADELDFORD pictured at Saint Paul is a non-deceit; her sternwheel is bonifide. In addition she has a single prop (unique feature) as a safety factor. The main deck has a pressed metal ceiling like the ISLAND QUEEN (1st) and QUEEN CITY. Handles 315 passengers. Operators can take some lessons here before going to the drawing board.



this whirlwind voyage:

Capt. Lawrence Keeton, master; Bill Foley and Adrian Hargrove, pilots; Fred Klein, chief engineer, assisted by Bill Stephenson and Richard Ekstrom; Dave Williamson and Mike Williams, mates; Robin Hixson, hotel manager; Kathy Pavely, chief purser; Roger Frank, housekeeper; Thomas March, chef; Sam Hampton, galley supervisor; Adrian Johnson, maitre d' hotel; Geoff McGregor, bar steward; Dee Ragas, gift shop; Jenny Dornseifer, tour purser; Steve Spracklen; cruise director, and Sherry Conner, ass't cruise director. The band leader was Glenn Wilson.

Capt. Bill Bowell had given me 100 post cards of his JONATHAN PADEL FORD so I was improving each shining hour addressing these to prime unfortunates who weren't aboard, stamping them with 14¢ Sinclair Lewis stamps, and depositing them in the DQ's post office box. This p.o. box is all tidy and legal; she carries this post office with her own cancellation. Frequent interruptions as fellow shipmates discovered copies of "The Saga of the Delta Queen" on tap at the gift shop and sought autographs. Another fast mover at the stand was Bern Keating's "The Legend of the DELTA QUEEN." Folks had discovered my photograph on page 20 and asked for autographs in the convenient blank space above it, invariably asking how many years had elapsed since it was taken. Darned if I know; I was wearing a bow tie, so it's not recent.

Went by Dubuque like a paycar passing a bum, sad to relate, for I had built up hopes of an initial visit to the National Rivers Hall of Fame and pay my respects to Jerry Enzler, executive director, and with luck to say a special hello to Marian Bissell who has presented NRHOF with an ornate 10-foot tall mirror from Mark Twain's New York City home.

We had been scheduled at Davenport on Sept. 30. We got there fully two days ahead of time, on the 28th. Judy Patsch, crew member of the NATCHEZ at New Orleans, and who lives in Rock Island, Ill., was thrown for a loop and missed meeting the DQ as she had hoped to. Patrick R. (Pat) Welsh, young Davenport realtor and S&D member, came aboard and made himself known. He did his level best to get us a meeting with Bob and Ruth Kehl, recently in the news as having received the U.S. Small Business Administration Award at a ceremony in Washington, D.C. They own Robert's River Rides here in Davenport, operating the MISSISSIPPI BELLE II and the QUAD CITY QUEEN, plus the SPIRIT OF DUBUQUE. Schadler's River Excursions operate the QUEEN OF HEARTS and the PRINCESS. We recognized the latter from her former days at Coney Island on the Ohio.

Dr. Carol Ann Hodges, an attractive PhD, Stanford '66, geologist by trade, wondered could she visit in the DQ's engine room. Having had a machinery-gearred father she proved a match for chief Fred Klein who started her on the fantail and over an hour later had her down amongst the boilers and then showed her his newly installed Cats and generators out forward of the boilers. I don't recall any girl displaying such genuine interest in steam goozle pipes and the rest. It takes all kinds to make a world, and among these 150 Stanford people were experts in all fields. Asked to address the group I was in fairly easy water and stuck to my own relatives, largely, having an inherited prudent streak which shows up occasionally in critical situations.

The DQ didn't blow a whistle from St. Paul to St. Louis. It had been taken down and stowed in a safe place, rather than get it knocked off on a low bridge. Jane Curry did her "Samantha Restles the Woman Question" in full regalia, ever in full command of her one-woman show, and came off very well with it. I have neglected to say I met her husband, David Lund, before boarding at St. Paul; he is a big bruiser, somewhat on the shy side (an uncommon commodity), and enjoyable.

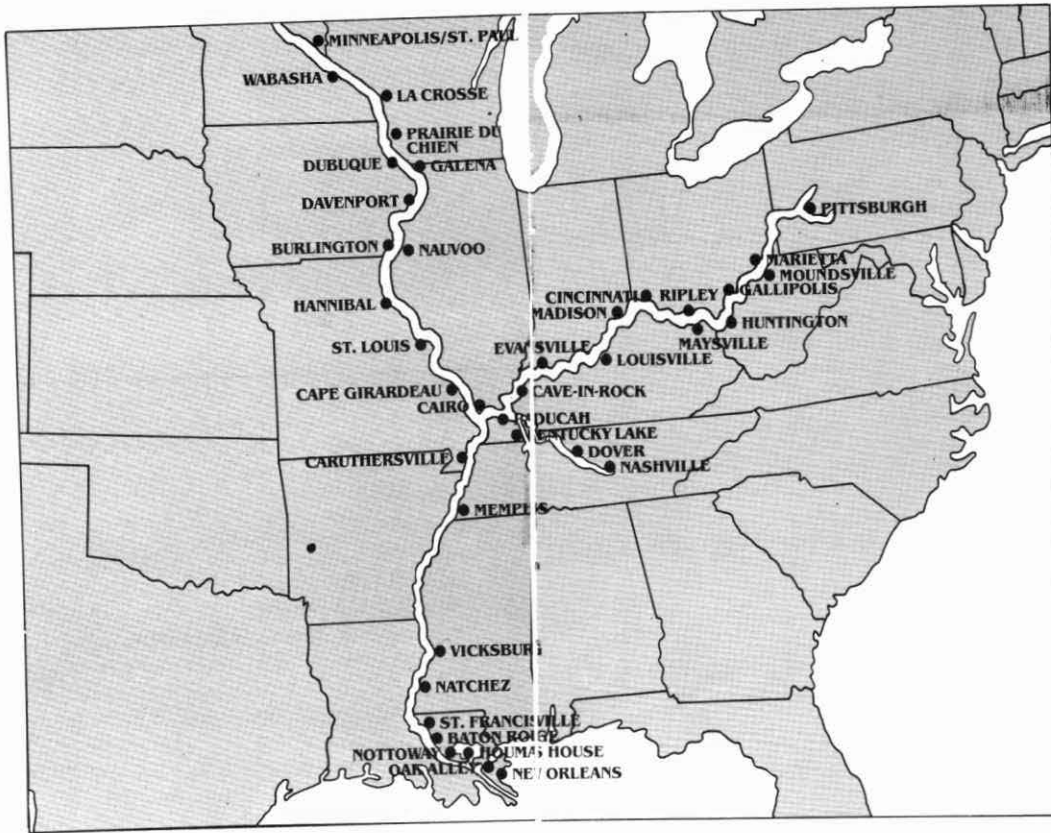
Came under Eads Bridge sometime during the night or

early morning of October 1st, river at St. Louis at 37 feet, rising (expected crest near 40 feet) and first landmark I recognized was Kennett's Castle high on the starboard bluff. The Stanford charter was not to terminate until the morning of Oct. 3rd, and hence this improvised down-river excursion to kill out the time.

MATE Dave Williamson brought to me a calling card from Capt. Bill Foley asking me to the pilothouse. When I got there, Bill turned to me and said evenly, "How do you expect to post up fiddling around down there in the cabin with all those wealthy widows?" Truthfully I had been aching to sit back on the lazy bench and talk river, and hear river talk. Bill Foley and his pilot partner Adrian Hargrove were curious to learn what items in that pilothouse had come around from California. I surveyed this sky parlor, slippery-slick and shining, new overhead panels, mushy thick carpeting, shining brass and patented windshield wipers. Obviously the DQ must be making money for packet pilothouses are the least likely and last places where owners spend hard earned cash. Even the outside had been stripped of Navy canvas and Commodore DeMarrero had exposed and redone the original tongue-and-groove. Capt. Lawrence Keeton dropped in. He reminds me of Capt. Paul Underwood. He and both pilots



Where we were supposed to land at St. Louis and didn't. River flows right to left.



are graduates of big-time barge lines, thoroughly at home with 30-barge tows stretched out ahead. They like the DQ and had brought her down from St. Paul under the worst conditions a flood has to offer without so much as a lockwall-bump. I discovered that I had lost ambition to grab hold of those pilothouse levers, and enjoyed sitting back on the bench drinking in sights and sounds so familiar. The knowledgeable people who run river boats have not changed.

This afternoon, Oct. 1st, we dropped in at Chester, Ill., landing below the highway bridge which at an early age lost its two central spans to a freak tornado. Motorcoaches were lined up to convey our tourists to Fort Kaskaskia and the Pierre Menard mansion, described as the most elegant French frontier home along the Mississippi River. It beats me how Peter Voll throughout this entire journey, forced from the outset to scrap all detailed arrangements, has been able to daily revise the complete script for this show without the ruffle of a feather. He frequently addresses his Alumni with latest bulletins: "I have a little bad news for you--and also some very good news." They eat it

up, rain or shine. At Hannibal, for instance, almost a sure-fire town sopped in Mark Twain, many returned to the boat with the judgment that the place has turned into a tourist trap. Reversly, in a sopping downpour they were stranded for a couple of hours at Cassville, Wis., of all unlikely places, awaiting the boat's arrival (the DQ was stalled above Lock 10 while a double was put through). On their own these people found a couple of bars and came over the stage dripping rain and happy as larks with the unexpected adventure.

Inquiry at the boat's office as to whether I'd be put ashore at St. Louis or allowed to continue to Pittsburgh brought me a shoulder-shrug; I must wait and see. Remembering that the room maid on packets usually by some legerdemain know everything in advance I got the word from Myra that yes, I was booked, but must change my duds to the adjoining room, 232 to 234.

Leaving Chester (most prominent structure is the penitentiary) the DQ headed back for St. Louis, river still rising and much drift running. Found a dry spot at Ste. Genevieve during the night, tied to trees (the DQ always

first wraps a tarp around the trunk) and lowered the stage. Ste. Genevieve is the oldest settlement on the west bank of the river, and still is loaded with French-Creole atmosphere. The ever-present shuttle buses were awaiting after breakfast to take people uptown. My great uncle James C. Way married Mary Ann Ellis in 1839 at St. Louis. Her mother was French, from a Ste. Genevieve family. Mary Ann was referred to as "the St. Louis Mary Ann" and she related that her father, Dr. Erasmus Ellis, settled at Cape Girardeau before it was ceded by the French in 1803, and she was born there Jan. 31, 1812. Her husband Jim Way "ran the river" as a packet clerk and at St. Louis was confidential bookkeeper for the fur-trading Chouteaus. He and family are buried in the Belfontaine Cemetery at St. Louis. My son James C. Way is not named for this ancestor; merely a coincidence.

River still rising, and next morning, Oct. 3rd, the DQ was moored at the most attractive and available spot close to St. Louis. The regular landing place at the city was inundated. We were at a riverside park some 10 or 12 miles below town. Airport limousines and taxis had

been alerted and were ready to unload the Stanford Alumni, bag and baggage. Captain Keeton kindly presented me with a copy of "The Legend of the DELTA QUEEN" in which he had written some words and his signature. He and his wife and our two pilots would not be aboard to Cincinnati and Pittsburgh.

JAMES V. SWIFT had alerted me on a ship-shore phone call that Wilbur and Marga Finger would be picking me up for a visit to the Golden Eagle River Museum. They found their way to the DQ's hiding place--not so far from the Museum--and we drove to the hilltop Bee Tree Park mansion on the 210 acre estate. "This is it?" I asked incredulously, gazing upon this gray stone home with its multi-colored thatched slate roof. The whole lay-out looks like an escapee from Sewickley Heights shorn of butler and footmen.

A long driveway leads leisurely through tended lawns, flowering gardens and ancient oaks. Mr. and Mrs. Eugene Dutton Nims of St. Louis staked out this estate and built the home in 1927. Mr. Nims was president of the Southwestern Bell Telephone Co. By 1966 both had died and St. Louis County bought the estate, turned the grounds into a public park and invited the Golden Eagle River Museum to set up shop in the mansion. Wilbur Finger is president, his wife Marga is v.p. and George H. Berg Jr. is treasurer. It was Mr. Berg who opened the heavy carved oak door with its stained glass peek-out window for us. I felt like Fritzy-Ritsy.

The exhibit which immediately took my attention is the pilotwheel from the BETSY ANN, recently promoted from the Old Court House in St. Louis (near the Arch) to this fantastic setting. Shades of Bill Pollock, Charlie Ellsworth and Elmer Fancher! Shades of R. F. Learned and his Bayou Sara pilots. By all means visit here May through October 1 to 5 p.m., Wednesday through Sunday. You may join the Museum by sending \$5 to the Golden Eagle River Museum, Bee Tree Park, Pinestown Road, St. Louis MO 63129. I'll forgo discussion of the wealth of river artifacts--lest this story gets out of bounds.



The Golden Eagle River Museum at Bee Tree Park, St. Louis. This splendid isolation is unique amongst marine museums and attracts much attention.

So now we drive into downtown St. Louis with Wilbur and Marga. We proceed to the sixth floor of the Centerre Bank building at 510 Locust Street. The St. Louis Mercantile Library, mentioned in some detail in past issues of the S&D REFLECTOR, is headquartered here. A luncheon has been arranged. Jim Swift is on deck; also Ruth Ferris and her sister, both looking tip-top; Fred Leyhe of the former Eagle Packet Co. clan; J. Thomas Dunn of Streckfus Steamers and a liberal sprinkling of Mercantile officialdom.

Among the library's treasures today are a vast collection of early Americana, Western American literature, "first account" travel books of early explorers, an extensive list of periodicals dating from 1812, the John W. Barriger III Railroad Library, one of the most comprehensive in the country, and the Herman T. Pott Inland Waterways library, of great importance to students of the history of transportation in America.

The river collection is relatively new, a strange bedfellow for this railroad collection, but Executive Director Charles F. Bryan Jr. says these transportation rivals are settling in together successfully and with no disturbance.

Charlie Leonard of the St. Louis Globe-Democrat cornered us after the meal and his story

showed up in the Saturday-Sunday Oct. 11-12 edition. My thanks to Jim Swift for a copy. Jim then took me to the nearby offices of The Waterways Journal at 666 Security Building where we met for the first time editor Jack R. Simpson, and visited briefly with publisher H. Nelson Spencer, Jr., associate editor Daniel C. Owen and secretary Catherine Courtney. How this crew manages to keep from gawking out their windows for a full view of the Mississippi and its waterfront is beyond me. I spied a blob of red paint down there and was told it is the ADMIRAL in the throes of her transformation.

Then went a'calling on Tom Dunn in his Streckfus offices neighboring the WJ, same floor, same building. I had so hoped to get aboard the PRESIDENT to enjoy her transformation, but Tom said she was flood-bound at the wharf, as were the two Streckfus tour boats--perhaps for as long as two weeks. The Mississippi was still rising at St. Louis.

AND SO BACK with Wilbur and Marga to Cliff Cave (just now I remember the name of the place) to find the DQ bulging to the rafters with a new batch of tourists bound for Cincinnati, and some booked through to Pittsburgh.

Some of the crew changes:
Master, Capt. Garland Shewmaker; pilots, Bobby Powell and Phil Schultz; chief engineer, Dennis Shenk, assisted by Fred Klein and Gerald Lalonde.

River still on the rise. At Cape Girardeau where we spent the morning of Friday, Oct. 4th, flood gates were in place along the wall, except where the DQ's stage was footed. It was to be sealed as soon as we made our noon departure. Swift, muddy current and heavy drift still running.

This is to be known as the "Blue and Gray Cruise," featuring the Civil War epic shown on the screen in segments from here to Louisville. Interpreter and lecturer was a young man named Dennis Brown. Dennis and I were sharing table 33 in the diningroom. He said, "I wrote you a letter once and you didn't answer it." There was a time when truthful remarks like this disturbed my appetite. Dennis did a story on John Hartford which was printed in the "St. Louis" magazine this past July. We used it on page 45 of the September S&D REFLECTOR. So this was Dennis Brown, recently with CBS in New York. Dennis reminds me of Bill Barr, completely at ease on his hind legs before an audience, and Dennis has the looks and some of the mannerisms of Bill.

The olive green placid Ohio River was good to get into, with the usual pitching of coins for good luck as you make a wish. Some experts say you must toss the coin over your left shoulder. Some did; most did not. I did not. Figured my chances with a penny were about equal to a dollar bill on the recent \$10 million Pennsylvania lottery--zilch. Passed up Cairo and Paducah and made an unannounced shore stop at Evansville. Weather warm and sunny. The Stanford Alumni segment down from St. Paul to St. Louis was touted as a "Fall Foliage Trip" but all hillsides were still summertime green. Same here on the Ohio, no symptom of coloring.

Tuesday, Oct. 7th the DQ was moored at Louisville bright and early, on schedule. Capt. Mike Fitzgerald of the BELLE OF LOUISVILLE paid us a call to alert me that C.W. Stoll would show up shortly. Our passengers, some 170 strong, were

boarding buses for an EXCURSION OF LOUISVILLE, to use the caps appearing in the daily "Steamboat" Times," a legal size one-sheeter which appears on each stateroom bed along with a gold-wrapped chocolate tid-bit, good-night presents. Nice touch, and I saved all of both, have just counted them, and the total is 18. C.W. drove me over to New Albany where we called on Paul Seabrook, 90 last June, bright-eyed and cheerful. Keith Norrington, also of New Albany, was out of town. Had a short visit with Lucy Stoll at Rock Hill and by now the 15-minute bell was ringing for the DQ's 12:30 p.m. departure. The first time I heard this bell was when it was on the QUEEN CITY readying to depart from Pittsburgh for Cincinnati in Sept. 1911. My mother was taking my brother Willie and me for the trip and we were at the supper table. Even in 1911 the 15-minute bell was tapped --- --- same as today on the DQ. This tradition doubtlessly was followed by the Anchor Line when this lovely bell first appeared on their brag side-wheeler CITY OF ST. LOUIS.

With much whistle help from pilot Bob Powell we roused out artist Harlan Hubbard as we passed Payne Hollow. He was along the shore waving vigorously. Didn't see Ranger, his big dog. In our last issue we recorded the passing of his wife Anna, May 4, 1986.

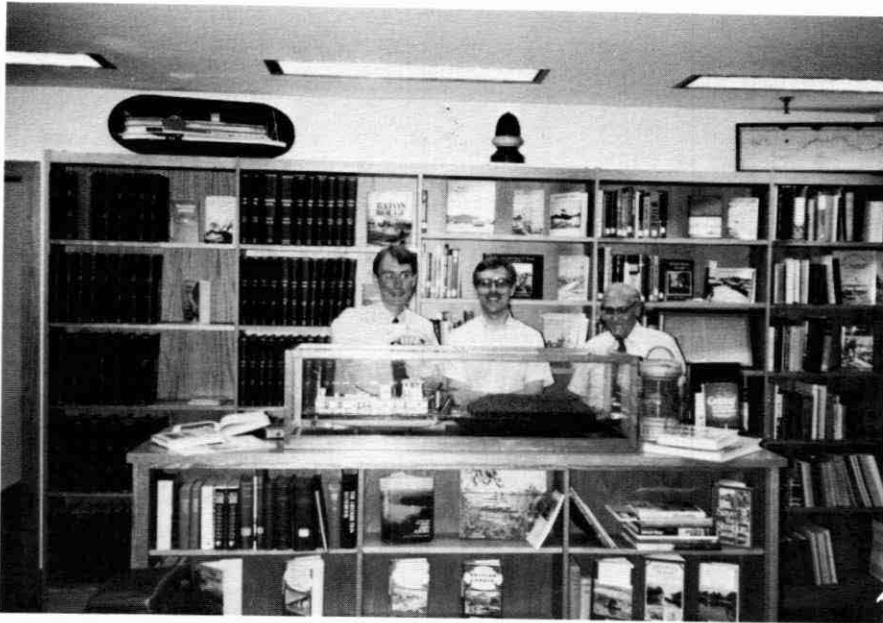
Arrived at Cincinnati early next morning, Oct. 8th, mooring at the concrete colossus once the public wharf, and now with barely enough room to get the DQ's stage down amongst parked cars.

Virginia Bennett came aboard with Capt. Harry Loudon and we drove across the river to BB Riverboats and boarded the BECKY THATCHER. After being introduced to Capt. Kerry Snowden, mate Roy Holthaus and Frank Katz we "took off" upriver for a busman's holiday. This was a regularly scheduled trip and an astonishing number of passengers had showed up, attracted by the nice sunshine and the sumptuous noon meal. The BECKY handles 400 and lately was the COMMODORE of the Streckfus Line and then of the New Orleans Steamboat Co. BB acquired her in 1982 and she's really ship-shape. Turned her at the old Island Creek ice piers. Harry Loudon impressed on us that the original four piers were 22, 32, 42 and 52 feet above low water; the riverward one, the 22-footer, was removed some while back, so now we have the 32, 42 and 52.

Back at the dock, Capt. Kerry Snowden presented me with a "Riverboat Captain Certificate" signed this Oct. 8th, 1986. Virginia toured us around the BB fleet, including the transformed FUN LINER, formerly Capt. F. H. Johnston's party boat CHAPERON, now completely



The BECKY THATCHER photographed against the modern Cincinnati waterfront and skyline. She's named for Tom Sawyer's Becky, same as the dinner-theatre ex-MISSISSIPPI in the Muskingum at Marietta. This one started out in 1967 named CAPT. CLARK'S SHOWBOAT owned in Corpus Christi. She handles 400 and is as neat as two pins.



From the left: Rare books librarian John Hoover of the Mercantile Library, St. Louis, with Keith Norrington and James V. (Jim) Swift; picture taken July 28, 1986 by Jeff Spear.

rebuilt and redesigned at what must have been considerable expense. She's towed by the CAPTAIN BEN, originally the F. H. JOHNSTON. BB Riverboats has ambitious projects in the making, principal of which is the transformation of the great sternwheel towboat CHARLES F. RICHARDSON into a deluxe dinner boat, the work under way at Chattanooga.

A mighty enjoyable afternoon. Everybody for their likes, and returning to the DQ Lee Pare, a passenger from Oakland, Calif. was going on about his visit to the U.S. Playing Card Co. which among other goodies has a Corless steam engine which until lately drove their d.c. light plant. Lee as a youngster went to first grade at the Osborne school with Grace Way for his teacher. Passenger Tom Edwards asked by chance did I know LeRoy and Alie Thompson of Sewickley Heights. I had news for Tom Edwards; LeRoy and Alie were getting aboard the DQ at Pittsburgh.

NEXT DAY we spent the morning at Maysville, Ky. with regular 30-minute shuttle bus service to downtown. I sat it out, fascinated with the hundreds of school children who were toured over the DQ in groups. Which of these kids

will be among the youngsters who "take fire" and run the MQ's and DQ's of the future? The recruits are here, if we just knew them. This new crop of passengers who boarded at Cincinnati hunt me out for autographing books,



Ruth Ferris, S&D's honorary president, pictured with Jeff Spear in the Mercantile Library, St. Louis, July 30, 1986. In the foreground is a replica model pilothouse appropriately named RUTH FERRIS. Photo by Keith Norrington.

and then ask questions. Former crew members most frequently inquired for are Capt. Ernie Wagner, Capt. Doc Hawley and Capt. Jim Blum. Peculiarly, in the reverse order. They recall Jim Blum as the easiest to talk with; Doc for his youth; Capt. Ernie for his appearances at entertainments playing the bones, and his rapid exits afterward. Wish I had kept count of the times these three were recalled. Practically all passengers are repeaters, with California the leading state of residence. A surprising number rode the DQ on the Sacramento.

On the morning of the 10th we were gathered up by Jerry and Lenora Sutphin and transported to the Hubntington, W. Va. hilltop for our premiere visit to the Huntington Galleries. The property sprawls over 50 acres and next year will feature "Ohio River Odyssey" with Beth Hager (well known at S&D meetings) as project director. This day of all days Beth was not on tap. Best exhibit to us is the Herman P. Dean firearms collection featuring the development of the Kentucky rifle.

Hence to the old C&O depot for a gander at #765, old Nickel Plate locomotive, about to take off tomorrow on a r.r. round trip to Hinton. Various coaches,



The much-watched river bulletin board at St. Louis, photographed by Keith Norrington on July 28th last. The pole right of center supports the gauge readings from 32' (at its base) to 45' (never attained in the past 100 years). This past October flood crested around 39.5', about half-way up the pole.

no two alike, were there also.

With us on this excursion was Bob Neighborgall of the construction company which delivered the houses via ARTHUR HIDER and barges from Point Pleasant to Uniontown, Ky., described recently in these columns. Bob showed us his offices at 1216 Seventh Ave., Huntington, the swank board room devoted to river pictures. The HIDER house-moving exploit made the July 1944 front page of the prestigious "Engineering News Record." For the subsequent story of the company's success, one need only glance at the skyline of modern Huntington. Bob kindly presented us with a copy of the new book "Huntington an Illustrated History" by James E. Casto, editorial page director of "The Herald-Dispatch." It retails at \$22.95 and a colorful inclusion is a full page picture of the sternwheel CAMDEN QUEEN. Lenora sent me off with a tin of luscious cookies, and Jerry gave me a couple of pictures--guess what?--steamboat pictures! It's going to take a wheelbarrow to get me home.

Would you believe it, we're off for another round of "The Blue and the Gray." Dennis Brown is reenforced now with members of the Ohio Valley 35th

Infantry in full period uniforms. They drill on the forward texas deck. The DQ has been turned into a gunboat.

A whole day in Marietta without benefit of Woody and Bee Rutter who, so we later learned, were in Wenham, Mass., home of Woody's 102-year-old Mom who was ailing (and recovered!) Jeff Spear treated me to lunch at the Lafayette and we learned that both the DQ and MISSISSIPPI QUEEN would coincide at Marietta this coming Wednesday--first time this has happened. The flood in the Upper Miss crested around 39.5, some less than anticipated, and less by far from the 100-year record at St. Louis which hit 43 feet in 1973.

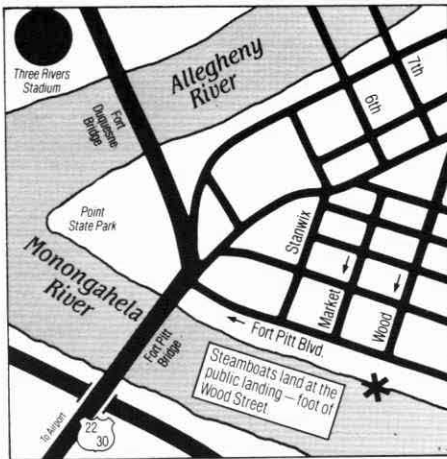
Spent Sunday, Oct. 12 with a morning visit of Moundsville and environs. Dennis Brown walks his independent course at these shore stops and hunts me up afterward to relate his land-based adventures. Why would it be so, I wonder, that most rivermen have their "adventures" on dry land? Instead of harrowing escapades while aboard their boats, the emphasis of the conversation is more apt to concern what happened uptown in Paducah. The newspaper feature writer asks "What was your most exciting river experience?" The ancient

mariner is struck dumb. What's on his mind is the time the brakes on his old car failed coming down the hill at Brownsville. THAT was adventure.

Chief engineer Dennis Shenk is in search of an engine indicator for his personal collection. This ingenious instrument records with a stylus on graph paper the steam pressure exerted from one end of the piston stroke to the other, and back again. The last one we saw in use was at the Dravo shipyard during before and after trial runs when the DQ was fresh from California. Jim Burns, builder of the DQ and DK, gave his to Capt. Tom Greene, who passed it along to the River Museum in Marietta. We told Dennis we'd mention his wants but not to get up fond hopes. But just in case, his address is 828 Royal St. #300, New Orleans, La. 70116.

At Cincinnati I was promoted downward from the texas deck to hard aft on the cabin deck, room #122. It boasts twin brass beds and a window overlooking the paddlewheel. Two windows in fact. There is no vibration even as I stand here looking out over the rolling wheel. Verily the DQ is the Rock of Gibraltar. The original designers would never recognize this cabin deck interior, all plush and polish, garnished with John Stobart prints and others, and portraits of Capt. and Mrs. Gordon C. Greene; Capts. Chris and Tom Greene; Betty Blake, and one of Mrs. Lenoir Sullivan. These may be contemplated from expensive lounges and upholstered chairs. The rivers probably never had it so fine.

I've not mentioned food. It did not occur to me the day was at hand when I'd be satiated with jumbo shrimp. Adrian Johnston and his waiters were concerned that I was underweight. "Hand me that plate; I'll fill it up for you--go sit down." Breakfast turned into heaping mounds of scrambled eggs, bacon, toast and jelly, oatmeal and brown sugar. At dinner and supper it was "Put that menu down; we know what's in the kitchen that you're bound to like." In the pilothouse, "Have an apple, an orange, a cup of coffee." At 11 p.m. I had to sneak past the "Evening buffet" arrayed in the forward cabin lounge. Coming



Head of the Hollow, Pittsburgh.

home was hard to get used to. First thing I did was fire up my Ford and head for Safran's Supermarket. Got me 2# of ground beef and fried it in patties to become plain ol' hamburger, served with plain ol' mashed potatoes and a dash of Heinz ketchup.

"Gee," I said aloud. "I'm home."

WEDDING BELLS

An invitation was received reading:

Tom and Margarita invite you to share with us the joy of our marriage on Friday, the twenty-eighth of November, Nineteen hundred and eighty six at two o'clock in the afternoon, Unitarian Universalist Church, 5450 Atherton Street, Long Beach, California. Reception following the service at the Church's Hall.

The newlyweds, Thomas E. Way and bride, will reside at 12130 Old River School Road, #17, Downey, California 90242.

7th St., Library Square,
Cincinnati, O. 45202

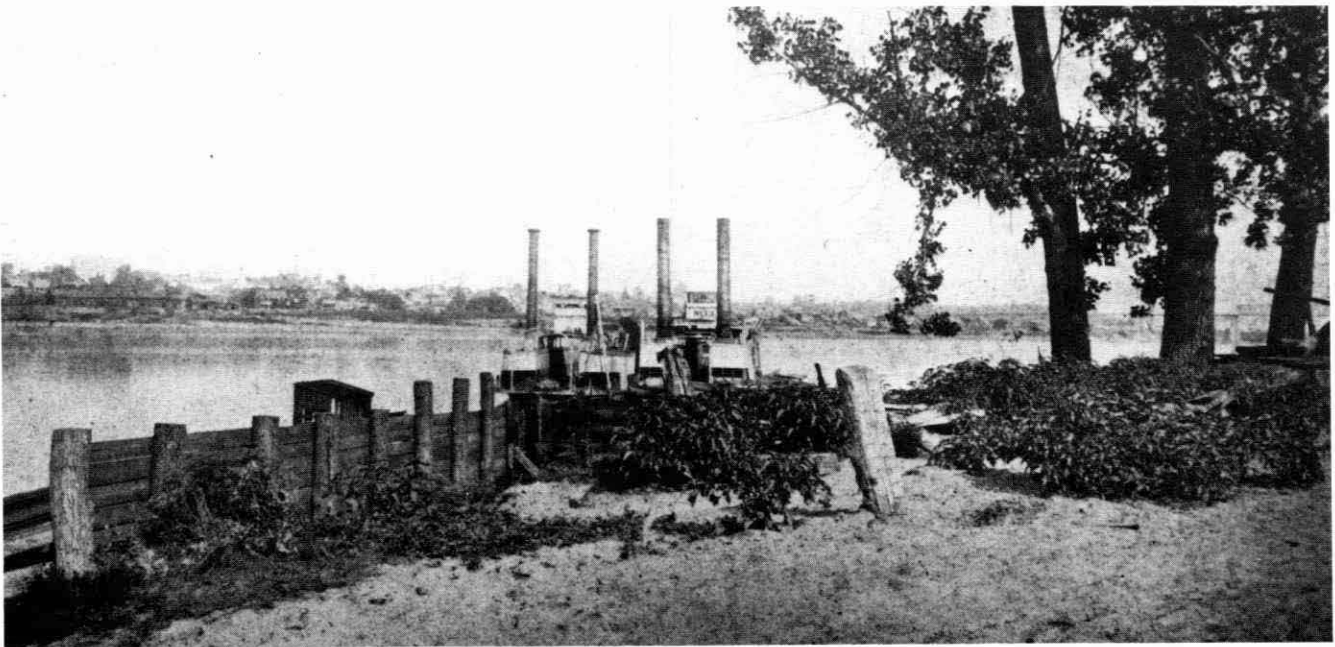
=The material mentioned above comes from the now-closed American Bridge Division, U.S. Steel, Ambridge, Pa. -Ed.

Sirs: Went with the Middle Ohio River Chapter to Shakertown, Ky. over the past week-end (Oct. 11-12)--24 of us attended. C.W. and Lucy couldn't make it because Judith was sick. Wish you could have been with us in this very old and quaint restored village. Took a boat ride on the beautiful Kentucky River on Sunday in the rain. We'd had a car caravan to old Lock and Dams 7 and 8 the day before. It was a pleasant get-together in Pleasant Hill, Ky.

Delly Robertson,
844 Old 52,
New Richmond, O. 45157

Sirs: The material you so kindly arranged to send via Mr. Anderson has arrived. I do wish to thank you since it is indeed a fine addition to the Inland Rivers Library. Both M'Lissa and I had a great time at Marietta.

Alfred Kleine-Kreutzmann,
Curator of Rare Books &
Special Collections,
The Public Library,



This one has everybody baffled. It is said to have been taken at St. Charles on the Missouri River, photographed by R. Goebel. Both appear to be small rr. transfer ferries. The one on the right has "No. 13" lettered on the front of the pilothouse. The original of this comes from the Ruth Ferris collection.

It's probably waited a century for somebody to name the boats involved, so it may have to wait a while longer for our budding rr. transfer expert Tom Way to work on the problem. Tom is being married at Los Angeles on the day after Thanksgiving, so has other details on his mind for the present.

Sirs: In late February 1986 Alice Wisherd, widow of Capt. D. Walter Wisherd, passed away. Her niece, Joy Hayes, a friend and former secretary of mine, has been going through some of her things. She found some old steamboat pictures and, what struck me of being of interest, some notes typed by Cap'n Wisherd concerning his involvement in steamboats. In the off chance that some of this may not be known to you, Joy gave me permission to send this to you to use as you see fit.

J. R. (Dick) Hartlieb,
810 S. Troy,
Cincinnati, O. 45246

=Capt. D. W. Wisherd (died in 1954) was twice married. Alice Braurer of Cincinnati, long his secretary, married him after his retirement from river pursuits. Dick Hartlieb, writer of the above letter, is son of the late "Charlie" Hartlieb who ran the Consolidated Boat Store on Main Street in Cincinnati. The notes typed by Cap'n Wisherd contain the following information:

On steamer JOSEPHINE and barge MAMIE E. in 1890. (Way, #3150).

Worked on the CITY OF QUINCY in 1891-1892. (Way, #1128).

Purchased the steamer S. R. VAN METRE on April 2, 1894 from the Madison & Monterey Packet Co., Madison, Ind. Ran her Keokuk-Quincy, also Burlington-Keokuk until she burned March 1, 1899 in Quincy Bay.

Went with Capt. John Streckfus in the excursion business in 1901 operating the J.S. (Way, #2881), and also the CITY OF WINONA (Way #1147) in the Davenport-Clinton trade until she was converted into an excursion steamer and renamed W.W. in 1905. Operated on the Upper Mississippi towing excursion barge ACME.

In 1908 the Acme Packet Co. purchased the Diamond Jo Line's four packets, QUINCY, SAINT PAUL, DUBUQUE and SIDNEY together with their warehouses along the river and wharfbots at St. Louis and St. Paul. The SIDNEY was converted into an excursion boat.

Remained with Streckfus until 1911 when I organized the Wisherd Line Steamers. Purchased the G. W. HILL on March 11, 1912 and converted her into an excursion boat.

Operated her 1912-1921 on the Upper Mississippi and Illinois rivers. In 1922 operated her on the Ohio River between Cairo and Pittsburgh. In 1923 chartered her to John W. Hubbard for the Coney Island trade at Cincinnati. During that year I sold her to the newly organized Coney Island Inc. (which bought the park from Mr. Hubbard) and they continued her in the park trade renamed ISLAND MAID.

In 1914 purchased the packet KEYSTONE STATE at Peoria and converted her into an excursion boat renamed MAJESTIC. Operated her 13 days when she hit the intake tower at Chain of Rocks near St. Louis and sank in 30 feet. She had unloaded passengers at Alton and was on her way to St. Louis for the next excursion when the accident happened.

In 1919 purchased one-half interest in the Lee Line Steamers of Memphis. Remodeled the REES LEE into an excursion boat and renamed her MAJESTIC.

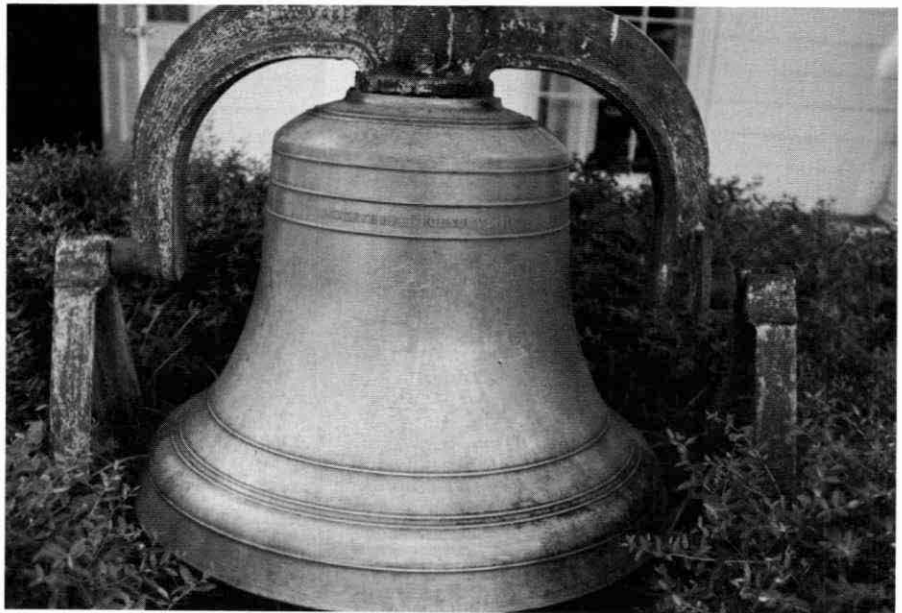
Ran trips with her on the Mississippi, Missouri and Illinois

rivers until she burned at Havana, Ill. on May 7, 1922 while being readied for her spring opening.

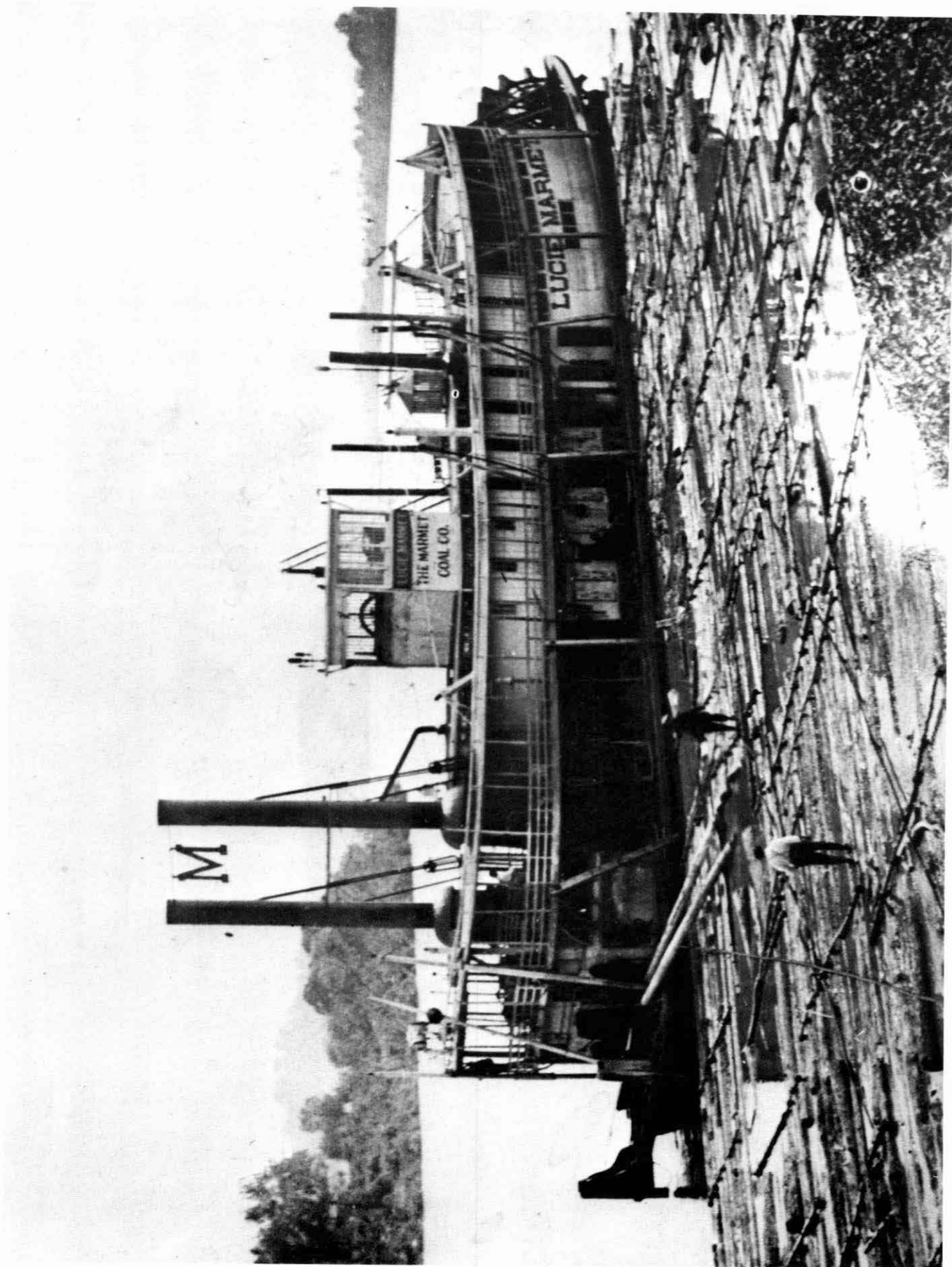
In 1923 purchased a new boat being built at Midland, Pa. from John W. Hubbard. She was side-wheel and the machinery and boilers had been contracted for. The Coney Island company bought and completed her as the ISLAND QUEEN (2nd). This ended Wisherd Line Steamers inasmuch as I disposed of the G. W. HILL (as noted above) at the same time to Coney Island Inc. I brought the newly completed side-wheel hull from Midland to Cincinnati and completed the ISLAND QUEEN for the Coney Island people at the foot of Broadway, licensed to carry 4,000 passengers.

From 1925 to 1942 I managed the steamers WASHINGTON, SAINT PAUL and SENATOR on the Ohio River for Streckfus Steamers Inc.

Bought the DOROTHY McBRIDE in Oct. 1933, renamed her D. W. WISHERD, and operated her until sold to Campbell Transportation Co. in 1936.



ROOF BELL of the BETSY ANN today graces the lawn of Stanton Hall, Natchez, Miss. Keith Norrington took this picture during a visit there this past September. Our recollection is that the late John I. Hay, who owned the ex-packet and operated her as a towboat in her last days as a steamboat, presented the bell for display at the present site. Mr. Hay's generosity was appropriate inasmuch as the BETSY ANN plied the passenger and freight trade between Natchez and Bayou Sara for many years under the ownership of her original builder, R. F. Learned of Natchez.



ON THE OPPOSITE PAGE

The LUCIE MARMET, pictured in the mouth of the Kanawha River, dates back to antiquity. The MOUNT CLARE, built in 1868, was dismantled in 1903, and much of her cabin work and machinery was transferred to a new hull, and so emerged the boat in this picture. She towed Kanawha coal in wooden barges to Cincinnati for Edwin Marmet with Capt. Charles E. Morris as master, and Capt. William D. Curry, pilot. In the foreground are log rafts probably from the Little Kanawha and Guyan rivers waiting to be hauled up the log chute to a sawmill. Please note the chicken coop aft of the pilothouse. At Charleston, W. Va. on Oct. 5, 1914 the LUCIE burned to the water's edge when an oil lantern was upturned and exploded. The wreck settled in the head of Elk Chute. Our thanks to G. W. (Jerry) Sutphin for the print.

Copies of "Way's Packet Directory" may be procured at \$34.95 per copy. Please enclose \$2.50 extra for postage and handling on the first book and \$1.00 each for each additional book. Address Ohio University Press, Scott Quad, Athens, OH 45701.



THE MOST UNIQUE of river exhibits is this one; eight capstans from the SPRAGUE in a newly excavated area near the Vicksburg waterfront. According to Gordon Cotton, director of the Old Court House Museum, Vicksburg, the remnants of the SPRAGUE's paddlewheel and other relics will eventually be moved to this site from their present Yazoo River location. Keith Norrington, who took the above photograph on Sept. 19th, reports that the 85-page booklet about the SPRAGUE that formerly was sold aboard the boat is available in a very limited edition from the Old Court House Museum, Court Square, Vicksburg, Miss. 39180 at \$3.50 plus \$1.00 postage.



Marietta riverfront during S&D, from the left; DIXIE, DON ROB'T, RAVENSWOOD FERRY, CLAIRE-E...with the VALLEY GEM upbound in the background. -Jerry Sutphin, photo.

STEAMER JAMES HOWARD

EDITOR'S NOTE

The following account of the building of the JAMES HOWARD was saved by the Howard family, and was presented to R. Dale Flick by Mrs. Loretta Howard. The original envelope which contained it supplied no information as to date or identity of the Louisville newspaper wherein it appeared. The date is 1870, determined by records. The newspaper account was set in extremely small type, the columns 2" wide, the whole story compressed into 28½ inches of column space. Even with reasonable eyesight we were forced to use a glass in making this transcription. We faithfully followed the typography, using hyphenated words where they appeared (such as to-day for today) and &c. for "and so forth," although once the author used etc. The article was free from typo error, a tribute to the proofreader. As to who authored the "blow," we have no clue, but it does not follow the pattern and styling of Will S. Hays, who wrote scads of river news for Louisville dailies. The writer, toward the end of the story, says: "We have thus, with as much beivity as we could command, spoken of the JAMES HOWARD..." By today's standards, "brevity" is hardly the word, as the reader wades through fields and swamps of flowery laudation so popular a century ago. We submit this account as typical of the classical press release of the time. Every major steamboat received an extensive "blow" from the hometown paper where she was built. This one rates top billing as one of the best.

The rapid strides that have been made in the West, in the science of marine architecture, have very properly been the subject of complimentary notice in the leading journals of the country, and now Western boat and ship builders with a confidence which solid merit always inspires, challenge a comparison of their handiwork with the best specimens turned out by any of the ship builders along the Atlantic seaboard. This rapid progress in this department of

mechanical enterprise is not surprising. On the contrary, it is natural and must have been anticipated by those people who give to the subject of territorial development even casual consideration. Our northern lakes are great inland seas, and demand staunch and fast-sailing crafts; our Western river are grand arteries of trade, and are of sufficient depth to float the leviathan iron-clads of the world's navies. These natural causes have produced their legitimate effects, and our Western boat-builders are almost monthly placing upon our great inland highways of commerce steamers that, for size, perfection of model and capacity for speed, challenge the admiration of men who have made these subjects their life-long specialties. It is not necessary in this article to point out past instances of these achievements, nor is it important that we should give a history of the progress which has distinctly marked the science of boat-building in the West during the past fifty years. A few of the pioneers of steamboat navigation on the Western waters still linger with us. They have often thought that perfection had been reached as new steamers have been launched and quicker trips made between remote points, but these achievements served to quicken the inventive skill of our mechanics, until the fame of the floating palaces of the Western waters became intimately interwoven with the theme of our national development and the march of civilization. It may be difficult to determine when the climax may be reached, but we are confident that the magnificent steamer

JAMES HOWARD

now lying at our wharf ready for service approximates nearer perfection than any previous exhibition of steamboat building in the West. In writing of this steamer we are not disposed to be extravagant in our description: nor is it necessary; for the simple truth unadorned rises to such magnificent proportions that munchausen literature, so often indulged in upon such subjects, if accepted as the truth, would detract from the merit of this article. The JAMES HOWARD is a monster craft, and yet so symmetrical in her proportions that she does not impress the beholder as

being of extraordinary

DIMENSIONS.

But, upon consulting her owners, we find that the length of the hull is 330 feet; she has a 55-foot beam; the depth of her hold is 10 feet, and her extreme width is 96 feet. To those familiar with the carrying capacity of water craft the fact is at once recognized that the JAMES HOWARD will float an immense cargo; but, in this connection, it may be proper to remark that it is estimated that she will carry 3,400 tons, with her guards 10 inches out of the water, and 4,000 tons of freight may be easily and prudently placed upon her. This is shown from the fact that, notwithstanding her great strength, the immense amount of lumber used in her construction and the weight of her powerful machinery, her draft of water, as she now lies finished and ready for business, is only 3½ feet, and, with 1,000 tons of freight on board, she will float over 5½ feet water. The JAMES HOWARD is the largest boat afloat on the Western waters, and is the largest boat ever built for their navigation. She may, therefore, be said to make an epoch in Western steamboat architecture, and, in point of size, has doubtless reached the climax for the next decade.

As the building of such a craft as the JAMES HOWARD is not an everyday occurrence, we propose, for the benefit of those who take an interest in such matters, to give a somewhat particular account of her

CONSTRUCTION,

and here we remark that her hull was commenced on the 1st of March last, at the yard of Messrs. James Howard & Co., a firm which has earned and merits a wide fame in the department of Western boat-building. It was intended by the builders that the hull of the JAMES HOWARD should be No. 1 in every respect, and the best yet built for the Mississippi river, in which the builders have been predominantly successful. As a consequence, every improvement warranted by long experience has been introduced and every well-established scientific fact considered. She has been carefully examined by the different inspectors, while in course of construction, and when

completed was pronounced perfect. The floor-timbers used are 4½, 5 and 6 inches thick by 12 inches deep. The centers are 13, 14, and 15 inches, and her bottom plank are 4½ inches thick all over, 5 inches on the knuckle, 4½ and 4 inches on the sides. Her floor-streaks are as follows: 2 stanchion streaks each side 9 x 11; 2 floor-streaks each side 7½ x 10; 1 floor-streak each side 6 x 10; 1 floor-streak each side 4 x 13. The main kelson is 12 x 20 inches, and the knuckle kelson 8 x 14 inches. There are two sets of clamps 4 x 15 and 3½ x 14 inches; four side streaks each 3½ x 11 inches. The deck is 3 inches thick, fore and aft; bulkheads 2½ inches, double fastened with 3/8 spikes, 9-16, 5/8, and 3/4 drift-bolts. These drift-bolts in number amount to over 12,000, and are from 17 to 37 inches long, all tightly driven from the outside and riveted, with s burr on the inside.

In the construction of the JAMES HOWARD extra precautions and pains have been taken with her iron work. She is admirably "chained," and in this department the work particularly invites inspection. The iron for the hog chains was made expressly for the JAMES HOWARD by the Louisville Rolling Mill Company, and is of the best charcoal iron; and, when it is necessary to meet a heavy strain, there is no danger whatever of their giving away. From what we have said of the construction of the steamer JAMES HOWARD, the reader cannot fail to be impressed with the fact that great strength and durability have been secured. There is nothing in or about the hull of the JAMES HOWARD that is not within strict keeping with her mammoth proportions, and giving the most positive assurances that she will prove capable of any carrying demands warranted by her measurements. The

MACHINERY

of the JAMES HOWARD consists of two main engines, cylinders 34½ inches in diameter, with 10 feet stroke of piston, working a water-wheel 39 feet in diameter, with 10½ feet length of bucket. The shafts are wrought-iron, with four flanges. The steam to move this powerful machinery is generated in six boilers, each 30 feet long, 46 inches in diameter,

with four flues in each. Besides these, there is one doctor-boiler 14 feet long and 36 inches in diameter. The HOWARD is provided with a full complement of auxiliary engines to work the elevator, capstans, pumps, &c. &c. The machinery for the HOWARD was made at the foundry of Messrs. Ainslie, Cochran & Co., of this city, and no higher guarantee is required to convince anyone at all interested in such matters that it is in every particular, and in all of its parts and departments, all that the most exacting could demand.

As might be expected in a steamer of the dimensions and value of the JAMES HOWARD, special care has been bestowed upon details and in this regard, the closer the inspection, the more everyone will be convinced that the owners have been wide awake upon every essential point. In this connection we notice particularly her

FIRE DEPARTMENT,

which at this particular juncture will attract attention. It is a separate and distinct department, thoroughly organized, with pipes and hose leading to all parts of the boat, and in making it perfect, neither pains or expense has been spared; as a consequence, the danger from fire from any cause connected with the working of the HOWARD is almost entirely obviated. Besides this, the timber used in the construction was thoroughly "Foremanized" while building, from her keel to her pilot-house, and those parts most exposed received special attention. The process of "Foremanizing" consists in saturating the timbers which preserves it and at the same time renders it fire-proof. This is a recent discovery by Mr. Foreman, of Illinois, and is rapidly gaining favor with railroad and steamboat owners. This precaution, together with the admirably arranged fire department, renders the destruction of the HOWARD by fire almost impossible.

It requires a leisurely survey of the JAMES HOWARD, from her hold to her pilot house, to become fully impressed with her proportions, an impression which may not be made on the mind of the casual observer, a result consequent in a great measure

upon the fact that her proportions are most admirably adjusted throughout. So well indeed is this accomplished as to have become a general remark with those who visit and inspect her. The model of such a craft must necessarily be "full," but, in the case of the HOWARD, it is so graceful and easy, that speed and carrying capacity are admirably combined without the least sacrifice of symmetrical beauty. The

CABINS

of the JAMES HOWARD are in full keeping with all the other departments of this incomparable craft. The main saloon is 200 feet long, 18 feet wide, and 14 feet high, with 34 state-rooms, 17 on each side. These rooms, which are not to be compared at all with ordinary state-rooms upon our finest boats, are all large and superbly furnished. Ten state-rooms in the ladies cabin are 10 by 12 feet, and are connected with sliding doors, so as they may be used as parlors or family rooms. These rooms are the finest we have ever seen, and possess every element of comfort and luxurious ease that is likely to be required by the most fastidious voyager on the Western waters. Large beds, elegant carpets, bureaus, washstands, wardrobes and mirrors, &c., in fact, nothing is wanting. The splendid carpets which cover the cabin and the state-room floors were furnished by Messrs. J. G. Mathers & Co. of this city. The upholstering was supplied from the well-known and deservedly popular house of Henry Wehmhoff, and the furniture, which is in elegant taste, was supplied by Messrs. Greve, Burlaghe & Co. The chandeliers, which are very fine and strictly in keeping with the general magnificance of the surroundings, were furnished by the well-known house of Messrs. Walton & Brother. This firm also furnished the outfit of the pantry, which does them ample justice, and shows that the owners of the HOWARD have determined upon the closest possible approximation to refined elegance in every department that money can secure. The stoves and tin-ware were furnished by Messrs. Bridgeford & Co., and all the copper-work was done by the same firm; that it is the best none will doubt,

and it was necessary that it should be the best to be in keeping with the other work done on the boat. The cabin was built by Messrs. H. McClaran & Co., and, without exaggeration, may well be classed with the finest job they have ever turned out, and which will add much to their already well-earned reputation as master workmen. The boiler or promenade deck of the HOWARD is a feature which demands more space than we have devoted to it. It extends from the cabin doors to the forward stairs, 90 feet, and is 96 feet in width. The cabin skylight is extended over this space, and the whole forms one of the most delightful promenades we have ever seen on any floating craft of any description East or West. It must be seen to be appreciated, but it will be fully appreciated only by those who shall be the guests of Capt. Pegram when the HOWARD is sailing under semi-tropical skies, with the thermometer indicating 100 degrees in the shade, when old and young will rise up and call him blessed for devoting so much space for their comfort and enjoyment. The

TEXAS

of the JAMES HOWARD is 135 feet, and is arranged in the most complete manner for comfort and convenience; in fact it is quite equal to the cabin of some of our Western steamers. In the foremost part of the Texas is the Captain's quarters, with extensive rooms and every accommodation that skill and experience could devise for rest and comfort, and to enable Capt. Pegram to entertain his host of friends at all points from St. Louis to New Orleans. The

PAINTING

of the HOWARD is part of the work which necessarily attracts constant attention. To say that it is the perfection of steamboat painting is to speak the simple truth, and this is no more than would be expected of the artist, W. O. Williams, whose work always attests his ability and fidelity. A description of the JAMES HOWARD would be incomplete if we were not to introduce the

LITTLE JIM,

a beautiful steam launch, or yawl, which will accompany the

HOWARD on her trips. The LITTLE JIM is 32 feet long, 8½ feet beam. She will be propelled by steam, having cylinders 6 inches in diameter, 10 inches stroke, and will be for sounding channels, laying anchors, etc., and may be used for many other purposes as well. The LITTLE JIM is a jaunty craft, and will attract attention.

In closing this account of the steamer JAMES HOWARD, which we have no hesitancy in characterizing as a splendid triumph of steamboat architectural skill, we are disposed to devote some space to her builder,

JAMES HOWARD, ESQ.:

but words can do little for one who is almost annually building such monuments of skill as the craft we have attempted to describe. Such men as James Howard are an ornament and a blessing. They combine such elements as are eminently worthy of mention when communities demand facts concerning men who have contributed their full quota in advancing the great enterprises of the age. We notice in the ladies' cabin of the JAMES HOWARD, over the large mirror and embraced in the frame-work, a beautiful portrait of her builder, so that wherever she floats and brave men and fair women discuss her properties, they may see a reflection of the man who is entitled to the credit of setting afloat one of the wonders of the day.

We have thus, with as much brevity as we could command, spoken of the JAMES HOWARD, and faithfully chronicled the names of those who have contributed to her completion in all of her departments. But we have barely alluded to the men who conceived the plan of constructing her, and who have set so many heads and hands at work in her completion. There are few men among those who have money to invest disposed to engage in such costly enterprises--few men who combine the skill, business capacity and indomitable energy, to wring from them success; among these it is scarcely necessary for us to mention

GEORGE AND B. R. PEGRAM,

for their rank is fully established among the business men of the West, and, while we put them on record here, we can

add little or nothing to their fame. It is no small compliment for such men to select Louisville mechanics to build their boats, for they have none but the best. Capt. Pegram has built at the yards around the falls the steamers RUTH 1st, RUTH 2nd, the JULIA, OLIVE BRANCH, IDA HANDY and LUNA. Those were all built by Messrs. Howard & Co., except the LUNA, and all in their day were superb crafts. The JAMES HOWARD is the largest of them, and in point of size and cost is the grandest achievement since the commencement of steamboat building in the West. The JAMES HOWARD will leave to-day for Cincinnati in command of Capt. B. R. Pegram, where she goes to get a portion of her cargo for New Orleans. She will again be at our wharf on Friday, the 20th inst., and will finish loading and start on her first trip to New Orleans. That she will be successful none doubt who know the character of the men who will have her in charge, and no small item in her first freights from Louisville will be the kind wishes of a host of friends and admirers of the gentlemen who have built her and who will command her.

Capt. Jim Blum has been on the Missouri River this past summer. Up there he's been running river excursions with a 90-foot long excursion barge shoved by a small towboat, based at St. Charles, Mo. It's a two-man show. Jim oversees the operation and his deckhand this summer was Jeff DeWousse who also pours beer and soft drinks, cooks hot dogs, and helps maintain the boat. He attends Dayton University in Dayton, O.

Jim Blum started out as a riverman while attending Xavier University in Cincinnati. He was hired in the purser's office of the DELTA QUEEN. He says he was the only candidate they could find willing to work for \$48 a week and meals included, but he decided he liked it.

Jim put in 10 years on the DQ, by which time he had a pilot's and master's license. He also was on the ADMIRAL, and was on the BELLE OF LOUISVILLE when he "disappeared" up the Missouri this spring. Jim now is 40.

Capt. Joseph Van Gale Sr. died, 78, at the Southern Baptist Hospital, New Orleans, on Sunday, July 20, 1986. For the past four years he was with the New Orleans Steamboat Company as pilot on the PRESIDENT and NATCHEZ. Death was due to several heart problems. Cap'n Joe will be recalled standing watches to Louisville on the NATCHEZ when she won the race in contest with the DELTA QUEEN and BELLE OF LOUISVILLE.

He was with the Delta Queen Steamboat Company as pilot on the MISSISSIPPI QUEEN prior to that. Most of his working career was on towboats operated by Scott Chotin Inc., a period of 35 years.

Captain Gale was born March 1, 1908 at Palatka, Fla. and commenced his career on the St. Johns River. His early boating is recorded in the S&D REFLECTOR, March '86 issue, page 49. He had some fascinating experiences which took him to Miami and to the Sacramento River in California.

Following services, burial was in the Garden of Memories, New Orleans. The pallbearers were Capt. Scott Chotin Sr., William P. Dow, Capt. James D. Rainey, Capt. Bill Wilson, Capt. Chris Reider and Capt. Clarke Hawley.

Survivors include his wife, Louise Rousselle Gale; a son, Capt. J.V. Gale Jr.; a daughter, Rosalie Gale; a brother, Albert H. Gale; and two grandchildren.



Keith Norrington distributes DQ-MQ 1987 folders at S&D. Susan Burks and Richard Strimple, seated.

-Jerry Sutphin, photo.



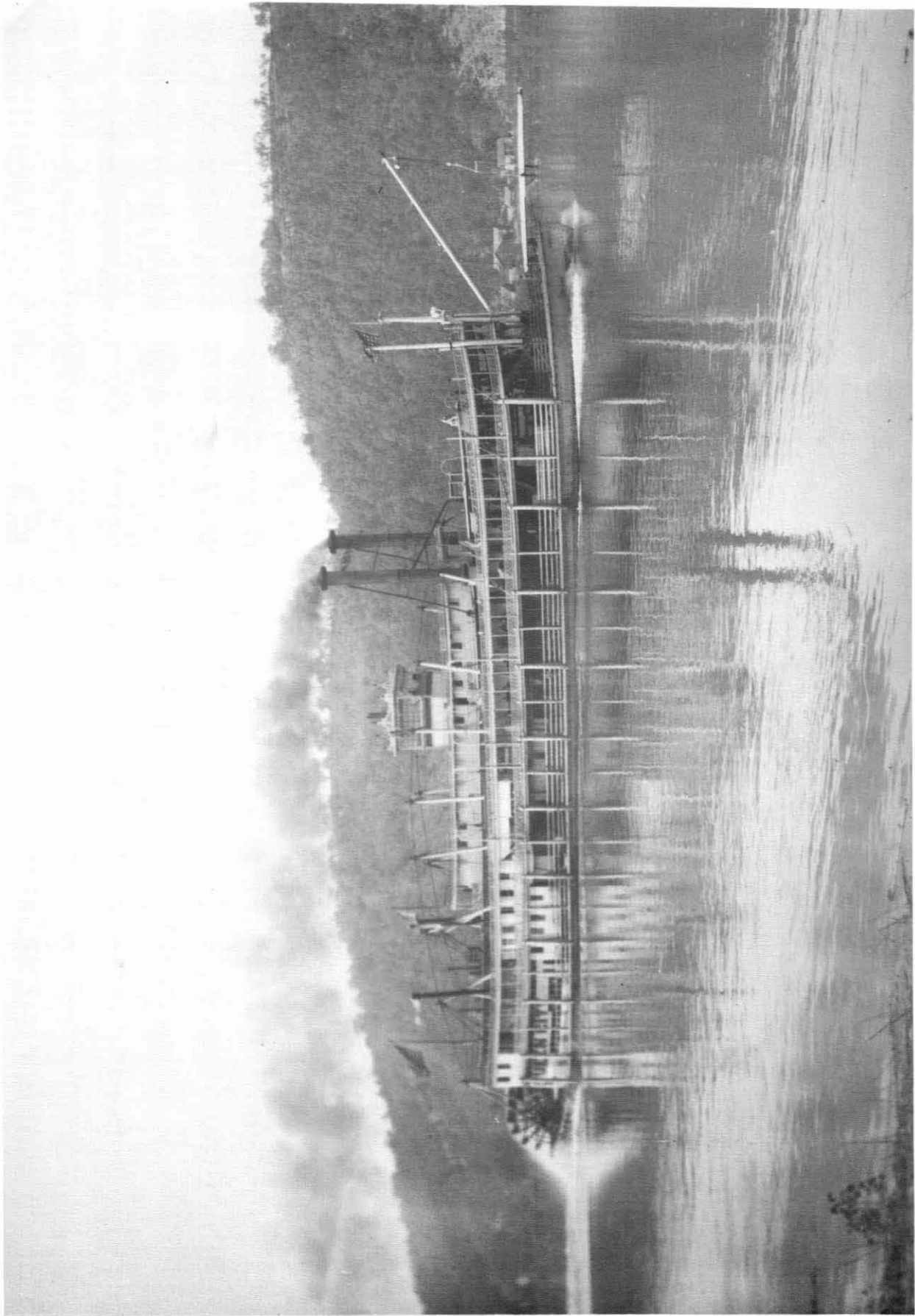
THE MIRIAM WERNER comes to us from Tom Lindsay, a towboat which existed until 40 years ago, so the chances are bright that some of our S&D folks remember her. And some may remember when she was the MacARTHUR owned by the U. S. Engineers, and a few grey-heads may recall her as the A. F. MacARTHUR working for contractors who were building the original Ohio River locks and dams. Originally in 1901 when she was built at the Howard Yard, Jeffersonville, she came out as the S. P. GILLETT, too early for the recollections of Ye Ed, although one of her first missions was to assist in the building of Ohio River Lock No. 3 in the Sewickley area. We recall her running under the other above-mentioned names, but we never had a photograph of her as the MIRIAM WERNER until right now. Under this last name she was owned by J. C. Werner of Baton Rouge. In 1940 Werner took her from Baton Rouge to Newport, Ark. on White River where she picked up a dredge and delivered it to Huntington, West Va. on the Ohio. Later that year she was 90 miles below New Orleans on another towing mission. By 1946, 40 years ago, she was being used to furnish steam for a barge cleaning operation. Tom Lindsay, who sent this picture, and others, did not supply his address on the envelope or letter. When he reads this he'll know why his generosity was not acknowledged.

R. Dale Flick of Cincinnati is writing letters to key persons in behalf of the critical need for major restoration of the W. P. SNYDER JR. One early response comes from Ohio state Senator Robert W. Ney who immediately contacted Dr. Gary Ness, Director, Ohio Historical Society. "Dear Dr, Ness," he wrote, "Enclosed please find correspondence I have recently received from Mr. Russell D. Flick regarding the W. P. SNYDER JR. now docked in the Ohio River at Marietta. It would be greatly appreciated if you could examine

the situation as soon as possible. I thank you in advance for your cooperation." (signed) Robert W. Ney, State Senator.

Further developments will be reported in the March issue.

Helen Rose Stephenson says one of her best friends many years ago was Clementine Paddleford, food editor of the old N.Y. "Herald Tribune," who once did a feature for "This Week" magazine on steamboat cooking.



DOWNBOUND at Madison, Ind., the QUEEN CITY was making a "Meet the Boat" trip when Alene Stottlebower took this picture. On such occasions wooden cattle racks were placed around the forecastle to prevent her passengers from stepping overboard when the exchange was made with her partner boat, either the JOHN W. HUBBARD or KENTUCKY. The luxurious

side-wheel CINCINNATI had not yet been built. The QC is obviously fresh from the marine ways at Mound City, Ill. where the hull was completely rebuilt in 1920. The SPRAGUE towed her down from Louisville and she returned to the Cincinnati-Louisville trade under her own power. Our thanks to C. W. Stoll for the enlargement from Alene's post card size negative.

Vic Tooker and his mother, Alice, continue making music. Alice is 82 and her birthday is the Fourth of July. The Riverboat Rambler's Review, featuring these two top-raters, perform on a week-end schedule at Kabby's, the seafood restaurant and bar at the New Orleans Hilton Hotel.

They played for 17 years on the DELTA QUEEN where Vic was interlocutor/banjo player and Alice's late husband, Guy Frederick Tooker, played an assortment of instruments as well as participated in monologues and comedy routines. They celebrated their 50th wedding anniversary shortly before Guy died at Memphis in 1975.

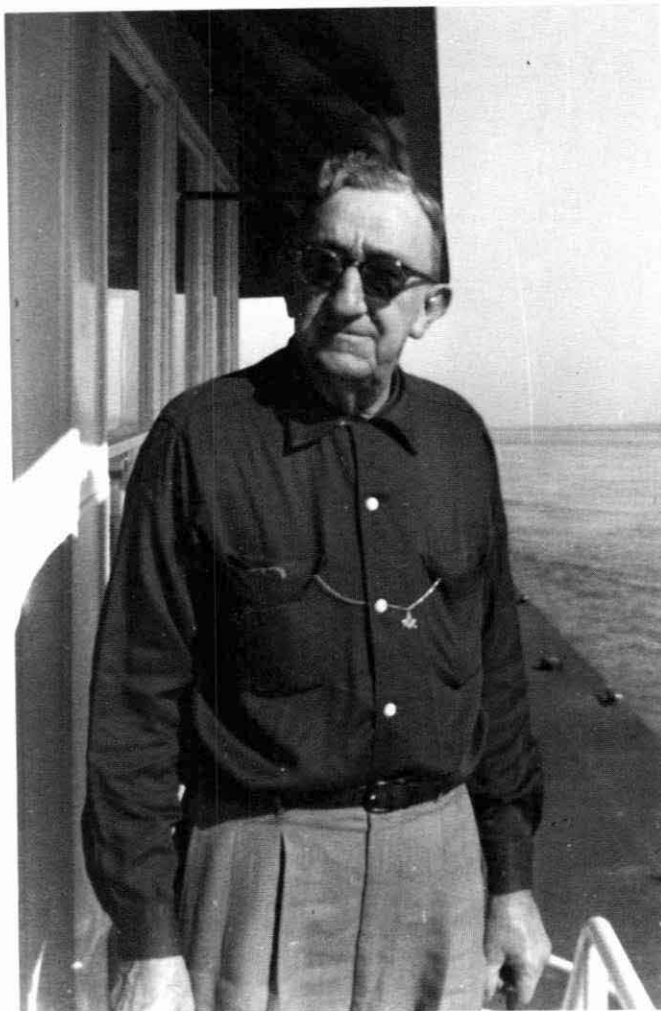
Charles E. Arnold, 46 Vista Gardens Trail #107, Vero Beach, Fla. 32962 sends us this newsy brief:

Marietta, O. in 1938 celebrated its sesquicentennial by recreating the trek of its original pioneers. Twenty-eight young men came over the mountains, built a flatboat at West Newton, Pa. on the Youghiogeny River, and navigated it to Marietta.

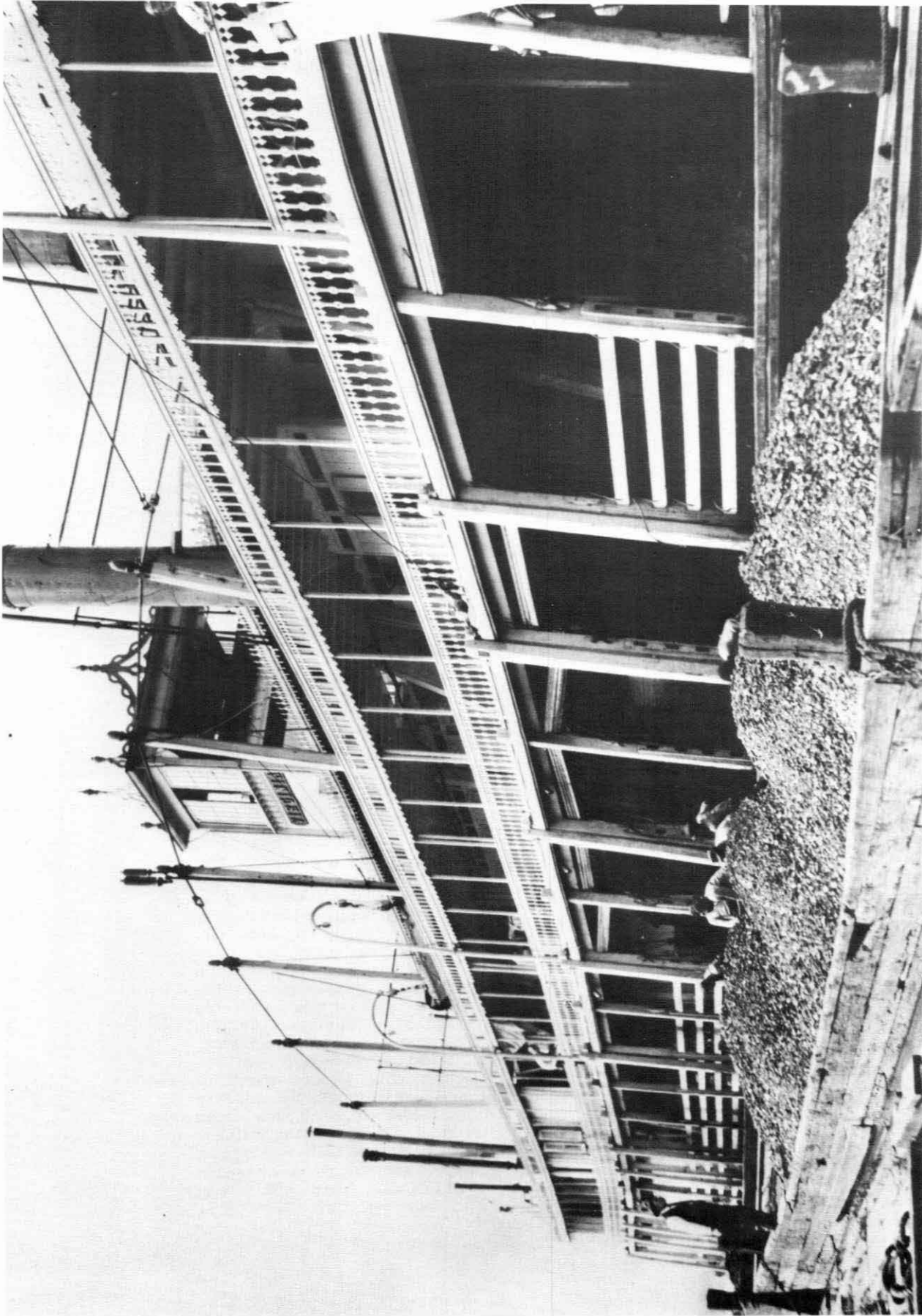
Twelve of them had a reunion at Marietta this past July. They thought of those of the crew who had been lost in World War II and those who since have died of other causes.

When Jim Sutton of Metairie, La. ships up in the engineroom of an ocean freighter he's sometimes out of reach for months on end. He's now back on terra firma, at home, from riding "a strange beast" named LYRA, originally German-built, with two 9-cyl. diesels driving controllable-pitch props. Says he is considering to continue his studies to upgrade his engineer's license. Jim turned 18 on March 22, 1978 so--let's see--he's now 26.

Jim Haley says he always looks forward to the diaries of Capt. Jesse P. Hughes by C. W. Stoll. He enjoyed the "tramp packet" MOLLIE EBERT in the March issue.



ROBERT HARRELL, P.O. Box 402, Gadsden, Ala. 35902, sends us this picture which he snapped of Capt. Gene Hampton aboard the diesel towboat DAN QUINN while downbound from Memphis to Baton Rouge on Dec. 22, 1954. Bob Harrell writes: "Just below the Memphis bridges one of the main engines on the QUINN exploded and the night was filled with smoke and the sound of alarm bells ringing. Captain Hampton, trip pilot and acting master, decided to continue the trip on one engine. I took this picture north of Greenville, and recall that we met the MONONGAHELA upbound with tow soon after. Captain Hampton ran the Natchez bridge with absolute perfection at dawn with extremely thick fog--and there in front of us, tied at shore with steam up, was the transfer boat JAMES Y. LOCKWOOD."



The Indiana Historical Society has come up with this one; the VIRGINIA taking coal, likely at Ashland, Ky. This dates about the time of the cornfield episode. John Hartford's new book "Steamboat In a Cornfield" was reviewed in the November issue of Parents Magazine.

"This is a true story," it reads, "which the author, a Grammy-winning bluegrass recording artist, tells in a spirited ballad that begs to be read out loud. Authentic duotone photographs help commemorate this singular event in American history." Thanks to Murphy Library for the print.

STEAMBOAT in a CORNFIELD

by John Hartford



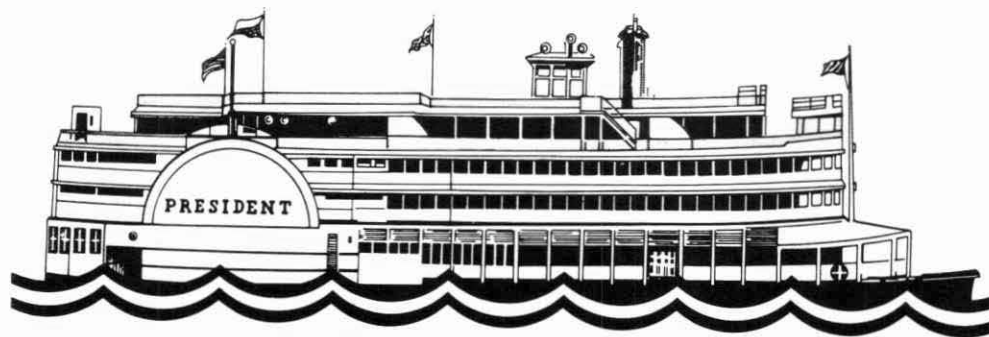
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a plot, suspense. And all told
in rhythm and rhyme and pictures.
It will be read and reread by every
fortunate person to have a copy."*

Pete Seeger

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THIS PICTURE, poor in quality, nevertheless is well worth recording, the only one taken of what has become an occasion. C. W. Stoll, the photographer, put it aside as "hopeless" because of high density but recently he dug it out again for another try. It was taken in the livingroom at Rock Hill on the evening of April 28, 1964 following the second Great Steamboat Race in which the BELLE OF LOUISVILLE vanquished the DELTA QUEEN. Seated, from the left: Walter McCoy, Bert Fenn, Donald T. Wright, Marijane Stoll, Delly Robertson and Ye Ed. Standing from the left: Harold Lloyd (of silent movie fame), E. J. Quinby, Mrs. Jules Fern, Stogie White, Richard C. Simonton, Earl Bettinger, Mrs. Tina Shaftoe (Mrs. Fern's mother.) Harold Lloyd, guest of Dick Simonton, was a judge in the race and the get-together was arranged to meet him. Today but four of these participants survive.



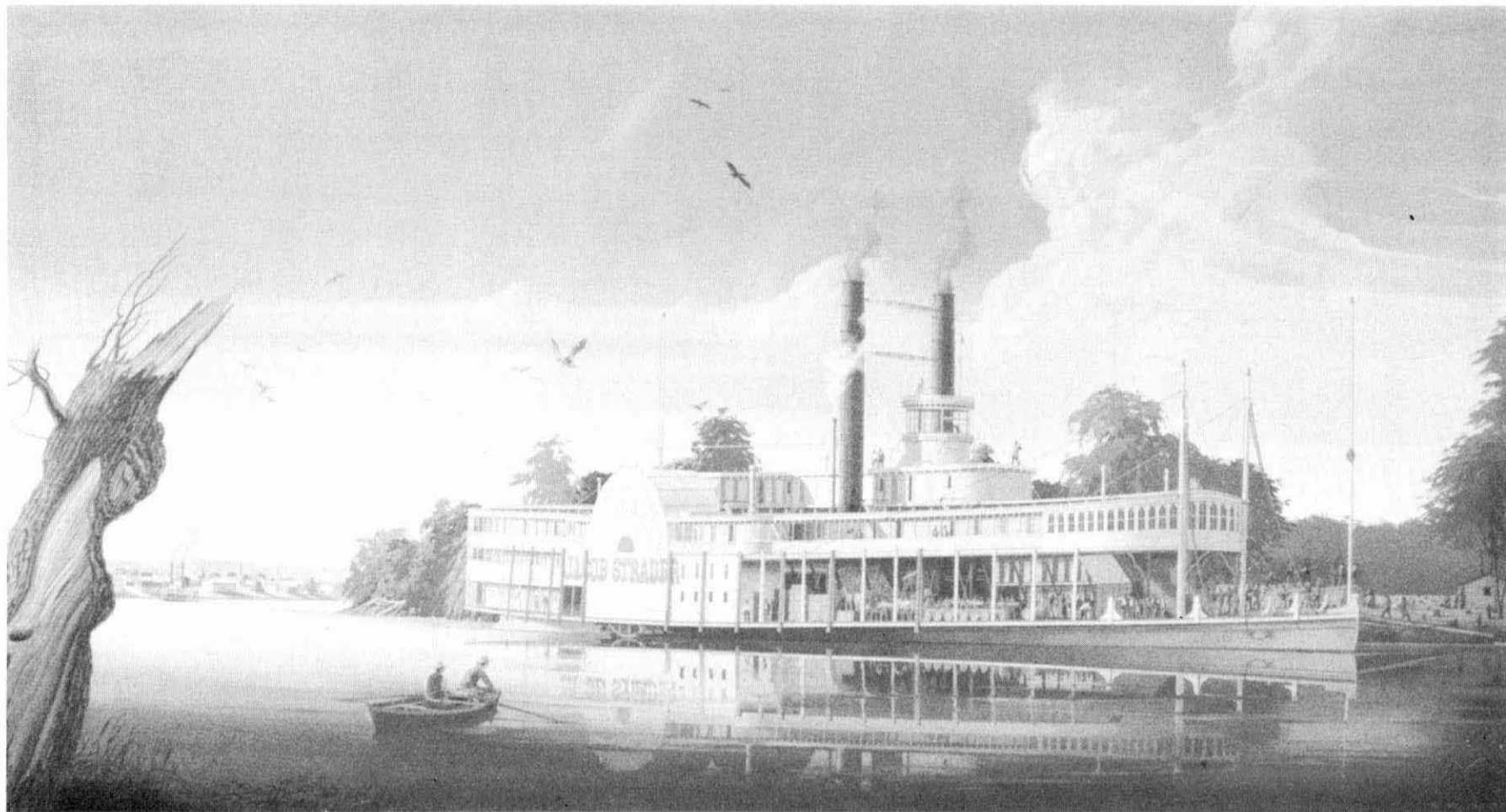
THE PRESIDENT

The double-page centerspread in this issue comes to us courtesy of J. Thomas Dunn of Streckfus Steamers, 319 N. Fourth St., St. Louis, Mo. 63102.



SURE MIKE, we've used this picture of the ALICE BROWN in a past issue, proving so popular we now present our members with this duotone enlargement. It was taken by Thornton Barrette as she was upbound with empty wooden coalboats on the Ohio River. Looks like Letart Falls, O. in the background. Date about 1898. The huge decorative anchor

swung between the stacks was the emblem of Brown's Line, these words painted on the side of the pilothouse. Of all the cock-a-doodle-do towboats based at Pittsburgh, the ALICE BROWN is often recalled as the best all-around coal pusher of the lot. Built in 1871 she had high pressure engines 26's-9 ft. stroke. Descendants of the Browns belong to S&D.



OUR ATTENTION has been called to this oil portrait being exhibited in a Marine Invitational Exhibit in Philadelphia. Robert Hegeman, the artist, lives at 403 West Main, Waukon, Iowa 52172. Says he: "As far as I know there are only two or three photographs of this famous boat that have survived. My painting is adapted from a three-quarter view." Mr. Hegeman is a member of the American Society of Marine Artists. He sent a transparency to John J. (Jack) Strader, Cincinnati, who replied: "My great grandfather Jacob Strader would be

pleased at the interest still being generated by so many to this day in his earthly activities and accomplishments."

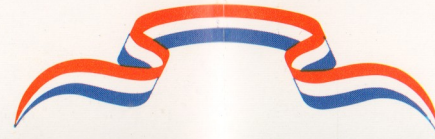
We applaud Jack and Joan Strader in their assessment of the work: "How lovely it is...a certain, almost mystical, quality." For a moment the accuracy and reality of the work led us to believe that a newly disclosed daguerreotype had been unearthed, and spotted the location as above Louisville, the STRADER upbound on one of her countless trips to Cincinnati.



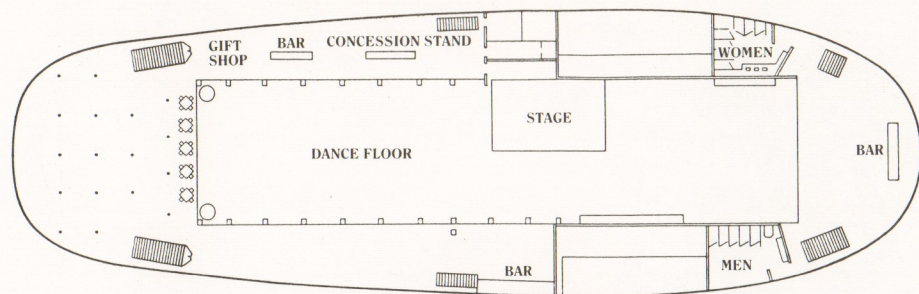
Opening of Allegheny River Lock & Dam No. 1 on July 28, 1903. See next page, col. 1.



Experience the Excitement!



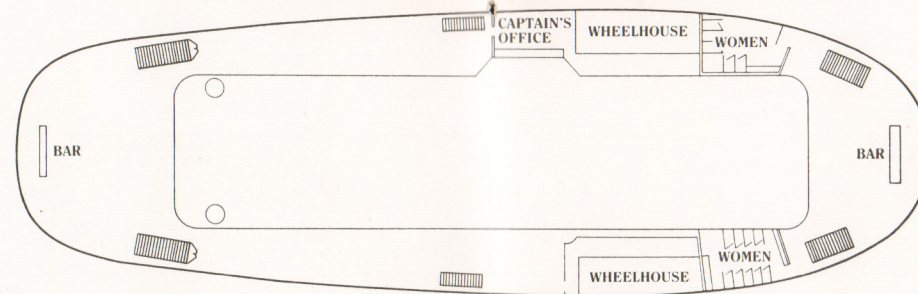
THE PRESIDENT



SECOND DECK/BALLROOM

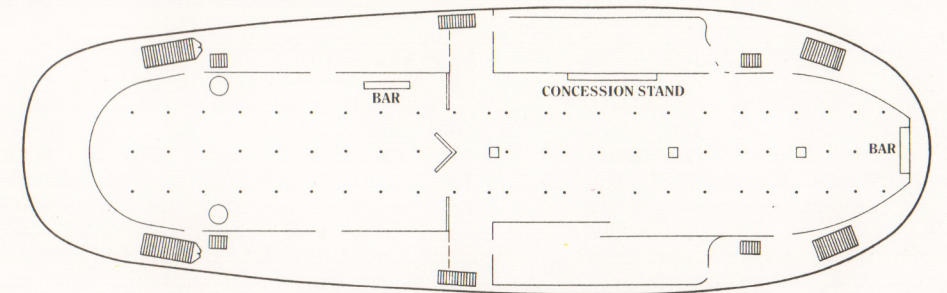
Main deck of PRESIDENT, featuring a permanent stage and large dance floor.

Interior Dimensions: 80' x 260' **Approximate Square Feet:** 16,275 **Dance Floor:** 170' x 38 1/2' or 6,500 sq. ft. **Stage:** 16 x 24



THIRD DECK/MEZZANINE

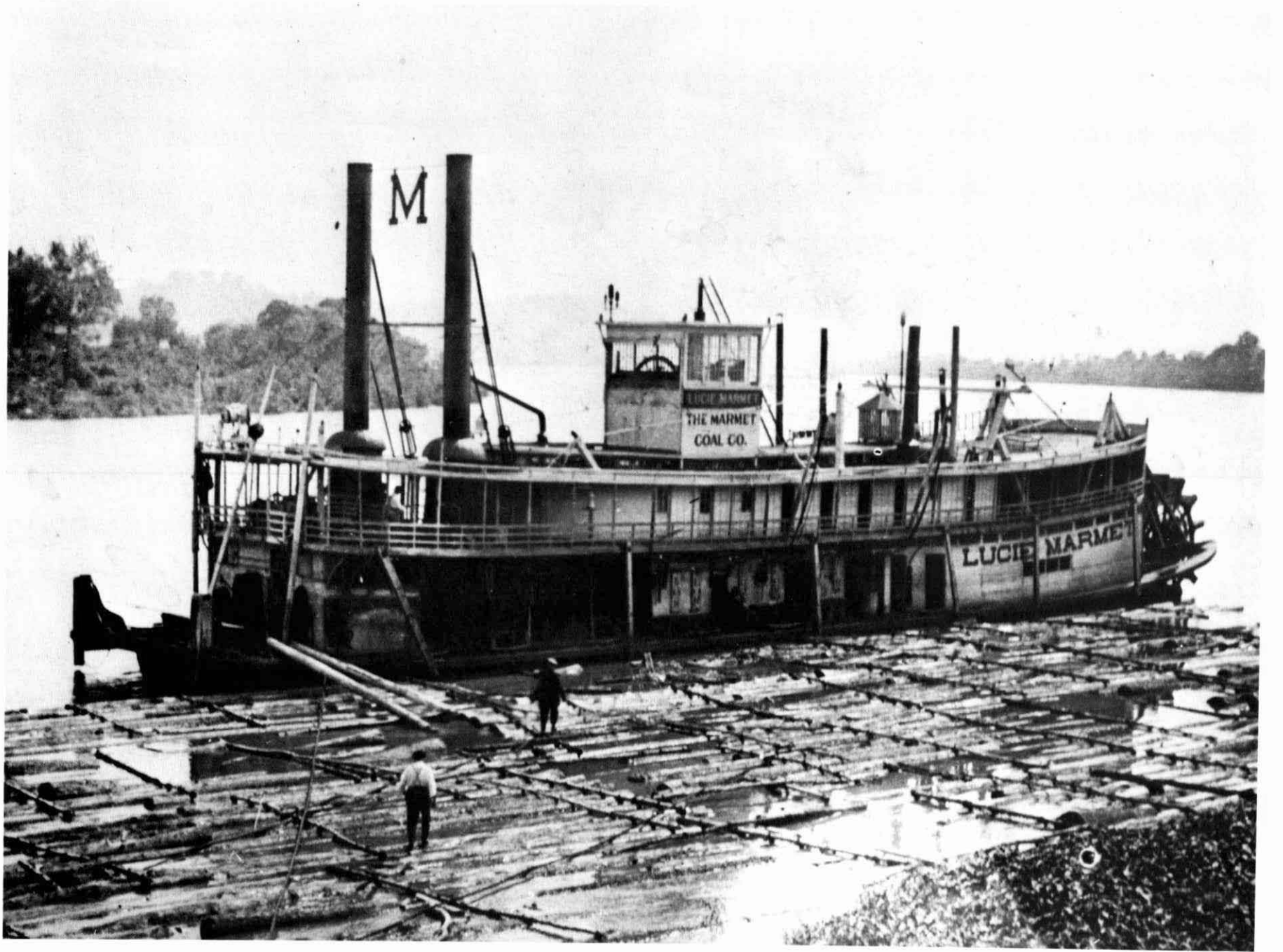
Balcony overlooking the Ballroom dance floor and containing approximately 2,000 sq. ft. Seating capacity is 400 on the bow and 128 on the stern.

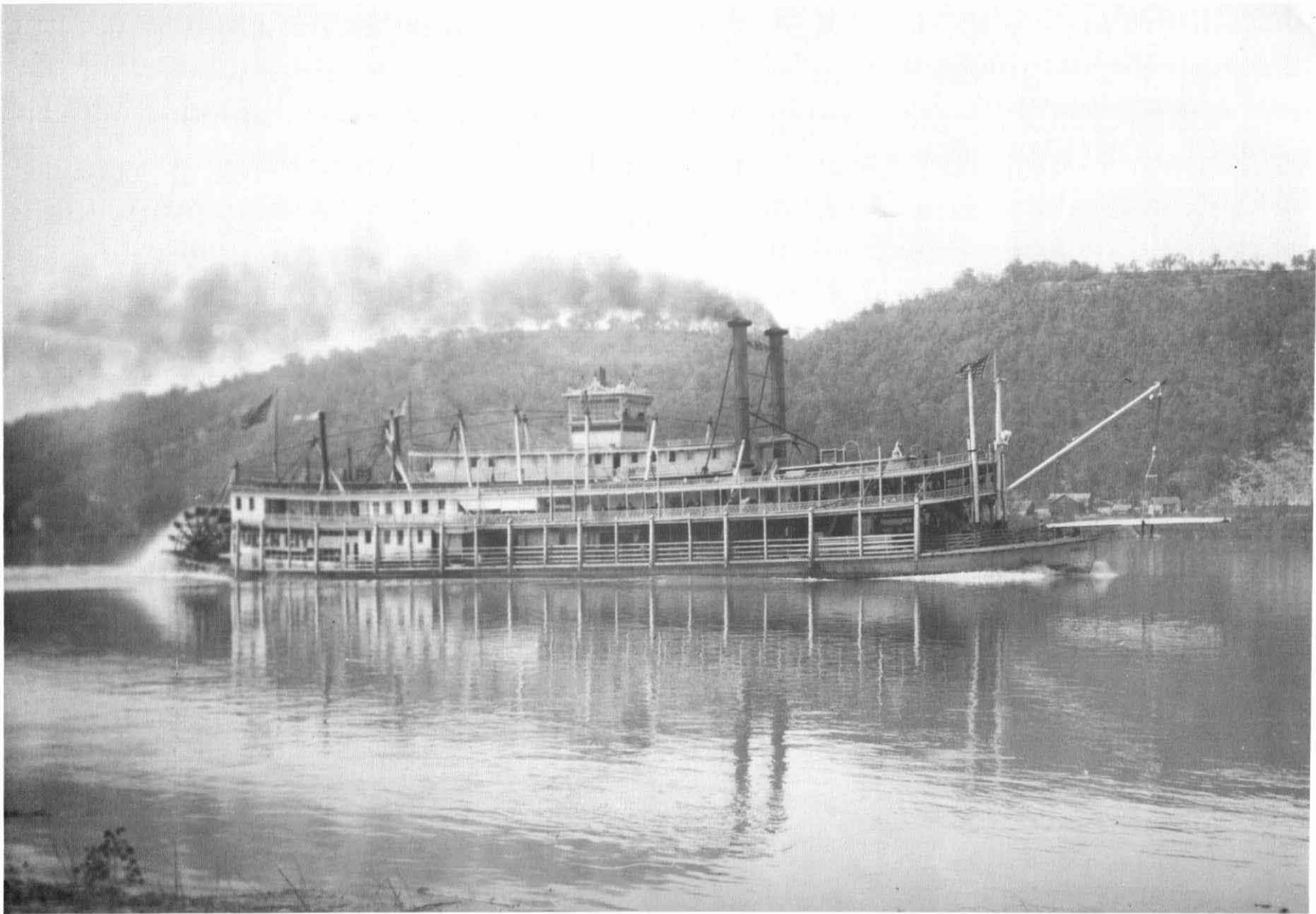


FOURTH DECK/PRESIDENT'S LOUNGE

Separate deck with additional seating, a small dance floor and an area for live entertainment.

The Fifth Deck, or Top Deck, is an open air observation deck, made up of 12,000 square feet.





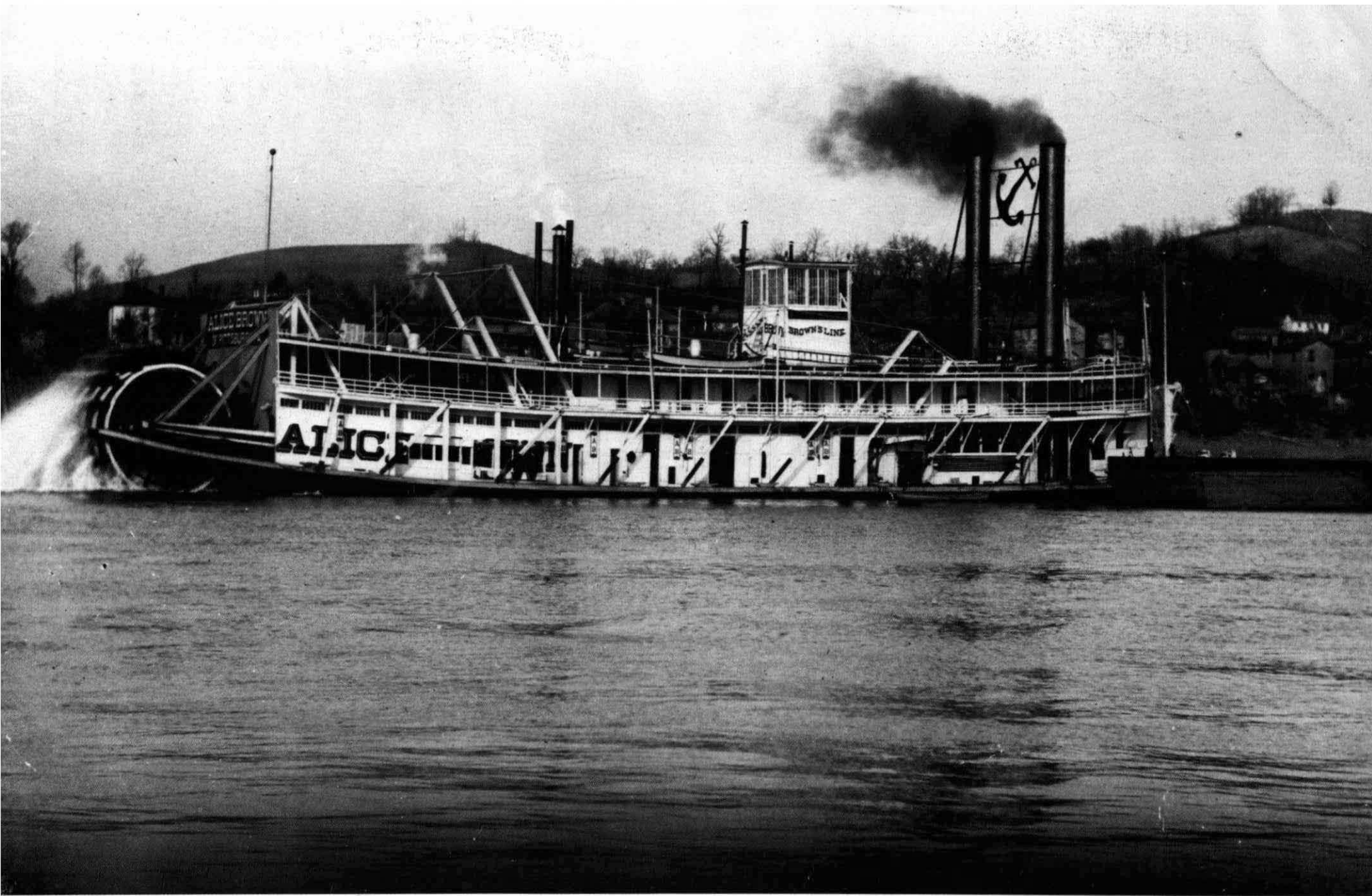
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