

S&D

REFLECTOR

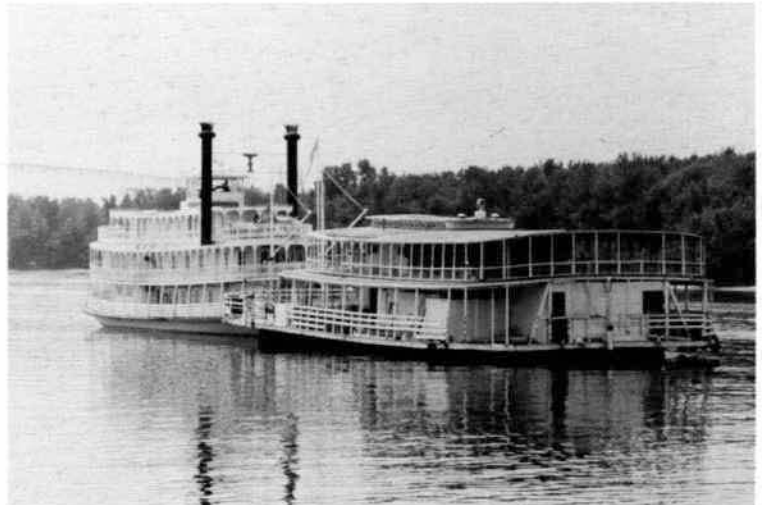
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of Pioneer Rivermen



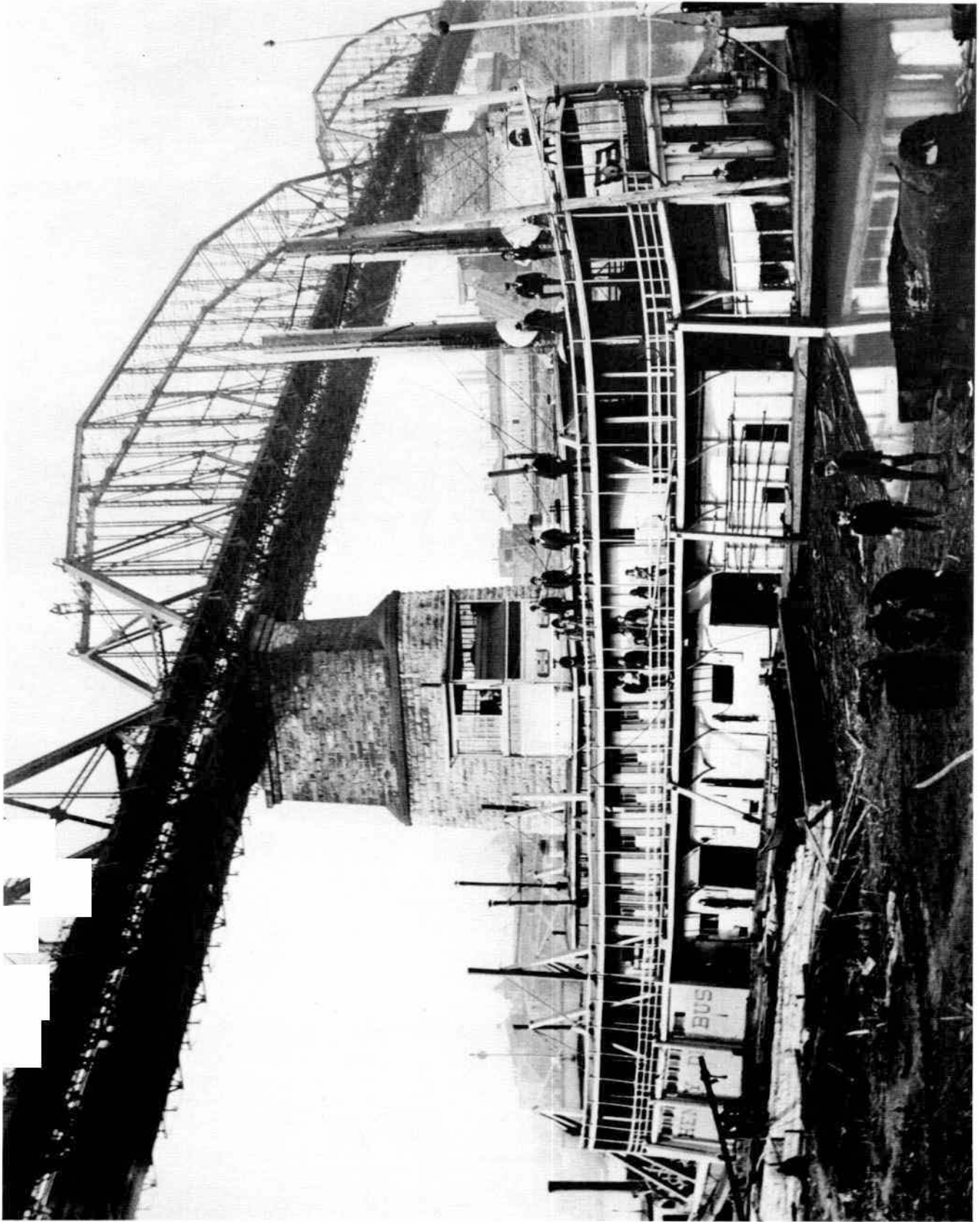
Vol. 24, No. 3

Marietta, Ohio

September, 1987



Capt. Dennis Trone's new TWILIGHT; see page 3.



PICTURE OPPOSITE

This excellent shot of the towboat HENRY DE BUS comes from the collection of John Hartford, who loaned it to Ralph Du Pae for the Murphy Library files at La Crosse. In the background is the Chesapeake & Ohio Railroad bridge opened in 1889 serving also as a highway bridge between Covington and Cincinnati. The HENRY DE BUS was built at Covington in 1883 by the Alex Montgomery Coal Co. of that city, her wood hull 143.3 x 28.3 x 5.4. She got her engines, 16's-5 ft., from the old ROVER of Gray's Iron Line, built at Wheeling in 1863, powered by three Western-style boilers 42" dia. by 26 ft. long. We had a time locating the whistle and finally found it arriving through the roof skylight about half way between the pilothouse and the stacks partly hidden by a gentleman standing at the roof rail. It was made to the measurements of the one on the SILAS P. COE by J. W. C. Heslop of the Point Pleasant Machine Works, known as a "wildcat whistle" with one large, long barrel, with a small, high-pitched barrel on its top. Also notice that the stacks are lowered with the aid of an A-frame positioned forward on the roof and extending forward of the roof rail. The stack hinges are just above the jacket-tops with white-painted smoke shields at the break. The forward jackstaff is complete even to nighthawk and gallows-frame. Ye gods, these terms don't even exist in the modern river lexicon. The big box-like ornate headlight turned with its circular glass front aimed our way might also have come from the ROVER, a magnified oil lantern. The HENRY DE BUS was sold by the Alex Montgomery Coal Co. to the Hatfields of Covington in November 1903. They built a new hull under her at Point Pleasant that winter and brought her out renamed J. T. HATFIELD, and then put new boilers on her in 1905. The Hatfields towed coal with her out of the Kanawha River to Cincinnati. They again reboilered her in 1920 and gave her larger engines, 19's- 6 ft. When dismantled in the 1930s her roof bell went to the Methodist Church, Lock 11, Kanawha River, cast in 1871 by Buckeye Bell Foundry for the

ROVER. When the Hatfields bought the GENERAL ASHBURN and renamed her J. T. HATFIELD (2nd) in 1945 they got back the bell from the church and put it on her. Today it graces a rose garden at the home of Mr. and Mrs. James T. Hatfield, Jr. in Cincinnati. The "wildcat" whistle was presented to S&D by Mrs. Louise Hatfield Stickney and Miss Virginia Hatfield at a ceremony held in Campus Martius Museum, Marietta, on June 20, 1969.

- OBITUARIES -

Elizabeth A. Byrnside, page 25
Frank T. Lodwick, Jr., 29
Edwin R. Fabian, 16
Donald C. Ringwald, 16

While in Marietta be sure to visit Campus Martius Museum. Great changes have been completed outside and in. John Briley's office has been moved to the second floor, and there's an elevator to get there. The entranceway is not where it was.

THE FRONT COVER

John Hartford sends us these five pictures of the new Trone's TWILIGHT, taken by Paul Anton during the delivery trip to Le Claire, Iowa in mid-May. The two top ones were snapped on her inaugural voyage, May 25th. In the center shot and lower left TWILIGHT is towing the CITY OF BATON ROUGE which was brought around from Peoria. The JULIA BELLE SWAIN accompanied the delivery and was the vantage point from which Paul Anton did his picture-taking.

John says the cabin of the TWILIGHT defies photography and must be seen in person to appreciate the splendid architecture, carpeting and furnishings.

Capt. Dennis Trone has the JBS and the new TWILIGHT plying on the Mississippi serving tourists between Le Claire and Chestnut Mountain Lodge near Galena, Ill. Part of the package is an overnight at the lodge and a bus visit to Galena. Attractive color brochures are available from River Cruises, P.O. Box 406, Galena, Ill. 61036.



Portion of huge coal pile at Fort Yates landing. Steamer SCARAB. Fiske Photo.

All depends on the point of view. Mr. Fiske, photographer at Fort Yates, N. D., had never seen so much coal in his born days, and the steamer SCARAB was incidental scenery in the background. The SCARAB first was a ferry named W. D. WALDEN, built at Pierre, S. D. in 1906 for the Chicago & North Western RR. to handle passengers and freight before the Missouri River was bridged at that place on Oct. 4, 1907. She lay around a good bit and then was bought by the Benton Transportation Co., Capt. Joseph Leach. She did not operate as a packet very long inasmuch as she required this expensive "eastern" coal to run. Last we heard she had been sold in October 1918 to the Flesher Towboat Co. at Mt. Vernon, Ind.

-Thanks to Allen K. Wisby for the photo.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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Marietta, Ohio

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on a loan basis.

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

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

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Officers:

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

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

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

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

Mrs. J. W. Rutter, secretary
126 Seneca Drive, Marietta, O. 45750

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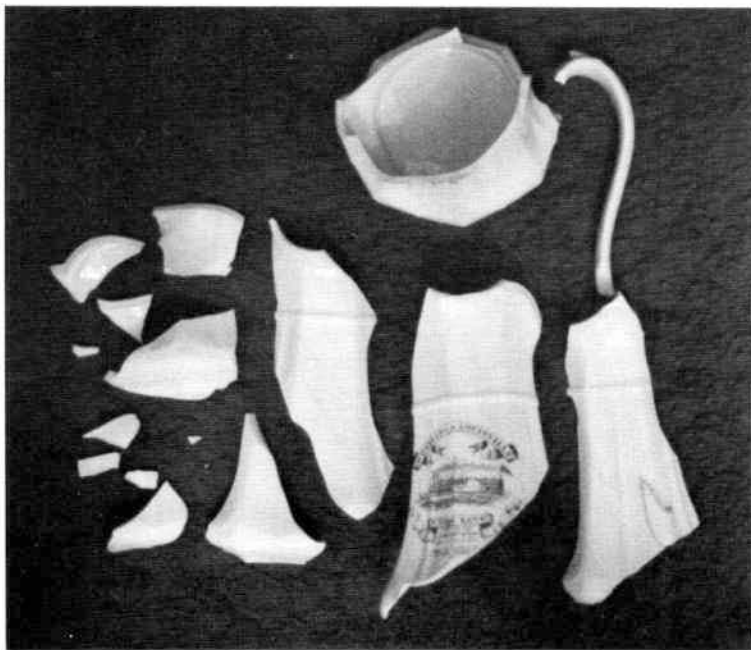
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BIG WEEK-END of Saturday, September 19th blooms as this is typed. The first scheduled event is an informal get-together party Friday evening after supper at the Lafayette Hotel, Marietta. Punch (with and without) will be provided, plus tasty cake. Pick up a printed program at the lobby desk. Those staying at the Lafayette are entitled to a special S&D room rate. Members of S&D's Board of Governors are hereby notified that their presence is requested for the Annual Board Meeting to be called promptly at 9:30 Saturday morning. All S&D members are urged and invited to attend and participate. Bring along your boat models and paintings for viewing.



For solution to this puzzle see page 29.

MEETING ABOARD THE SNYDER

On Monday, May 18 last a meeting was held in the diningroom of the W. P. SNYDER JR. at Marietta chaired by Whitney Snyder, son of the late W. P. Snyder Jr. This was Whitney's first visit aboard the boat since she was actively in the family's Crucible Steel Company's fleet. He missed the grand party staged in 1955 when his father, mother, brother Bill III and his young son Bill IV hosted the transfer from Crucible, Pa. to Marietta.

Gathered around a clean red-checkered tablecloth were John K. Foster of the W. P. Snyder Charitable Fund, John Briley, manager of Ohio Historical Society's Marietta properties, Amos Loveday, chief curator of OHS, Jeffrey Spear of S&D's River Museum Committee and Ye Ed.

Purpose of the meeting centered on the plight of the aging steam towboat, built in 1918, decommissioned in 1955 and visited since then by countless tourists. During the course of our discussions visitors frequently walked through the diningroom.

Prior to the meeting Whitney Snyder had spent considerable time in the boat's engineroom, attracted by the wealth of old machinery which once propelled the paddlewheel. "Everything is so static," he remarked. "Do you suppose it would be possible to impart slow motion to the parts so's visitors may understand the valve workings, cams, and all?"

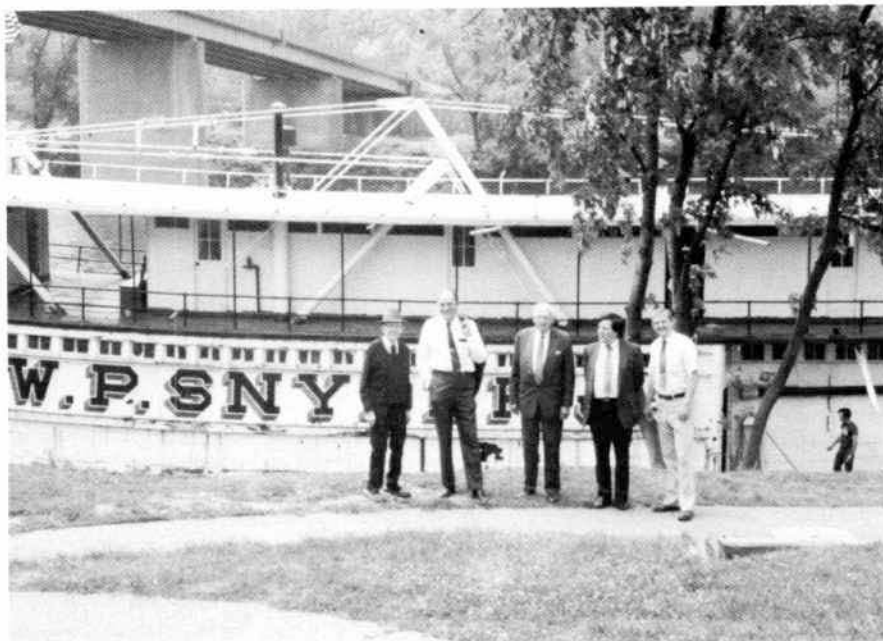
Whitney owns a fleet of vintage automobiles and keeps them all in working order.

Following a pleasant meal aboard the BECKY THATCHER, Whitney drove John Foster and me back to our Sewickley, Pa. homes. Particulars of the funding were to be ironed out at imminent meetings of the Snyder Fund and OHS.

\$100,000 GRANTED

SNYDER restoration gets generous aid.

Since writing the above story, John Briley was notified in a phone conversation with John K. Foster on June 17th that the W. P. Snyder Charitable Fund has voted to con-



From the left: Ye Ed, Whitney Snyder, John K. Foster, Amos Loveday and John Briley. Photo kindness of Jeff Spear.

tribute \$100,000 for the renovation of the Ohio River Museum's centerpiece attraction, the steam towboat W. P. SNYDER JR. The grant will be divided into two payments, \$50,000 in 1987 and the balance will be available next year. Both sums must be matched in kind. The Ohio Historical Society is expected to fund much or all of the matching \$100,000. Definite word of OHS's action has not been received as we go to press with this issue.

Meanwhile R. Dale Flick of Cincinnati has been pushing hard on a mail campaign to persuade assistance and donations, volunteering his time and expenses to the project. Dale will report to S&D's Board of Governors at their annual meeting on Sept. 19th at Marietta.

The trustees of S&D's J. Mack Gamble Fund have set aside grants in escrow to the SNYDER restoration, available when the work gets under way. Details of this also will be reported during the upcoming S&D Board meeting.

Staff writer Sue Miller Smith's story in the Marietta Times, dated June 24, 1987 appears in the next column.

\$100,000 earmarked for Snyder repairs

By SUE MILLER SMITH
Times Staff Writer

Marietta's W.P. Snyder Jr. museum boat has just gotten about \$100,000 worth of good news.

The W.P. Snyder Charitable Fund of Pittsburgh, Pa., related to the steel company that used the Snyder as a work boat, has donated that sum for renovation of the steam-powered sternwheeler. Half comes this year, half next year. But there is a catch.

The money must be matched.

About \$80,000 in matching money is pending right now in the legislature. Ohio Rep. Tom Johnson, R-New Concord, who represents Washington County and is a member of the conference committee that decides the final budget version, said he is optimistic that the money will survive.

He noted, though, that the budget bill mentions only the total sum allocated for the historical society. Although the legislature has been told that \$80,000 of the historical society's added cash will go to the Snyder, that decision is to be made by the historical society.

Amos Loveday, chief curator for the society and who has worked with legislature on funding, said today that the \$80,000 definitely was committed to renovating the Snyder and removing asbestos from it.

If \$80,000 comes to the Snyder through the historical society and legislature, that means another \$20,000 must be raised by

next year to get the Pittsburgh money. John Briley, manager of Campus Martius and Ohio River museums here, said, "obviously we'll be seeking contributions." He hoped that more state money might be forthcoming, though.

Loveday said he believed the remaining \$20,000 could be raised by next year.

If more contributions than are immediately needed come in, Briley said, that money could be set aside as an endowment to help maintain the boat.

It isn't likely, though, that the Snyder will receive more than it needs. The latest estimate for renovating the boat, Briley said, runs about \$450,000. Museum and historical society staff still are investigating whether the hull work can be done in the water — using a chemical wash — or whether it will be necessary to take the boat to dry dock for more costly sandblasting.

"I hope we'll be able to undertake it this year," Briley said. "We really have to get going if we're going to save the original steel in the boat. If we wait much longer, we're going to have to start replacing the steel, and that gets really expensive."

Sirs: You mention John Hartford getting his CG pilot license in the last issue, page 30. I was sitting next to him in the Memphis CG exam room. All was dead quiet. The proctor, a 2/c Yeoman, was in the other room, near the door, when John dropped his pencil sharpener on the floor. It popped open and spilled all of its crud over the desk. Well, to appreciate all of this you had to see John's desk. There had to be at least seven pencils lying there, some with points and some without. John was prepared to insure sharp points to work with with his own little plastic sharpener. Well, John and his family and I had enjoyed some good food and fellowship the evening before, and had been studying and preparing together. When that thing hit the deck I snickered.

In ran the proctor demanding to know what the commotion was about, and almost expelled me for disrupting his little world. Yes, I got my learner's permit to be a Master WR after the waves settled down a bit.

Have decided to sell my CAMDEN QUEEN enclosed picture was taken in Twelve Pole Creek, down at Krounce Creek, a'blowin' for the blind bend at the mouth where it enters the Ohio River at Mile 313.3. I'm advertising her in The Waterways Journal. Warm regards.

Gene Lister,
126 Parkway Drive.
Huntington, West Va.
25705

Opinion

The Marietta Times

A politically independent newspaper
Founded 1864

Georgia Voysey
publisher and president

George Freeman
executive editor

Hooray for Snyder help

Amid the fireworks and hoopla associated with the bicentennial of the Northwest Territory next month is an impressive list of projects that now includes a major grant for the W.P. Snyder Jr.

The W.P. Snyder Charitable Fund of Pittsburgh, Pa., has awarded a \$100,000 grant for restoration of the work boat that bears its name. The Snyder, one of the last sternwheel workboats that plied the Ohio River, is permanently anchored at Marietta as part of the Ohio River Museum. But its condition is deteriorating, and repairs have been overdue for several years.

The Snyder fund grant has strings

attached, though. The funds must be matched. Even with \$80,000 more for the Snyder pending in the state budget, another \$270,000 is needed to complete the work.

The W.P. Snyder Jr. has many friends on and off the river. One is Russell Flick of Cincinnati, who has spearheaded a one-man lobbying effort to save the Snyder. Flick and Snyder Charitable Fund trustees have turned adversity into opportunity. It is time to spread the word up and down the Ohio that the W.P. Snyder Jr. needs a tow. The boat's benefactors deserve a hand for helping preserve the heritage of the Snyder and the Ohio River.



CAMDEN QUEEN

OHIO RIVER ODYSSEY

ODYSSEY OPENING

by J. W. Rutter

DURING the past two years, Beth Hager and the crew of the Huntington Museum of Art have been working to put together an exhibit focused on the Ohio River between Pittsburgh and Cincinnati. On Sunday, July 12, the doors opened on this show at the Museum located up on Park Hills, Huntington, West Va. The "Ohio River Odyssey" will run until the end of the year.

Museum director Roberta Shinn Emerson extended an invitation to contributors to the Odyssey exhibits to gather at 11 a.m. at Harris Park on the river for lunch aboard the excursion boat P. A. DENNY. Bee and I arrived a little ahead of time just as Jerry and Lenora Sutphin pulled into the parking lot, Jerry having acted as consultant to the Museum staff for assembling the paintings, models, photographs and artifacts making up the exhibit. The thermometer was standing at 90 degrees and the humidity about equal as we walked through the floodwall to board the DENNY and there met John and Sharon Fryant. John's stylish model of the CHAPERON is part of the show.

Ruth Hager drew on such S&D material not currently exhibited at the Ohio River Museum for the show. Members of S&D also contributed items from their private collections. River related material from other museums around the country (and even from Canada) were brought in by Beth. By our count 33 museums are represented plus checkouts from numerous libraries. A real treasure is an original 1749 Celoron lead plate loaned by the Virginia Historical Society. (Celoron, a French explorer, buried a number of lead plates on his trip down the Allegheny and Ohio.) This particular one was found 100 years ago at Point Pleasant, West Va.

This impressive collection will



BETH HAGER

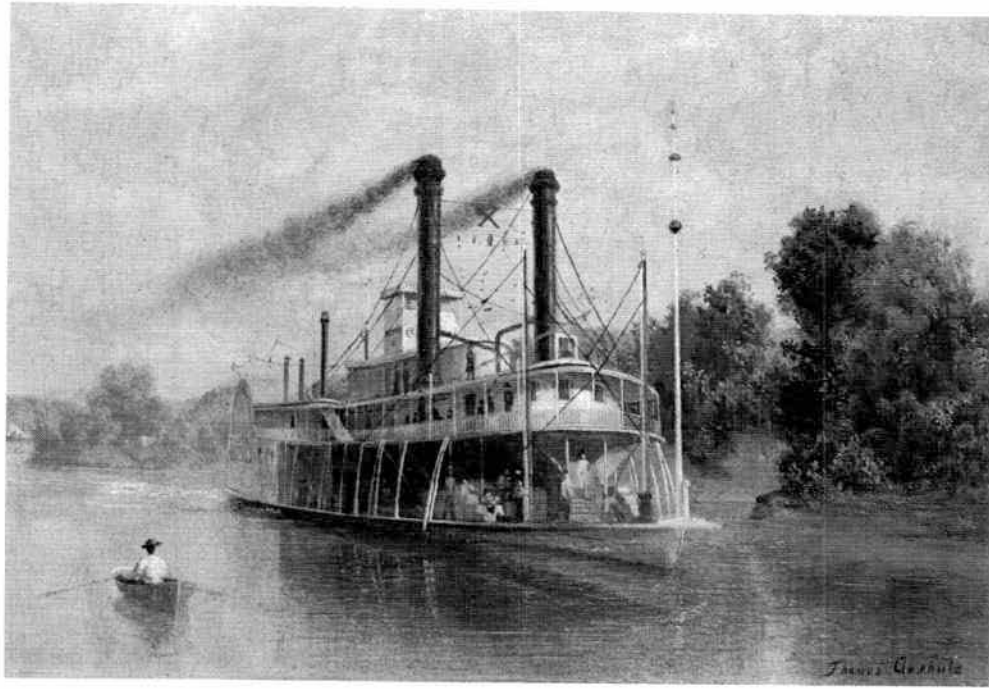
Pictured by Woody Rutter aboard the P. A. DENNY, Beth emerges as a winner with her Ohio River Odyssey showing, following three years of scouting and assembling in the U.S. and Canada.

be available to the public for the next six months. The arrangement of the exhibits is presented with brilliance. Jerry Sutphin's imagination and artistic hand are evident in the entrance to the exhibit through an authentic-looking recreation of an old-time pilothouse with a river view out front over the beastboards. The visitor next steps into the cabin of the packet QUEEN CITY with a table set for dinner down front and blending perfectly with a mural-size photograph as a background to the actual table, chairs, linens, etc.

Another effective use of a mural-size photograph shows the

Wheeling wharf, circa 1900, with the CITY OF WHEELING landed. This scene is viewed from the main deck of a packet, complete with bull rails and piles of Wheeling freight, including boxes from Bloch Brothers of "Mail Pouch" tobacco fame. "Welty's Private Stock 1878 Fine Rye" is part of the cargo, as well as a number of crocks and jugs from local merchants.

We were admiring this remarkable illusion when S&Ds Jim Wallen, Capt. Ben Gilbert and Bert Shearer came by. Alan and Rita Bates were buttonholed by a local news reporter as we discussed just which packet we might be



Artist Thomas Anshutz (1851-1912) knew his steamboats on the Ohio River by first-hand observation. His talent was recognized in 1972 when an oil of his went at auction in New York City for \$250,000. Its subject was "Steelworkers--Noontime" based on his observations at a Bellaire, O. mill. High bidder was Jackie Kennedy Onassis. Anshutz was born at Newport, Ky. and was kin to the Anshutz rivermen of Buckhill Bottom, O., Powhatan Point, O. and Moundsville, West Va. He rode the HUDSON with pilot Phil Anshutz, took photographs of steamboats, and his sketch book contained pencil drawings of the EXPRESS NO. 2, subject of the above painting. A recent S&D project was a professional restoration of the above, and Beth Hager opted to use it in full color on the front and back covers of her Ohio River Odyssey catalogue.

aboard there at Wheeling.

The Odyssey show is divided into a number of sections representing various themes, i.e. "The Flow of Trade," "Ancient Valley," "The River at work," etc. Showboat expert Don McDaniel and his son from Worthington, Ohio were present at the section titled "Pleasure Afloat" where showboat artifacts, including the calliope from FRENCH'S NEW SENSATION, loaned by the Mariners' Museum, Newport News, are on display.

Without question, the Huntington Art Museum is staging an outstanding representation of the historic and artistic background of the upper Ohio River. An excellent catalogue prepared by Beth Hager features the Thomas Anshutz painting of the EXPRESS (1870-1879) on both front and back covers. This little work of art, recently restored, is from the S&D collection. The catalogue sells for \$5 at the museum and



Roberta Shinn Emerson, director of the Huntington Museum of Art.

contains photos of paintings and other items on each page, eight of them in color, a real collector's item.

Well, opening day really brought a horde of viewers. The parking lots were full and cars overflowed along the road for a quarter of a mile. Notwithstanding the torrid sun, about 300 gathered at the amphitheater at 3 p.m. to see and hear John Hartford put on his show. Some in the audience may not have appreciated the finer points of John's steamboat songs but they were obviously enjoying his performance.

According to the Museum's brochure, and we quote: "Huntington Museum of Art is centrally located in the Ohio River Valley and is easily accessible via major highways. Follow clearly marked signs from Exit 8, I-64." The place is not quite that "easily accessible," perched there up on the ridge south of downtown, but is well worth a visit before the end of the year.



A part of John Hartford's audience assembled in the amphitheater at Huntington's Museum of Art during the Opening Day ceremonies for Ohio River Odyssey. Odyssey (capitalized) is "any extended wandering or journey" says our trusty Webster's. The word stems from an ancient Greek epic poem describing the wanderings of Odysseus during the ten years after the fall of Troy, generally attributed to Homer.



John Fryant of Alexandria, Va. (left) and Ohio River Odyssey consultant Jerry Sutphin are about to board the P. A. DENNY for an up-the-river ride and lunch, auspices of the Huntington Museum of Art.



Capt. Bert Shearer of Charleston, W. Va. and Bee Rutter snapped as John Hartford tells his lyrical steamboat tales with banjo accompaniment. All pictures of the Odyssey day are courtesy of J. W. Rutter.

A footnote to history: In our June '86 issue, page 31, is a handsome broadside of the BOSTONA enroute to Howards at Jeffersonville for dismantling. In the caption we wondered about the church in the background. According to "Cincinnati Guide," 1943, this is St. Martin Church, 2650-52 Riverside Drive, Cincinnati, erected in 1892. It is described as the German United Evangelical Church, the only church of this independent denomination in Cincinnati. The congregation was organized in 1849 by German immigrants and services were conducted in German until 1906. It then became bilingual until WW I when German services were discontinued. Thanks to Dorothy Frye for the research.

The diesel twin-prop towboat MACK GAMBLE went to new owners last June 22. She was named when new in 1967 for the popular Upper Ohio River correspondent of The Waterways Journal and board chairman of S&D. Original owner was Delta Concrete Co. of Bellaire, Ohio. The firms name was changed to Bellaire Marine Service in 1982. The assets of Bellaire Marine have been sold, including the MACK GAMBLE, to J. & C. Towing Corporation, Wheeling, West Va. according to an announcement in The Waterways Journal, issue of July 20, 1987.

The MACK GAMBLE measures 58 x 20 and was built at Charleston, West Va. by Yates Marine Construction.

Our thanks to Capt. Phil Schultz for whistle salutes while the DELTA QUEEN was passing 121 River on her July '87 trip to Pittsburgh. She was upbound after 11 p.m. on the 13th, lights ablaze, and downbound the next evening about 9, still daylight. The DQ blows the original whistle used in her California days. Jim Way, one of the crew which brought her from New Orleans to the Dravo Yard in 1947, was visiting with his Dad from his home in El Centro, Calif. when Capt. Phil did the blowing. Many residents in Sewickley also heard and recognized the salutes. Without a shadow of doubt that old whistle is familiar to a bigger geographical spread of well wishers than any other past or present.

Exhibit celebrates river's importance

Huntington's long been known as a railroad town. But it was a river town first.

Even though it was railroad tycoon Collis P. Huntington who "fathered" the city, the Ohio River was the broad watery highway that brought most early settlers to our Tri-State Area. And long before Collis P. ever dreamed of the city that would one day carry his name, steamboats called at a busy river wharf established here by farmer and trader James Holderby in the 1800s.

Indeed, one big reason why Huntington picked this as the western terminus of his Chesapeake & Ohio Railway — now CSX Transportation — when he pushed its tracks across the mountains from Virginia was that Holderby's Landing offered regular steamboat connections with Cincinnati.

Because it was well-served by both river and rail, Huntington prospered and grew. And even today river traffic remains an important segment of the Tri-State's economy.

But the tragic 1937 flood forever changed the way Huntingtonians viewed the Ohio. The raging waters inundated the city's downtown and forced thousands of people from their homes. When the river receded, five people were dead and much of Huntington was a soggy

ruin.

As a result of the flood, Huntington built itself a floodwall and retreated behind it, sealing itself off from the river and mostly forgetting about it.

In recent years, however, Huntington has been rediscovering the unique treasure that is the Ohio River. A big factor in that rediscovery has been Harris Riverfront Park. Opened in 1984, the handsome park — with its amphitheater and promenade — is truly one of Huntington's premiere attractions.

And it's hoped that a new downtown marina now under construction also will add to the riverfront's appeal.

Now comes another welcome chapter in our rediscovery of the Ohio — "Ohio River Odyssey," a major exhibit which opens tomorrow at the Huntington Museum of Art. Similar in concept and scope to the museum's highly popular 1982 show which celebrated coal, the new exhibit will be on view through Dec. 31.

We salute the many individuals who've been involved in the years of planning and effort that have gone into "Ohio River Odyssey." And we urge you to make your plans now to take in this colorful — and comprehensive — look at the mighty Ohio and the impressive role it has played in our history, economy, politics and culture.

Editorial appearing in the Huntington (West Va.) Herald-Dispatch, Saturday, July 11, 1987. -Thanks to Jim Wallen.

Tom and Margarita Way are receiving congratulations upon the arrival of their first-born. The young man, Mathew James Way, put in his appearance on Saturday, July 21, 1987, weighing in at 10 pounds 2 ounces, a record in Way annals. Tom was permitted to attend the Caesarean surgery. Everybody's doing fine, thanks.

The Library of Congress has requested a full set of the S&D REFLECTOR. Another full set has been requested by Alfred Kline-Kreutzmann, curator of rare books and special collections, Cincinnati Public Library.

THE WATERWAYS JOURNAL
CELEBRATES ITS 100TH

In a 148-page edition issued June 29th the Rivermen's Bible came forth with its 100th Anniversary Issue liberally supported by advertising and featured with solicited articles authored by more than a score of writers, many of whom date back to steam sternwheel towboats, packets and enormous wood-hull excursion boats.

The origin of the WJ is traced by James V. (Jim) Swift, 45-year veteran with WJ's staff and still a contributing editor. Says Jim:

"Many readers may be surprised to learn that the original name of the paper was 'The River.' It became 'The Waterways Journal' with the April 9, 1892 issue, and with this edition the size was enlarged to that of [the] present from 11 by about 8½ inches. The size was to vary sometimes too.

"It could be that these changes in size reflected the paper stock on hand in the job printing shop that was an important part of The Waterways Journal enterprise. As advertisements in the Journal and 'The River' indicated, steamboatmen could get portage and cash books as well as freight bills at the publication's office.

"The first man to put his stamp on the paper, both as 'The River' and The Waterways Journal, was Abbott Veach. He is often referred to as 'Capt.,' but in the paper he is also titled 'Major' and 'Colonel.' In the masthead he is shown as editor and business manager, vice president and editor, and later just editor. There can be no doubt, however, that he was in close contact with rivermen. Then, in the March 25, 1893 issue his name is missing from the masthead, and in the May 6, 1893 edition there is a note from R. J. Groeninger, then apparently the sole owner, warning that no one was to pay 'any moneys to Abbott Veach' as he is no longer with the Journal.

"There was a rumor around that the paper had been set up by the railroads so they could keep better track of the steamboat business, but as far as is known no proof of this has been found."

Ed. Note on above: The following paragraphs are from a

letter addressed to Ye Ed from Roy L. Barkhau dated February 24, 1962 at which time Roy was in St. Louis associated with The Waterways Journal:

"We [the WJ] have a bound book containing Volumes 1 and 2 of 'The River.' This publication came out with its first edition on August 29, 1891 and in it, in a Cincinnati letter, is a paragraph which states: 'Everybody here is delighted that we are to have a steamboat paper at last. We had the Marine Journal here for years but since it moved to New York we have not been 'in it.' In subsequent editions they name the Marine Journal, 132 Nassau St. New York, as one of its agents.

"The River' was published by the River Publishing Co., A. A. Selkirk, president; B. J. Selkirk, vice president; Abbott Veach, business manager; and E. Lee Carter, secretary and treasurer. I have been told that 'The River' was started with the express purpose of killing off the steamboats and that it was backed by railroads. Now that may or may not be true. The Selkirks mentioned are still here (St. Louis) in the auction business. In fact we occasionally get an ad from them when they auction off some defunct river enterprise or something closely related to the river. They were not railroad people in that day but they may have been the auctioneers for railroad unclaimed freight and maybe they did act for the railroads."

Jim Swift goes on to say in the 100th Anniversary Issue that "issues are missing for late 1893 and early 1894, but in the April 7, 1894 issue the masthead shows William Arste in charge of The Waterways Journal Publishing Company. He was to be the paper's leader until 1921."

The masthead claim "weekly since 1887" appears to be more legend than fact. The findings of Jim Swift firm its existence back to April 9, 1892. Its progenitor, "The River," commenced, as Roy Barkhau points out, with its initial issue dated August 29, 1891. Unless more convincing evidence appears, we suggest that on April 9, 1992 the WJ may again celebrate its 100th, its truthful birthdate.

The lengthiest, most scholarly and most painstakingly written piece in WJ's 100th is "An

Overview of Inland Waterways Transportation" authored by Mrs. C. Dana (Susan) Eastman, Jr. of Alton, Ill. This remarkable person is gifted as an extremely attractive wife, mother and housekeeper, and you would little suspect, for instance, that her master's thesis was titled "Federal Promotion of Commercial Barging on the Inland Waterways: 1920-1940." In this Overview Susan starts in the 1850s and without missing a beat unloads a three-story warehouse of facts and figures right up to the present day. The research she put into this piece is mind-boggling. Nobody should know so much, and future "experts" will be studying it as a must-reference for years to come, amen. Our judgment of Nelson Spencer went up about four notches when he sweet-talked Susan into doing this piece and publishing the whole of it. We've been sitting here wondering if--just if--this story had been submitted to the S&D REFLECTOR what we would have decided--whether or not to use it in our columns as a special feature. The REFLECTOR's criterion being to publish material most likely to be read by the majority of its readers would have been a factor in such a decision. Another factor would have been the lengthiness of such an undertaking. One sure thing, Nelson Spencer needed real meat and got it in plenty from this captivating Susan Eastman.

We did a piece of sorts and were gratified to see it show up in print facing a page occupied by Marvin J. Barloon who dates back to our Ohio Valley Improvement days in Cincinnati, and a person we often wondered about. He pontificated those days on river matters and came down to Cincinnati from Cleveland to do so. Had his home port been Memphis or even Rabbit Hash we might have been more respectful. Not until we knew him better on his own turf at Case Western Reserve many years later did we know Marvin as an excellent conversationalist loaded with dry humor and wit. His 100th Anniversary piece starts off "U.S. inland waterway carriage has been doing very well indeed during the 1980's." Is he talking tongue-in-cheek? Not by a long shot. Read it.

Harry Mack blows up the ISLAND QUEEN (2nd) on pages

85 and 88. We do not recall that his recitation of the prime cause, high volatile fuel pumped into her bunkers by mistake, has ever before seen the light of print. Harry is right about this. In making an inspection of the wreck he came across Capt. Charles Hall, the boat's master, "sitting on a remote part of the dock with tears and complete depression." "I can never forget it," he adds. The WJ runs a photo on page 88 showing the burning of the ISLAND QUEEN (1st) at Cincinnati, creating a touch of confusion for the modern readers. Harry says he joined Neare, Gibbs & Company in 1935 as a trial attorney. Gee whillikers we had him tabbed there much earlier, but apparently not. He was president and chairman of OVIA until its merger several years ago with DINAMO, and what pray tell is that?

Capt. C. W. Stoll appears on page 91, due no doubt to Susan Eastman's "Overview" romping into page 67, (she could have turned a pretty penny selling that piece of hers to New Yorker). C.W.'s topic is "Rivers as Vital Arteries for Moving Petroleum" which starts up Oil Creek in Pennsylvania in 1859. We are happy that he mentions Capt. Claude Brown by name, towing kerosene, gasoline and salt from the Kanawha River to all the way up the Kentucky River to Beattyville in the 1920s.

C.W. mentions about finished product and crude being restricted to upstream movement only during WW2. One wishes he had expanded into more detail.

One would suspect that this Anniversary Issue grew like Topsy. The editors toward deadline needed more reading fodder and dug out "He Wrote Love Letters, Too" by the late Capt. Joseph E. Goold. Neat idea. Joe was the best all-around contributor the WJ had in its zoo during Joe's typing days. Proof of the pudding is this December 18, 1971 article, as fresh and sprightly as when it first saw print nearly 16 years ago.

Another minor correction; maybe not so minor. On page 95 is a photograph of an ice scene at Cincinnati, identified in the caption as taken in January 1918. Much older--taken on February 18, 1905. Five or six excellent photographs were taken

that day, the photographer unidentified.

Thanks, editors, for the photograph on page 109, the BETSY ANN and TOM GREENE racing. Opposite, on page 108, is a one-quarter page ad supplied by the Sons & Daughters of Pioneer Rivermen for the occasion. S&D hereby contracts for a full page ad when the next 100th appears in 1992.

On page 126 is a diagram of an enormous coal tow taken down the Ohio and Mississippi by the JOSEPH B. WILLIAMS in 1898, the same time-period when the picture on S&D REFLECTOR's present back page was taken.

Copies of WJ's Anniversary Edition are available while they last. Single copies are \$5 plus \$1.50 mailing charges. A special leather-bound Collector's Edition with gold embossed lettering; \$25 each. You may have your name embossed also on the cover for \$2 extra. Add \$2 for shipping each copy. Discounts are available for more than one copy of the regular or simulated leather-bound copies. Address The Waterways Journal, 319 N. Fourth St., St. Louis MO 63102 and tell 'em S&D REFLECTOR sent you.

Fred M. Rutter of Lithopolis, Ohio, editor of MOR Chapter's once-in-a-while "Riverview," and about to turn 36 (which he did on July 31st) visited with his Granddad at 121 River July 18-19. In his June issue Fred released a paragraph which announced a rumor (underscore rumor) that Delta Queen Steamboat Company is preparing plans to build a new cruise boat. He protected his source, or sources, by mentioning no names.

We were about to call editor Rutter and give him a one-two phone lecture on publishing ethics when our phone rang instead. On the line was a representative of the Delta Queen Steamboat Company seeking a technical opinion to govern the maximum fixed height of a new cruise liner for operation on the Mississippi River System. Grandson Fred Rutter had scooped the S&D REFLECTOR and The Waterways Journal as well.

She's to be diesel-hydraulic to the paddlewheel, longer than the DELTA QUEEN and not so big as

the MISSISSIPPI QUEEN. The accent on her accommodations comes down heavy on living comfort and modern elegance, all aimed toward enticing tourists world-wide with the time and means to slow-poke explore Ol' Man River and trips so ably developed aboard the DQ and MQ.

Lexie Palmore writes to say "I am certainly planning to attend S&D and look forward to it. This hot, sticky, muggy Texas weather is incentive enough to want to head north, not to mention the pleasure of seeing lots of familiar faces I haven't seen for a year."

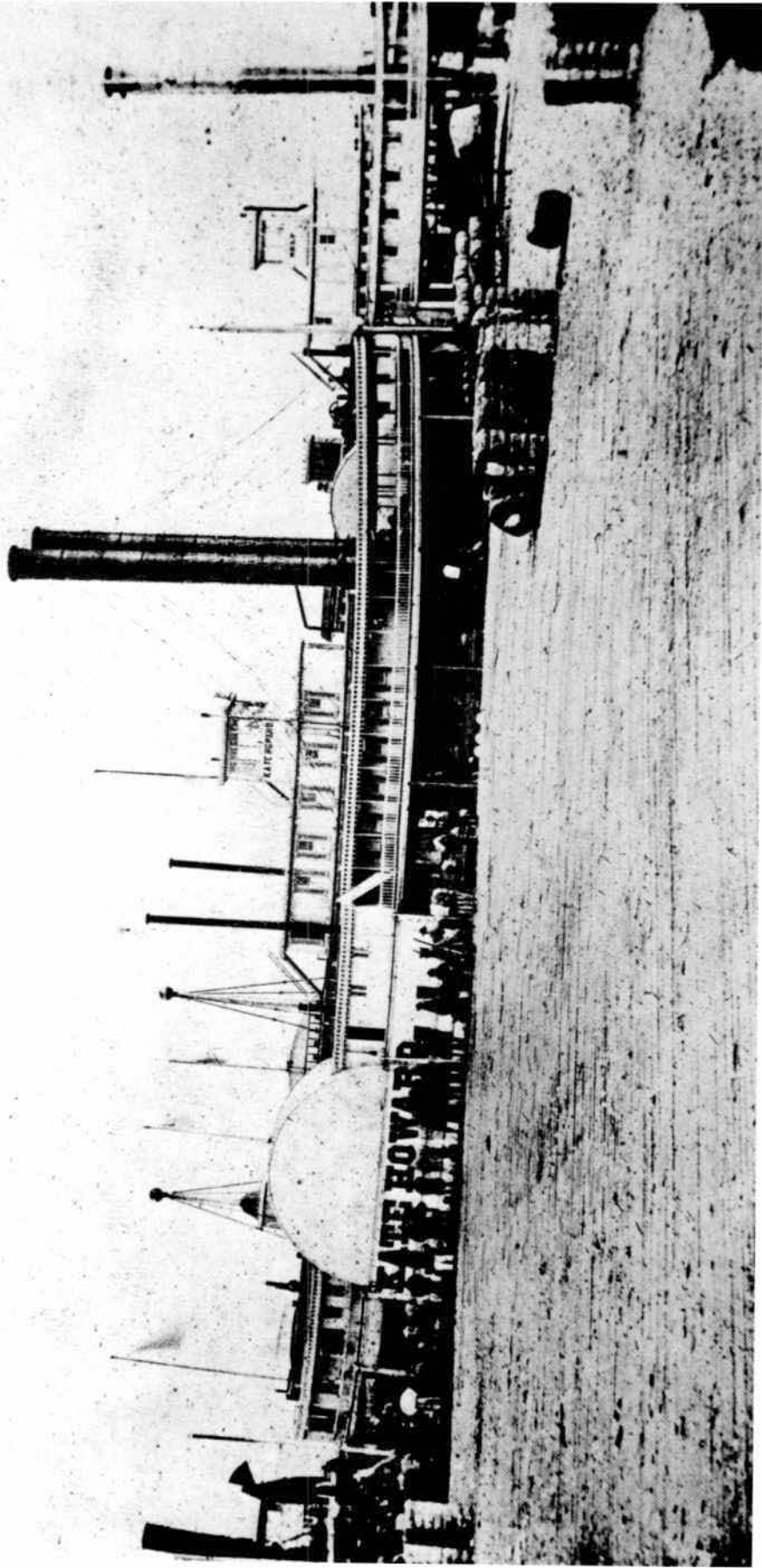
We read Lex's letter in 92+ (for the fifth day in a row) weather in Sewickley complete with Texas mugginess, no breeze, and no thunderstorms "within 140 miles of the radar screen." Have cheer, Lexie, it will improve up this way for S&D.

With her letter Lexie encloses an article titled "The Great Steamboat Race of 1981" which appeared in a recent issue of "Sea History" authored by Frank O. Braynard, curator of the American Merchant Marine Museum at Kings Point, N.Y.

Frank boarded the DQ at New Orleans in 1981 and rode her to St. Louis with the late Capt. Arthur McArthur as master, Vic and "Mom" Tooker providing the entertainment, Kari Preston standing her first watch as mate, picked by Captain McArthur, and Lexie Palmore standing a pilot's watch. This was the third of the "Great Steamboat Races" originally dreamed up by Betty Blake and still scheduled annually between the MQ and DQ on anniversaries of the LEE-NATGHEZ blood & guts affair of 1870.

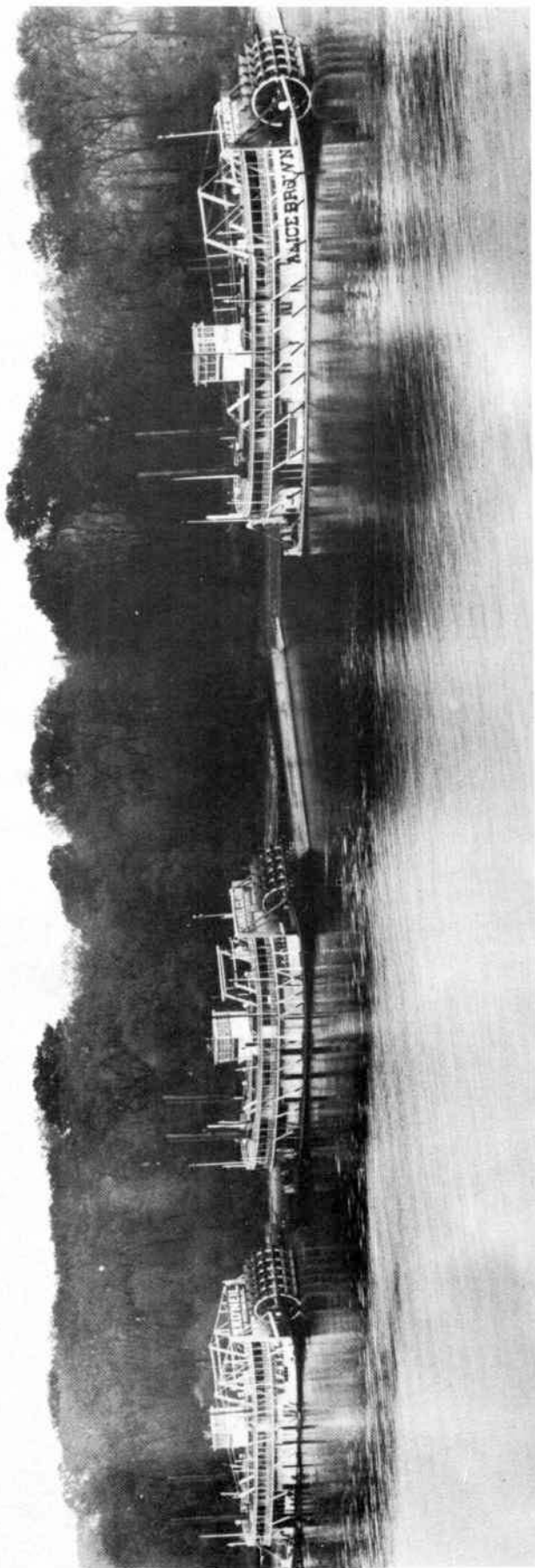
Frank Braynard spins a good yarn. We particularly enjoyed his pen-and-ink sketches illustrating the article.

When you visit in Marietta you will find great changes on the riverfront at the Hotel Lafayette. An ornate fountain highlights an area at the top of the wharf grade now known as the Bicentennial Plaza. Smokestacks of former Marietta packets are depicted, chosen for their fancy frills. Our secretary Bee Rutter dreamed up the smokestack idea and her husband Woody drew them to scale.



FIRST (and probably only) photograph of the short-lived KATE HOWARD, taken at New Orleans in 1858. She was built at the Howard Yard, Jeffersonville, Ind. in 1857 (Way #3230) for Missouri River service and spent the winter 1858-1859 running New Orleans, Bayou Sara and Fort Adams. W. W. Hilliard once recalled he was on her as clerk on her first Missouri River trip to St. Joseph and carried a steam calliope which amazed and

so captivated the natives that Hilliard poured hot lead over the keys to get relief. Boat at right is the MILTON RELF (Way #3934) which ran New Orleans-Bayou Macon. The KATE HOWARD was snagged and lost at Osage Chute on the Missouri, downbound with tobacco and hemp, Aug. 4, 1859. Picture courtesy of the J. T. Smith collection, copied by the Murphy Library, La Crosse, Wis.



TAKEN IN the Louisville, Ky. area on the Ohio River during pre-Combine days (before 1900) showing three Pittsburgh coal-pushers laid up for low water. From the left: W. O'NEIL, SAMUEL CLARKE and ALICE BROWN. They are sparrowed out on empty barges, holding them well out from what may have been a shallow shore line. We don't recall seeing another photograph of laid-up towboats in this area, although the practice was a common one. Soon as the river rises they will gather up a flock of empties and start the 600-mile shove to

Pittsburgh. All three had wood hulls and look tip-top despite many years of service. The O'NEIL is the youngest, built 1881; the CLARKE dates 1870, and the BROWN 1871. No date accompanies this scene but we'd judge it taken in the 1890s, probably by Capt. Jim Howard whose zeal for photographing steamboats, particularly at and around Jeffersonville, Ind., today forms a valuable record. This print comes to us, as do so many, from the Murphy Library collection at La Crosse.



FOR TEN YEARS, most of them in the 1920s, the AMERICA was a summertime magnet for excursionists in the Louisville, Ky. area, and tramped spring and fall. The 285-foot side-wheeler in this scene is at Madison, Ind. preparing to take out a "moonlight," usually 9 to 11:30, her decoration lights outlining decks and pilothouse, and the calliopiist is staging a recital. You can't see the calliope, hidden by the port

smokestack, but tell-tale steam is wafting forward from it. An electric sign bridging the stacks reads STR. AMERICA. In another hour or so a population of perhaps 1,200 to 1,500 will have floated a trail of empty popcorn boxes all the way to Carrollton, Ky. This was taken by the late Alene Stottlebower and the enlargement from her original negative comes to us from C. W. Stoll.

Edwin R. Fabian, river engineer of Pittsburgh, died on Wednesday, June 10, 1987 in his 87th year. He joined S&D in Sept. '55 and he and his sister attended many of our annual meetings at Marietta. Their father, E. R. Fabian, Sr. also was a river engineer serving from 1883 to 1906. We received the sad news from Mr. Fabian's sister, Jeanne Fabian Roberts, who resides at 8228 Ohio River Boulevard, Apt. 31, Pittsburgh, Pa. 15202, now also in her eighties.

The New York Times carried the following obituary:

Donald C. Ringwald, a historian and writer on steamboat navigation, died of cancer Friday, June 19, 1987 at his home in Loudenville, N.Y. He was 70 years old.

Mr. Ringwald, whose first job was selling tickets on a Hudson River steamboat, wrote dozens of articles and three books on maritime subjects, including "Hudson River Day Line."

He was born in Kingston, N.Y., and served in the Army in the Pacific in World War II, leaving with the rank of captain. After the war, he held financial jobs in several Veterans Administration hospitals and retired as financial manager of the veteran's hospital in Albany in 1974.

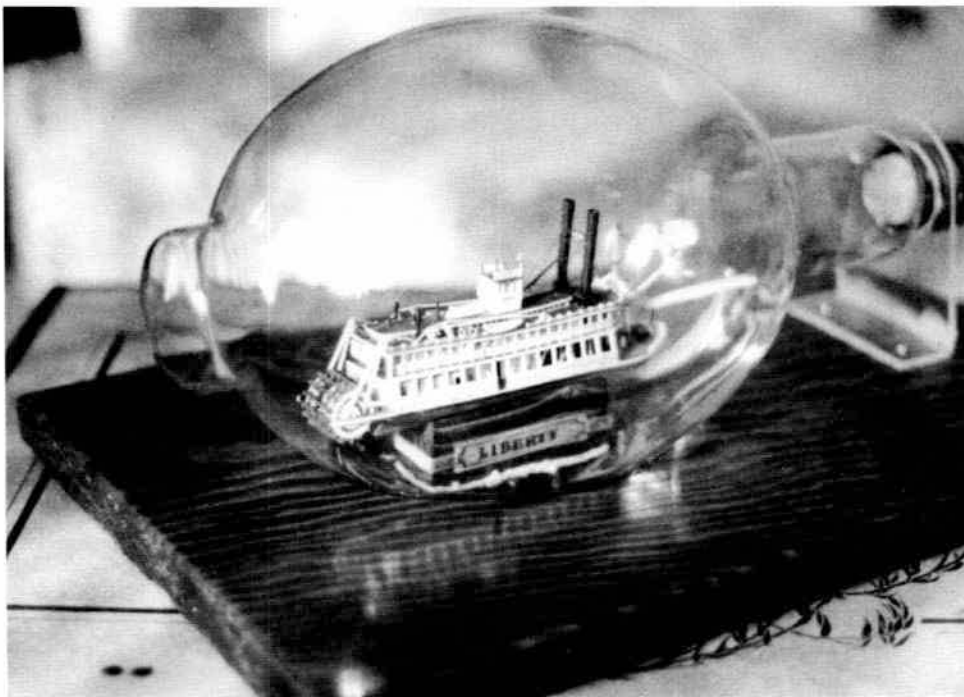
-We are indebted to Richard G. Brown of Bakersfield, Calif. for the clipping which he had received courtesy of Harry Cotterell, Jr., New York City.

Sirs: Now aboard the side-wheeler SCHILLER headed to Fluëlen, Switzerland to catch the main line train up to Munich. At a recent Italian wedding dinner, the groom quoted you (Whistle Echoes #1), your story of Miss Hoak opening the school windows, with the VULCAN blowing in the distance.

Roddy Hammett

Sirs: I'm still plugging away at rebuilding the sternwheeler GEORGE III to be my home along the Muskingum River a little upriver from where I am now. The new address will be as shown below. Am still sailing on the Great Lakes as a Captain with Bethlehem Steel.

Alan Gintz,
Route 1, Box 142 B,
Lowell, Ohio 45744



SIRS: Some friends and I visited the Ohio River Museum at the time when the TELL CITY pilothouse was being restored. I acquired a 2-foot length of tongue and groove which had been consigned to the scrap heap as a souvenir of the original lumber. Brought it home, identified it, and hung it on my family room wall. I build ships in bottles. From a neighbor a copy of the S&D REFLECTOR came into my life containing a photograph of the "big LIBERTY" (Way #3451) tied up to the bank at Clarington, O. Here was a use for my piece of TELL CITY pilothouse lumber. I had a copy of Alan Bates' "Steamboat Cyclopoedium," so how could I go wrong!

The job required 196 hours spread over many days. She's 5½ inches long not including the stage and she's inside a 1000 watt mercury vapor bulb. Scaled her 1 mm = 1 ft. The paddlewheel is less than 25 mm (1 inch) wide and less than 25 mm deep and contains over 100 parts. Her boilers are fitted with steam and mud drums, and the main steam line running to the engine room. Her boiler deck railing has 230 palings each 3 mm long and less than 1 mm wide. Her pilothouse is painted light green and has glazed windows, pilotwheel, visor and breastboard, and her 3 mm whistle is ready to alert other traffic that "Here comes the big LIBERTY!!" I must mention that the TELL CITY wood was a bit difficult to work; perhaps due to age or perhaps her spirit was uneasy about being awakened to contribute to another riverboat.

In March of this year I entered my LIBERTY along with two other models in the prestigious U.S.S. CONSTITUTION Model Shipwrights Guild of the New England 8th Annual Juried Model Show at the Boston Navy Yard in the U.S.S. CONSTITUTION Museum. I am mighty pleased to report that my "big" LIBERTY took first place in the bottle ship category. This was the first time that the winner was from outside of Massachusetts. I received a beautiful plaque from the U.S.S. CONSTITUTION Museum Foundation. I was pleased that a riverboat was so well received in a traditional sailing vessel atmosphere.

Jack M. Hinkley,
403 Amherst Ave.,
Coraopolis, Pa. 15108

=Jack is president of Ships-in-Bottles Association of America. -Ed.

FLOATING BETHEL AND BELL

On Thursday, June 4th last members of the Cincinnati Union Bethel embarked aboard BB Riverboat's FUNLINER at Covington, Ky. for a cruise on the Ohio River commemorating the organization's 157th anniversary. In 1853 the group bought an old steamboat hull, built a church and bell tower on it, and moored it at the Cincinnati public landing. Non denominational services and a meeting place were provided for rivermen. Keeping the old hull afloat became a problem and the "Floating Bethel" was discontinued in 1859 for an uptown location.

The old bell surfaced in time to be displayed on the FUNLINER. The y.l. standing by is Sherrie Mathis, board member of present-day Cincinnati Union Bethel, now (and since 1900) a social service agency without religious affiliations.

The markings on the bell indicate it to have been second-hand even as was the steamboat hull. It was cast in 1844 by G. W. Coffin, Buckeye Bell Foundry, Cincinnati.

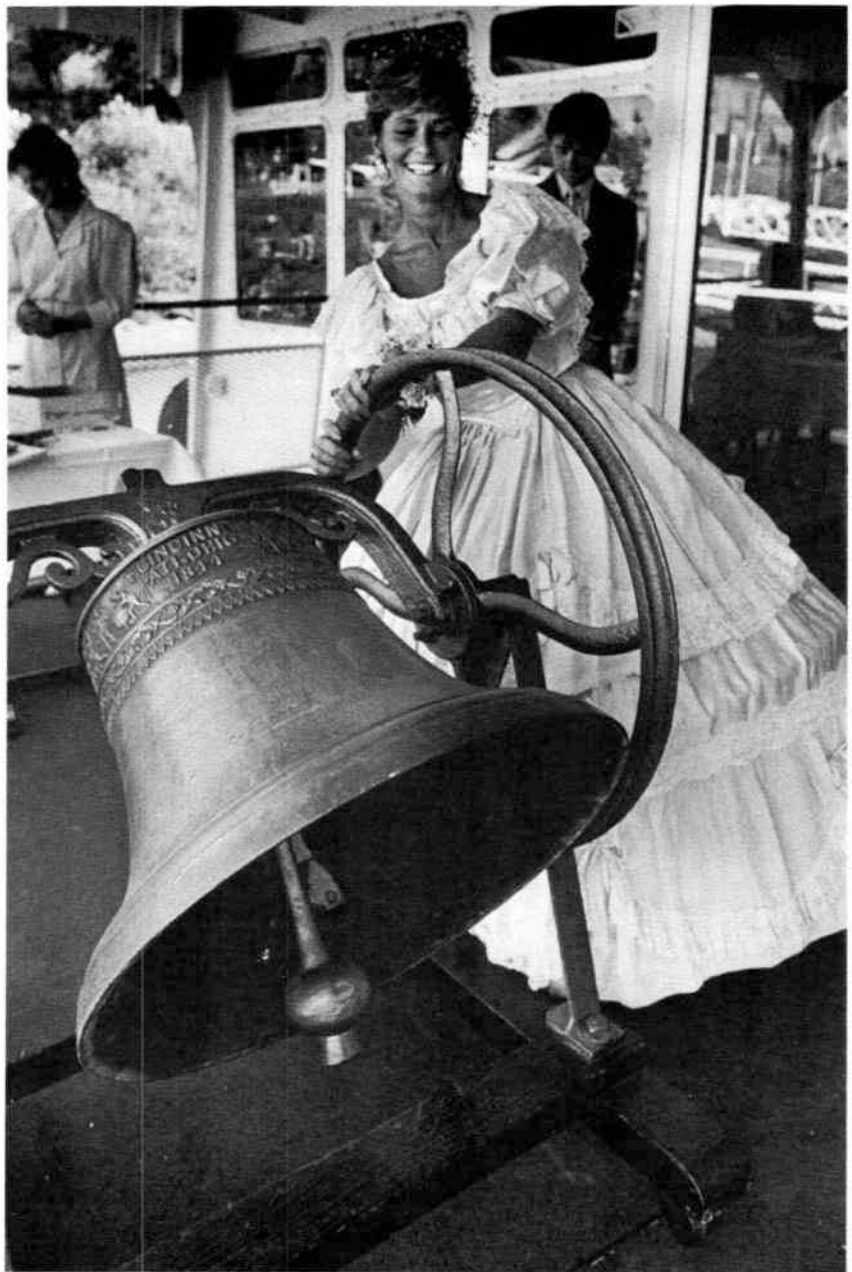
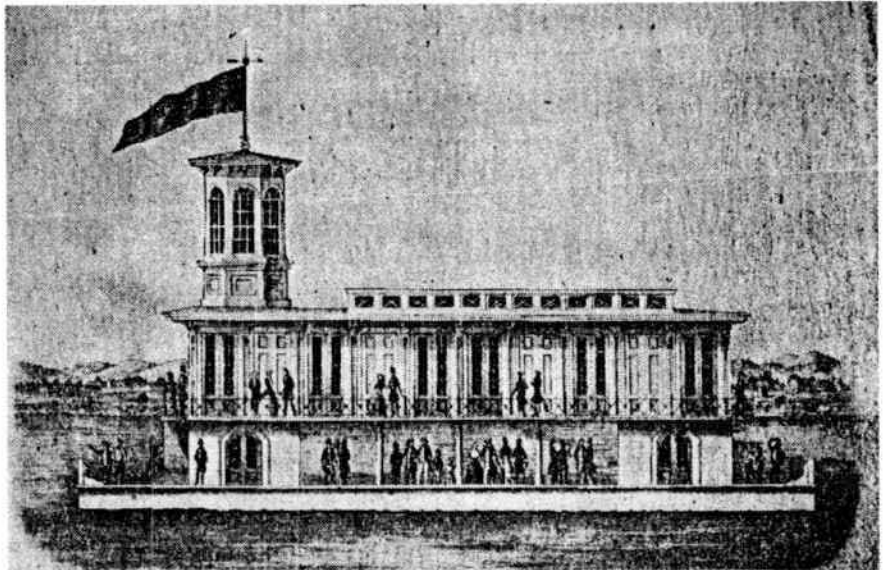
Cincinnati Union Bethel has many "firsts" to its credit: Cincinnati's first free health clinics before a health department existed; the city's first kindergarten classes before public schools offered them; the first dormitories at the University of Cincinnati and the Anna Louise Inn downtown for women.

Today Union Bethel, operated non-profit, is affiliated with the United Way. Past donors include the late Mr. and Mrs. Charles P. Taft.

For pictures and clippings we are indebted to Virginia Bennett. She culled the picture of the "Floating Bethel" from the Cincinnati Times-Star, issue of May 3, 1940. Publicity for the event was handled by S&D member Dan Pinger.

Sirs: I was southbound on the Ohio passing Marietta the day of S&D's meeting last September. Blew the whistle and jumped up and down saluting hello. Am pilot on the MISS JULES. Hopefully Rhonda Jacob and I will be at the S&D meeting this September.

Luke A. Moore



THE CHANGING SCENE

Riverfront Development
Proves a Bonanza
For Ailing New Orleans.

by Bill Dow

The 1986 business of the New Orleans Steamboat Company showed surprising strength, and so far this year (as of May 29) continues that gratifying improvement. The general motivation for this strengthening might be the fact that Southeast Louisiana's basic industries (the Port and the oil/gas interstructure) have not come back and finally the area is now actively promoting its one remaining economic motivator, tourism. The new Convention Center has been a major boost to the tourism business (fully booked in 1987 and already 90% booked for 1988). Plans are underway for its expansion.

The bad memories of the 1984 World's Fair are now behind us and the U.S. once again sees New Orleans as an interesting city to visit. Sidney Barthelemy replaced Dutch Morial as Mayor and the resulting City Administration has improved communications between the various factions in the city and this has made projects and progress easier to accomplish. The major hotels, constructed around the Fair, are working strenuously to bring visitors to New Orleans.

The improvement in our fortunes is closely bound to the continued resurgence of the New Orleans riverfront. From Elyian Fields Avenue downriver to the Greater New Orleans Bridge, 1.5 miles, is changing. The French Market Corporation rebuilt the Farmer's Market and created river access gates through the floodwall at two places. Directly behind the Toulouse Wharf the Jackson Brewery Corporation completed Phase II (Millhouse, a six story shopping-restaurant complex) and now is renovating the Henry Howard Warehouse (where our company will move our offices this December, right next to the Hard Rock Cafe). On up at the Spanish Plaza (and continuing one-third of a mile upriver) the Rouse Corporation opened, on Labor Day of 1986, their \$55 million Riverwalk Development. The success of this festival marketplace was instantaneous and remains very strong. Other attractions (Science Center, Children's Museum, Maritime Museum) are moving into the Julia Street end

of the Rouse Development. On upriver, just above the bridge at the Robin Street Wharf, the Delta Queen Steamboat Co. built a modern terminal and offices for their vessels DELTA QUEEN and MISSISSIPPI QUEEN.

The riverfront attractions including, of course, our docks, will be linked (hopefully by the time of the Republican Convention in July of 1988) by a riverfront streetcar system. The Riverfront Transit Coalition will operate trolley cars on the abandoned Seaboard Railroad track which parallels the entire riverfront. The City of Seattle has a similar system.

The keystone of the riverfront developments will be the Riverfront Aquarium and Park, which will be located on the Bienville Street Wharves between Canal Street and our Toulouse Wharf. In November of 1986 the people of New Orleans overwhelmingly approved a millage increase to fund this \$33 million aquarium and \$7 million riverfront park. Planning is underway and the aquarium will open in 1990.

Our company has proposed a high-speed (30 kts) 400 passenger catamaran to operate between the downtown aquarium site and the upriver (7 miles) Audubon Zoo. As the same group that runs the Zoo will be building the Aquarium, our proposal has been favorably received. My Dad and I examined a catamaran under construction at the Gladding-Hearn Shipyard in Somerset, Mass. and I can tell you that they are impressive vessels. Sleek, aluminum, fast.

We now are in the process of leaving the Hibernia Bank and consolidating our debts with the Whitney Bank. (Ed. Note: W. P. Snyder Jr.'s wife, Marie Elise Whitney, referred to by New Orleans friends as "Marie Elise" and a Maid of Honor attending the Mardi Gras Queen of Carnival celebrated Feb. 16, 1915, was of this Whitney family. Marie Elise and W. P. Snyder Jr.'s son Whitney Snyder lately visited aboard the W. P. SNYDER JR. at Marietta, reported elsewhere in this issue).

We just changed our accounting firm from Touche Rose over to the firm of Ericksen, Krentel, Canton and LaPorte. We have designed and will be building a swamp boat for Bayou Segnette and we will be establishing a Westbank Attractions Tour (Magnolia

Plantation, Tchoupitoulas Plantation) with Grayline. The Port of St. Bernard is moving toward putting a larger dock at the Chalmette Battlefield which will allow the BAYOU JEAN LAFITTE to add that stop to her bayou trip. The design for the riverfront park associated with the Aquarium calls for the riverside sheds to be demolished and a new building to be constructed behind the Toulouse Street wharf for our operations.

The Dinamotion Exhibit in the Bienville Shed ended on May 31 (see June issue, page 35). The 4½ months of operation the sponsor (Louisiana Nature Center) had hoped for 100,000 visitors. They exceeded 250,000. This bodes well for the ability of the Aquarium to bring visitors to the riverfront. We operated a food concession in the exhibit. Phase II of the Jackson Brewery Exhibit (the Millhouse) is open and successful. We operate a nice gift shop on the third level. We built a lovely (elaborate) ticket office on the Canal Street Wharf and have designed a very nice building to replace the tired French Market ticketing kiosk. Those plans are before the Vieux Carre Architectural Committee. The Zoo Cruise has finally come of age. Several trips are sold out with groups each week (spring is the cruise's top season) and some people are whispering "larger boat." The Audubon Zoo will soon put attractive displays on the Canal Street Wharf. Robbie Mitchell and Lou Howland are doing a fine job with the COTTON BLOSSOM.

=The above is extracted from Bill Dow's once-in-a-while Newsletter, this one 12 single-spaced pages long, illustrated with cartoon strips from "Hagar the Horrible" and "The Wizard of Id." The previous one was released in December 1985 when New Orleans Steamboat Company's passenger trade "was not showing strength, still not out of the decline that began in mid-1982." In addition to reporting the New Orleans news, much space is devoted to the Lake George (N.Y.) lake passenger service which predates the New Orleans Steamboat Company's debut to the Mississippi River. Bill Dow's father, Capt. Wilbur E. Dow, Jr., (deep sea, all tonnage), fostered both operations, and still is active at the age of 81.

Sirs: Enclosed is \$3.00 for one copy of the March '73 issue of the S&D REFLECTOR featuring the story of the "Candy Boat," actually the POLLY owned by my uncle Anderson Gratz. I travelled on it many times locally at St. Louis, and greatly enjoyed a trip to St. Paul. It was an unique and wonderful boat and my uncle used it in many interesting ways.

John Hartford suggested that I contact you to obtain the article. My wife and I and eight St. Louis members of my family greatly enjoyed two days on the JULIA BELLE SWAIN with John's musical entertainment as a real plus.

Loren F. Jones,
503 West Mermaid Lane,
Philadelphia, Pa. 19118

=C. W. Stoll's illustrated article about the "Candy Boat" remains one of the most popular features we have run in the magazine.
-Ed.

THE MISSING DOG

Letter addressed to Capt.
Tom R. Greene.

Dec. 5, 1946

Dear Mr. Green

I am dropping you a line in behalf of my son's pet dog. Your crew on the CHRIS GREENE was seen by several witnesses taking his dog on your boat when it left the Marietta Mfg. Co. when the repair work was done here.

I feel sure that you do not approve of any such thing by your crew.

So I am asking you to see that the dog is returned or \$75.00 dollars as my son has missed school worrying over his pet.

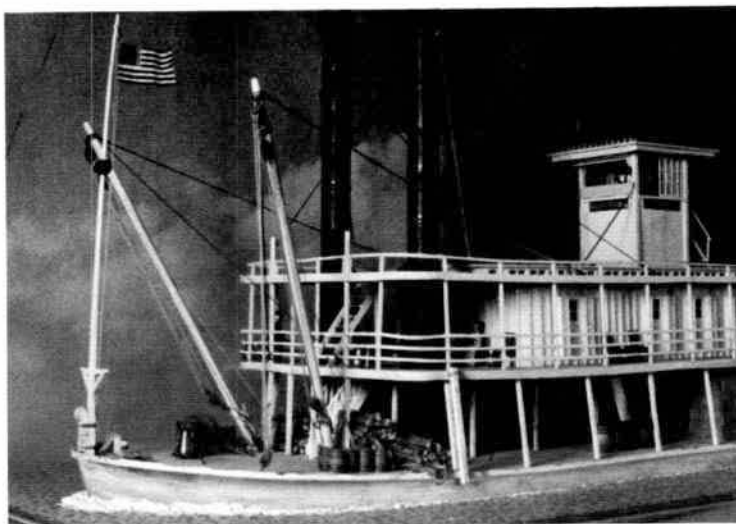
Please let me hear from you by return mail as I don't want to cause any further trouble.

Yours truly,
Russell G. Nott,
2218 Shore St.,
Point Pleasant, W. Va.

Capt. Tom's reply:
Dec, 10, 1946

Mr. Russell G. Nott,
Dear Sir:

With regards to your dog which went away on the steamer CHRIS GREENE while it was being docked at the Marietta Manufacturing Co., I passed on the information in your letter to



TOM A. FORT of the Hidalgo County Historical Museum, P.O. Box 482, Edinburg, Texas 78540 sends this picture and writes: "This is my model of the RANCHERO built for service on the Rio Grande River in 1854. I built her several years ago for exhibit in our Museum, based on pictorial references. Tom Lea's book 'King Ranch' mentions her as a sternwheeler. Since then I notice in your Packet Directory she is designated as side-wheel. Could you tell me the source of that information, please? If she was indeed a side-wheel boat, I think I'd better rename the model!" =First notice we saw of her is in Lloyd's Directory which does not assign her rig. Lytle-Holdcamper classes her as side-wheel. Other than these mentions we know not. -Ed. Readers with Rio Grande steamboat pictures and/or information of any Rio Grande boats are urged to contact Tom Forte at the address above.

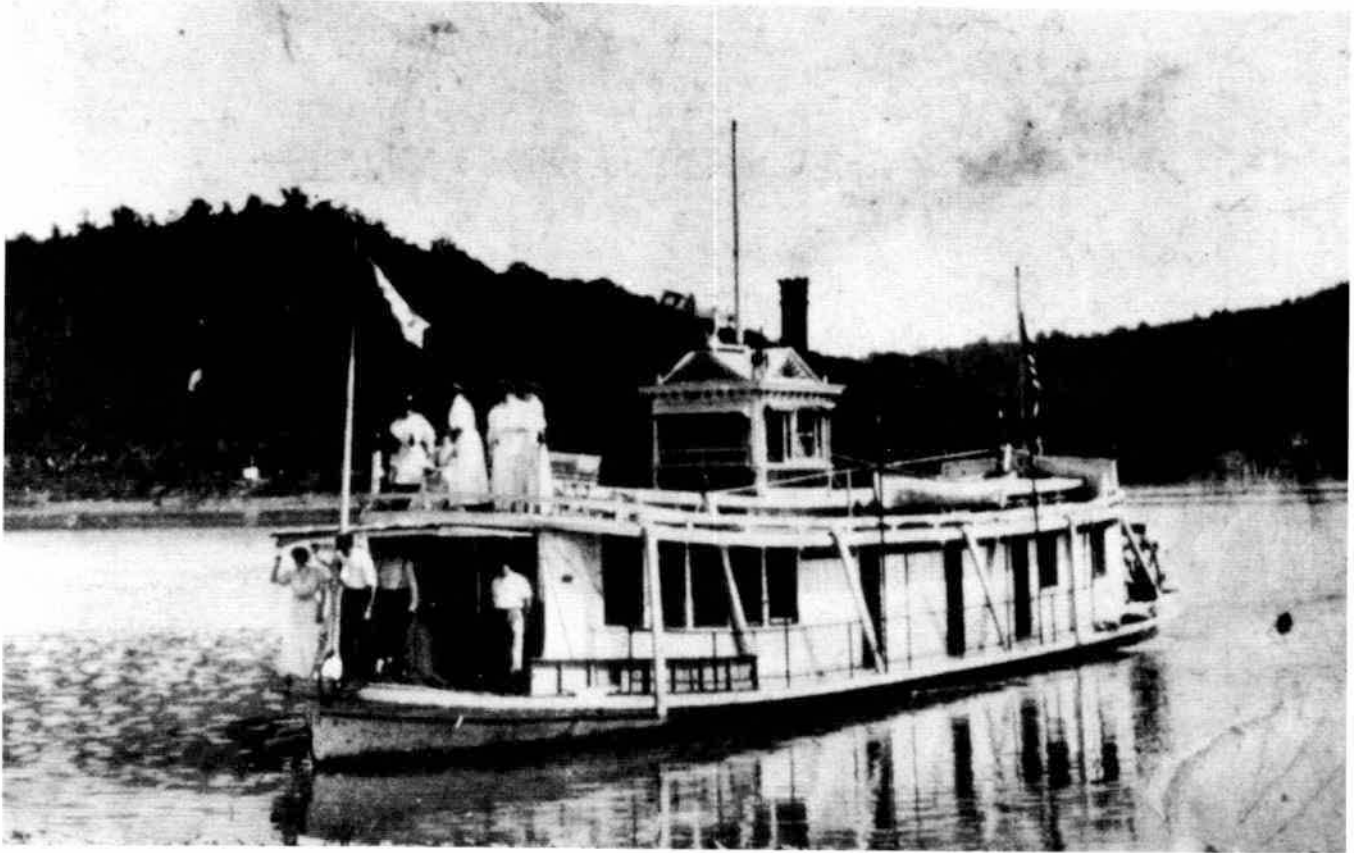
the Master of the boat. He informs me that the dog did go away aboard the Str. CHRIS GREENE but he had inquired of the ownership of the dog from Mr. Roberts who told him that the dog was a stray dog and did not have any home. One of our colored deckhands took the dog but I understand that the dog ran away at Cincinnati. I will try my best to find out if anyone has any information as to his whereabouts and if I find your dog I will ship him back to you.

Yours truly,
GREENE LINE STEAMERS,
Tom R. Greene,
President.

Dorothy Frye picked up, among other items, this exchange of correspondence on the Greene Line's Cincinnati wharfboat some years ago. "Maybe this will be of

interest--maybe spark a memory or two," she writes. It would be peculiar indeed if Mr. Nott's son still lives in Point Pleasant and recalls the day he lost his dog to a deckhand on the CHRIS GREENE. If so, did he get it back? -Ed.

Dennis Brown of New York City, journalist and lecturer, visited 121 River on Tuesday, July 14th. He departed that evening from Pittsburgh aboard the DELTA QUEEN on an assignment from Delta Queen Steamboat Company. Dennis reported quite favorably of a recent visit aboard the ADMIRAL at the St. Louis waterfront. The San Francisco "Chronicle" on June 11th carried a UPI item reporting that about 450 people were forced to leave the ADMIRAL the day before due to a fire aboard, the second blaze aboard that same day.



WHILE WRITING the caption for the photograph of Fernbank Lock and Dam, Ohio River, which is featured in this issue, mention is made of the privately owned sternwheeler RAMONA owned by Hon. Albert Bettinger, Cincinnati. In 1975 we received from Earl H. Bettinger, Tell City, Ind., the picture of the RAMONA shown above, but did not use it inasmuch as we had used another view and a description of her in the March 1972 issue. Earl died in 1986 and we wrote his obituary in the March '87 issue. You'd think we knew something about the RAMONA's owner, Hon. Albert Bettinger, but the more we searched the less we discovered. Then when's we confessed to Larry Walker in a letter that we were drawing a total blank on a Cincinnati so revered in river circles that there's a brass plaque in Eden Park honoring him. Larry answered pronto to say "I know that I've seen that name somewhere but for the life of me I couldn't remember where until you mentioned Eden Park." Every mail now brings in fresh bulletins from Larry. First he went to Eden Park and here's what the plaque says:

Albert Bettinger
of Cincinnati
AD 1854 - AD 1922

One of the pioneers of waterways improvements throughout the United States and an especially earnest and eloquent advocate of the canalization of the Ohio River. He blazed the trail that those who followed him might find the path easier. Great was his energy - great his faith.

Also cast in bronze relief on the plaque is a realistic likeness of the RAMONA.

So what did Mr. Bettinger do to merit permanent plaudits in bronze, other than operate the RAMONA? Larry found this in his obituary: "Mr. Bettinger was born in Cincinnati and received his elementary education in the Cincinnati public schools. After his graduation from high school, he accompanied his father, Michael Bettinger, to Tell City, Ind. where the elder Bettinger established a large woolen mill. While the family was living in Tell City, Mr. Bettinger matriculated at Bloomington College, Bloomington, Ind. where he studied law. Upon receiving his degree he returned to Cincinnati, and after serving an apprenticeship in the law office of Kebler & Whitman, opened an office of his own. His practice grew rapidly and in a few years he was considered one of the leaders of the Hamilton County bar.

"In addition to his legal activities Mr. Bettinger was for thirty years a leader in the development of the nation's waterways. He traveled in Europe and studied the system of waterways there and devoted a great deal of his effort toward applying the same system to the United States. He was one of the original founders of the Ohio Valley Improvement Association, and at the time of his death was vice president of the Association. When Col. John L. Vance, president of the Association, died about a year ago, Mr. Bettinger was offered his office but declined. Oscar F. Barrett was elected.

"He at one time ran for Vice Mayor on the Independent Republican ticket but was defeated. During the war with Germany, Mr. Bettinger was coal administrator for Cincinnati. Mr. Bettinger married Miss Antonia Eteinauer, also a native of Cincinnati, in 1878. She, together with his daughter, Mrs. John Holtz-

born, are the sole survivors.

"Death came at the Bettinger residence, 4682 Glenway Avenue in Price Hill, at 7:30 p.m., June 27, 1922 following an illness of five months of diabetes."

Larry Walker paid a visit to Spring Grove Cemetery and there located the Bettinger lot which contains Hon. Albert, wife, daughter (whose name was Alma) and others. Having gained a certain momentum Larry proceeded to the address of the Bettinger home in Price Hill. His report: "There is no house there; the grounds are large and overgrown, and the remains of a curving driveway lead into trees and brush."

Somehow we have a suspicion there's more to come. Larry is generous in praise for assistance from his co-sleuths Ethel Walker and Dorothy Frye.



WELL WOULDNT YOU KNOW! Dorothy Frye found this picture of the Bettinger home in a 1932 book. It then was owned by a family named Hater. A re-visit up the winding driveway and a visit with a neighbor lady who recalled that the mansion later was occupied by an order of Catholic nuns--St. Theresa of Avila. A bit much for the nuns to maintain, they placed the property in the hands of a realtor and the home was torn down three years ago. The interior was described to Larry, Ethel and Dorothy as "very impressive--beautiful woodwork, a large stained glass window (stolen after the house was vacated), marble wash basin with swan-shaped spout, etc. There is a large front lawn where grows a huge bald cypress evidently planted by Albert Bettinger, a rather rare tree for the area. In back at one time was a large swimming pool and a carriage house."

Ye Ed got into the act in time to remember seeing the RAMONA beached on shore near the Fleischmann Distillery near Sedamsville, O. It may have been victim of the 1937 Flood.

WILL S. HAYS

Anniversary of his birth-
day is recalled.

THE LOUISVILLE Courier-Journal honored one of its own with a feature article in its Sunday, July 19, 1987 issue. Staff writer Alan Judd did a story on the career of Will S. Hays, July 19th being the 150th anniversary of Hays' birthday. His newspaper career started as river reporter for the old Louisville Democrat. Then his friend George Prentice, editor of the Courier-Journal, hired him in like capacity. When the Civil War broke out the C-J sent Hays into the southland. His dispatches sympathized with the Confederates. Following the war he returned to Louisville and resumed his river reporting. His lengthiest piece was a "blow" for the new J. M. WHITE, requiring many columns in the C-J of August 7, 1878.

The stockholders in the fabled WHITE were personal friends--all of them--Capt. John W. Tobin, Capt. John W. Cannon, R. H. Woolfolk, Samuel S. Brown, N. M. Jones, Capt. J. M. White and John Howard. Two side-wheelers were named WILL S. HAYS in his honor.

Alan Judd in his C-J story of July 19th last records that William Shakespeare Hays was born at Hancock and Main Streets, Louisville, one block from the Ohio River. He was still young when he developed two of his greatest loves--the river and music. He wrote and published his first poem when he was 17, and he wrote his first song while in college at Hanover, Ind. He was known there as the "boy poet."

After he graduated from Georgetown (Ky.) College, Hays, despite his musical inclinations, took a job as clerk on a riverboat, the CITY BELLE. In all he penned 354 songs, several of which sold millions of copies, marking him as the most prolific songwriter who ever lived in Louisville.

Will S. Hays' greatest contribution to U.S. music was "Dixie," although because of his innate modesty the credit now goes to Dan Emmett.

According to an interview Hays gave in 1898, he and a friend, Charlie Ward, were in a music store on Main Street in

Louisville when a group of Confederates heading south to battle stopped and asked Hays to write them a song. Ward found an old Scottish tune, and Hays put new words to it. The soldiers sang the new song on their way south, and it caught on.

"Yes, I wrote Dixie," Hays said in the interview, "and Emmett has not the slightest claim to it...Dan Emmett changed the words just a trifle, and he has been getting credit for writing the song. In reality the air is stolen from the Scotch, but the words are mine."

Early in this century, a Filson Club (Louisville) report endorsed Hays' claim of authorship.

It was with "Mollie Darling" he won his widest fame.

"Won't you tell me, Mollie darling,

That you love none else but me?"

The sales surpassed three million copies, a phenomena in the 1870s. But the success made no money for Will S. Hays.

As he took "Mollie Darling" to his New York publisher in 1871, he met a weeping woman outside the publisher's office who told him her child had died and she needed money for the funeral. Hays said in the 1898 interview that he took his manuscript inside, told the publisher he'd take \$25 for it, and took the cash outside to the stricken woman. The publisher ultimately made \$80,000 on the song.

"No, I never made any money out of my songs," Hays said in

(See HAYS, page 35.)

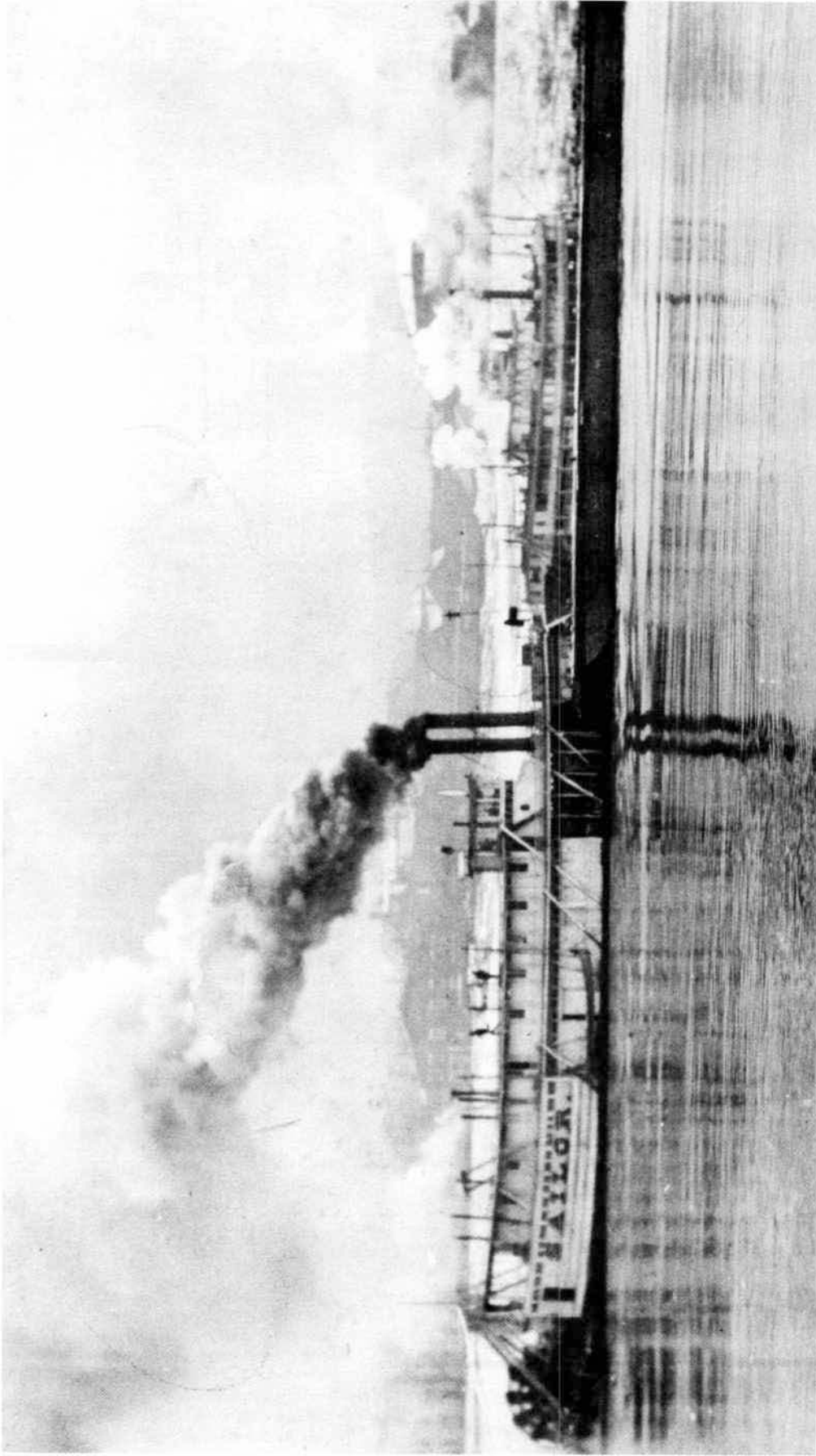


HON. ALBERT BETTINGER

Albert Bettinger (1854-1922) was photographed for inclusion in Goss' "Cincinnati - The Queen City," a copy of which is preserved in the Rare Book Section of the Cincinnati Public Library. Again we are indebted to Larry Walker and Dorothy Frye for almost a full day of their time devoted to searching out and procuring this likeness.

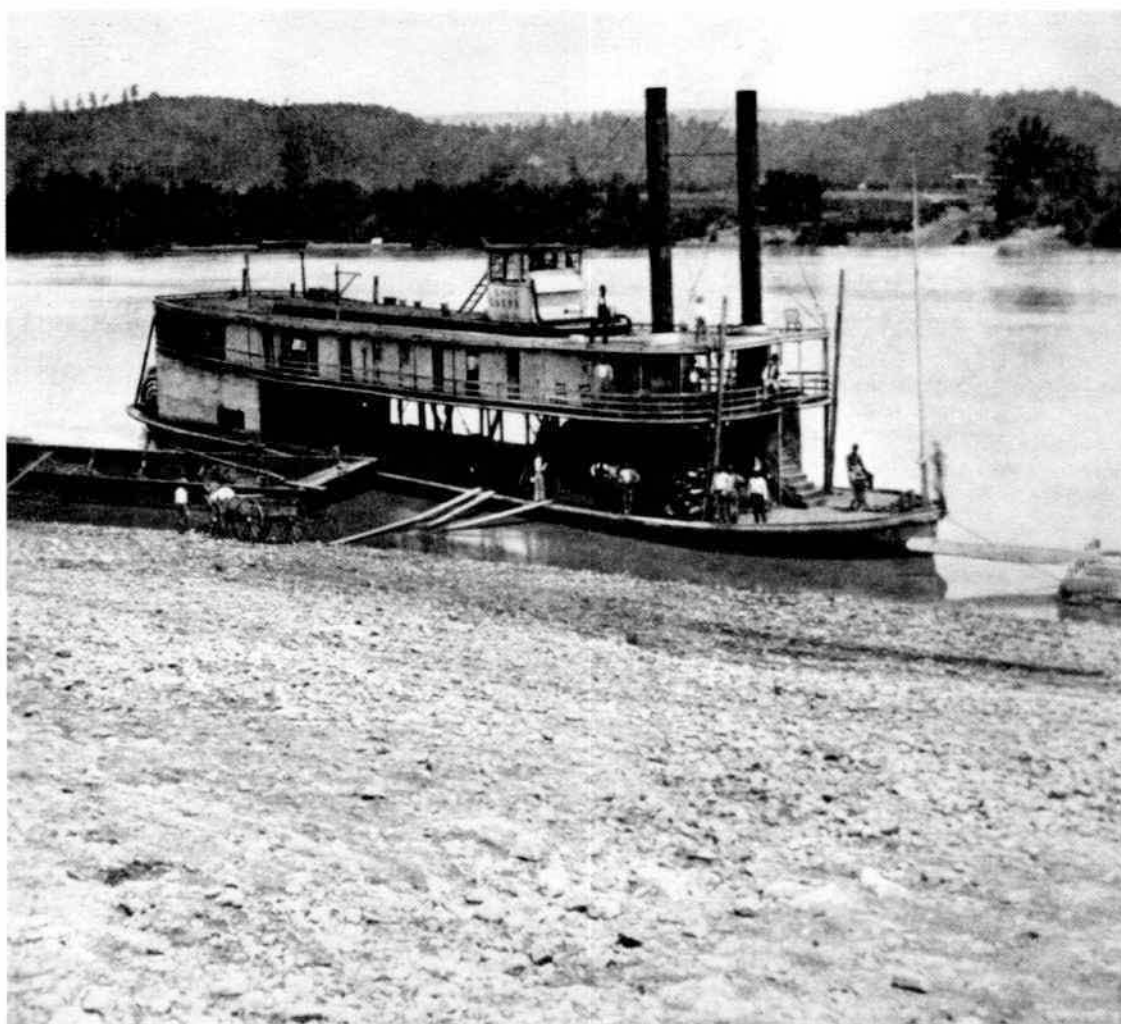
No joke--
See page 33.





RIVER PHOTOGRAPHER Thornton Barrette took this wintry scene looking across at Ironton, O. on the Ohio River in 1900. The towboat SAILOR is upbound with empty coalboats, and what looks to be the packet LIZZIE BAY is leaving the wharfboat. The SAILOR is "bran' spankin' new," having been built at the Lewis Pope & Son docks in the mouth of the Little Kanawha River at Parkersburg, West Va. on a wood hull 132.4 x 23.2 x 4.5, using the high pressure 16½"-6 ft. engines from the GEORGE SHIRAS and three new boilers, each 40" by 28 ft. long. Her original owner was the newly-formed Monongahela River Consolidated Coal & Coke Co. (the "Combine") who sold her to Vesta Coal Co., river subsidiary of Jones & Laughlin Steel Co. on December 7, 1901. J&L also had the TITAN (since 1892) and VULCAN (since 1899) and then in 1902 "went modern" by building

the VESTA with a steel hull and compound engines at a cost of \$50,000. The SAILOR in 1901 had cost half that price. The SAILOR got in the news on January 14, 1920 when she sank in the land chamber at Lock Three, Elizabeth, Pa. on the Monongahela River. During the raising operations a temporary bulkhead failed drowning Capt. Robert G. Elsey, brother of Capt. Phil C. Elsey, both sons of Capt. Warren Elsey who was river superintendent of Vesta Coal of J&L. Two other workers also lost their lives. The SAILOR was in process of being dismantled at Floreffe, Pa. in 1923, and in June was towed to the Aliquippa, Pa. works of J&L with the thought of using her cabins, etc. as an isolation ward for smallpox patients. She sank or was burned when the epidemic subsided.



THIS RECENT ADDITION to the Murphy Library comes from the collection of Stuart Sprague and is reproduced from a rare stereoptican slide. The LUCY COKER (Way #3621) was built at Knoxville, Tenn. in 1869. Capt. W. C. Henegar went to Washington, D.C., called on U.S. President Grant, and secured a mail contract for this boat. She was taken over for a while by Hinds Brothers who had a mail contract. This was not so profitable so the boat was resold, and the machinery, etc. went to the building of the CHATA-NOOGA (Way #0968) built at Henry's Mills, Tenn. in 1878. A novice pilot was at the wheel when she hit the bank full-head and sank. She was raised, completely rebuilt, and came out as the WYETH CITY (Way #5873) in 1888. The WYETH CITY was still listed at Chattanooga in 1896. This run-down is compiled from fragmentary notes and may need corrections and, hopefully, amplification from students of Upper Tennessee steamboats. We certainly did not expect to see a photograph of the LUCY COKER. Wonder who was the real-life Lucy Coker? What a wonderful name for a steamboat!

Well, well; here's news. Judy Patch has taken up residence in the Beauregard-Keyes House, 1113 Chartres St., New Orleans, La. 70116. Phone 504-586-0230. This delightful landmark was built in 1826. General Pierre G. T. Beauregard of the Confederacy lodged there some eighteen months after the Civil War. In 1944 Frances Parkinson Keyes (one of her many books was "Steamboat Gothic") rented

the place and later took it over and made it her residence for a quarter of a century. Capt. Doc Hawley lived there for a time prior to occupying his present residence at 639 Barracks St., New Orleans, La. 70116.

One of the sweet mysteries of life is a constant procession of phone calls we get from people

wanting an updated copy of the book "Inland River Record." Even as we write this we've had an interruption--a lady living on a houseboat near Cincinnati. She has a copy dated 1975 and broke her pencil-point (calling to someone for another "bleisstieft") while we gave her the address and phone number of The Waterways Journal.



ABOVE is the passenger cabin of the ANDREW FLETCHER (opposite). In describing these two boats Tom Rhodes writes: "Both the ANDREW FLETCHER and DEWITT CLINTON are fitted out with a lot of steamboat-style details, such as the skylights, etched glass windows, brass and varnished wood (yes, real wood), 'steam' (air blown) whistles, working brass engineroom telegraphs in the pilot-house. The steel has been worked to represent marblings and trim which would have appeared on a wood superstructure. Interiors are fitted out in a style similar to the NATCHEZ in New Orleans."

The FLETCHER's cabin shows the skylight and simple cabin arches typical of old Eastern steamboats. Very few of the New York area ever went in for the full "steamboat gothic" cabin treatment typical of the Western Rivers.

Elizabeth A. Byrnside, wife of the late Capt. Vernon K. Byrnside, died on Sunday, June 28, 1987. She was 80. Her husband's passing was noticed in our June 1987 issue, page 38. She had been a resident of Three Rivers Convalescent Center, near North Bend, Ohio. We are indebted to her daughter, Marjorie Byrnside Burress, whose husband recently passed away, noted also in our June '87 issue, page 34, for details.



CAPT. TOM RHODES, 290 Lake Ave., Saratoga Springs, N.Y. 12866 sends us these two pictures taken in the East River, New York City, both owned and operated by the Seaport Line which operates excursions out of the South Street Seaport Museum in lower Manhattan. The upper picture is the ANDREW FLETCHER, about 130 feet long, actually powered by her side-wheels which are independently driven by diesel engines. Tom says this may be a "first" for a Hudson River style side-wheeler, inasmuch as independent wheels were almost unheard of in the East. She is named for the Andrew Fletcher whose company built the majority of the side-wheel walking beam steam engines in that neck of the woods, and is about three years old.

The bottom view is the twin-prop diesel DEWITT CLINTON, which Tom describes as an accurate replica of a Hudson River prop steamer of the 1880s. She came out new in 1986. We ask the indulgence of our readers for this "peeking over the fence" from time to time, but it fascinates us to present accurately-built replicas.





CONSTRUCTION WORK in the North Side at Pittsburgh, Pa. this past July exposed a navigation lock identified as built c. 1830 as part of the Pennsylvania Canal System linking Pittsburgh and Philadelphia. The overview (above) shows the small structure. Note the two gentlemen in upper left. The cut stone masonry was intact, as also were the wooden upper and lower swing gates. The lower view is a close-up of the

lock's floor after the upper gates had been removed, showing the heavy wood sill against which the gates heeled when in closed position. The structure was carefully removed and transported to the University of Pittsburgh. Six similar locks are still buried in the area but will not be disturbed at present. For the two pictures we are indebted to Capt. Ross Rogers Jr. who visited the site in company with Glenn Crain.



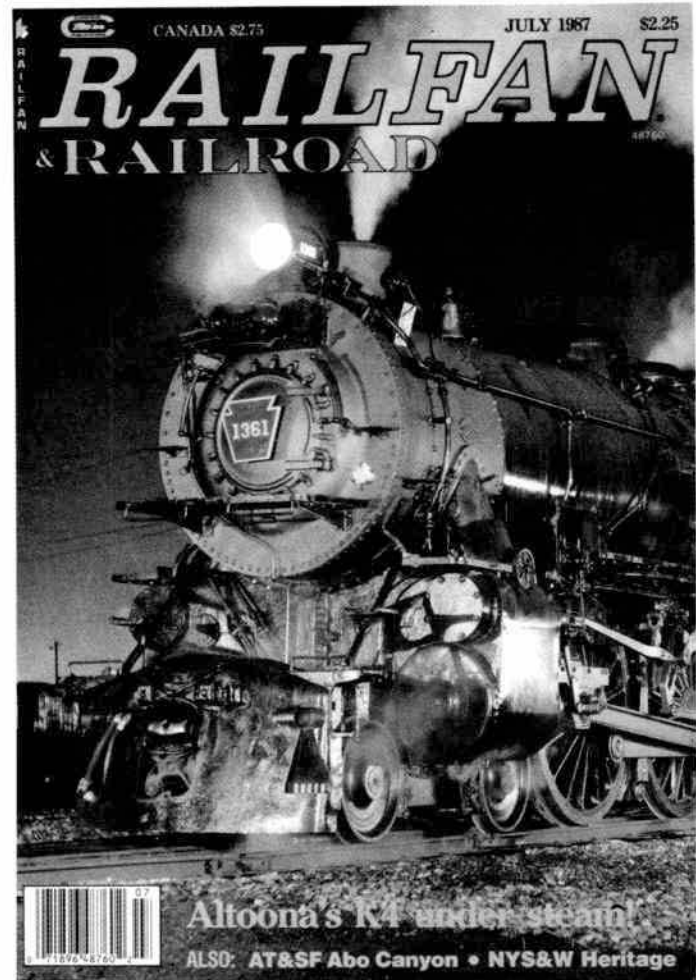
ALTOONA'S K4 UNDER STEAM!

TWO WEEKS AGO Ross Rogers appeared in the livingroom at 121 River and tossed a magazine on the coffee table. "Here's something you should see," he announced.

RAILFAN & RAILROAD. Didn't know of it. A Pennsylvania Railroad K4. Living within cinder-throwing distance of Pennsy's Chicago-New York 4-track main line for the past 51 years I have more than a nodding acquaintanceship with these 4-6-2's built like battlewagons. Beginning in 1914 Pennsy rostered 425 K4's and continued using them right up to the end of PRR steam operations in 1957. All westbound passenger trains hauled up to a stop at Sewickley with the engine right in front of our house, panting, blowing smoke and steam, impatient to be off. Grace could tell you were she alive today--of the constant curtain cleaning, and a summertime front porch which had to be hosed down every morning and the furniture de-sooted. If you wanted to sit down out there, that is, and what more lively entertainment could there be? Except when the QUEEN CITY, or SENATOR CORDILL or LIBERTY were passing by, their viewing and pilothouse-waving of handkerchiefs cut off due to these frequent iron curtains. All downbound steamboats blow for the locks at Dashields in front of our house. The Sewickley-Pittsburgh electric streetcars crossed the Sewickley-Coraopolis highway bridge in full view. The Sewickley-Beaver Valley buses used PRR's station as their terminal. "How do you ever stand it?" people asked. The only night we missed sleep was that of April 1, 1935, the first night of our occupancy. Except for occasional freights stalled nearby, celebrating the imminence of their departure by "Calling in the flagman." Four longs; four longs and a short; five longs; five longs and a short, depending on what track he was on. The freights were the worst noise-makers. The K4's starting up from the station were the cinder-throwers. Robbers could have cleaned our house of all tackle and apparel whistling Yankee Doodle with complete impunity those days while the PRR was paying the longest string of unbroken dividends in history (more than 120 years). But the burglars never came.

When the railroads went diesel with (looking back on it) shocking suddenness, K4 1361 was placed on exhibit at Horseshoe Curve, a spectacular PRR main line location in the mountains near Altoona, Pa. PRR's Juniata Shops where 1361 was built are in Altoona. The late S. Durward (Steve) Hoag made the pilgrimage by auto to pay respects and take pictures. He returned to Marietta grumbling and mumbling because the old engine was jailed with a high wire fence around her, and no way could Steve get a decent photograph. K4 1361 stayed there over 28 years, until she was moved out on Sept. 16, 1985 and was placed in the Museum yard at Altoona. In May 1986 it was moved to Conrail's Altoona Car Shop and active restoration started about a month later.

The detailed story of putting the old engine

ALIVE AND WELL,
SHE'S FIRED WITH COAL

This full color cover is described in RAILFAN & RAILROAD's July issue. "The vapor lights of the Altoona Shop gave a symbolic 'Brunswick' green to the sky, and no keystone ever gleamed more proudly (please ignore that spot of peeling graphite on smokebox cheek). The photo is a 2 1/4-square Kodachrome 64 shot by Jim Boyd with a Rolleiflex." Date: April 12, 1987.

back together again is brilliantly told, with many accompanying photographs in the July 1987 issue of RAILFAN & RAILROAD. The front cover picture, reproduced here, was taken on the night of April 12, 1987 after she had made her first road trip to Bellefonte, Pa. and return and was about to be put away for the night. One of the last problems was the whistle. It wouldn't blow properly. Another was procured which produced "a tuned chilling chord that cut straight to the soul."

RAILFAN & RAILROAD, a bi-monthly, is going monthly in October. Write them at P.O. Box 700, Newton, New Jersey 07860; 12 issues \$20.



Reverse side of the THOMAS SWANN platter recently presented by Ruth Ferris to Jeff Spear as described on the opposite page. The other side is not decorated. Jeff took both pictures after he had repaired the pitcher.

Mention of the USS WOLVERINE in our last issue, page 36, prompted Glenn and Sabra Cantrell, who operate Cantrells' Books at 15 South Pearl Street, North East, Pa. 16428 to send us a booklet published in 1966 by Herbert Reynolds Spencer titled USS MICHIGAN, USS WOLVERINE. The USS MICHIGAN, launched at Erie, Pa. and commissioned in 1844 was renamed USS WOLVERINE in 1905. She was cut up and sold for scrap in 1949 and in the following year her bow and cutwater became a monument at Erie, still exhibited there, all that remains of the first iron hull warship. This historic battle-wagon, which never fired an unfriendly gun and roamed the Great Lakes for a century, had its origins in Pittsburgh, Pa. from whence it was shipped, knocked-down, via the Ohio River to Rochester, Pa., thence by the Ohio-Erie Canal to Cleveland and by steamer to Erie for assembly.

The iron hull was 163'3" by 27'1½" with a 10' overhang for her side-wheels, and she drew 9' loaded. Author Spencer has this to say about the machinery:

"There were two cylinders each 36" dia. with a stroke of 96", inclined at an angle of 20½ degrees above level set on 14" by 14" oak timbers. The

admission of the steam was controlled by Sickles Cut-Off Valve, a new invention, which was the first poppet valve for steam. The steam entered the cylinder at one end and pushed the piston along until it reached one-third of the travel, where the steam was cut off and by its expansion pushed the piston the rest of the way; at the end the steam was exhausted into a hot well in which it was sprayed with cool water, condensing it and making a vacuum which gave additional power; new steam was admitted to the other end of the cylinder and the cycle was repeated continuously.

"As a sailing ship never sailed backwards, the idea of reversing this valve was an afterthought. The inventor solved this problem ingeniously; the valve was pried open with a ten-foot iron bar and the steam admitted into the cylinder, pushing the piston backwards; at the end of its travel another engineer with another bar pried open the valve of the other cylinder at exactly the right second, which was back-breaking work. Seven revolutions were about all that a strong man could manage. Therefore, in docking the ship the Captain had to compute the headway, leeway, current, sea and the strength of the engineer on

duty.

"The two boilers were of iron, with 810 brass tubes in each. They operated at 15½ pounds pressure and gave the ship a speed of 8½ knots in calm waters. Pipes of live steam ran to the decks, to be used in repelling boarders.

"The huge cranks were connected to the paddlewheels each by a 'drag link,' a twelve-inch offset which accepted the play of the wheel in heavy weather. This was in bearings in the throw of each crank.

"The paddlewheels were equipped with brakes, hand operated. The function was sensible; the engines were to be used in going into and out of harbor; in the open waters of the Lakes the ship would sail. To prevent the dragging of the paddles when under sail, the brakes would be applied and would hold the wheel while a sailor climbed into the paddlewheel box through a hatch and disconnected two of the paddles or buckets, as they were named."

Our thanks to author Spencer for these priceless details. The balance of his story is equally fascinating.

Sirs: My model of the side-wheel steamer INDIANA (picture in March '87 S&D R, page 28) was exhibited in London, England at the Model Engineer Exhibition and took the gold medal in its class. The H. V. Evans Award for being the best documented and constructed also went to her, as well as the Exide-Drydex cup for the best battery operated model in the exhibition.

It had previously taken two "best of shows" here in the States.

I plan to have it at the S&D meeting Sept. 19th.

Eugene F. Salika,
3917 Sunnyside,
Brookville, Ill. 60513

Our thanks to Nelson Spencer for a hardbound copy of The Waterways Journal's 100th Anniversary Issue. He wrote a nice message on the first page. Maybe he'll be wanting it back when he reads our review on page 11 of this issue.

Word comes from Jack Massey of Cincinnati of the death of Frank T. Lodwick, Jr. of Kenner, La. on Thursday, April 9, 1987. Frank joined S&D in 1983 and had been president of the Kenner Printing Company. He served four years in WW2 with the U.S. Navy Seabees in the Pacific. He became a cardiac patient in 1965.

Frank's river heritage dated back to his great-great grandfather, a river captain, and he was directly related to Capt. Preston Lodwick, builder of the ill-fated SULTANA and later with the Minnesota Packet Company.

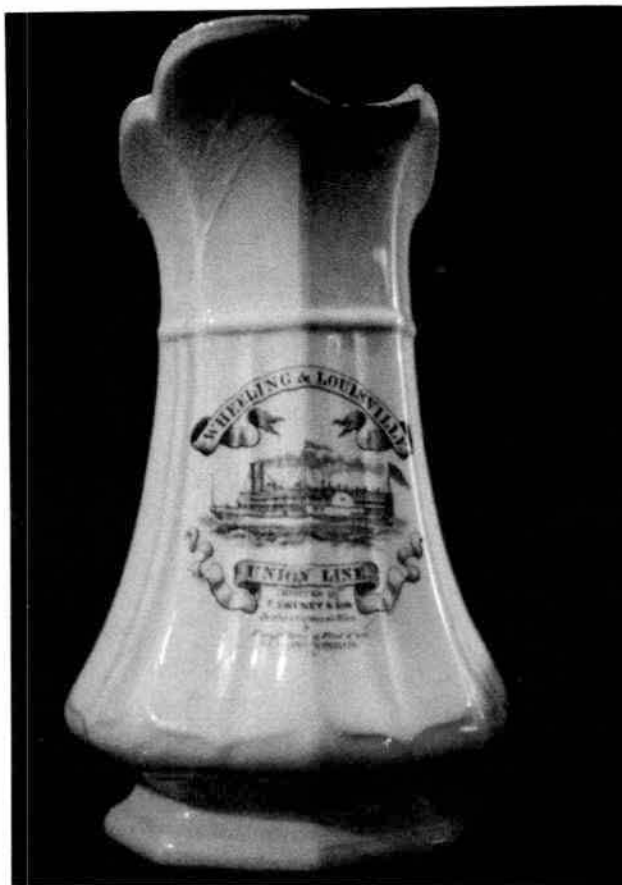
Mr. and Mrs. Garland W. Kimble have moved from Asheville, N.C. to 130 Fairway Drive, Pinehurst, N.C. 28364 as of June 17, 1987.

S&D member Garland Frasher of Huntington, West Va. sponsored an excursion aboard the P. A. DENNY at that city on Saturday, July 11th. Two hundred underprivileged children came aboard at Riverfront Park and "explored" up the Big Sandy River on a two-hour go-around.

This issue contains more photographs and pictures than any previous S&D REFLECTOR. The majority of articles and news came to us in the mail, a surprising number from S&D members living west of the Mississippi. You will miss the Jesse P. Hughes diaries in this issue due solely to lack of time on the part of C. W. Stoll to prepare his next installment for print. Several feature stories have been withheld for future issues.

Copies of "Way's Packet Directory" are available at \$34.95 a copy. Please include \$2.50 extra for postage and handling. When ordering more than one copy figure p&h at \$1 extra. Address Ohio University Press, Scott Quad, Athens OH 45701.

The TELL CITY pilothouse at the Ohio River Museum, Marietta, has undergone repairs and has a glistening coat of new paint.



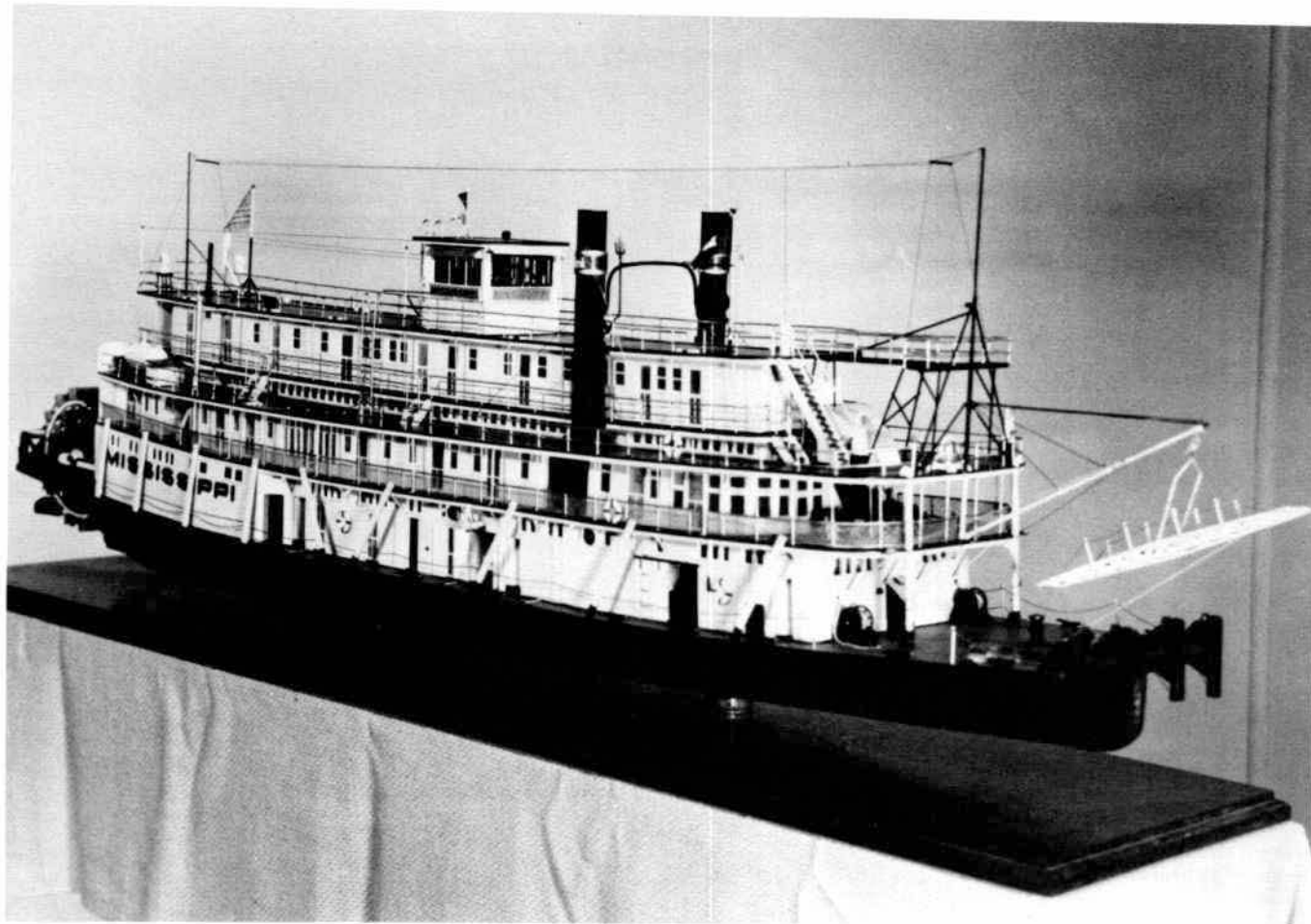
DURING the early months of 1853 the Wheeling "Daily Intelligencer" published an extensive write-up of the new 300-foot side-wheeler THOMAS SWANN moored at the local wharf. The reporter noticed that the Staffordshire queensware was made in England and each of the plates and pitchers were marked:

WHEELING AND LOUISVILLE UNION LINE
Imported by T. Sweeney & Son,
Dealers in Queensware, and Manufacturers
of Flint Glass, 55 Monroe St.,
Wheeling, Va.

An extensive article by Ye Ed appeared in the S&D REFLECTOR (Dec. 1968) presenting details of this Wheeling and Louisville Union Line and the seven new side-wheelers built to provide daily departures from those ports. Ruth Ferris wrote to tell us that she had in her possession one serving platter and a pitcher marked as described above, although the pitcher had been badly broken in transit to her. Ruth had patched it together as best she could.

Ruth Ferris, S&D's honorary president, has presented both the platter and pitcher to Jeff Spear of Marietta. Jeff, an expert in antiques, "unglued" Ruth's repair job on the pitcher (see page 4) and did what all the king's horses and all the king's men could not do to Humpty Dumpty; he skillfully put it together again using modern bonding materials. Only piece missing is part of the lip.

Since learning of the above we have had a letter from Charles E. Bouis of Atlanta, Ga. who recently presented a hand-painted chinaware plate from the side-wheel PEYTONA to the New Orleans Art Museum. The boat's picture is by Rudolph T. Lux, well-known figure in antebellum New Orleans art circles, and is signed and dated 1858. It was professionally appraised in December 1986, valued at \$2,800.



MARIETTA'S combination restaurant-showboat BECKY THATCHER formerly was the U.S. inspection boat MISSISSIPPI (Way #3977). Recently Keith Norrington through correspondence turned up the above picture of a model of the MISSISSIPPI built some years ago by a Memphis photographer and still in his possession. Now retired, Paul G. McKinney, while with the U.S. Engineers, Memphis, built this 1-48 scale model in the 1950s and preserves it in a glass case. The Cairo (Ill.) Evening Citizen on May 2, 1959 published the above photo along with an extensive write-up. At that date the MISSISSIPPI was at Cairo making ready to handle a high water inspection trip of Mississippi River Commission officials to New Orleans. The model was aboard, having required four years of McKinney's spare hours to complete. Materials included pine for the hull, birch for the paddle-wheel, balsa for the superstructure and quantities of brass and copper tubing, jeweler's chain and other materials for the many details.

The casino side-wheeler COLORADO BELLE built dry-land at Laughlin, Nevada and front-paged and described in our March issue, is open for business.

It's 633 feet long, cost \$80 million, has the largest casino in Laughlin, five dining areas and 200 guest rooms. The sky-high stacks are now puddin'd and feathered and a photograph in the Los Angeles Times creates the illusion of a magnified GRAND REPUBLIC.

Laughlin is 300 miles from Los Angeles, 240 miles from Phoenix,

and 90 miles from Las Vegas. It's an unincorporated town (population 2,600) and across the Colorado River is Bullhead City, Ariz. (Population 21,000). The two towns are connected by casino-owned ferries, a five-mile winding road that crosses the river over Davis Dam by Lake Mojave, and a new, more conveniently located \$2.7 million bridge.

Don Laughlin, for whom the town is named, heads the steamboat casino-motel. He is described as a slightly built, white-haired version of James

Cagney. He came from Minnesota, owns a Rolls-Royce which he keeps in Las Vegas ("This is no place to drive a Rolls"), a 10-passenger Cessna Citation II, which he uses to transport what he describes as the "VIP players," a six-passenger Cessna Turbo T-310, and a helicopter. He is licensed as a commercial air pilot. He has 600 head of cattle, 1,000 head of Angora goats and a lodge at his ranch for his family--three grown children and two grandchildren.

SHOWBOATS RECALLED

Bill and Marga Smith
Entertained O-K Branch.

by Jim Wallen

The story of showboating on the Ohio and Mississippi and tributaries from its beginnings in 1830 up to the present, was presented in pictures and commentary by William H. Smith, assisted by his wife Marga, before the June 7th meeting of the O-K Branch of S&D in the Mason County Library at Point Pleasant, West Va. The Smiths are from Springfield, O. and were accompanied to the meeting by their daughter, Pattie, who found some good friends there.

Bill began his story with the first rudimentary showboat of the Chapman family who started at Pittsburgh in 1831, and progressed through all of the well known showboats right up to the final stand of Billy Bryant's at Cincinnati and the Goldenrod at St. Louis.

An interesting revelation was that Callie L. French, intrepid shoboat manager and pilot, came from the same home town as Marga Smith---Jackson, O.

Bill's presentation was enlivened by anecdotes about the personalities and idiosyncracies of some of the leading showboat people of the past century.

He showed some remarkably good pictures of both interior and exterior of such showboats as Swallow & Markle's New Grand Floating Palace, Cooley's Wonderland, Eisenbarth & Henderson's Floating Theatre and Temple of Amusement, Ralph Emerson Gaches' Grand Floating Palace, the 1911 Hippodrome, and some of the Bryant family's earlier showboats up to the last one with the faithful steam towboat VALLEY BELLE at Cincinnati, and finally Tom Reynolds' showboat America.

By good fortune, in the audience was Mrs. Tom Reynolds who answered a lot of questions from her extensive and detailed knowledge of what life was like on a showboat.

In the course of Bill Smith's discussion, three unrelated but interesting points were brought out: in 1905 at least one showboat was specializing in musical comedies instead of the usual straight dramas; much of the showboat activity and ownership were concentrated in the Parkersburg-Marietta section of the upper Ohio; most showboat

proprietors were people of some substance and provided the clean type of entertainment that was suitable for the valley dwellers of that day.

After conclusion of the program, Bill Barr announced that the musical romance "Riverboat Man," written by his late father, Robert Barr, and produced quite successfully at Charleston in 1980 and '81 was again to be staged at the municipal auditorium there on this past August 30th with a cast of 70.

In the business session, Herschel Burford, chairman of the nominating committee, reported the nominees for office. The entire slate was elected by acclamation. Capt. Bert Shearer of Charleston was named captain; Capt. Charles H. Stone of Point Pleasant, pilot; Miss Suellen Gunnoe of South Charleston, clerk; and Capt. Harold Wright of Huntington, chief engineer.

Mr. Burford also presented a motion of recognition citing Capt. Ben Gilbert of Huntington for his faithful attendance at meetings, and Jim Wallen for writing the reports for the S&D REFLECTOR that now constitute a history of the O-K Branch. Of the O-K's 41 meetings since its formation in 1974, Capt. Gilbert has been present for 39. This meeting was the Branch's 41st.

Plans for the Ohio River Odyssey which opened at the Huntington Museum of Art in July were discussed. O-K members were invited to join with the Middle Ohio River Chapter there on July 24-25.

Jim Bupp opened the Point Pleasant meeting with an invocation, following which Suellen Gunnoe submitted her report.

Cookies, punch and coffee were served. Lively discussions both before and after the program were enjoyed.

A Pennsylvania State historical marker was dedicated at Glenwillard, Pa. on Sunday, June 14, 1987. The wording:-

SHOUSETOWN
BOATYARD

Founder Peter Shouse built KENTUCKIAN, its first steamboat, in 1829. Sold 1837 to E. & N. Porter. By 1866 over 80 steamboats had been launched. The last was the 1727-ton GREAT REPUBLIC,

famed on the Mississippi for its size and elegance.

PENNSYLVANIA
HISTORICAL AND
MUSEUM COMMISSION
1987

Sponsor of the marker is the Crescent-Shousetown Area Historical Association of which Eliot H. Johnson of Coraopolis, Pa. is president.

Below we present a letter from Jack Hinkley, 403 Amherst Ave., Coraopolis, Pa. 15108:-

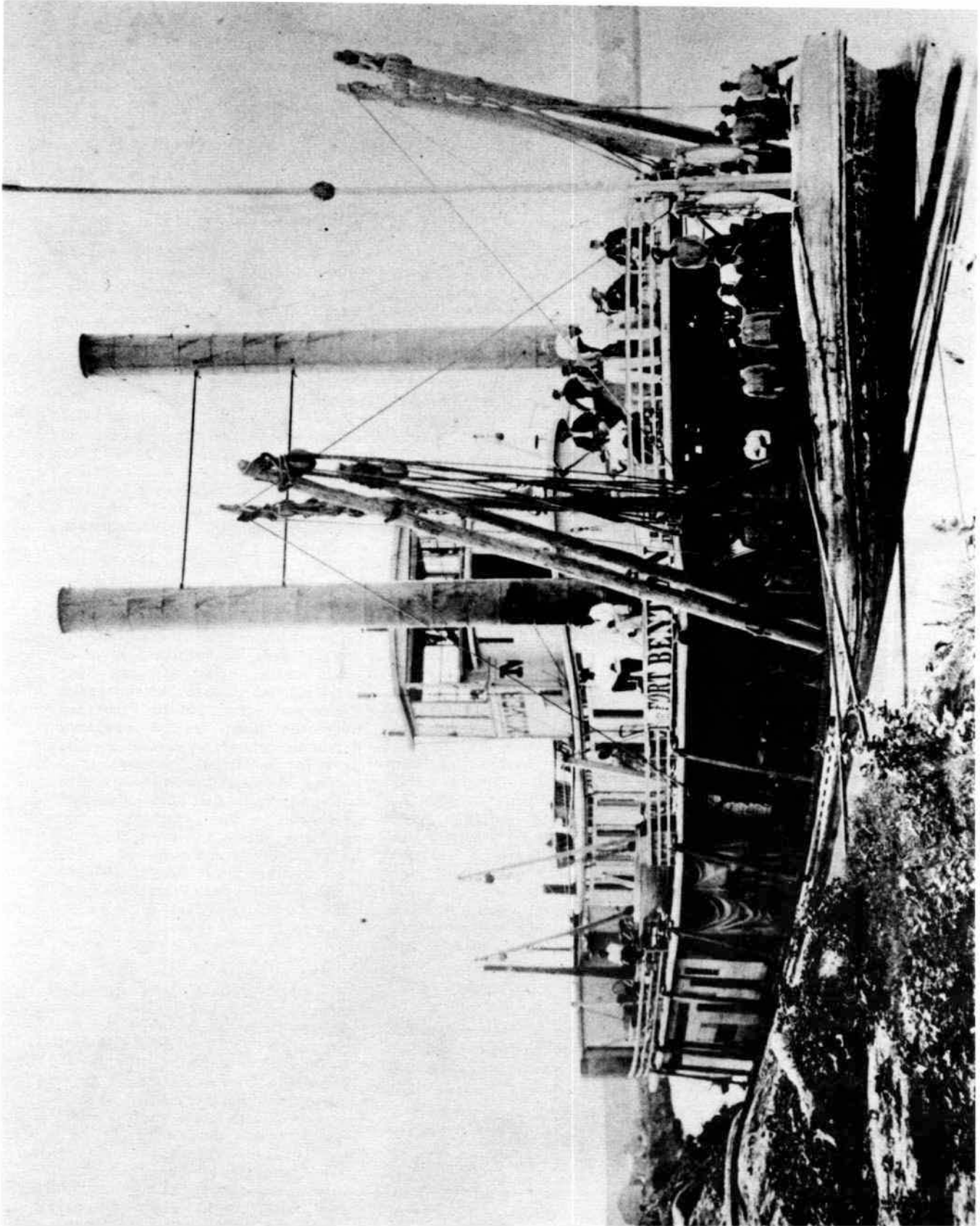
"I hied myself down to Glenwillard (formerly Shousetown) to observe the dedication. The marker is on McGovern Boulevard hard by the Memorial Park which features the monument depicting the GREAT REPUBLIC dedicated on Memorial Day, 1984.

"Father Roche of St. Catherine's Church offered the dedication, followed by a word of welcome to the assembled 100 persons present. James A. Fisher of the Commission unveiled the marker. Wilbur McCutcheon, president of the Township Commissioners, accepted.

"Dr. John Kent Folmar of the Mon River Buffs spoke briefly, reminding that Leslie's Weekly once spoke of Shousetown as 'a place of no consequence.' Guests were recognized, some of whom were relatives and descendants of Shousetown Boatyard workers, some having traveled long distances to be present. Refreshments were served in the Crescent Municipal Building.

"The weather was steamy and hot and some difficulty was experienced in hearing the speakers due to the traffic on busy McGovern Boulevard. A stop at this small but significant park is well worth a visit."

The ultimate in the vast fleet of LADY boats has reached climax at Corpus Christi, Texas, where there is a six-restaurant excursion job named WAYWARD LADY. We learn of this in the Louisville Courier-Journal's travel section of Sunday, July 19 last. A two-column mug shot of WAYWARD LADY shows her to be a comely lass despite this slur on her behavior. She's laced up with packetboat railings around the boiler deck, an ornamented pilothouse roof and twin stacks. -Thanks to Jane Morningstar for the clipping.



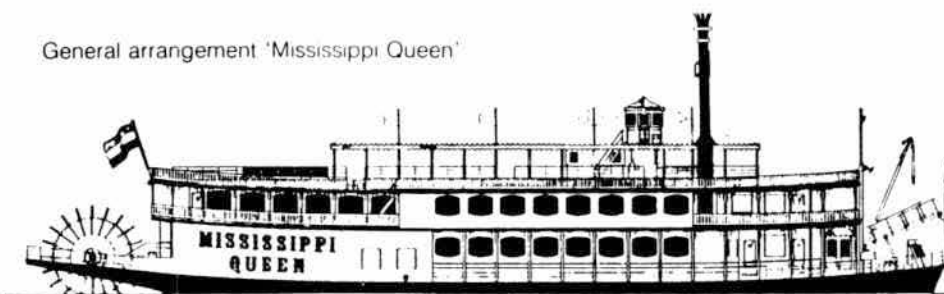
PICTURE OPPOSITE

Add this "find" to your collection of early Missouri River "spoonbills" which went to Fort Benton, Mont. The MINER was built at Pittsburgh in 1866 (Way #3940) and departed from there, new, in April 1866, Capt. J. H. Porter, bound for the upper Missouri with 1,187 railroad rails and 20 tons of "connection bands" consigned to Point of Rocks above Fort Benton for the Union Pacific R.R. This Capt. J. H. Porter quite likely was Joseph H., brother to Nathan Porter, Jr. who successfully managed the boatyard at Shousetown, Pa. many years. A story goes the rounds that Capt. Porter sold the MINER upon return to St. Louis to the Northwestern Fur Co. headquartered there for \$30,000. It was during that first Fort Benton trip that she brought down from there a load of Crows and Gros Ventres to Fort Buford to meet a treaty commission, which they did. Instead of being returned to Fort Benton as promised, the Indians were placed aboard the upbound ARMADA and had proceeded only a few miles when Colonel Reeves requisitioned the boat and dumped the indignant Indians ashore. End of that sorry story. In all the MINER was at Fort Benton six times, her second appearance in 1867 with a load of goods for the Northwestern Fur Co. who had bought what was called "Old Fort Benton" from the American Fur Co. She was last at the Fort in 1869, and was up to Cow Island as late as 1871. She was snagged at the mouth of the Niobrara in 1874 and was run ashore to save her freight.

Ralph DuPae says he procured this picture (only photo known of MINER) from a "donor who wishes to remain anonymous." Note the boiler deck canvas sign HO FOR FORT BENTON. Location doubtlessly on the Missouri, and the depth to which she is loaded suggests perhaps it was taken on that first 1866 trip with the railroad rails aboard. The forecabin has been bulkheaded to prevent wind waves from lashing aboard.

Special thanks to M'Lissa Herrmann of the Cincinnati Public Library for 5x7 prints made from glass plates taken by Capt. Tony Meldahl. Some of these are featured in this issue, pages 43-46.

General arrangement 'Mississippi Queen'



NEW IN HOLLAND

Named MISSISSIPPI QUEEN.

by Alan L. Bates

She runs on the Rhine, the Waal and the Issel rivers in Holland. She is 203 feet long, 37.4 feet wide and 57.4 feet high. The pilothouse and canopy and stacks can be lowered until she is only 29.2 feet high! She draws 5.4 feet and paddles along at about 7 mph under normal circumstances. The lowering is accomplished by accordion folds in the pilothouse sides and canopy stanchions. The stacks telescope.

I was flown to Holland about a year and a half ago to consult with the deHoop (pronounced deHope) Yard of Lobith, the Netherlands, and was with Hans Heymen for a few days. This resulted.

Note, please, that the diningroom is the "Alan Bates Buffet" on the printed menu and that the paragraph under that heading reads: Deze culinaire pracht is opgedragen aan de architect/restaurateur Alan Bates, die o.a. de "Belle of Louisville" heeft herbouwd, het trois bezit van de stad Louisville. I'll not translate. The first offering, Ein frisse salade van tonijn met duidelijke Mexicaanse invloeden is "a fresh salad of Tuna with devilish Mexican influence."

The only available picture I can send at this writing is a Xerox twice removed from the original. (See page 22, Ed.). Hans sent me some gorgeous color shots of the interior and I'll be glad to send them to you if you wish. The carpets are specially woven and have the monogram 'MQ' made into wreaths in a diagonal pattern. Colors are rich. This is a true luxury excursion boat, far superior to what our rivermen build.

Hans saw the JULIA BELLE SWAIN, the NATCHEZ, the BELLE OF LOUISVILLE and the

CREOLE QUEEN. The latter boat had the most influence on his thinking even though he admired the NATCHEZ over all of the others. I wish he'd copied the JULIA BELLE SWAIN but my wishes seldom go very far with boat owners.

You should see the lock between the Waal (I think it is) and the Issel. They were not satisfied (the lockbuilders, that is) to make a short and narrow lock but had to locate it under a low railroad bridge. The bridge is so low that this new boat's double bottom has to be flooded to get her under the thing.

Ah yes. One of the towns served by the boat is Zutphen!

Machinery

The main engines are two Deutz/MWM marine diesels each 375 KW at 1500 rpm and each driving an Abex Denison hydraulic pump and a Stamford generator. The generator sets provide power throughout including the Häggglunds Denison Marathon hydraulic motors powering the sternwheel. On the port side an MA 566 and on the starboard an MA 400 hydraulic motor are directly mounted on the paddlewheel shaft; the starboard motor fitted with an integrated speed transmitter indicating paddlewheel speed.

Hydraulic oil is supplied by two Häggglunds Denison P24P controllable and plunger pumps each of 404 cc/rev. The pumps are fitted with electrical remote controls from the pilothouse.

The boat is equipped with a bow thruster with an output of 147 KW. A double bottom runs the full length. The hold contains five two-berth staterooms for the crew, provided with shower and toilet; also a 6-person cabin with two showers, toilet and changing room; also the Baton Rouge multifunctional lounge with bar.

NEW ORLEANS NEWS

William N. Dow in a letter dated May 29, 1987 informs us regarding the PRESIDENT:

"The saga of New Orleans Steamboat Company's involvement with the PRESIDENT is coming to an end. We have been involved in her since January of 1981. Over the past 6-plus years we worked mightily and expended a very large amount of money to save the vessel from the ravages of time and neglect. Our association with John Connelly (of Pittsburgh) on the project since May of 1985 has not proved comfortable. Thus, after negotiations in Pittsburgh by Wayne Judge and Gordon Stevens, we will be completely separating from PRESIDENT Associates as of June 1, 1987.

"I have been asked if our efforts with the PRESIDENT might have been a mistake. Measured economically there is no question but that we should not have shouldered the burden. The discouraging economics are somewhat offset by the fact that we did save the PRESIDENT from the scrap heap and we did see her through to beautiful condition. Perhaps another owner might have done this, perhaps not.

"The PRESIDENT's 1986 season, in New Orleans, and particularly in St. Louis, was not encouraging. Three periods of record high water in St. Louis (the last in October when the entire month was lost) considerably reduced revenues. On her return trip to New Orleans in November of 1986 she sheared off her entire starboard Harbormaster propulsion unit, requiring her to be towed 1,000 miles downriver to New Orleans. The ADMIRAL's former Harbormaster units were found in New Jersey and one of those units was modified and put aboard the PRESIDENT upon her arrival here.

"In my mind the saving grace of our involvement with the PRESIDENT has been the people. Bill Wilson came back to our New Orleans Steamboat Company because of the PRESIDENT. We came to know Joe and Van Gale. Watchmen Cedric Washington and Clarence Jordan on the NATCHEZ came over from the PRESIDENT. Connie Frommelt came with us when her husband, Gary, became the PRESIDENT's chief engineer. Robbie Mitchell used his position as mate of the PRESIDENT on his path to



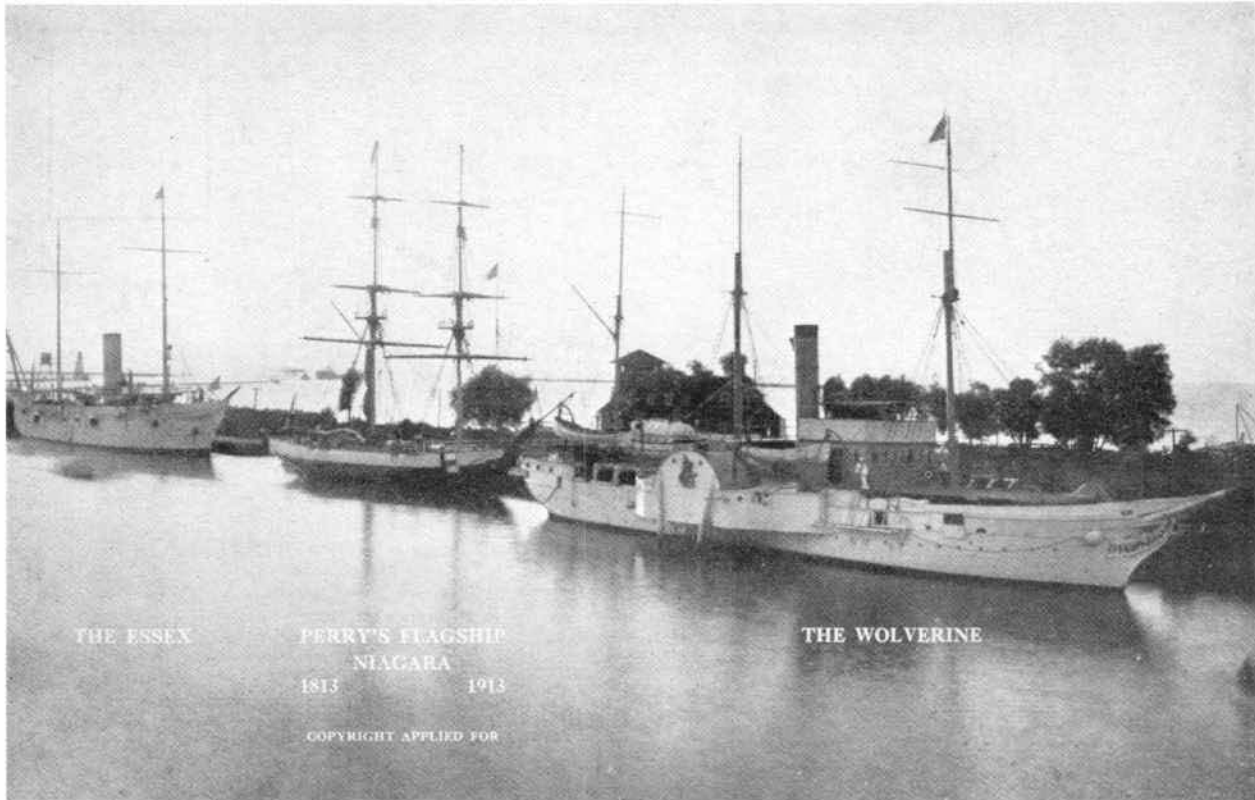
Ruth Ferris is celebrating her 90th birthday on September 19th. This picture of her was taken last May 1st by Keith Norrington while Keith, Jeff Spear and Jim Sutton were visiting at Ruth's home, 9381 Parkside Drive, Brentwood, Mo. 63144. The jaunty cap she's wearing is from Fred Leyhe's towboat CITY OF ST. LOUIS, now a permanent attraction at the St. Louis waterfront.

captain of the COTTON BLOSSOM. Bob Young first worked on a PRESIDENT project (port bathrooms renovation) before going chief on the NATCHEZ. We made many acquaintances, for better or for worse, with Coast Guard personnel because of our struggles with the PRESIDENT. Many of our regulars showed their fine colors by struggling mightily aboard her. All these people, and many others, have had parts in the story.

"Bill" Dow,
New Orleans Steamboat
Co.,
2340 World Trade Center,
New Orleans, La. 70130"

Our friend Dennis Brown who has been doing stints on the DELTA QUEEN showing a movie serial, "The Blue and the Grey," has turned his hand to writing reviews of river books for the St. Louis Post-Dispatch. Most interesting is "Southern Travels," the journal of John H. B. Latrobe, 1834. He was son of Benjamin Latrobe, architect and designer of the nation's capitol. At New Orleans he recorded that the local concern--even then--was that the Mississippi would change its course and leave that river-dependent town high and dry.

The book of 118 pages has been issued by Historic New Orleans Collection, \$14.95.



SOUVENIR POST CARD issued at Erie, Pa. in 1913 celebrating the centennial of Perry's flagship NIAGARA (center). At the right is the WOLVERINE (ex MICHIGAN) and in the distance, left, is the ESSEX. Our thanks to Glenn and Sabra Cantrell for the picture. Elsewhere in this issue is a story of the WOLVERINE. The NIAGARA counted among its builders a young shipwright from Monongahela City, Pa. named Peter Shouse who later founded Shousetown, now Glenwillard, Pa., where he set up a boat-yard below the present-day Dashields Locks and Dam, Ohio River. Many famed side-wheelers were launched at this Shousetown yard including the GREAT REPUBLIC.

(HAYS, concluded from page 22.)

his 1898 newspaper article. "I didn't want to, either. It's enough for me to hear people singing them, and know I have made somebody happy."

Most popular among rivermen was Hays' "His Last Trip," a poem he composed following the death of Capt. J. M. White. This is reproduced in our December 1974 issue, page 4. It is still frequently read at funeral services.

The author of the 1898 article quoted in this story calls Will S. Hays "one of the gentlest men in all the Southland" despite his "rough ways and his profane language."

Hays was present in the Iroquois Theatre fire in Chicago, December 30, 1903. His health failed, he suffered a series of strokes, and death came on July

23, 1907. He was survived by his wife and two children. Burial was in Cave Hill Cemetery beneath a small unadorned tombstone which says:

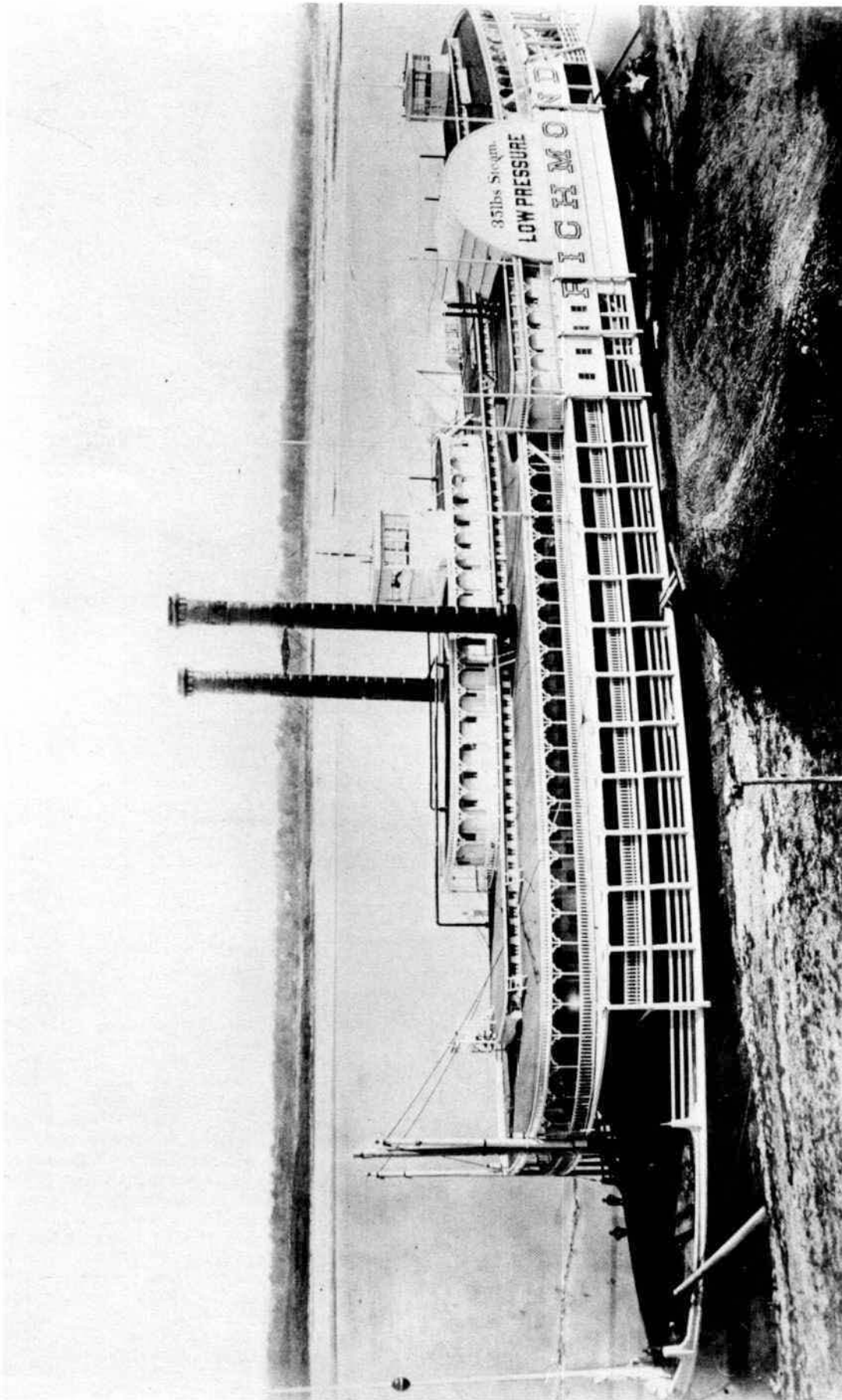
"Will S. Hays
July 19, 1837
July 23, 1907
Father."

A special service in the church to which Hays belonged, the Second Presbyterian in Louisville, was held on the morning of July 19th last. The city's song writer was memorialized and present was Mary Frances Kaye, grand-niece of Will S. Hays. She provided a display of memorabilia. Two vocalists sang "Save One Bright Crown For Me," a hymn that is among Hays' better known works.

-We are grateful to Jane

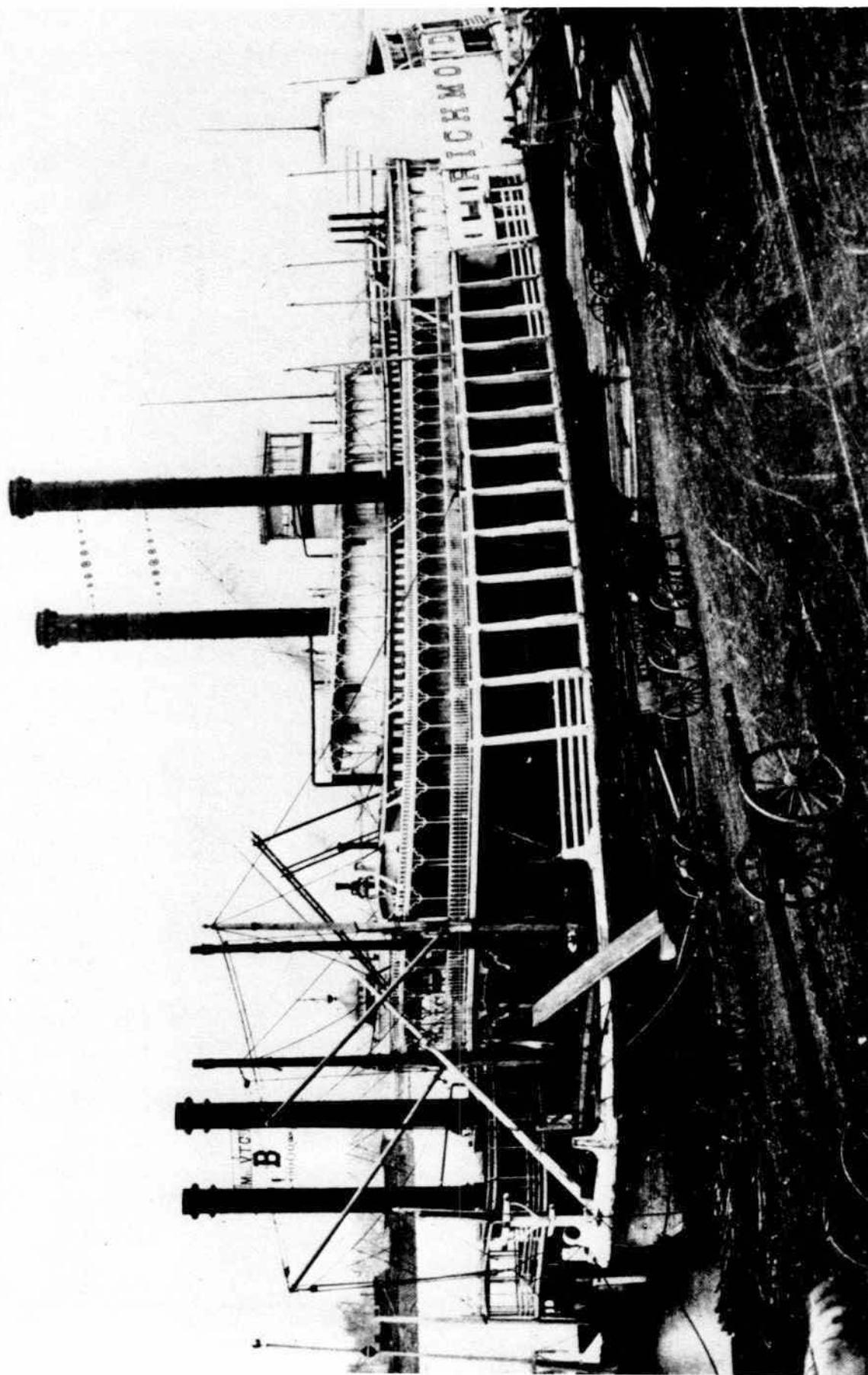
Morningstar of Bowling Green, Ky. for clippings.

A one-half page ad in The Waterways Journal, July 27th issue, shows and plugs a new oil painting called "SAINT PAUL on the Mississippi" by artist Michael Blaser. There she is, landed at St. Louis unhampered by any wharfboat, in her Streckfus excursion days. Shades of Capt. Tom Posey, who spent his best years piloting that big pile of lumber. Fine art prints are signed and numbered, \$95; remarqued, signed and numbered \$165. Write the artist at 2800 30th St., Moline, Ill. 61265.



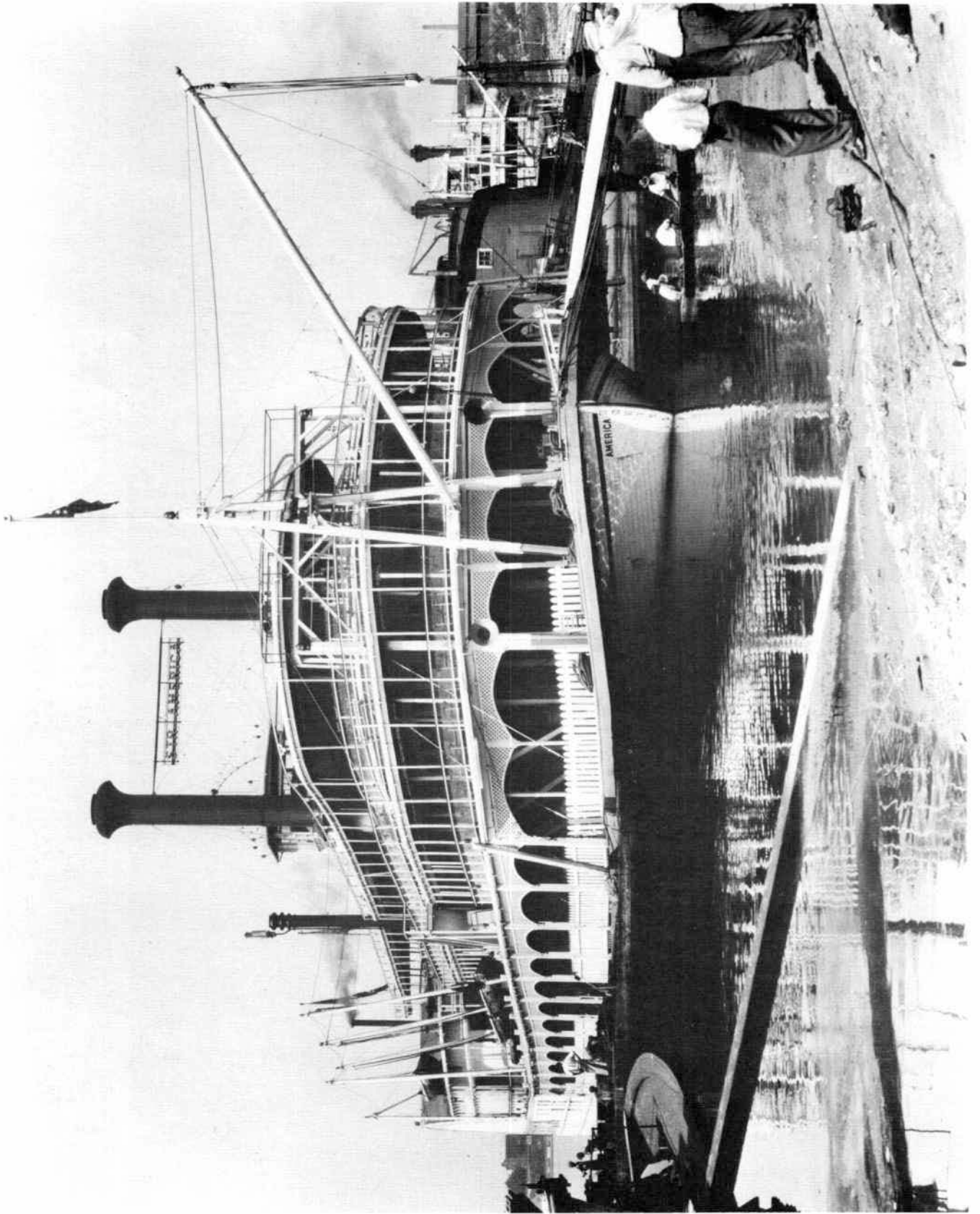
THESE TWO PICTURES surfaced in the Donald T. Wright collection at Tulane University, New Orleans. The one above is from the original glass plate and hence the exquisite detail. Also she's bran' spankin' new, built at Madison, Ind. in 1867, 340 feet long (Way #4753), engines from the JACOB STRADER. Five of her boilers also were from the STRADER, and a sixth one, new, was added. The STRADER was low pressure and the wheelhouses on the RICHMOND brag "35 lbs. steam, LOW

PRESSURE." The pilothouse hard aft on the skylight is a ladies' observation parlor entered from the main cabin up a spiral staircase. Principal owner and skipper was Capt. J. Stut Neal who was engineer on the REVENUE (Way #4741) upon which he introduced the first steam whistle heard on the Western Waters, patterned from one he saw in Philadelphia. Neal made drawings and took them to the Andrew Fulton Bell Foundry in Pittsburgh, where it was made. Neal was from Richmond, Va. and rousters called his RICHMOND the "Rebel Home."



THIS WAS TAKEN later in the RICHMOND's career, following the removal of the second freight deck which shows plainly in the view above. The THOMPSON DEAN (2nd) also had such a second (or double) freight deck when she was new at Cincinnati in 1872. The towboat lying outside is the BEE of the Mississippi Valley Transportation Co. with fancy-topped stacks

and just visible over the forward roof of the RICHMOND is a glimpse of her fancy-topped pilothouse. The BEE was built in 1864 for W. H. Brown of Pittsburgh. He sold her along with 10 model barges to M.V.T. Co. in Feb. 1866. Looks like the forward jackstaff on RICHMOND is being painted from a temporary ladder angled beneath it from the hurricane and skylight roof.



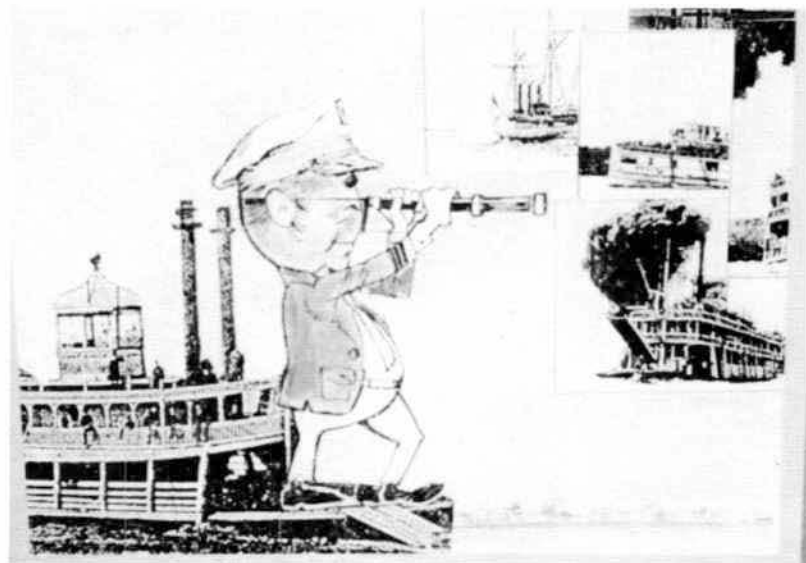
PICTURE OPPOSITE

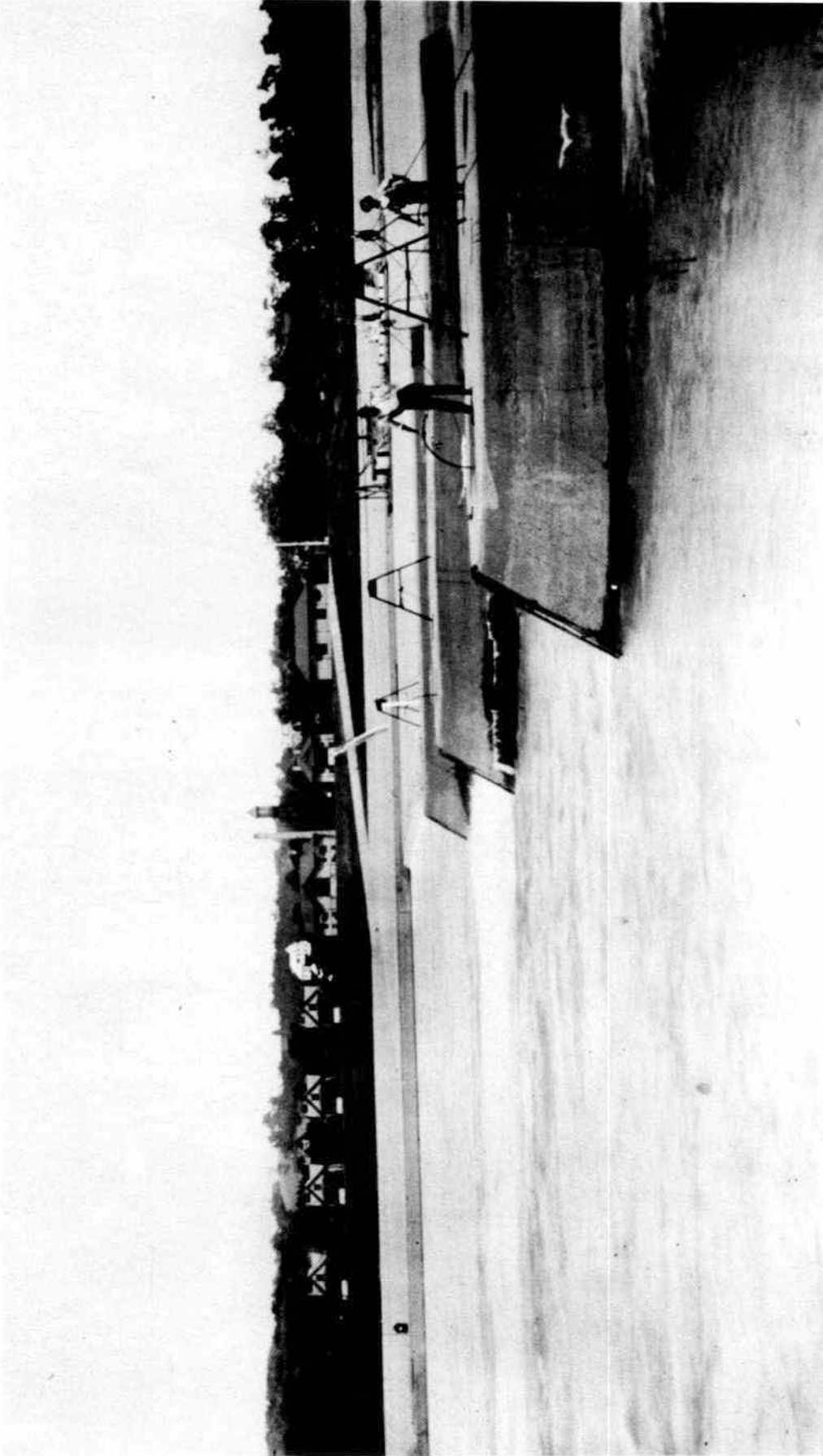
It's sort of uncanny. Frequently when we fix up an old-time picture for presentation, another view of the same boat appears in the mail from another source. Now it's the AMERICA. The caption for another view of her, decoration lights gleaming, had just been pasted to place when Ralph DuPae comes walking in the back door at 121 River with this superb view of her from Bert Fenn's collection. The impulse to show this to our readers has won the day, and here it is. She is at Evansville, Ind. taking coal from a fuel flat, nosed in above the wharfboat, and at far right, moored in the distance, is the excursion sternwheeler WASHINGTON. The precise date is not given, but sometime in the mid-1920s. Here you see the AMERICA's whistle, piped up alongside her starboard 'scape pipe, a most unusual place to plant a whistle. It came from the CITY OF LOUISVILLE, a deep-sounding job similar in tone to that of the QUEEN CITY. Incidentally the 'scape pipes are from the CITY OF LOUISVILLE or the CITY OF CINCINNATI: only Bob McCann would know, and he's up here in the Sewickley cemetery. There will be a hot time in the ol' town tonight unless one or the other of these popular steamers has a charter. If the AMERICA looks wide to you, it's because she WAS wide, something like 95 feet over the wheelhouses. When you piloted the AMERICA into an Ohio River lock she was a lot of lumber and there was scant slobbering room.

Jane Curry of Minneapolis, who did the book "The River's in My Blood" (better get it) gave us a buzz from the Greater Pittsburgh International Airport on July 29th last. She was running light, bound for Elmira, N.Y. to visit with friends. Her husband David Lund was on or in one of the Great Lakes with scuba gear exploring an old steamer wreck in 40-degree water. We implored Jane to drop by the Mark Twain Hotel in Elmira to check out the pilotwheel from the towboat J. D. AYRES which the hotel's management acquired many years ago.



EDWIN L. HILL, chairman of the Library Department, Murphy Library, La Crosse, Wis. (left) presents the Library Recognition Award to Ralph R. DuPae at the reception held at the Library on Tuesday, April 28th last. Forward of the speaker's stand is a bouquet of spring flowers sent with best wishes from S&D. The Waterways Journal prepared the framed cartoon (below) and James V. Swift did the honors handing it to Ralph. In it our peripetetic steamboat picture sleuth stands poised on the forecandle of the "little" GREY EAGLE (Way #2461) and gets a telescopic bead on the black-smoking BETSY ANN. Thanks to Jim Swift for both views.





RALPH DuPAE sends us this one, recently added to the Murphy Library Collection, with a penned note attached: "Do you have any idea where this is taken at?" In the foreground are the beartraps and across the Ohio River are the lock, buildings and esplanade of No. 37, usually called the Fernbank Lock and Dam, 12½ miles downriver from the Cincinnati suspension bridge. The corporate limits of Cincinnati border the river down to and including Fernbank, O. and end at Muddy Creek a short distance below there. This Fernbank structure was officially opened on July 22, 1911 with the lockage of the

sternwheel privately-owned RAMONA owned by Hon. Albert Bettinger of Cincinnati. Fernbank was still in operation when the DELTA QUEEN was brought from California to the Dravo Marine Ways in 1947 and served until the completion of Markland Locks and Dam, which eliminated old Numbers 39, 38, 37 and 36. This would answer Ralph DuPae's inquiry were it not for the fact that Ralph is now going to look in Way's Packet Directory for details of the RAMONA and won't find her listed therein. She looked like a little steamboat but was gasoline powered. The RAMONA is written up and pictured in our March '72 issue, pages 16-17.

WAY FAMILY FOOTNOTE

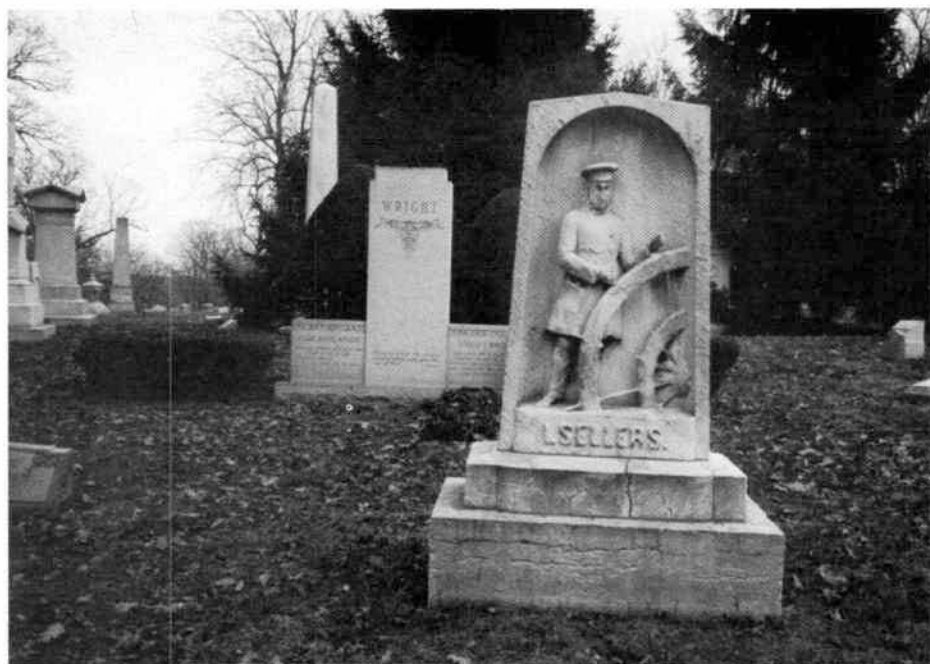
In our March '87 issue, page 17, we visited briefly in Bellefontaine Cemetery, St. Louis, and made mention that "the accompanying pictures were taken by Herman Radloff." There were no accompanying pictures. Here they are.

Many river persons visit this cemetery to see the famous Capt. Isaaah Sellers monument, designed to his own specifications, guiding his steamboat through eternity. The monument behind him, slightly to the left, marks the grave of Capt. Donald T. Wright, long the owner-editor of The Waterways Journal. Donald told Ye Ed that he went to considerable effort and expense to procure this particular cemetery plot where his name would be visible to visitors who called to see Sellers. Then came the day when Capt. Wright's widow drove Ye Ed to Bellefontaine, my first viewing of this interesting arrangement. As Pearl Wright and I walked around that day it did not occur to me to look over to the far left distance and read WAY on the monument of my steamboatin' great uncle James Clark Way and family. Nor did I learn of this until Herman Radloff kindly sent me the pictures.

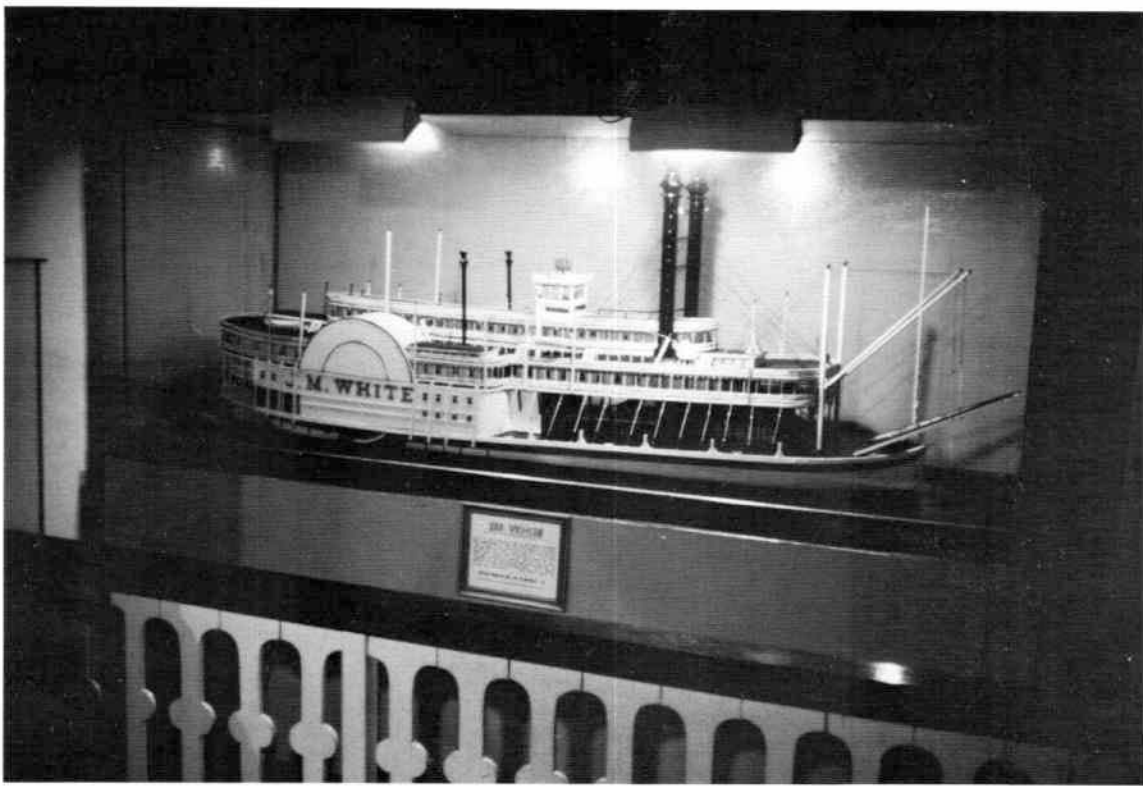
Jim Way started as clerk on the WILLIAM PENN in 1825, at the age of 20, the side-wheeler owned by the Harmony Society then in the process of moving bag-and-baggage from New Harmony, Ind. to Economy, Pa. From there he graduated to clerking St. Louis-New Orleans packets, married Mary Ann Ellis in 1839 at St. Louis, and became confidential bookkeeper for the Chouteaus of Missouri River fur fame.

Whether great uncle Jim designed his tombstone, as did Sellers and Wright, we do not know. The proportions of it give me some shock and surprise. In letters of his sent to his Way relatives "back East" in Sewickley he once said, "my wallet looks like a broad-wheeled wagon had run over it every day."

Every whipstitch some earnest reporter asks if my love for the rivers stems from heredity. Maybe it does.

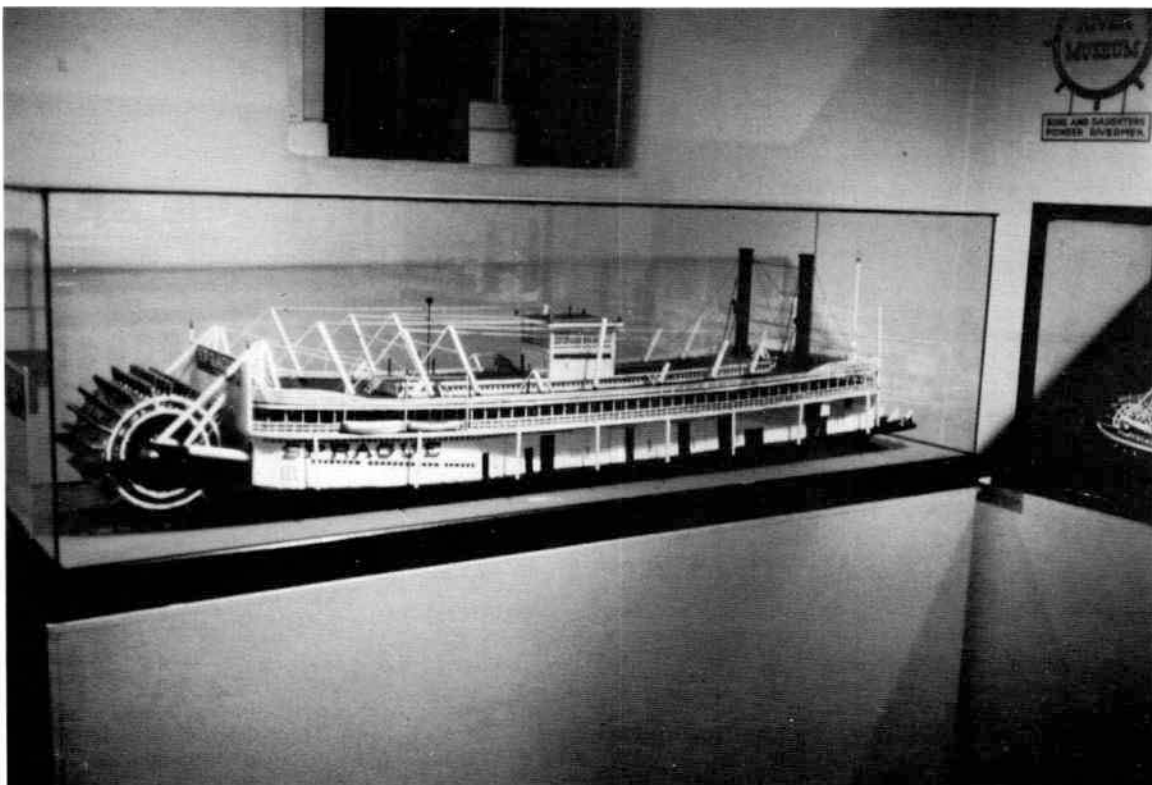


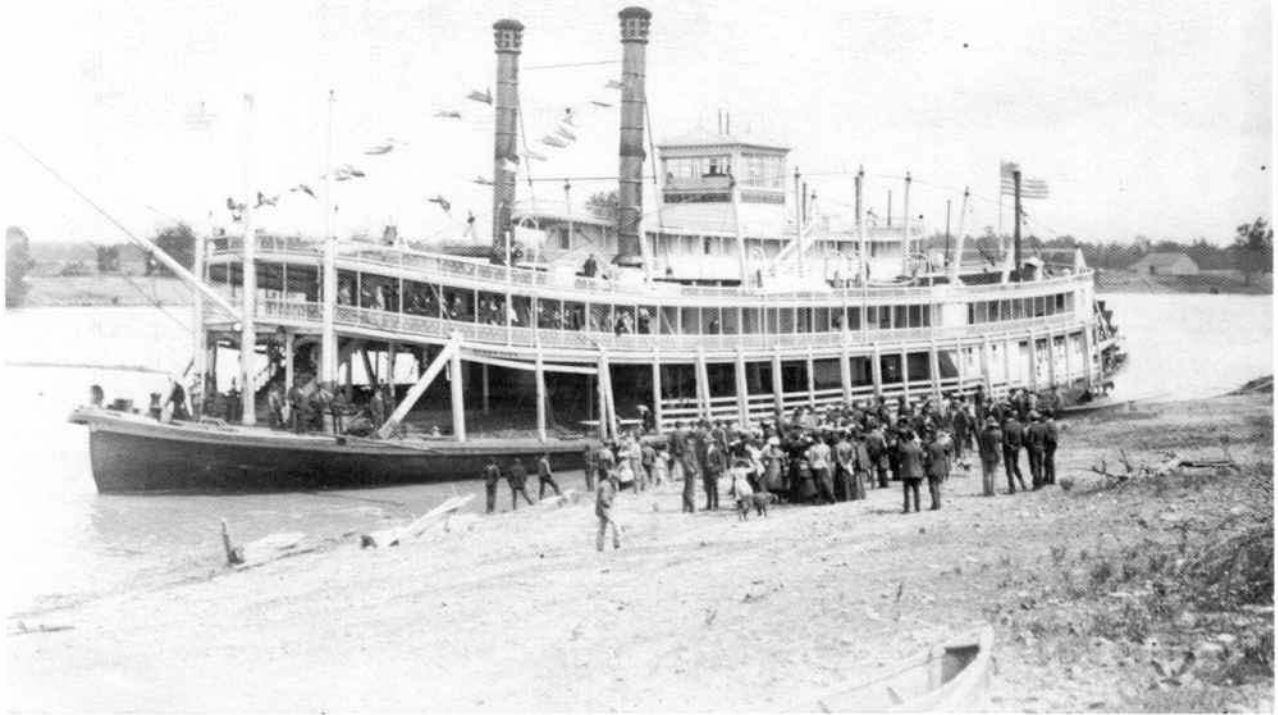
James Clark Way



THIS 50-year old model of the J. M. WHITE (above) predates the River Museum at Marietta. The one of the SPRAGUE (below) was built in April-May 1945. Both were long exhibited in Campus Martius Museum until placed in storage after the completion of the Ohio River Museum. Both have found new homes. The J. M. WHITE's new owner is Keith Norrington of New Albany, Ind. and the SPRAGUE has been removed to 613 Washington St., Marietta, owned by Jeffrey L. Spear.

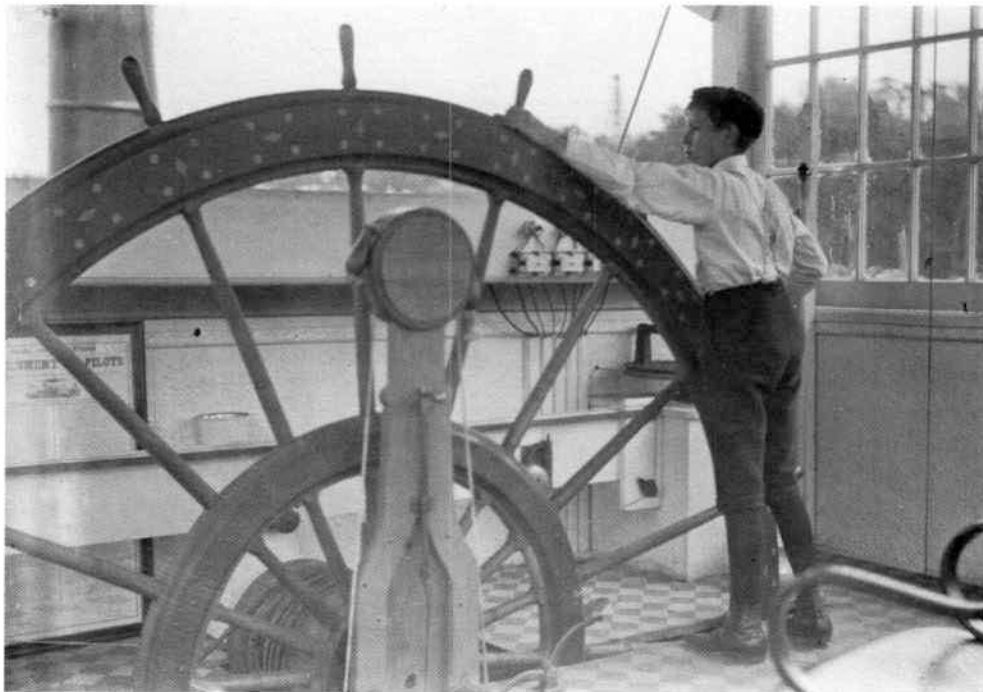
The J. M. WHITE dates 1937-38, and both came from the Way shipyard at 121 River, Sewickley, Pa. The WHITE model was patterned from statistics published in Louisville at the time of her building in 1878, written by Will S. Hays, plus many photographs. The guidelines for the SPRAGUE came from original drawings from the files of her builder in Dubuque, aided by photographs. The two photographs were taken at Campus Martius Museum by Keith Norrington in September 1976.





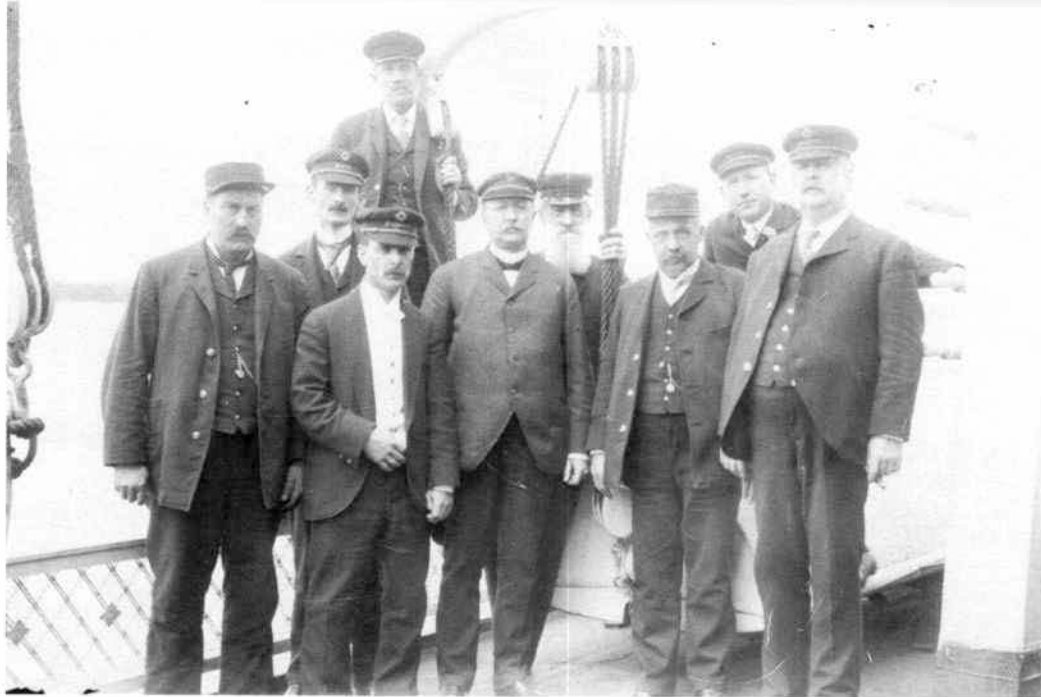
RECENTLY about 30 original glass plates exposed by Capt. "Tony" Meldahl were added to the collection of the Inland Rivers Library, Cincinnati. We have received a set of prints from M'Lissa Herrmann who is anxious to identify many of these. Above is the QUEEN CITY upbound from her building place, Cincinnati, to Pittsburgh on her maiden trip in June 1897. Tony was one of the pilots. Looks quite like the

grade at Marietta. If so she might have been dropped back from the wharfboat (doesn't show, upriver just out of sight at the left) where Tony & camera got ashore. The deck crew is manning the stage falls and there's a man at the capstan, so chances are the stage is about to be lowered and let's hope those Marietta folks will be allowed to visit upstairs. Any better ideas?



This one showed up as an illustration in the Inland Rivers Library Report recently mailed to S&D members. There's no doubt about it being in the QUEEN CITY's pilothouse. She was hand-steered all of the ten years Tony piloted her, the paw-hauling at a

minimum thanks to a steam "booster rig" over the tillers on the principle of power-steering on modern automobiles. Don't know the young man, but he has the proper position and stance; no pilot in his right mind ever steered from the center of the wheel.



SAID TO HAVE BEEN TAKEN in 1904, pilot Tony Meldahl (for whom the Anthony Meldahl Locks and Dam on the Ohio River is named) is perched aloft. The others in the QUEEN CITY crew from the left: chief engineer Will Alexander (some doubt); mate John Leonard (doubt), Billy Sampson, steward, on her many years and always baked a birthday cake for the boat on June 20, which date also was the

birthday of Mrs. Gordon C. ("Ma") Greene; Capt. J. Frank Ellison, Cincinnati manager who supervised the boat's construction; Capt. Phil Anshutz, pilot; Capt. John Sweeney, master; unidentified, and Arthur Browne, purser. Taken with Tony's camera which handled 5" x 7" plates. Another picture of this same group, taken by a professional photographer, survives.



The Bloch Bros. Tobacco Company at Wheeling, manufacturers of "Mail Pouch" chewing tobacco, still in business today at this same location. Our surmise is Tony took this about 1895 from the

HUDSON. Note the inclined slide for delivering product to awaiting steamboats. Bloch Brothers still blows the three-chime whistle seen near the smoking smokestack.



CAPT. TONY MELDAHL'S HOME was at Neville, Ohio, a 78-acre tract bordering the Ohio River in the proximity of modern-day Capt. Anthony Meldahl Locks and Dam. He and his wife had three children: Louise, born 1894, and Otis and Vera (twins) born 1899. Louise married a Memphis

newspaper writer, Jack Carley, went there to live and until her death attended S&D meetings and was instrumental in having the lock and dam named for her father. All three of these children were born at Maplewood Farm, the name Tony chose for his Neville residence.



Hanging Rock iron furnace at Hanging Rock, O. about 1895. Pig iron was shipped by river and later over the Norfolk & Western RR. which ran a branch line from Ironton, O. Also in Tony's time street cars ran to Ironton and Coal Grove, O.



WHERE O WHERE did Tony take this superb shot of the HUDSON? Looks like Georgetown, Pa. if she's upbound where he may have been visiting with Capt. and Mrs. Tom Calhoon. Tony was interested also in scenery and

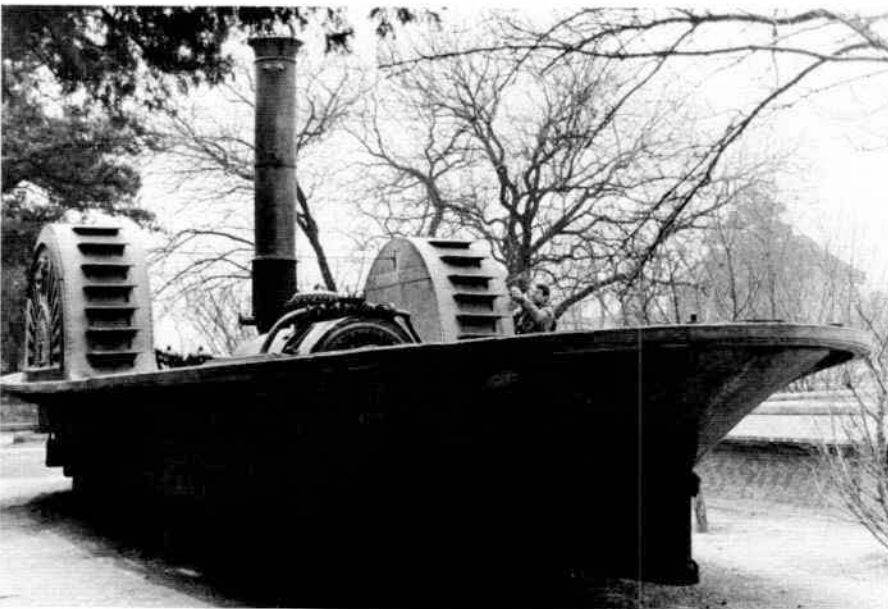
landmarks as many of his surviving plates attest, and seems to have been attracted to photography while piloting the HUDSON prior to his tenure on the QUEEN CITY. His shutter-bugging runs about 1895-1905.



TONY probably took this while piloting the HUDSON. Unless we are sorely mistaken this is the pretentious home built by J. N. McCullough at Yellow Creek, O., below Wellsville, O. A large side-wheeler was named J. N. McCULLOUGH in 1867 in his honor. He built an early railroad connecting Wellsville and Cleveland, O., a portion of which became the "low grade" division of the Pennsylvania's Lines West out of Pittsburgh. In early times regular packets ran Pittsburgh-Wellsville and Wheeling-Wellsville making connections. The copious home was later a children's home, likely its status when Tony photographed it, and was razed eventually.



LAST ISSUE, page 38. appears a picture showing Alan, Elaine and Julie Hess aboard the NATCHEZ, on the eve of spending a month exploring in China. They did, and since their return we have received these two pictures from Alan plus a letter from Elaine. Says she: "The upper one shows the attraction that I used to lure Alan to the Orient; the marble side-wheeler at the Summer Palace near Beijing. It is not mentioned in the guidebooks and none of the tours we took included it. But we spent a long day looking and photographing 'our discovery.' It's known I'm sure to only a billion Chinese and half the Western world. The steamboat (below) we were told is of Japanese origin. Unfortunately my very limited Chinese (hello and thank you) did not get us any further information." Alan left the U.S. hopeful of riding Chinese trains, and visiting the steam locomotive factory, last in the world, located at Datong. "The trains were booked solid and the factory was closed down for two weeks because of a shortage of electricity. Obviously we will have to arrange another visit, which I would gladly do at the drop of a hat."



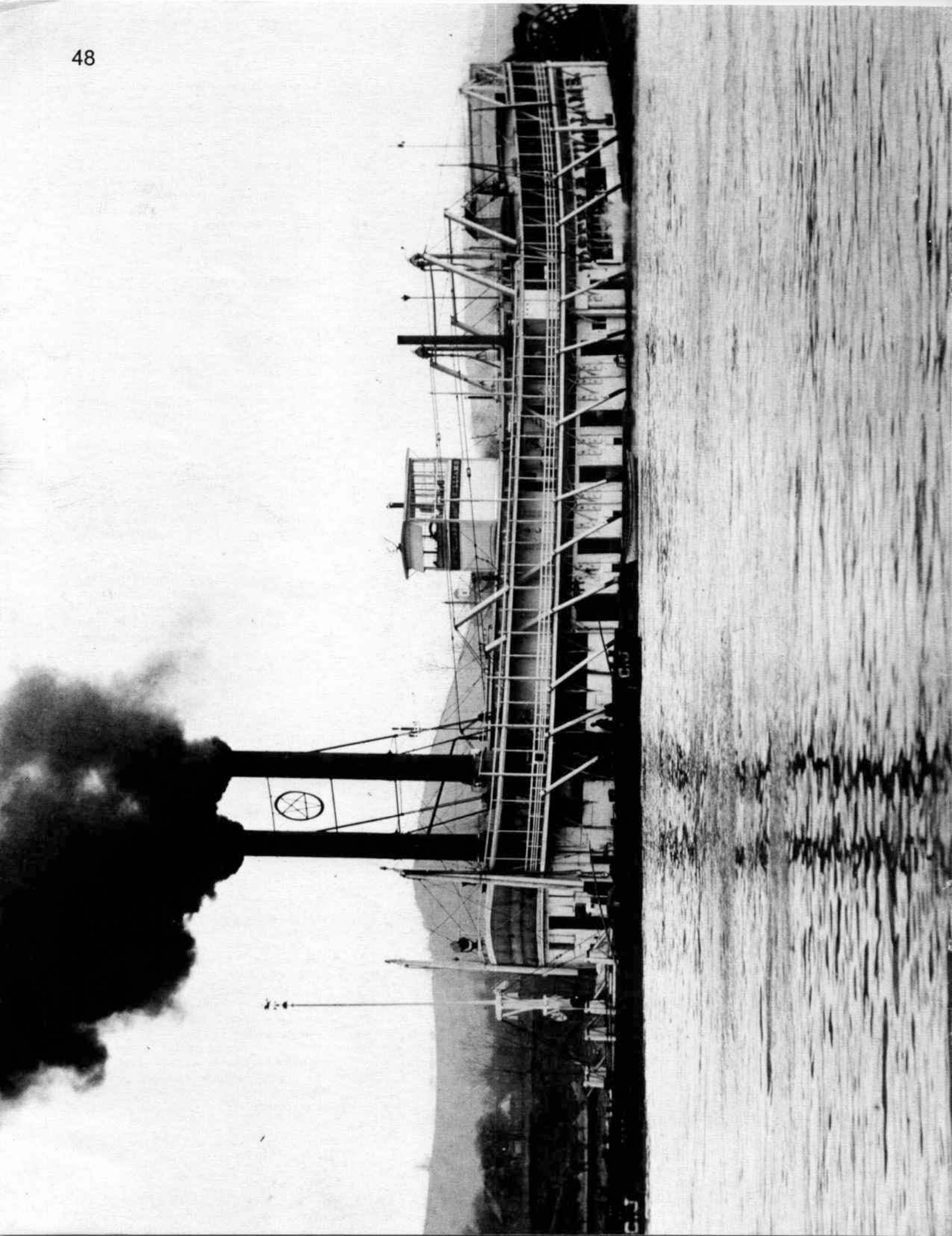
PICTURE ON BACK PAGE

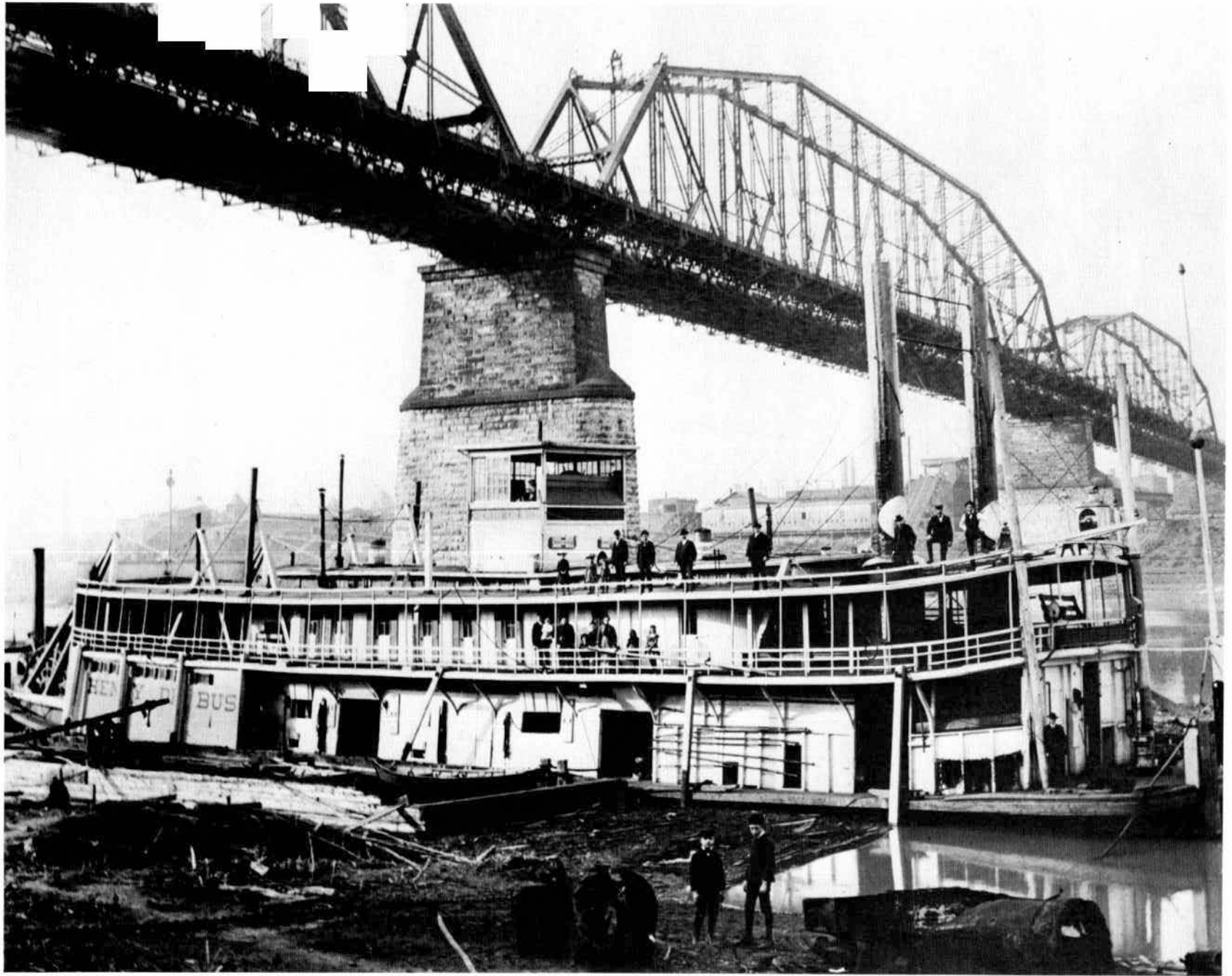
The "cock of the walk" JOSEPH B. WILLIAMS is downbound on the Ohio River with coal-laden wood coalboats and barges. The picture was taken about 1898 by the celebrated photographer Thornton Barrette who operated a floating Photo Gallery usually based between Russell, Ky. (opposite Ironton) and Portsmouth, O. This one was taken on a 5" by 8" glass plate during the boat's ownership by C. Jutte & Co., Pittsburgh. The "Big Joe" was the largest of river towboats until the building of the SPRAGUE, an honor she retained from the date of her first trip in 1876 until 1902 when the SPRAGUE was completed at St. Louis, 26 years in all. Largest towboat before the WILLIAMS was the AJAX, 1864-1875. No photograph ever has been found of her.

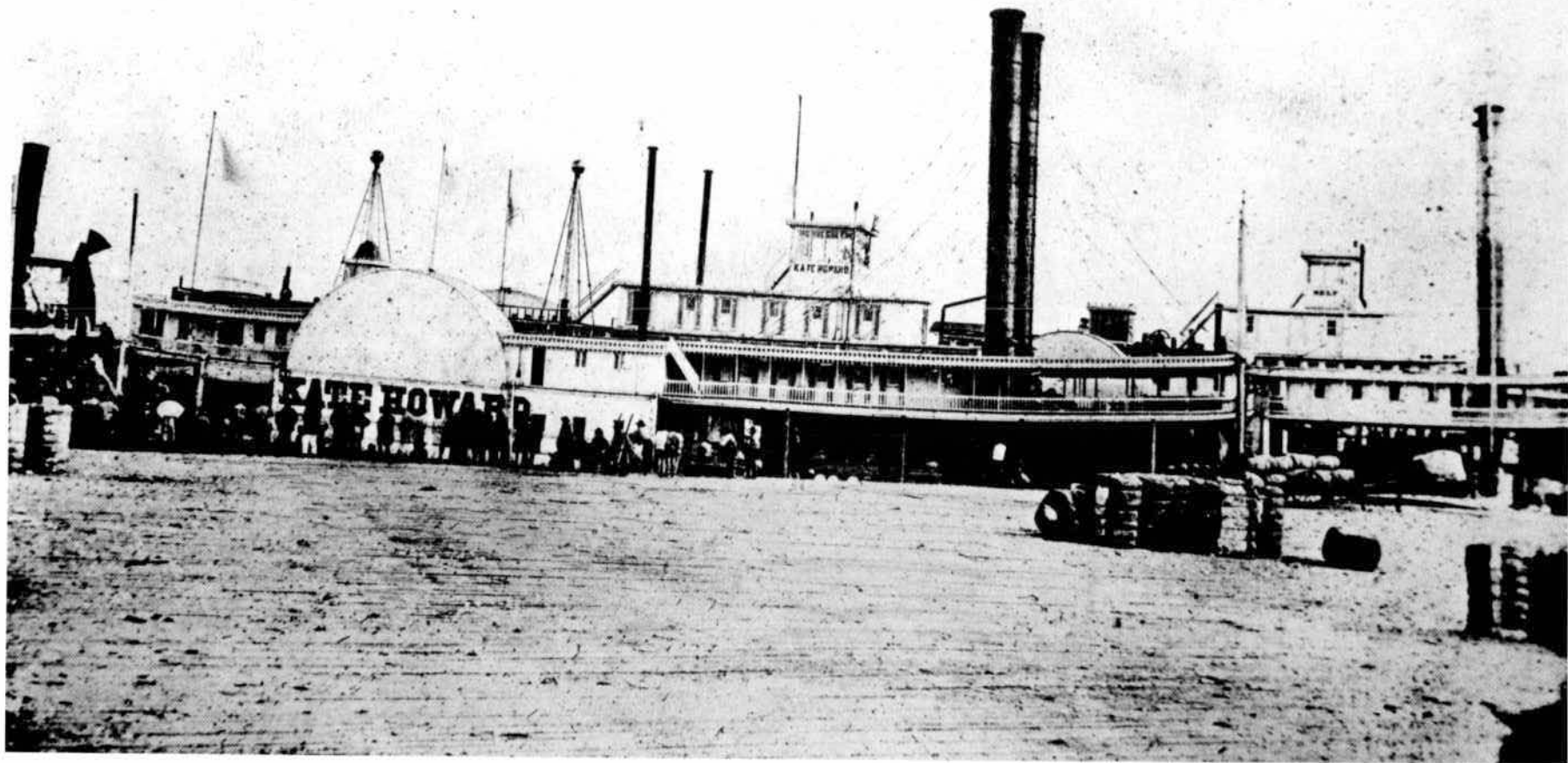
The back-page photograph appeared in the collections of C. M. Dowling, Capt. William S. Pollock and F. Way, Jr., all investigated by Ralph DuPae.

We've been hearing of a few "floating palaces" moored in the Louisville, Ky. area. Dr. Larry Joel has just completed redoing an 11-year-old, 41-foot cruiser named EYE DEAL with assist from a prominent interior designer. Gone is the orange and green decor he inherited. Instead, off-whites, tans and Navy blue dominate. Furnishings include Italian leather sectional sofas and a master stateroom with Ultrasuede and mirrored walls and a silk bedspread, pillow shams and curtains. Joel says the only thing traditional on his boat is teak paneling, which replaced Formica. When people ask why he didn't put in anything nautical, Joel, a bachelor, says he did. A lighted, custom-made, etched and carved glass wall piece with a mermaid on it.

Once we visited aboard a shantyboat moored at East Liverpool, O. and found aboard a man, his wife, five adopted kids and a polly-parrot which, for a hunk of stale bread, would sing "The Old Rugged Cross." The interior decorative scheme eludes our memory. To get ashore there was a springy plank. Nobody fell overboard.

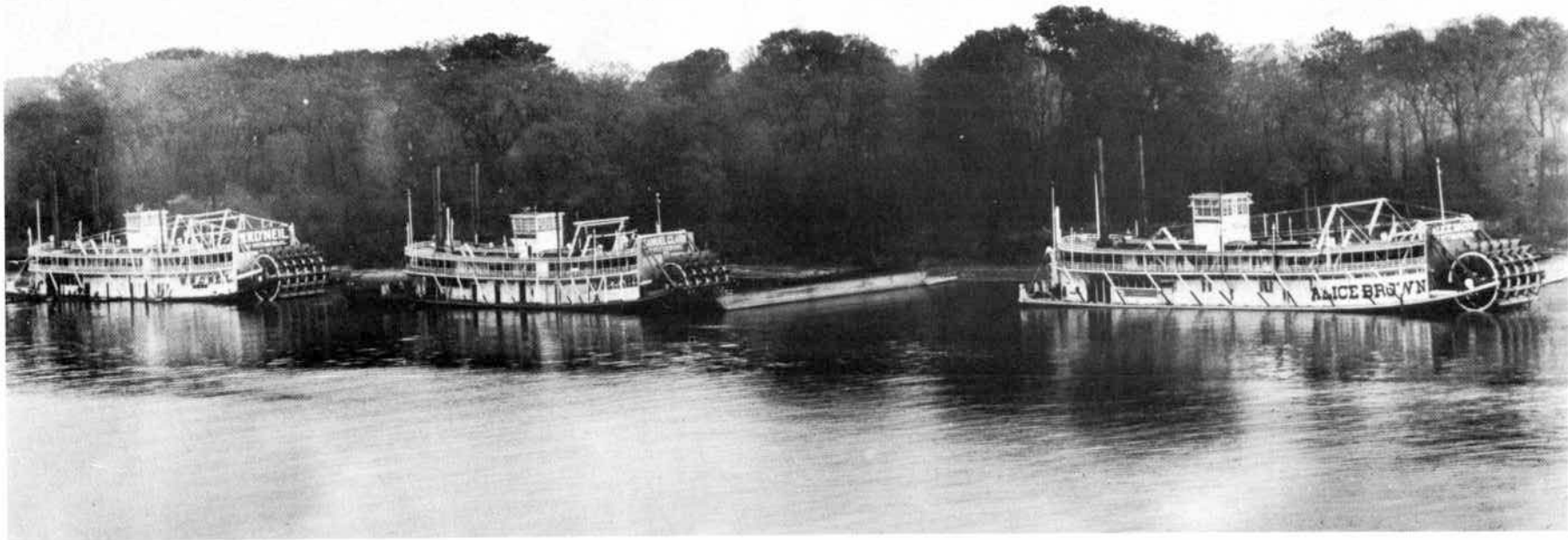






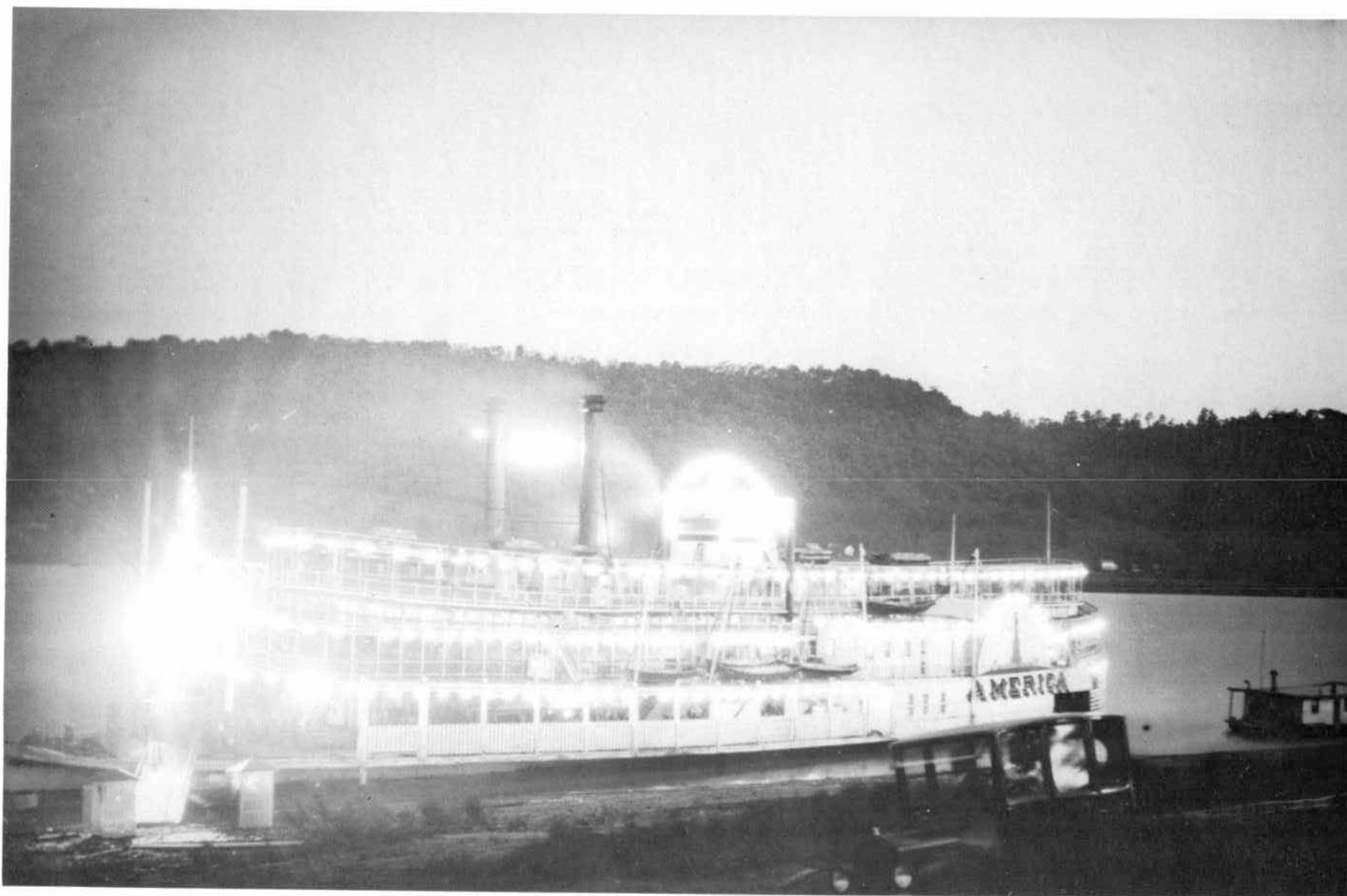
FIRST (and probably only) photograph of the short-lived KATE HOWARD, taken at New Orleans in 1858. She was built at the Howard Yard, Jeffersonville, Ind. in 1857 (Way #3230) for Missouri River service and spent the winter 1858-1859 running New Orleans, Bayou Sara and Fort Adams. W. W. Hilliard once recalled he was on her as clerk on her first Missouri River trip to St. Joseph and carried a steam calliope which amazed and

so captivated the natives that Hilliard poured hot lead over the keys to get relief. Boat at right is the MILTON RELF (Way #3934) which ran New Orleans-Bayou Macon. The KATE HOWARD was snagged and lost at Osage Chute on the Missouri, downbound with tobacco and hemp, Aug. 4, 1859. Picture courtesy of the J. T. Smith collection, copied by the Murphy Library, La Crosse, Wis.



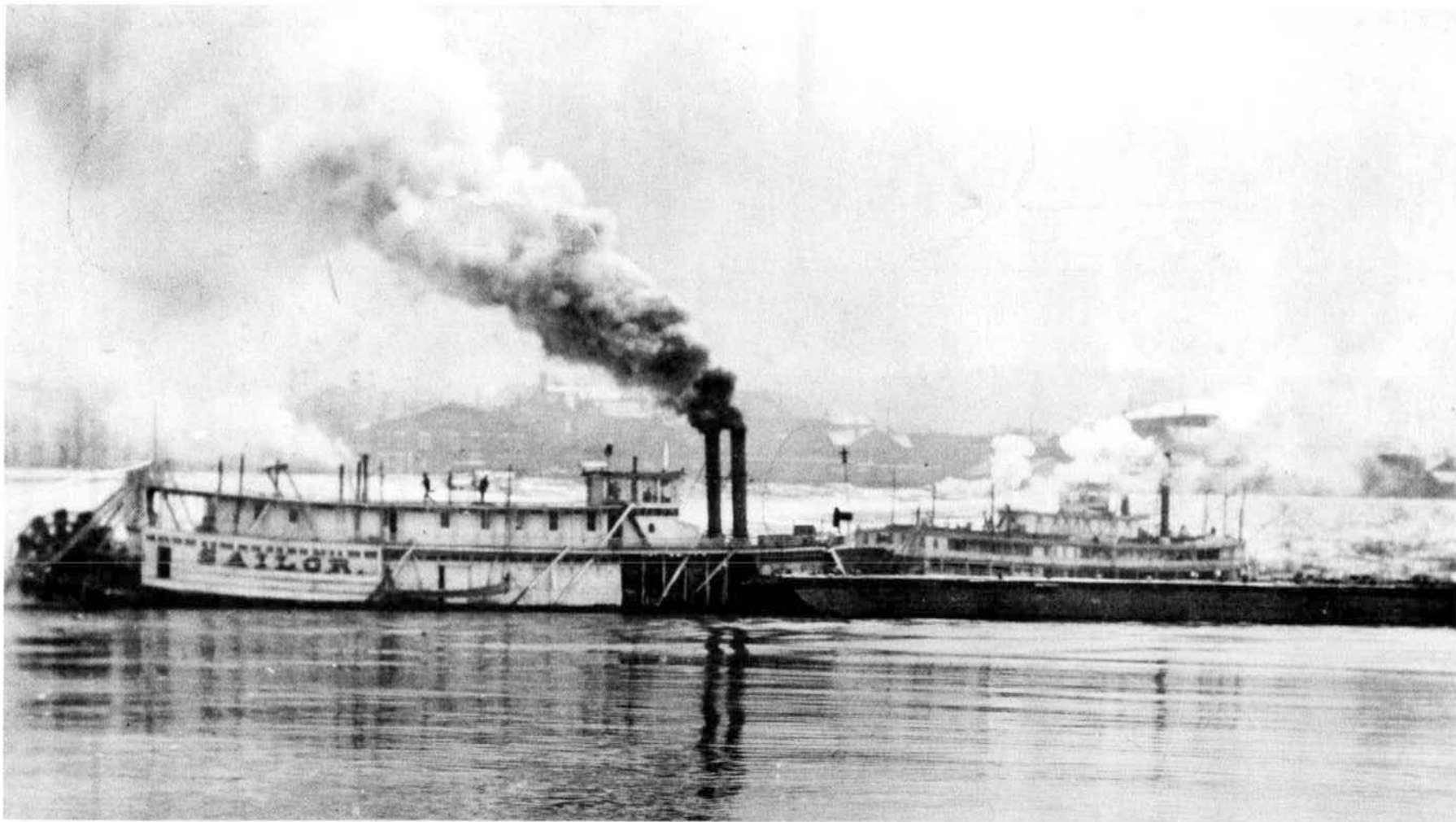
TAKEN IN the Louisville, Ky. area on the Ohio River during pre-Combine days (before 1900) showing three Pittsburgh coal-pushers laid up for low water. From the left: W. W. O'NEIL, SAMUEL CLARKE and ALICE BROWN. They are sparr'd out on empty barges, holding them well out from what may have been a shallow shore line. We don't recall seeing another photograph of laid-up towboats in this area, although the practice was a common one. Soon as the river rises they will gather up a flock of empties and start the 600-mile shove to

Pittsburgh. All three had wood hulls and look tip-top despite many years of service. The O'NEIL is the youngest, built 1881; the CLARKE dates 1870, and the BROWN 1871. No date accompanies this scene but we'd judge it taken in the 1890s, probably by Capt. Jim Howard whose zeal for photographing steamboats, particularly at and around Jeffersonville, Ind. today forms a valuable record. This print comes to us, as do so many, from the Murphy Library collection at La Crosse.



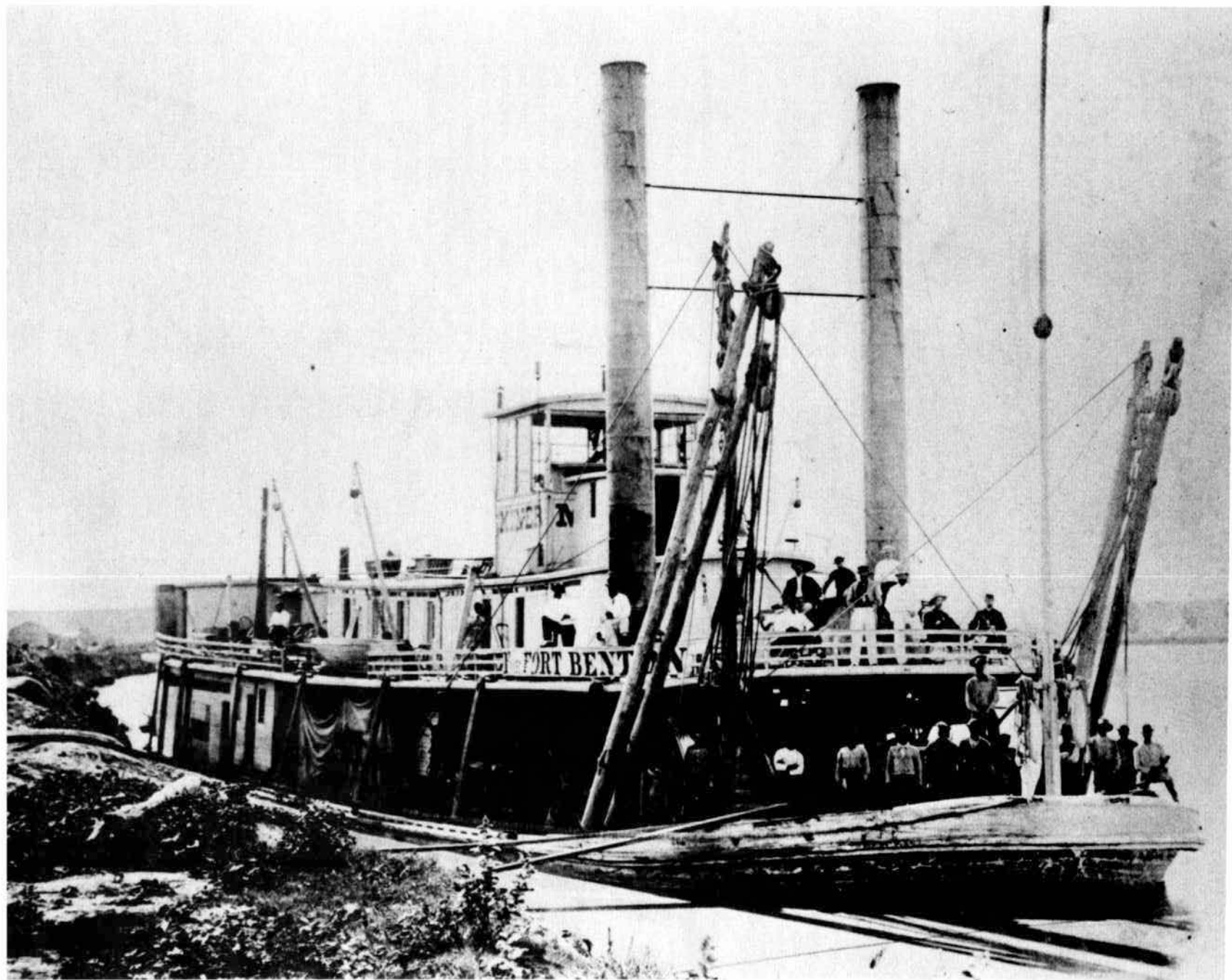
FOR TEN YEARS, most of them in the 1920s, the AMERICA was a summertime magnet for excursionists in the Louisville, Ky. area, and tramped spring and fall. The 285-foot side-wheeler in this scene is at Madison, Ind. preparing to take out a "moonlight," usually 9 to 11:30, her decoration lights outlining decks and pilohouse, and the calliopist is staging a recital. You can't see the calliope, hidden by the port

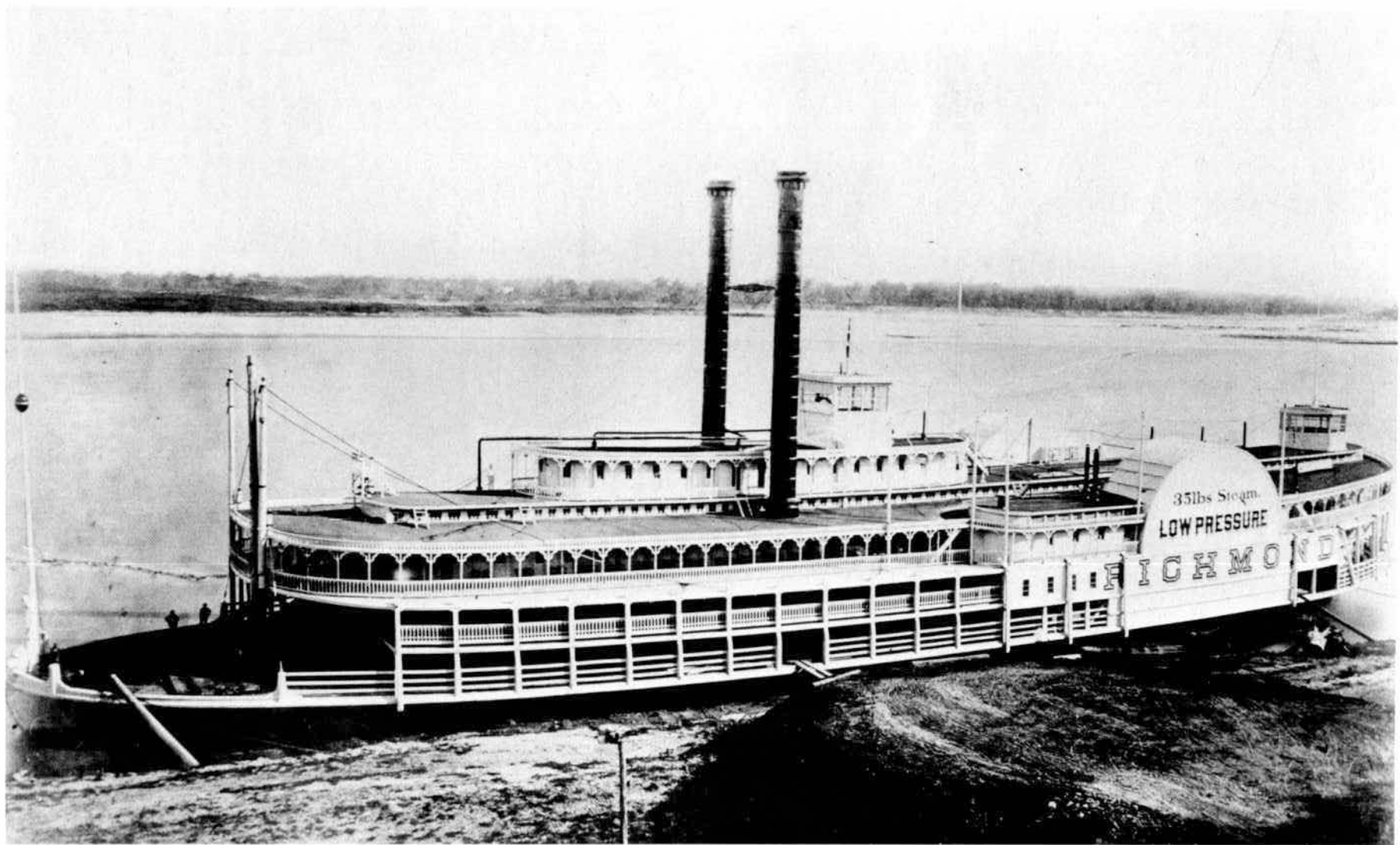
smokestack, but tell-tale steam is wafting forward from it. An electric sign bridging the stacks reads STR. AMERICA. In another hour or so a population of perhaps 1,200 to 1,500 will have floated a trail of empty popcorn boxes all the way to Carrollton, Ky. This was taken by the late Alene Stottlebower and the enlargement from her original negative comes to us from C. W. Stoll.



RIVER PHOTOGRAPHER Thornton Barrette took this wintery scene looking across at Ironton, O. on the Ohio River in 1900. The towboat SAILOR is upbound with empty coalboats, and what looks to be the packet LIZZIE BAY is leaving the wharfboat. The SAILOR is "bran' spankin' new," having been built at the Lewis Pope & Son docks in the mouth of the Little Kanawha River at Parkersburg, West Va. on a wood hull 132.4 x 23.2 x 4.5, using the high pressure 16½'s- 6 ft. engines from the GEORGE SHIRAS and three new boilers, each 40" by 28 ft. long. Her original owner was the newly-formed Monongahela River Consolidated Coal & Coke Co. (the "Combine") who sold her to Vesta Coal Co., river subsidiary of Jones & Laughlin Steel Co. on December 7, 1901. J&L also had the TITAN (since 1892) and VULCAN (since 1899) and then in 1902 "went modern" by building

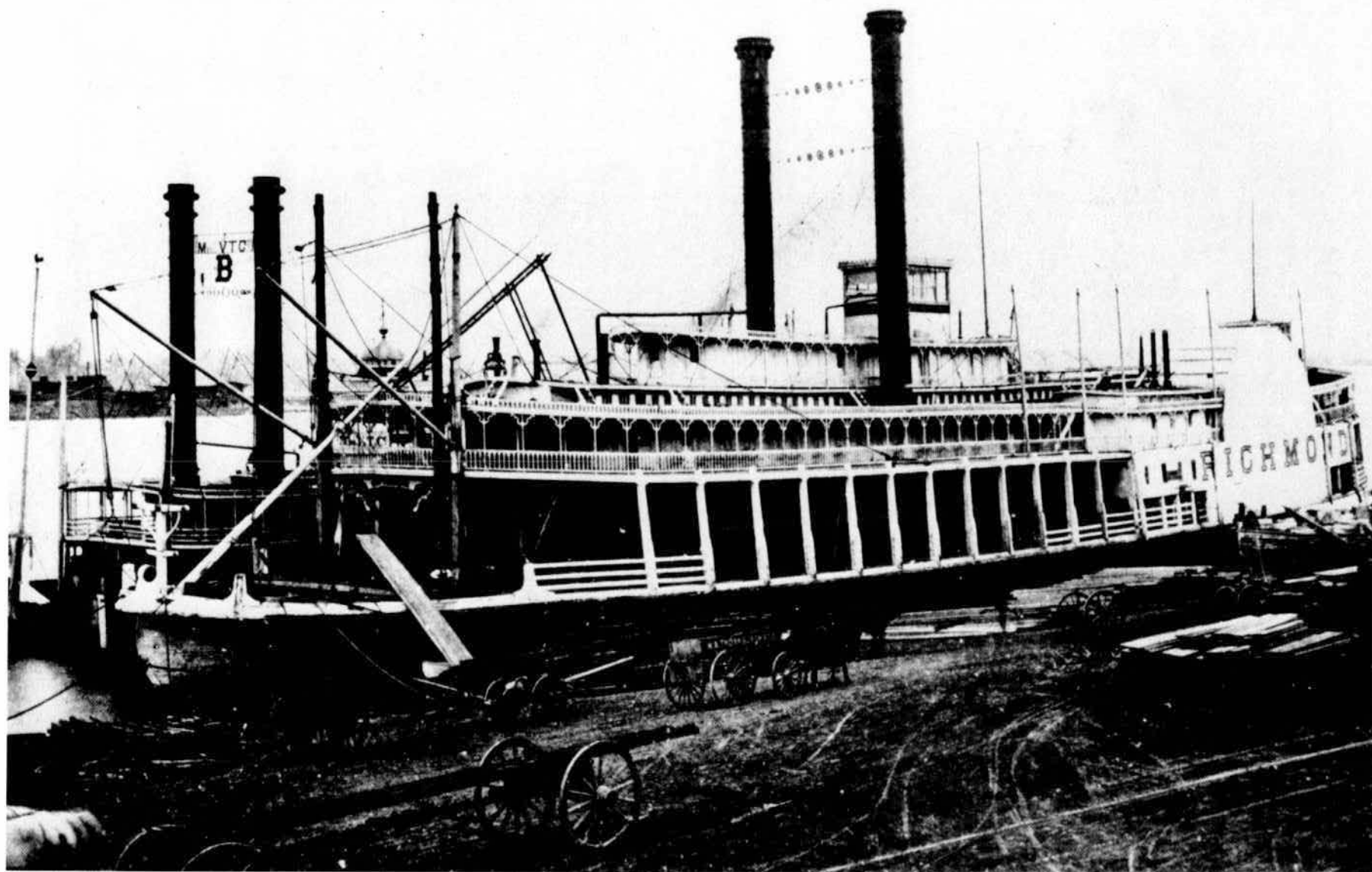
the VESTA with a steel hull and compound engines at a cost of \$50,000. The SAILOR in 1901 had cost half that price. The SAILOR got in the news on January 14, 1920 when she sank in the land chamber at Lock Three, Elizabeth, Pa. on the Monongahela River. During the raising operations a temporary bulkhead failed drowning Capt. Robert G. Elsey, brother of Capt. Phil C. Elsey, both sons of Capt. Warren Elsey who was river superintendent of Vesta Coal of J&L. Two other workers also lost their lives. The SAILOR was in process of being dismantled at Floreffe, Pa. in 1923, and in June was towed to the Aliquippa, Pa. works of J&L with the thought of using her cabins, etc. as an isolation ward for smallpox patients. She sank or was burned when the epidemic subsided.





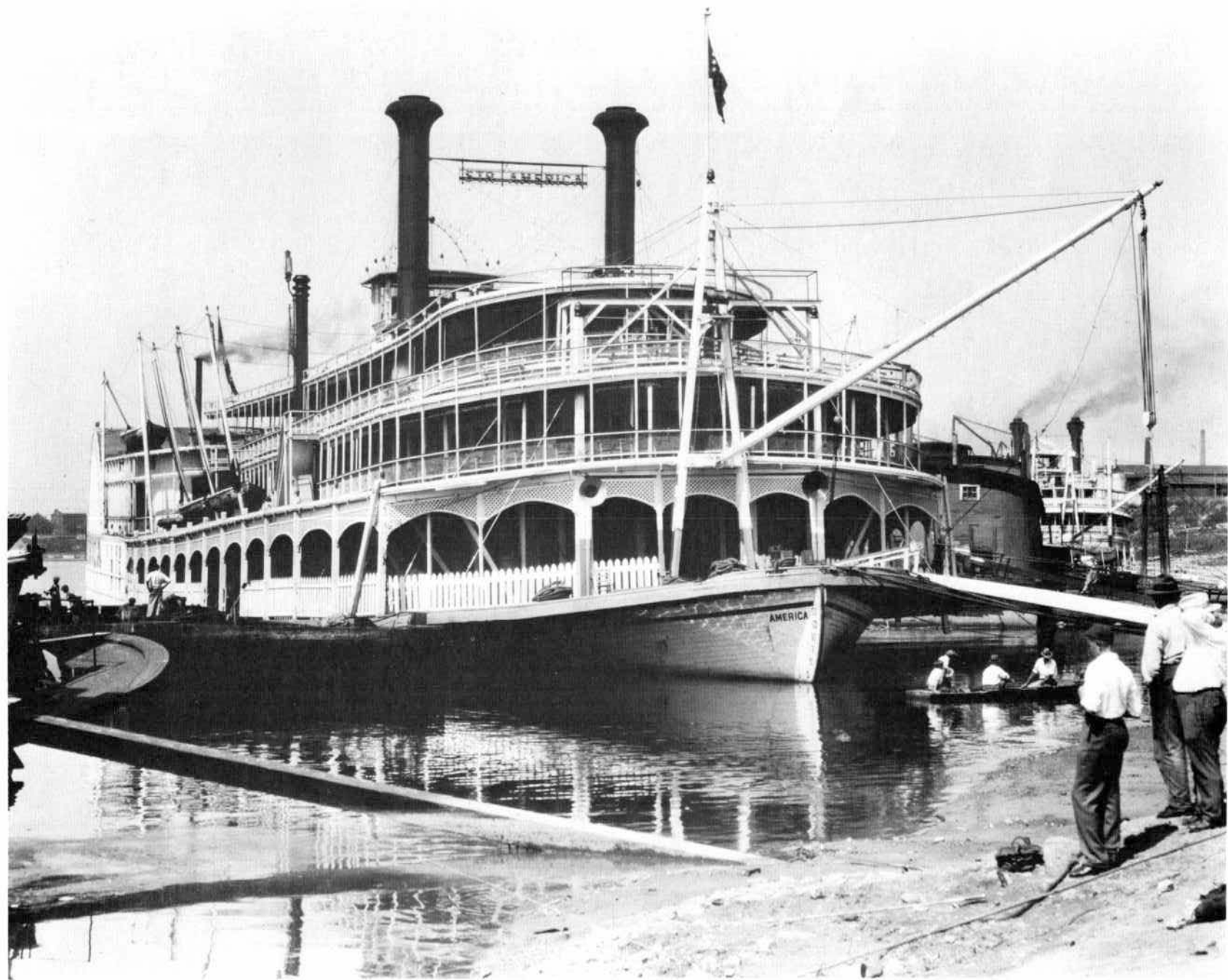
THESE TWO PICTURES surfaced in the Donald T. Wright collection at Tulane University, New Orleans. The one above is from the original glass plate and hence the exquisite detail. Also she's bran' spankin' new, built at Madison, Ind. in 1867, 340 feet long (Way #4753), engines from the JACOB STRADER. Five of her boilers also were from the STRADER, and a sixth one, new, was added. The STRADER was low pressure and the wheelhouses on the RICHMOND brag "35 lbs. steam, LOW

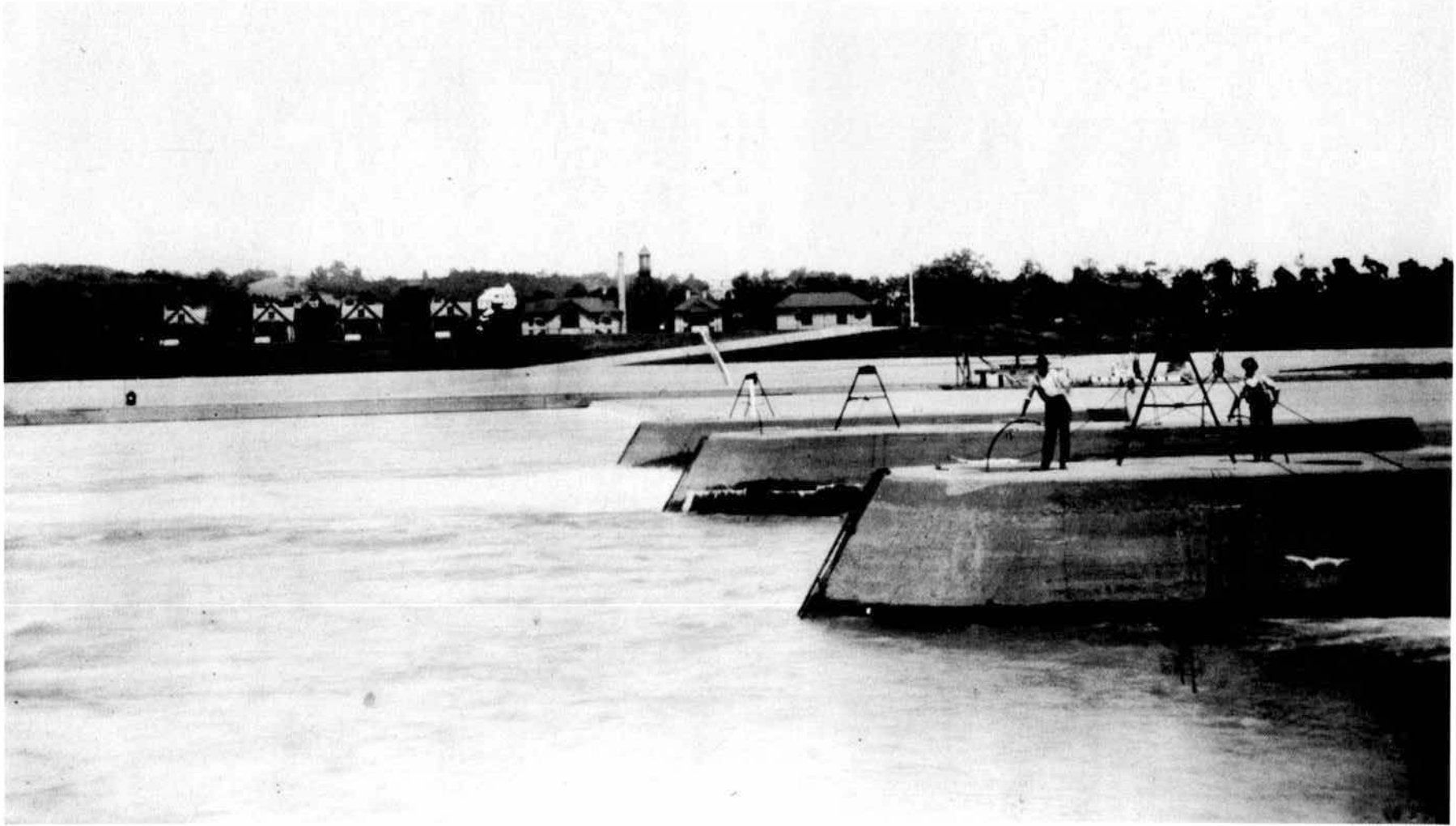
PRESSURE." The pilothouse hard aft on the skylight is a ladies' observation parlor entered from the main cabin up a spiral staircase. Principal owner and skipper was Capt. J. Stut Neal who was engineer on the REVENUE (Way #4741) upon which he introduced the first steam whistle heard on the Western Waters, patterned from one he saw in Philadelphia. Neal made drawings and took them to the Andrew Fulton Bell Foundry in Pittsburgh, where it was made. Neal was from Richmond, Va. and rousters called his RICHMOND the "Rebel Home."



THIS WAS TAKEN later in the RICHMOND's career, following the removal of the second freight deck which shows plainly in the view above. The THOMPSON DEAN (2nd) also had such a second (or double) freight deck when she was new at Cincinnati in 1872. The towboat lying outside is the BEE of the Mississippi Valley Transportation Co. with fancy-topped stacks

and just visible over the forward roof of the RICHMOND is a glimpse of her fancy-topped pilothouse. The BEE was built in 1864 for W. H. Brown of Pittsburgh. He sold her along with 10 model barges to M.V.T. Co. in Feb. 1866. Looks like the forward jackstaff on RICHMOND is being painted from a temporary ladder angled beneath it from the hurricane and skylight roof.





RALPH DuPAE sends us this one, recently added to the Murphy Library Collection, with a penned note attached: "Do you have any idea where this is taken at?" In the foreground are the beartraps and across the Ohio River are the lock, buildings and esplanade of No. 37, usually called the Fernbank Lock and Dam, 12½ miles downriver from the Cincinnati suspension bridge. The corporate limits of Cincinnati border the river down to and including Fernbank, O. and end at Muddy Creek a short distance below there. This Fernbank structure was officially opened on July 22, 1911 with the lockage of the

sternwheel privately-owned RAMONA owned by Hon. Albert Bettinger of Cincinnati. Fernbank was still in operation when the DELTA QUEEN was brought from California to the Dravo Marine Ways in 1947 and served until the completion of Markland Locks and Dam, which eliminated old Numbers 39, 38, 37 and 36. This would answer Ralph DuPae's inquiry were it not for the fact that Ralph is now going to look in Way's Packet Directory for details of the RAMONA and won't find her listed therein. She looked like a little steamboat but was gasoline powered. The RAMONA is written up and pictured in our March '72 issue, pages 16-17.

