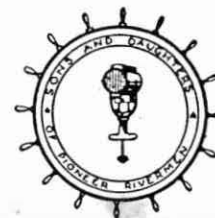


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 25, No. 2

Marietta, Ohio

June, 1988



SUMMERTIME on the Muskingum about 1896. The VENUS is negotiating the canal at McConnellsville and doesn't look like chances for a Sunday chicken dinner are very bright unless she soon picks up some cargo and passengers. The Elk Eye Mills was a lucrative source for packet revenue but VENUS is giving it the go-by. Not often do we select a 90-foot steamer for a front cover, but the excellent composition has arrested our admiration since first we saw it as a youth when ordering pictures from Clarence G.

Brooks of McConnellsville. Easy to see that a steamboat pilot built her what with this enormous sky-parlor. The VENUS (Way #5548) was built in 1885 for the Pittsburgh-McKees Rocks trade, 3.2 miles, about as short as trades get, but eventually was run out by a street railway line. Clyde K. Swift records she ran "occasional" in the Marietta-Zanesville trade after that. She wound up on the Big Sandy as the M. G. GOBLE, and we thank you for your attention.

RAMONA FIRST WAS
A STEAMBOAT

I promised Ella Margaret Bettinger, Earl's daughter, that I'd send her her father's obituary that was in the REFLECTOR and also the article about her great uncle Albert Bettinger that was in the Sept. 1987 issue. This reminded me that I intended to write you about Albert Bettinger's RAMONA.

On page 40 of the Sept. 1987 issue you mention that Ralph DuPae need not seek in your new Packet Directory for the RAMONA because she was a gas boat. Also there is mention in the March 1972 issue (page 17) that she was gas.

She WAS gas most of her life, but she came out STEAM. She's listed in Merchant Vessels for 1904 as steam, sternwheel, 62.5 x 15.9 x 2.3, built 1902 at Higginsport, Ohio; home port Cincinnati. I don't have 1905 but Merchant Vessels 1906 lists her as a gas sternwheeler. You were right in your 1950 Packet Directory listing her with the steamboats.

Will conclude with a note from my file: "Earl Bettinger told me 5/1/70 that Capt. Ed Maurer told him the first piloting job he had for pay was for Albert Bettinger on the RAMONA. Ed had been cubbing, got his license, and Albert Bettinger wanted to take the RAMONA from Cincinnati to Louisville. He went down to the levee and found Ed and hired him for the job."

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

A shiny new calliope has been installed on trial aboard the BELLE OF LOUISVILLE. This news comes to us from the manufacturer, The Indiana Steam Music & Mfg. Co., Inc., 311 West 8th St., Peru, Ind. 46970. The president of this firm with such imposing name is David Morecraft, who sends along a photo of the instrument taken just after installation in March, with Capt. Kevin Mullen and Travis Vasconcelos standing by. Travis is starting his eighth season on the B/L as calliapist. It's a swell picture but comes to late for inclusion here. We look forward to hearing how it footles. Dave Morecraft adds a P.S.: "The keyboard for the B/L's calliope has been moved under the Texas roof." Modern progress.

PLANS FOR OUR GATHERING include some important adjustments. An incompetent former employee of the Hotel Lafayette booked a wedding party in the banquet room for our time-honored date, Sept. 17, signed and sealed. After considering several options S&D has arranged to stage the Saturday evening banquet at the Ramada Inn, Marietta, on State Route 7 near U.S. 77. The manager at Ramada is Bob Mosely, formerly with the Lafayette and well versed in handling S&D dinners. He promises to give S&D his personal attention, best napery and food.

The Lafayette, now under new and capable management is honoring all advance reservations made by S&Ds last year for rooms, and a special S&D discount holds good.

For those who do not hold prior reservations at the Lafayette we suggest you first contact the Lafayette (phone 614-373-5522). In case the Lafayette is filled, no sweat, call the Ramada (614-374-8190) which is reserving a block of rooms for S&D at special discount rates. Adjoining the Ramada is the Econo Lodge (614-374-8481) specializing in quality service at modest rates.

On Friday evening after supper, Sept. 16, the kick-off S&D event will be an informal get-acquainted party honoring Alice (Mom) Tooker of New Orleans, that grand trooper of the rivers who has endeared herself to thousands of steamboat tourists and travelers and is still at it. This will be at the Lafayette Hotel. The Board of Governors meeting is at 9:30 Saturday morning at the Lafayette as usual, followed at noon, same place, by a noon luncheon featuring a revised menu, and followed by introductions and short talks.

Those who wish to bring models, paintings, etc. are invited to do so, by all means, and assistance will be supplied to give them prominent display at the Lafayette. Those who wish to sell photographs or books are requested to consult beforehand with us as to available space and tables.

Every effort will be made during the summer to have the W. P. SNYDER JR. back in place following an extensive renovation under the auspice of the Ohio Historical Society. You will be missing the familiar Marietta-Williamstown bridge, now demolished, with nothing sticking up other than the old piers. The culprit who caused this Ramada switch-around has been thrown in the river and left to float down. Marietta has been in festive mood this summer with its bicentennial Northwest Territory celebration. -And this year, don't fail to note, is the 25th anniversary of this necessary cog in S&D affairs, namely the S&D REFLECTOR. Next year is the 50th anniversary of the Sons and Daughters of Pioneer Rivermen. Following the banquet at the Ramada a couple of real surprises are in the works.

Instructions about luncheon and banquet tickets will be on tap in the Lafayette Hotel lobby. Be sure to come. Be sure to register. Be sure to make yourselves at home, and please take at least a moment to say hello to your perennial president who, like so many of you, lives through each year waiting for S&D.



The MARGARET R. at Powhatan Point, O. hitched to her trading boat. Photo by Capt. William S. Pollock.

A printed poster about 10" x 14" was recently handed to Woody Rutter by Mrs. Mae McPeck, daughter of the owner of Swan's General Store, Shade River, Ohio. Mae told Woody that this MARGARET R. and barge often lay for a week at Shade River in the 1920s.

The text of the poster reads:

MARGARET R.
TRADING BOAT
IS AT YOUR LANDING

At.....For....Days

with a big load of Merchandise, Including Groceries, Shoes, Tinware, Granite Ware, etc. Salt and Oil, A Specialty.

BARGAINS IN SHOES

A line of shoes for \$1.75 that cannot be beat in Workmanship and price, in the World. A No. 1 Shoe, good Leather. Such Shoes ordinarily sell from \$4.00 to \$6.00.

WE BUY ALL KINDS OF JUNK, POULTRY AND COUNTRY PRODUCE OF ALL KINDS. PAY THE HIGHEST MARKET PRICE IN CASH OR GOODS.

COME AND SEE US. BARGAINS UNOBTAINABLE ELSEWHERE AND SATISFACTION GUARANTEED IN EVERY SALE.

Respectfully Yours,
FARNSWORTH & LUZELL

The MARGARET R. was built at Antiquity, Ohio in 1910 on a wood hull 56.2 x 15 x 2.2. L. E. Tigner of Parkersburg, W. Va. sold her to Clarence Luzell and Alfred Farnsworth (50-50) both of Parkersburg in November 1916. J. Mack Gamble noted that she was at Clarington, O. in October 1920 with her store boat, and collecting junk and scrap iron.

The owners dignified her as a "trading boat," but valley natives spoke of such an enterprise as "the junk boat" inasmuch, as the poster states, "We buy all kinds of junk." This poster is the sole instance we've seen in which \$1.75 shoes are the specialty; usually the attractions were new jugs, pressed glass ornamental dishes or eye-catcher pottery tableware. The Model A Ford and F. W. Woolworth ended these "swap" deals by the riverside.

Larry Walker and Dorothy Frye have donated a wealth of documentary material concerning Greene Line Steamers to the Inland Rivers Library, Cincinnati. Among the items are the day book from the Huntington, West Va. terminal and wharfboat, the freight book kept aboard the GORDON C. GREENE while she

was originally a freight carrier as well as a tourist boat in the initial days, a freight book from the CHRIS GREENE covering several years up to 1937, and a book of stock certificates for the Greene Line Terminal Co.

- OBITUARIES -

Virginia K. Collins, page 37
W. Oakley Faudree, 28
Sam Herrington, 31
Garland W. Kimble, 37
Edwin Lyon, Jr., 44
Burnice E. Prater, 42
Juliet Lewis Smith, 37
Irwin M. Urling, 44

BULLETIN to Roy Emery, Hanover, Ind.: Coming events cast their shadow before, and what we shadow is the prospect of Col. Vic Tooker and his "Mom" and Doc Hawley and John Hartford appearing at S&D on Sept. 16-17, so don't say we didn't tell you. Get yourself up to Marietta. Vic and "Mom" are bringing their instruments and holy cow! they may descend on us with the whole New Orleans band.

S&D**REFLECTOR**Published by Sons and Daughters
of Pioneer Rivermen

Vol. 25, No. 2

Marietta, Ohio

June, 1988

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed by the Richardson Printing Corp. at Marietta, O. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$15 member to one copy per issue. Applications to join should be accompanied with a check for \$15 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$15; if you and wife join, send \$16; for each child \$1 additional, etc. Checks may be made out to Mrs. J. W. Rutter.

Remit to:

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

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

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

Additional copies of the current issue are available from Mrs. Rutter at \$4 each. Back issues are available for most issues within the past twelve years at \$4 each; for older issues inquire of Mrs. Rutter.

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

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

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 301,
Guntersville, Ala. 35975

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

Lawrence E. Walker, treasurer
10552 Breedshill Drive,
Cincinnati, O. 45231

Trustees, J. Mack Gamble Fund
J. W. Rutter, chairman
Yeatman Anderson III
Bert Fenn

Committee for Branch Chapters
Capt. Thomas E. Kenny
Bert Fenn
William Barr

River Museum Committee
J. W. Rutter
John Briley
Jeffrey Spear

TELL CITY Pilothouse Committee
Gene Fitch, chairman
Alan L. Bates
J. W. Rutter

Board of Governors:

J. W. Rutter	
Capt. Thomas E. Kenny	
Bert Fenn	Terms ending 1988
William Barr	
G. W. (Jerry) Sutphin	
Anne Mallinson	Terms ending 1989
Catherine Remley	
William E. Reed	
Capt. C. W. Stoll	Terms ending 1990

M.O.R. Celebrates Spring On a Tour.

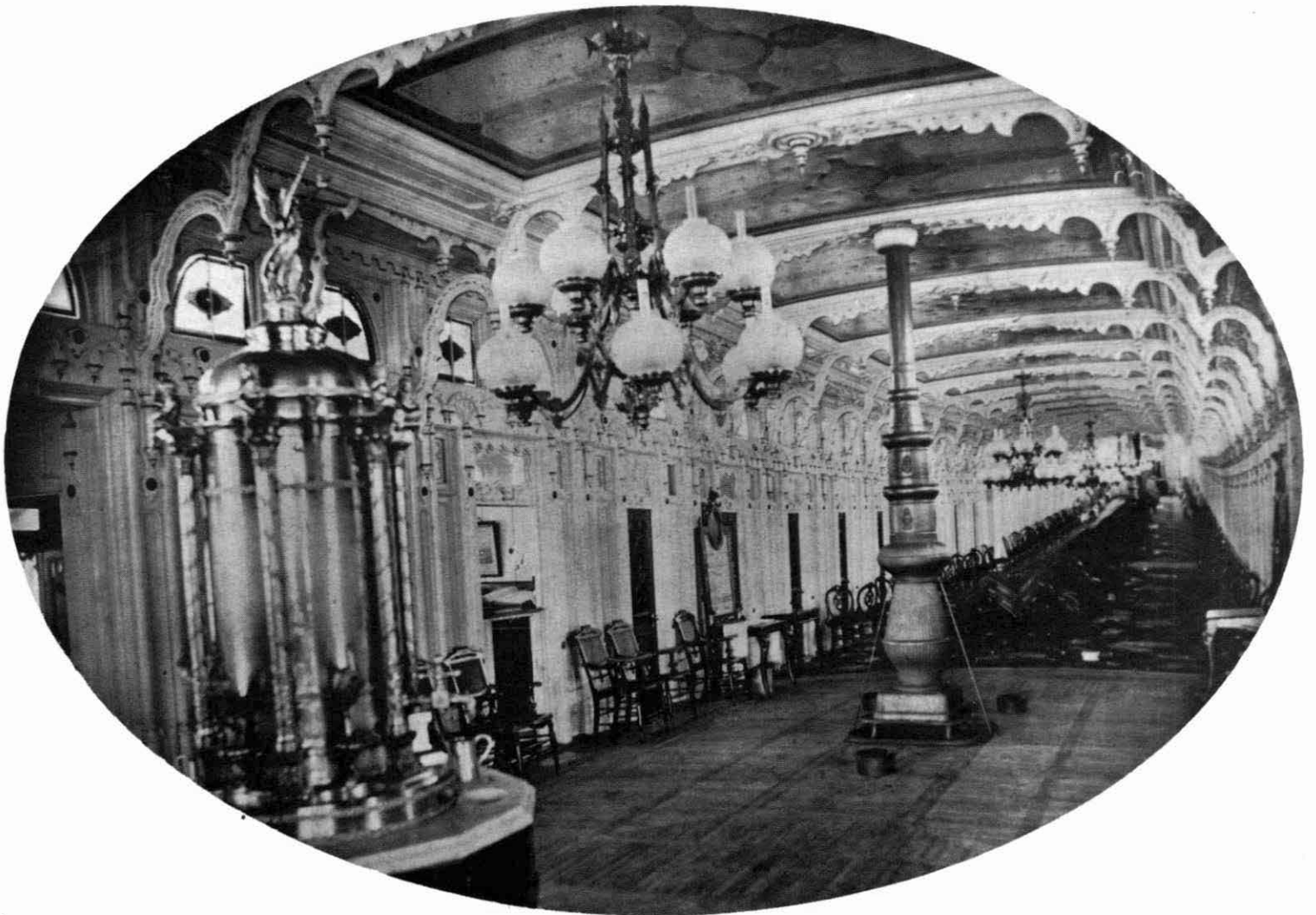
by Fred Rutter

THE MIDDLE OHIO RIVER Chapter of S&D held its Annual Meeting in Vevay, Ind. on April 9, 1988. The day's events began in the afternoon after gathering at the Ogle Haus Inn on the bank of the Ohio River. Thirty-five members took part in our tour. The first stop was a visit to the Ulysses P. Schenck house, built in 1844. U. P. Schenck shipped hay on steamboats and was known as the Hay King. The house is still in the family, though a distant relative. We were permitted to view two of the rooms on the main floor, which still contain the original furniture. The main entrance features a spiral staircase designed by Francis Costigan, who designed many of the homes in Madison, Ind. One of the Schenck steamboats was the SWITZERLAND, built in 1854, a side-wheeler named for Schenck's native land. The large Cincinnati-New Orleans sternwheeler U. P. SCHENCK appeared in 1876.

Our next stop was the Vevay Library where we perused the river news file and listened to a tape recorded several years ago by a lady of 90 who had made many trips to Cincinnati by steamboat during her girlhood. Vivid in her memory was the good food. She and her sister peeked through the transom from the upper berth of their stateroom watching the evening entertainment in the main cabin. Upon returning home to Vevay both girls were required by their mother to strip before entering the house and all of their duds were soaked in boiling water and lye soap to kill any-or-all lurking bed bugs.

We then walked down to the Vevay Historical Society's museum. There we viewed a number of displays concerning the Schenck family, and other

Please turn to page 16, column 2.



THE DISCOVERY of this old picture, an albumen print, solves a long-standing controversy. Written on the back in old iron-type ink is JOHN W. CANNON, and a notation that it is made from the original negative. Ralph DuPae tells us he got this from a donor who wishes to remain anonymous. Steamboat picture collectors who have this same scene, perhaps not so sharp, will benefit from this positive id. The style and finish of the CANNON eclipsed all others of its day, built by Howards at Jeff in 1878, same year they produced the J. M. WHITE. Capt. Cannon ran her between New Orleans and Bayou Sara, a Louisiana town replaced these

days by St. Francisville. Notice the parquet floor of the gentlemen's cabin (foreground) of multi-hued natural hardwoods. The water cooler, far left, resting on a marble-topped table, is the pinnacle of the art. Evidence is fairly clear she was not wired for electricity. The ceiling panels between the fanciful carlins, appear to be hand-painted designs. Cuspidors appear at strategic proximity to the ornate cabin coal stove. The CANNON catered to the carriage trade in the cotton-pickin' Upper Coast where the War Between the States had left deep scars as well as a new-found affluence.

Progress report: Serodino, Inc. at Halletown, just west of Chattanooga, is building the steel octagon hull for the Louisville Falls Fountain (Dec. 87 issue, page 39) at their shop on the bank of the Tennessee River. "Our deadline is the middle of September," said Peter Serodino, president of the firm, "but our mental deadline is July; whether we can do it or not depends on the delivery of the parts."

Work began in November, and as of mid-February the hull was about 85 percent along. It is roughly 39 x 39 feet, designed to draw 7½ feet. The central nozzle will shoot river water 350 feet into the air. Its operation will be from Derby Week until just after Christmas annually.

The Serodino firm will complete the fountain and give it a working test at their plant after its launching. The

800-mile journey to Louisville will be via Tennessee and Ohio rivers by barge and towboat.

--Thanks to Jane Morningstar for clippings.

Sirs: Thanks for the great photo of the SAINT PAUL on the back cover of the March issue.

Philip L. Kiely,
P.O. Box 932,
Evansville, Ind. 47706

Dravo Mechling Corporation, based at New Orleans, has been acquired by National Marine, Inc. and will be headquartered in Pittsburgh. The announcement appeared in *The Waterways Journal*, March 7th issue.

Ronald Waskiewicz, president of National Marine, in his press statement, said "Dravo's participation in the river transportation industry for more than half a century gives us a tremendous head start as we start up operations under our new name."

Union Mechling came about some years back when the Mechling interests consolidated with the Union Barge Line, which was Dravo operated.

Union Barge Line was started up in 1923 by the late Charles T. Campbell of Pittsburgh, native of New Matamoras, O., who literally pulled himself up from modest beginnings. In 1923 he and associates entered into a contract with Standard Oil of New Jersey to barge gasoline from Standard's Camden refinery at Parkersburg, West Va. to tank farms along the Upper Ohio and tributaries. Standard built six small bulk barges, each with 2,000 barrels capacity. Mr. Campbell incorporated the Union Barge Line to do the towing on a five year contract at \$50,000 a year. UBL bought the towboat HECLA (originally ACTIVE) from the Hillmans for \$30,000 and renamed her RELIANCE. Superintendent of Standard's river operations, based at Parkersburg, was Sherman D. Archbold, nephew of John D. Rockefeller.

The success of this venture led Charlie Campbell, who owned a full 1/4 of UBL, to build three identical steam sternwheel towboats, the SAM CRAIG, J. D. AYRES and C. W. TALBOT. Following the stock crash of 1929 Charlie sold his UBL stock to Ralph M. Dravo, one of the partners in the Dravo Corporation. Mr. Dravo, astutely, picked up the holdings of the other UBL stockholders over the next several years, and UBL was annexed to the Dravo Corporation as a subsidiary.

In passing, Mr. Campbell started up the Campbell Transportation Company, built the CHARLES T. CAMPBELL and JOHN W. HUBBARD, plus the purchase of other towboats and the building of numerous barges. This Line was sold eventually to Mississippi Valley

Barge Line. Mr. Campbell's life story is expanded in the S&D REFLECTOR, June issue, 1973, based on personal interviews with the gentleman himself.

President of Union Mechling for nine years has been Les Sutton. We are pleased to report that Les has been named president of Ingram Barge Co., subsidiary of Ingram Industries, Inc. based at Nashville, Tenn.

CAPT. BERT SHEARER PRESENTS PROGRAM

by Jim Wallen

A 1,900-mile trip from Cedar Grove, West Va., on the upper Kanawha River, all the way down to Miami, Fla. was the subject of a motion picture shown by Capt. Bert Shearer before the March 12th meeting of the O-K Chapter of S&D, held at 2 o'clock that Sunday afternoon in the Mason County Library at Point Pleasant, W. Va.

The trip had been made in 1970 by Bert and his brother, Oliver, aboard the comfortable 80-foot houseboat-cruiser MARY-BECK.

The movie included scenes on the lower Mississippi that were

familiar to many of those present, and much attention was given to views on the Intracoastal Waterway and many connecting bodies of water such as the St. Lucie inlet, the Apalachicola and Caloosahatchie Rivers, Lake Okechobee and some of the smaller streams bordered by dense, tropical foliage.

Along the way, the MARY-BECK passed a variety of craft, including big tows on the Mississippi, tugboats, tankers, cargo freighters, sailing ships, shrimpers, cruise ships, all kinds of yachts and pleasure boats, and at Fort Lauderdale even a couple of small, passenger-carrying sternwheelers.

The total 1,900-mile trip from Cedar Grove, W. Va. to Miami was accomplished in 18 thoroughly interesting days, with some good fishing farther south.

Plans for another meeting of the O-K Chapter to be held in June were discussed. A report was given by Clerk Suellen Gunnoe. Before and after the presentation by Capt. Shearer there was a lively and quite informal discussion of river boats and river people, past and present, along with enjoyment of the lemonade, coffee and very tasty and colorful cookies provided by the Point Pleasant ladies.



START OF A JOURNEY. On the unseasonably cool and rainy afternoon of Friday, April 18, 1988 the W. P. SNYDER JR., handled by the mv. CLARE E. BEATTY, was gingerly persuaded from her moorings in the Muskingum River out into the broad Ohio. In this view she's being jockeyed toward two awaiting barges moored at the Lafayette Hotel. Hooked into tow, she started off for Warsaw, Ky., 354.5 miles, her longest jaunt in 33 years. Capt. John Beatty was awarded the contract for renovation by the Ohio Historical Society, and Alan L. Bates has been retained as OHS's representative. The work was made possible by a \$100,000 grant by the W. P. Snyder Charitable Fund, matching funds by O.H.S., and funds raised by R. Dale Flick and supplied by S&D, approximately \$220,000.

FLATBOAT TRIP RECALLED

1938 Pioneers Were Feted
in Ohio River Towns.

Marietta has just concluded an elaborate celebration honoring the bicentennial of its settlement in 1788.

Bud Daily has our thanks for an account in the Steubenville, O. Herald-Star of April 5, 1988 recounting the celebrations in that city, East Liverpool and Wellsburg on the occasion of the 150th Northwest Territory anniversary. A group of young men dressed in pioneer garb built a flatboat at West Newton, Pa. on the Youghiogheny River and came to Marietta with it. They promptly discovered that floating a non-propelled flatboat down the Monongahela and Ohio rivers was a modern impossibility. The U.S. Engineers came to the rescue and provided the towboat SHENANGO as a means of accomplishing the reenactment.

At East Liverpool, first stop on the agenda, a banquet was staged at the Travelers Hotel, sponsored by the East Liverpool Historical Society, the Daughters of the American Revolution, and the local Chamber of Commerce. The coonskin capped colonials were bedded in the luxury of the hotel for the night.

Next day at the Weirton Steel Company's landing, Fred Hanlin, v.p. of Weirton Steel, treated the pioneers to a hot breakfast.

Meanwhile at Steubenville the steam towboat LA BELLE, under the auspices of Wheeling Steel's marine manager Capt. Thomas Cavanaugh, and piloted by Tom Cavanaugh, Jr. and Robert E. (Bob) Reed, loaded aboard 50 delegates and proceeded upriver to meet the SHENANGO and pioneers at Half Moon Bend.

Aerial bombs announced the arrival of the caravan at Steubenville where, after greetings, a parade followed, then a pageant, and climaxed by a banquet at the Fort Steuben Hotel.

Incidental to this river celebration, the Pennsylvania Railroad had on exhibit at the siding between North and Dock streets a "new streamlined train" attracting great attention.

After a night's rest in the Fort Steuben, the voyagers boarded the "Union galley" as they called their flatboat, at the River Sand Company landing and proceeded to Wellsburg, W. Va. for the next ovation.

All of the above, including the celebrated arrival at Marietta happened in the first week of April, 1938. Since then the men who built and reenacted the event have held annual reunions at Marietta. These fifty years later a surprising number of

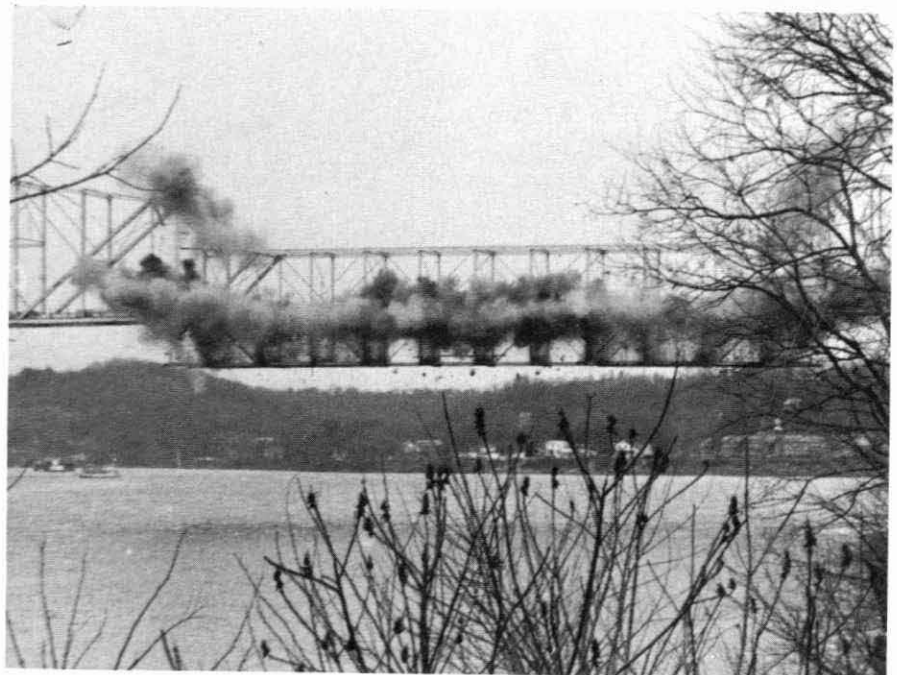
them showed up. The Union Galley flatboat was preserved in Marietta until, neglected, it became a public nuisance and was scrapped.

The flatboat at the Ohio River Museum never went anywhere.



ABOVE: Mv. JOHN LADD DEAN upbound, passing under the Marietta-Williamstown highway bridge at 7:40 a.m., Wednesday, February 24, 1988.

BELOW: Seventeen minutes later, explosives are detonated and the 630-foot long channel span's center section drops into the Ohio River. A new bridge is projected to rest on the original piers. Pictures thanks to Woody Rutter.



OAK ALLEY FOR SALE

One of Louisiana's oldest plantations, Oak Alley near Vacherie, has been put on the market.

The price for the historic Greek revival home and its quarter-mile avenue of nearly 300-year oak trees probably will be \$5 million to \$7 million, according to Zeb Mayhew Jr., administrative director of the Oak Alley Foundation, the non-profit group that operates Oak Alley as a tourist attraction.

"We've been struggling to hold it together, but we haven't been able to raise the money needed to keep it up," Mayhew said.

"We hope to find an individual or corporation with deeper pockets that will be able to use Oak Alley as a private residence or continue to operate it as a tourist attraction," Mayhew said.

The plantation, however, will be open to the public until it's sold.

Mayhew's great-aunt, Josephine Armstrong Stewart, died in 1972, leaving the plantation home and its surrounding acres to the Oak Alley Foundation, but she did not endow the foundation.

The 1,150 acres of the original sugar cane plantation were left to Stewart's seven great-nephews and great-nieces.

Mrs. Stewart and her husband, Andrew, bought Oak Alley in 1925 and restored the antebellum mansion.

First known as Bon Sejour (good rest), the house was built between 1830 and 1839 by Jacques Telesphore Roman III, brother of Louisiana's second governor, Andre Bienvenu Roman. Their sister, Josephine, married Valcour Aime, whose fabulous plantation nearby became known as Little Versailles and earned him the title of "Louis XIV of Louisiana."

The avenue of live oaks is believed to have been planted in the 1690s by an anonymous French pioneer. The nickname Oak Alley, bestowed by travelers on early Mississippi River steamboats, stuck and the original name was soon forgotten.

The 2½-story house is surrounded by double galleries and 28 Doric columns to match the number of oak trees leading from the Mississippi River to its entrance. The house is built of brick plastered over and painted

creamy pink. The hipped roof is topped by a belvedere and features three dormers on each side.

The Roman family, financially ruined by the Civil War, was forced to sell Oak Alley at auction in 1866 for \$32,000. In later years the plantation was abandoned and fell into disrepair.

Mr. and Mrs. Jefferson D. Hardin Jr. bought the plantation in 1914 and managed to save the mansion by repairing its roof and windows. Eleven years later the Stewarts bought the property and began its restoration.

The above story appeared in the New Orleans Times-Picayune, issue of January 13, 1988, authored by Lettice Stuart, real estate writer.

When he was 14, Whitney Snyder became the proud owner of a 1931 Austin. He kept that car all the way through his college years. Because the Austin was such a tiny car, Whitney's classmates had a great time "hiding" the car from him.

The Austin provided much fun and enjoyment during those years. So much enjoyment, in fact, that he purchased another Austin many years later--and still drives it today.

His original Austin is displayed in Station Square

Transportation Museum, Pittsburgh, a museum dedicated to telling the transportation story of the Pittsburgh area. Whitney Snyder, who never lost his love of or interest in antique cars, is president of the Board of Directors of the museum.

The museum is located at Station Square, just behind the Express House and across the way from Houlihan's in the Freight House. It was created by Pittsburgh History and Landmarks Foundation with funding support from corporations headquartered in Pittsburgh, private foundations and friends.

Special invitations were issued for an inaugural dinner cruise to be held at Huntington, West Va. aboard the new WEST VIRGINIA BELLE, evening of May 16th last. She's as big as the TOM GREENE and handles 1,000 passengers. Regular cruises are being operated between Huntington and Charleston, West Va. As Jim Wallen says: "There may be a time this summer when we have two QUEENS and a BELLE at the Huntington landing." Meanwhile our thanks to the Convention and Visitors Bureaus of Ashland, Cabell-Huntington and Greater Lawrence County for the invite.



WAITING FOR THE RR. BRIDGE TO SWING OPEN, the 1800 hp., 135-ft. long CLARE E. BEATTY is in the Muskingum at Marietta to pick up the W. P. SNYDER JR.



OAK ALLEY's twenty-eight live oaks with the GORDON C. GREENE landed at the levee. Photo in 1952 by Capt. Jesse P. Hughes.



CAPT. HUGHES also took this one at Oak Alley in 1952 showing the mansion now up for sale.



S&D HELD ITS FIRST annual meeting on the afternoon of Sunday, September 10, 1939 at the Lafayette Hotel in what today is the lobby bar. J. Mack Gamble drove down from his home near Clarington, O. and in his diary remarked "Saw the Ohio River Bridge at Marietta on fire." Mack not only saw the fire but took the above photograph as the wood flooring blazed merrily as the mv. BETTY passed downbound with Standard Oil loaded gasoline barges in tow. Sherman D. Archbold, based at Parkersburg, was managing the movement of these Standard barges, and somehow came in possession of one of Mack's prints--Mack probably handed it to Arch--precipitating quite an investigation with Union Barge Line, handling the tow, as to

what numbskull pilot took such a foolhardy risk, and under whose authority the tow was exposed to dropping sparks and blazing embers. Firemen on the scene, helpless to do much of anything, let alone halt the passage of BETTY and tow, surmised that the cause of the bridge blaze was sparks from the stacks of a passing towboat. Bridge repairs were lengthy and costly and a ferry was brought in to shuttle traffic. Mack's diary notes that Miss [Elizabeth] Litton, Mr. [B. L.] Barton, Bert Noll and he "talked over plans for the Sons and Daughters of Pioneer Rivermen." Woody Rutter made the above print from Mack's original negative; the bridge at its time of greatest peril and S&D getting its start all in the same sunny September afternoon.



BUILT ON the steel hull of the sternwheeler H. P. TREADWAY this new and pleasing private craft is being built one mile above Devol's Dam on the Muskingum River, right bank. Alan F. Gintz, her builder, started showing up in the June 1970 issue of this magazine, when he authored a travel story of a trip he and Mike Scott made down the Tuscarawas and Muskingum 159 miles to Marietta, both High Schoolers. Alan graduated from the Merchant Marine Academy, Kings Point, N.Y. and regularly plies the

Great Lakes' freighters as master-pilot. The TREADWAY was built at Grafton, Ill. in 1929, hull 80 x 19 x 3.8. When Alan bought her, she had been renamed GEORGE III and was in the Stone fleet in the mouth of the Kanawha. Please note the skylight upon which the pilothouse is perched, and the twin stacks lower on a counter-balance same as the W. P. SNYDER JR. Woody Rutter took these pictures early this spring showing the yet unnamed boat about 80% completed.

SHAPING UP TO RUN COAL TOWS
OVER THE LOUISVILLE FALLS

Capt. Pink Varble and J. W. McIntyre don't like the idea a little bit of placing a railroad bridge just above the Falls in 1888.

The following testimony of Capt. Pink Varble and J. W. McIntyre was taken at Louisville one hundred years ago. The original depositions reside in the National Archives, Washington, D.C., file 4254, box 23, letters received 1888-89, Corps of Engineers, record group 77. These come to us from Dr. Leland R. Johnson, 7010 Plantation Drive, Hermitage, Tenn. 37076 who recently located them and had Xerox copies made for us. The thrust of these two interviews result from the prospect of placing a bridge connecting Louisville and Jeffersonville. Much of the questioning is aimed at determining the attitude of these capable pilots as to placing bridge piers in proximity to the head of the Falls. Pink Varble made a living at piloting packets and towboats both up and down this three-mile rock-studded section with an extreme fall of 25½ feet. In the pages of Way's Packets he has 15 mentions, and the forthcoming Towboat Directory will have as many more. The first steamboat on the Western streams, descending the Ohio from her building place at Pittsburgh, a side-wheel packet named NEW ORLEANS, was detained at Louisville while enroute to New Orleans for a month or more by low water on the Falls. The situation was not alleviated until the opening of the Louisville and Portland Canal in 1830-31 with a toll of 50¢ per ton. In 1880 all tolls were abolished, this eight years before the bridge problem, subject of our presentation herein. In 1888 and for many years thereafter all types of river traffic, light boats and towboats with loads or empties, continued using the Falls when river stages were right, usually to save time. The modernization of McAlpine Dam with its 1,200 ft. length lock and widened canal resulted in the complete closure of the Falls for navigation purposes.

Dr. Johnson advises us that the bridge hearings of 1888 were for a railroad bridge and inasmuch as the Louisville & Jeffersonville Bridge Co. (Big Four RR) completed such a bridge in 1893 (still standing in 1988 although abandoned) this one may have been the one under discussion.

Q. Give your name, age, residence, and occupation and how long.

A. Pink Varble, residence Louisville, Ky., age 59, occupation Falls pilot and steamboatman. I have been steamboating since 1848, and have been a regular Falls pilot since the 12th of September, 1853.

Q. What proportion of the business at the Falls in piloting boats of all kinds do you have?

A. Well, I think in the last ten years I have done four-fifths of the work of piloting boats over the Falls.

Q. When the Falls are in navigable condition, can you pass through the canal?

A. No, when they are in a navigable state for coalboats.

Q. At what stage are they navigable for coalboats or barges?

A. From 9½ feet up on the Falls, or 11 feet in the canal.

Q. What is the size of an ordinary tow of coalboats and barges on the Falls?

A. At a fair stage of water, coalboats 10 to 12; 14 to 20 barges.

Q. Give the size of coalboats and barges, width and length.

A. Coalboats are from 160 to 170 feet long and 26 feet wide. Barges are 130 by 26 feet, as applies to coal barges. Model barges for freight and iron are from 30 to 35 feet wide and 200 feet long.

Q. Give the size, width and length, of these tows as they ordinarily go over the Falls.

A. An ordinary tow over the Falls is about 620 to 630 feet long. We do take extra large tows at 750 feet long and 125 feet wide.

Q. What was the largest tow that was ever taken over the Falls as far as you know?

A. I have taken 16 coalboats and several barges. I do not know how many with the JOSEPH B. WILLIAMS. I have taken 20 barges on a single trip.

Q. How many trips did you make for this JOSEPH B. WILLIAMS tow at the time you speak of?

A. Took her tow over in two trips.

Q. What was the size of the whole tow, number of pieces and number of bushels of coal, as near as you can come at it?

A. She took that trip 31 coalboats and a number of barges, making a total of 800,000 bushels.

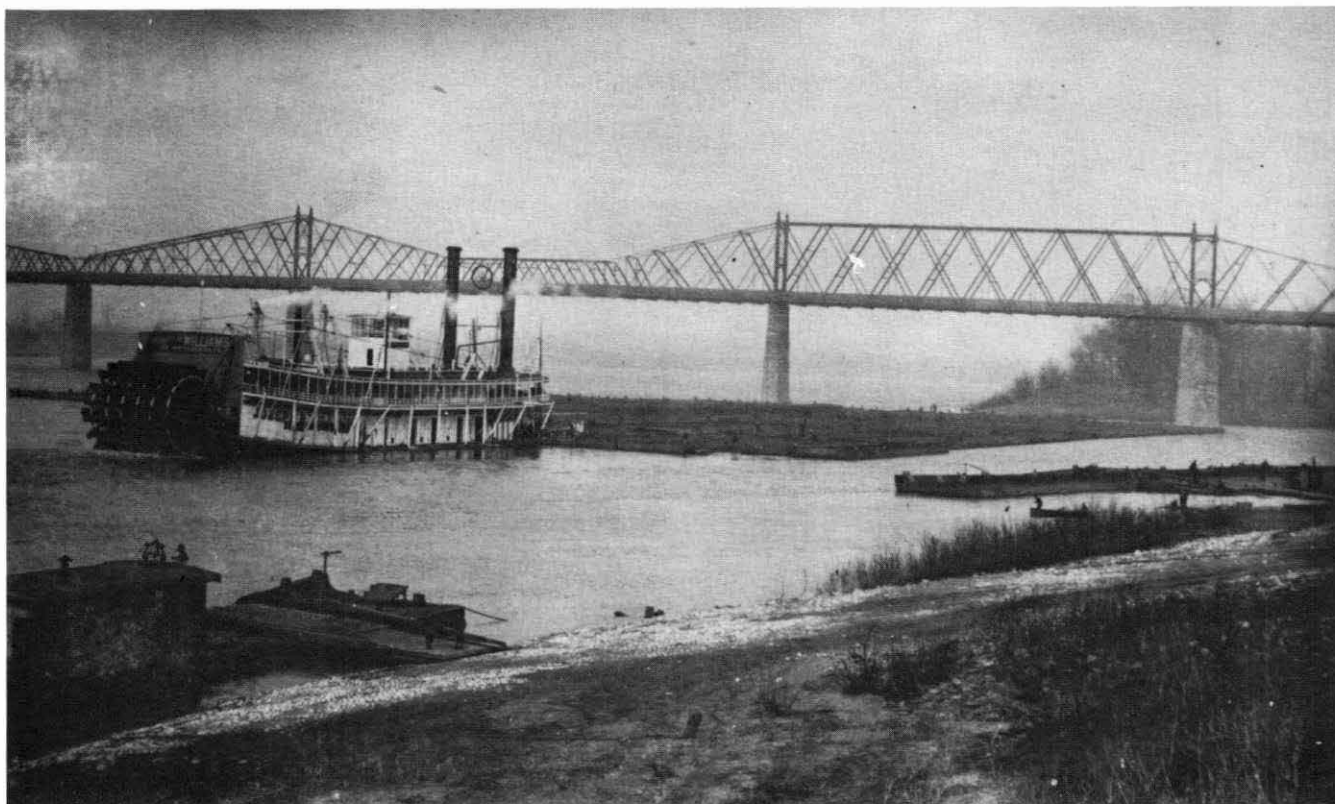
Q. What is the direction of the current at the present site of the bridge in high water?

A. It does not run straight there, and they could not locate the piers at right angles to the current; it would always run cross-ways through the piers in high water.

Q. Explain how you navigate this part of the river with a coal tow.

A. We come down along the straight shore above Jeffersonville until we reach a point near the ferry landing which is about Spring Street. We immediately change the course of our boat or tow and head over toward Louisville at an angle of say 25 to 30 degrees.

Then we flank the point; i.e., throwing the boat on a quarter and backing up to the right point at the end of Mulberry Street; then continue that way until we get down within one-half a mile of the head of the Falls, where we straighten up our boat to run the dam and piers of the existing bridge.



JOSEPH B. WILLIAMS making up tow at the foot of Sand Island, below the Falls. The Kentucky and Indiana (K. & I.) bridge is in the background, opened in 1884. The original print from which the above picture was made is not identified as to date or circumstances, and well could be the 31 coalboats "and a number of barges" described

by Capt. Varble, taken over the Falls in two sections in one day. These combined sections, with the towboat hooked in "duckpond style" headed upstream, were rounded to as a vast single unit, as departure was made for Southern deliveries. No photographs are known to exist of towboats actually running the Falls, or packets either.

Q. How rapid in high water is the current at this point; how many miles an hour?

A. On a sudden rise (a head rise) I think it will reach six miles an hour; ordinarily about five miles an hour.

Q. How long does a coal rise usually last?

A. All the way from one day to five days unless an unusual rise lasting a week or so--but it takes an unusual rise for that to happen.

Q. Of course the danger of boats is largely increased in foggy and windy weather?

A. Yes.

Q. Are the tows of the size usually carried through the Indiana chute easily managed?

A. Yes, in calm weather.

Q. Why could you not take through two or three boats and come back for the balance?

A. Takes too long to do it and too expensive; the coal rise would probably be over before it could be done. These coal rises require prompt attention. You have to be there when the water comes or it will leave you.

Q. How many miles would you have to go to take a tow through and come back if the proposed bridge is built?

A. From eight to ten miles each way, and

that would be 16 to 20 miles on the round trip. Coalboats would have to be left above the landing in Jeffersonville, and then would have to be taken away below the Falls to get a landing in a safe place.

Q. How long does a coal rise last ordinarily?

A. An ordinary rise runs from three to five days, but there are cases where it has to be done in one day---I mean when coal and iron is carried over the Falls.

Q. How long would it require to put a tow like you have described through the canal?

A. Ordinarily about three days. I got the WILLIAMS' tow over the Falls in one day.

Q. What would be the cost per day of such a tow?

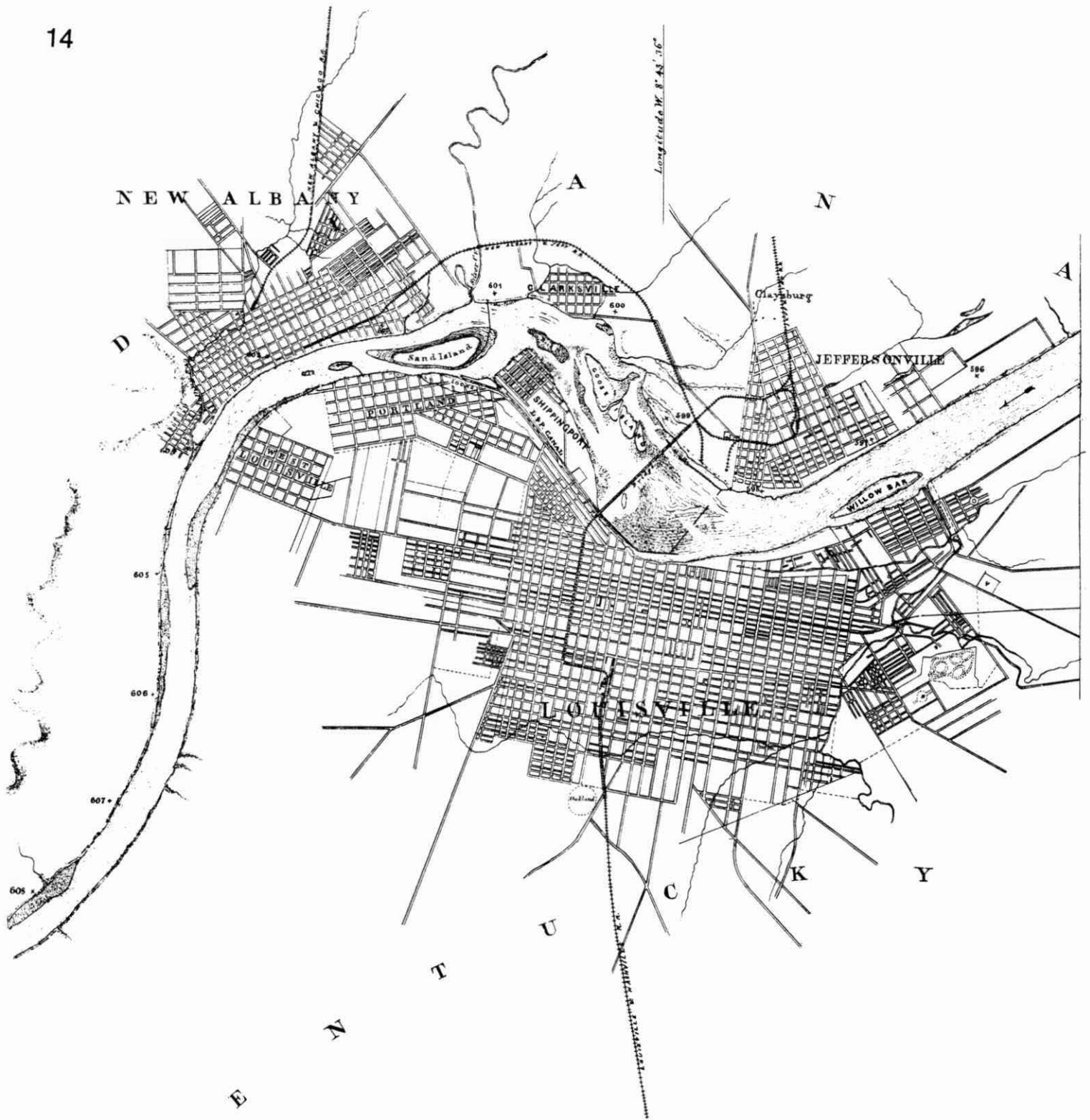
A. About \$300 a day.

Q. Please state the difference in passing coalboats and barges and model barges through the canal, and in using the Falls?

A. As a general thing, it makes a difference of from \$300 to \$1,000 a trip on account of the detention encountered as boats take their turns in the canal, and because the locking capacity in the canal is limited.

Q. Do you know the site of the proposed bridge and the surrounding country?

A. Yes, sir.



THE FALLS OF THE OHIO and environs when the Pennsylvania RR bridge, opened in 1870, crossed both the Canal and the Falls. Second across was the K. & I. railway and highway bridge (1884-1912) joining Portland, Ky. and New Albany, Ind. which was replaced by a new structure in 1913. The Big Four RR bridge was opened in 1893,

crossing a short distance below what is marked "Willow Bar" (now Towhead Island). The "Government dam" referred to in the text shows as several low cross dams built across the head of the Falls. The "existing bridge" refers to the PRR bridge. This map predates the K. & I. and Big Four. -Our thanks to Jerry Sutphin for the old map.

Q. Where is the steamboat landing on the Indiana side; what side of the ferry landing?

A. It is in front of and just below Spring Street.

Q. What would be the effect on the safety of managing tows over the Falls if the bridge is built as planned?

A. In a high stage of water it would make navigation very hazardous from the fact that in landing they have to round-to and round-in, and in departing they have to round-out, throwing them broadside to the current each time. The bridge, being so close below the landing, they would constantly be in danger of getting on the piers in getting straight with the current.

Q. Is there any place on the Jeffersonville side below Mulberry Street where a landing or wharf could be made?

A. No, sir.

Q. Why?

A. The location is too near the Falls and the water is too shallow from the landing.

Q. What would be the effect upon the navigation of the river as regards the handling of loaded tows over the Falls?

A. It would make it very dangerous and hazardous for coal tows to go through the span at the proposed location.

Q. Would a span of 650 or 700 feet make it safe at that point?

A. No.

Q. Suppose the bridge were built between Wall Street and the Island? How does the current run there?

A. That is in a straight piece of the river; the current would run perfectly straight.

Q. Is the current straight, as you state, at all stages of water?

A. Yes, at all stages; it doesn't change up there at all.

Q. How far does the influence of the Falls, that is, the increased current, extend above the Government dam?

A. At high water you feel the effect of the Falls as high up as Mulberry Street. There is as strong a current there in high water as on the Falls.

Q. Do you know of any casualties within the last few years at this immediate point where the bridge is proposed to be constructed, and below it, either to steamboats, barges, coalboats or other boats?

A. There have been accidents below, both on the dam and on the bridge.

Q. Is there any part of the river between Pittsburgh and New Orleans more dangerous than this point?

A. No, sir. I consider the Falls the most hazardous place for navigation from Pittsburgh to the Gulf.

Q. How is Wall Street located in reference to the population of Jeffersonville?

A. I would call it near the centre.

Q. In your judgment as a Falls pilot and steamboatman, ought a bridge of any span be constructed at the present site from Mulberry

Street across?

A. No, sir, I should not consider anything but a suspension bridge and even that would be dangerous to steamboats on account of the chimneys.

Q. Has the city of Louisville sufficient harbor room at present?

A. She has not. We have none on the Indiana side until you get above Jeffersonville. On the Louisville side below that bridge you would have 3/4 of a mile.

Q. Is not the harbor in a very crowded condition now?

A. Yes, sir.

Q. Do you know Capt. J. T. Ritchey?

A. Yes, sir.

Q. If so, is he an experienced Falls pilot and steamboatman--do you know him as such?

A. He is not a practicable steamboat pilot or steamboat Captain, and no pilot on the Falls at all.

Q. Would you intrust your boat to him across the Falls?

A. No, sir, nor anywhere else.

Q. Do you know Capt. Dave Dryden?

A. Capt. Dryden is an old pilot and has been retired for some twenty years; he quit piloting before the Towboat System commenced. The conditions at this point have changed since he retired from business.

Q. What interest have you in this controversy?

A. I have not one dollar's worth of interest in steamboat stock; I speak only in the interest of navigation on the Ohio River.

Pink Warble

Q. Give your name, residence, age and occupation.

A. J. W. McIntyre of Pittsburgh, Pa., occupation pilot and captain for twenty years, age 52 years old.

Q. What is your business here today in Louisville?

A. I am here with a coal tow, the JOHN A. WOOD, on this present rise.

Q. What is the size of your tow?

A. Fourteen barges holding 200,000 bushels of coal.

Q. What is the usual size of tows that come down from Pittsburgh and pass over the Falls?

A. The usual size is about ten boats and three or four fuels, making thirteen or fourteen boats.

Q. What is the size of unusual tows?

A. I have known the JOHN A. WOOD to tow 12 coalboats and five fuels.

Q. Are there any larger than this?

A. Yes, the JOSEPH B. WILLIAMS and W. W. O'NEIL take larger tows, as high as 32 and 33 pieces.

Q. Have you ever taken tows over the Falls?

A. Yes.

Q. Please explain your method of getting a tow over the Falls.

A. Starting from Pumpkin Patch, we come down along the Indiana shore, and commence to checking her headway and flanking at about Wall Street, and keep the stern of the boat directed toward the Indiana shore. It depends a great deal on the wind. If the wind is from the Kentucky shore the current does not set off so strong from the Indiana shore, and if it is not from the Kentucky shore we keep backing very strong all the time to keep in toward the Indiana shore. When just below the ferry landing we direct our boat at an angle of 40 degrees with its head toward the Kentucky shore. We keep in that position until we get down within 75 yards of the head of the dam. This is the position if the wind is blowing off the Indiana shore. This would make the boat lay at Mulberry Street at an angle of about 40 degrees from the shore with its head toward the Kentucky shore, the proper position at Mulberry Street. The tow and steamboat would be about 650 feet long. After this, we straighten up and go down toward the dam and existing bridge.

Q. What would be the effect upon navigation if a bridge were built from Campbell Street to Mulberry Street?

A. I consider it would be a very great interference to navigation. There is a cross current running from the Indiana shore toward the Kentucky shore at an angle of 40 degrees, and the swiftness of the current there is at least 5 miles an hour. A tow 600 feet long coming down with the current at that rate, the head of the tow would pass the left hand pier; then, in order to pass the right hand pier, it would be necessary to come ahead so hard, and with such headway, that before we could check it, the tow would be forced over on the left hand part of the Government dam. The headway necessary to keep the tow off the right hand pier would be so great as to produce the above result. Taking a tow of, say, ten coalboats, a length of 650 feet, down through the proposed bridge, it would be necessary to flank and kill the headway in order to overcome the force of the current at that point. After the head of the tow had passed the left hand pier, it then would be necessary to come ahead strong so as to escape the right hand pier of the proposed bridge, which would give to the tow a forward motion, precisely what you don't need, to keep the head of the tow from coming in contact with the left hand part of the Government dam. The headway of the tow could not be checked in time to prevent a wreck.

Q. How is the current at Wall Street and above, in case the bridge were built at Wall Street?

A. If the bridge were built at Wall Street, I would not consider it dangerous to run through with a good sized tow, as the current there is perfectly straight with the Indiana shore.

Q. Do you know that your above statement expresses the views of the steamboatmen and pilots of Pittsburgh?

A. I signed a remonstrance week before last

with all the coalmen of Pittsburgh interested, plus two-thirds of the pilots. All of the pilots would have signed it if opportunity had permitted.

Q. There is therefor an unanimity of sentiment in regard to this?

A. Yes.

Q. Do you know of any other point on the river more dangerous to navigation than the Falls of the Ohio?

A. No, I do not.

Q. How do the Falls and the Canal compare with reference to quickness of passage?

A. We get down through the Falls much easier and quicker. There are delays at the Canal as boats have to wait for their turn. On one occasion last May I had to wait four days in order to get through.

Capt J. W. McIntyre

Subscribed and sworn before me by Pink Varble on this the 25th day of August, 1888.

R. F. Warfield,

A notary public in and for Jefferson County, Kentucky.

Subscribed and sworn to before me by J. W. McIntyre this 29th day of August, 1888.

G. A. Winston,

A notary public in and for Jefferson County, Kentucky.

M.O.R. Celebrates; concluded from page 4.

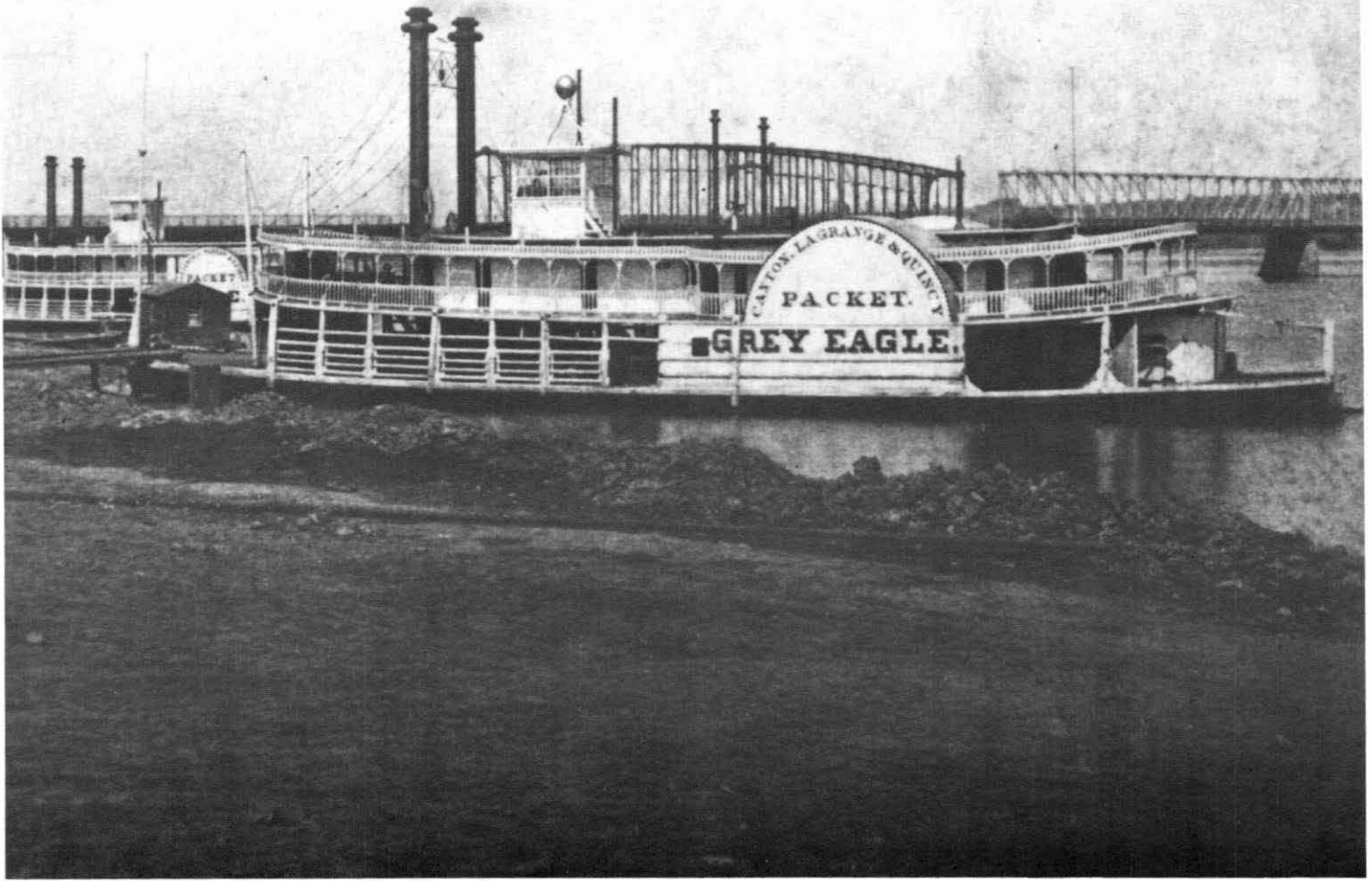
curios. One was an 1860 original patent for pilothouse to tiller cable connections used on steamboats for many years.

We visited the Markland Locks and Dam on this beautiful spring afternoon, watching towboats and their barges being locked.

The M.O.R. banquet and annual meeting that evening was attended by fifty-one members and guests. President Jack Custer, as is his custom, introduced all 51 by name from memory. All officers were reelected by acclaim. Richard Strimple was selling brand new prints of Harlan Hubbard's final painting, the QUEEN CITY passing Payne Hollow. He is asking \$40 per print. Capt. John Beatty spoke about the proposed renovation of the W. P. SNYDER JR. (and more news of this elsewhere in this issue. -Ed.)

Our program speaker was Clarence Hudson, president of the Indiana Canal Society. Following a brief introduction he presented an hour-long slide show with taped narration. All of this was professionally produced and quite good.

The following day, Sunday, at the behest of Mike Fletcher who issued a warm invitation to all at the meeting, quite a few of us proceeded to Hamilton Landing, Ky., Mile 514.8, just below Rabbit Hash and Big Bone Bar. At his home we were treated to a lunch of red beans and rice, pecan pie, and an impromptu whistle blow. Mike has a complete mechanical shop, so he wheeled out his air compressor and we blew whistles all afternoon. Some of the whistles were homemade, others were from railroad engines, some from stationary engines, and one was reported to be from the U.S. Engineer towboat IROQUOIS.



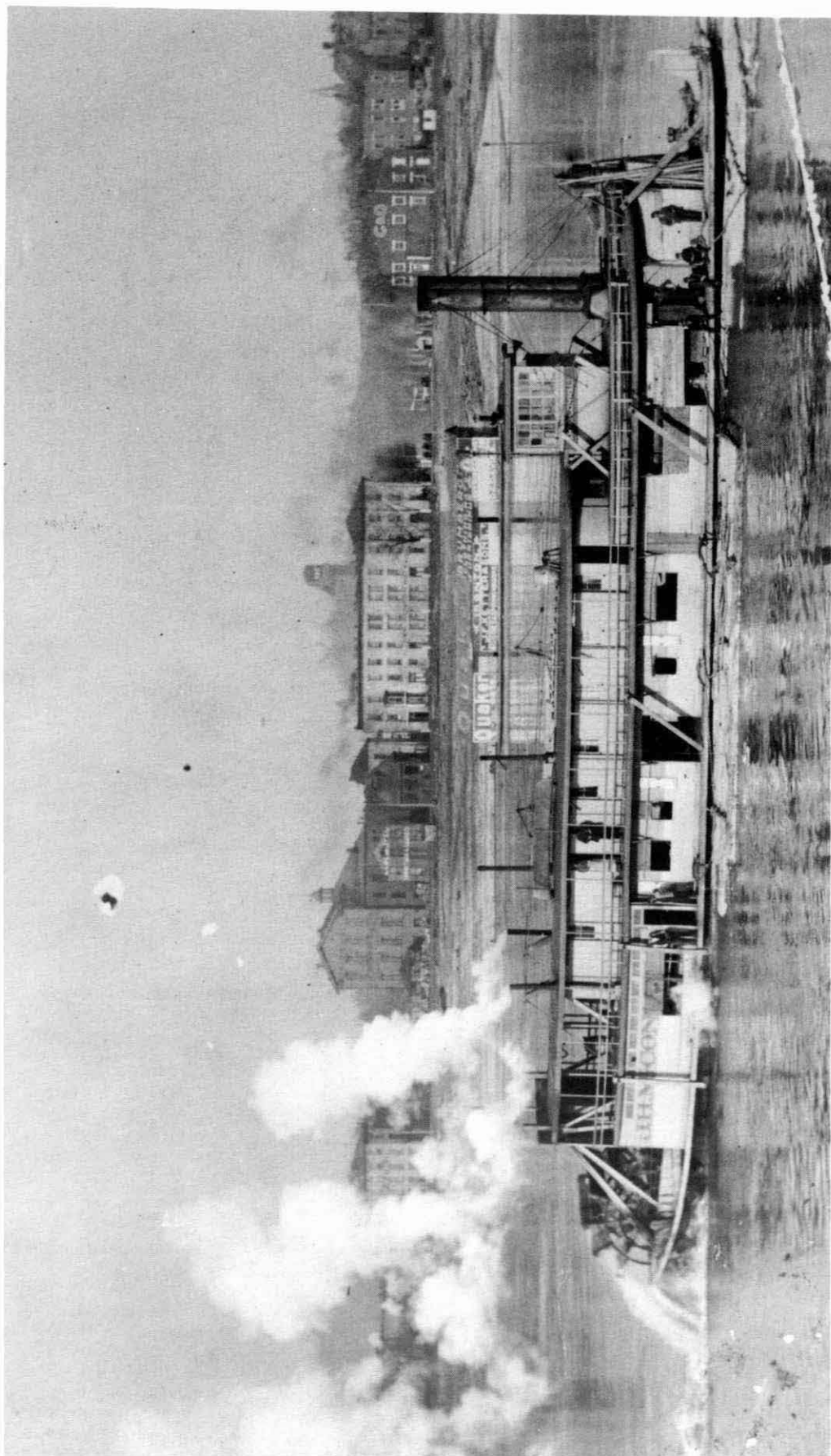
SPARKLING like it was taken yesterday this scene dates back at Keokuk to the building of the railroad bridge, put up 1869-1871 by the Keokuk and Hamilton Bridge Company. The natty side-wheeler is the GREY EAGLE built at Warsaw, Ill. in 1865 (Way #2461) by William and Henry Leyhe for the Keokuk-Quincy trade. Notice the large gilded ball surmounting the pilothouse decorative scheme, the same emblem later placed between

the stacks as the Eagle Packet Company trademark. Off to the left in the distance is the EAGLE, built at Madison, Ind. in 1868, replacing an older and similar EAGLE, also Leyhe owned and operated, and which was lost before the bridge was built. Ralph DuPae tells us that the original photographer was E. P. Libby. Note the lettering on the wheelhouse; Canton, La Grange and Quincy. -This from the Wes Corwin collection.

Featured in The Waterways Journal, issue of April 18th, is a large FOR SALE ad inserted by our friend J. Raymond (Ray) Samuel, 2727 Prytania St., New Orleans, La. 70130. Ray is offering his rare steamboat advertising board from the WILD WAGONER. While admiring this treasure some years ago in Ray's home he told us that a Royal Street dealer, Albert Lieutaud,

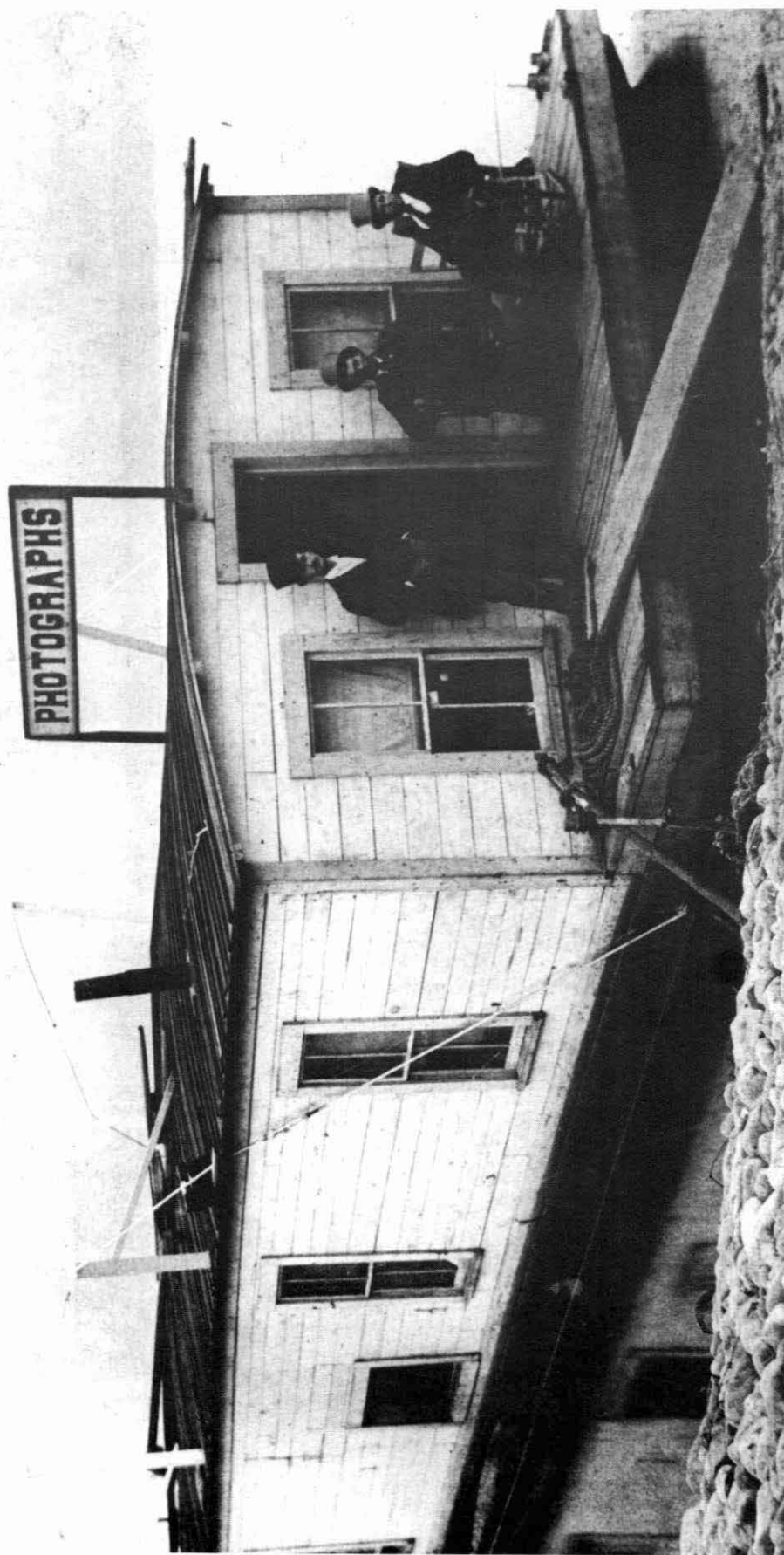
gave him an urgent phone call to hurry down and see this thing. Lieutaud had discovered it in a riverside warehouse attic there in New Orleans. Ray nabbed it, took it to his home, and repaired and cleaned it. A clock is mounted on it, sans its works, inscribed P. Fournier on its face, the famous New Orleans clockmaker (St. Louis Cathedral clock) who must have

serviced it, inasmuch as a label on the back identifies the clockmaker as clocksmith S. B. Jerome, New Haven, Conn. Whoever takes the ad board also takes an original oil of the WILD WAGONER painted by Joe Wilhelm, and it's a dandy, framed and ready to go. S&D would go for this opportunity hook, line and sinker, were it not for our modest means.



THIS BROADSIDE of the wood hull towboat J. H. McCONNELL was taken by Thornton Barrette about 1898 as she was handling a log raft on the Ohio River passing Ironton, Ohio. She's hitched to the stern of the raft, headed upstream, and may be preparing to drop off the raft-section under her starboard wing at Russell, Ky. These rafts from the Guyan and Big Sandy usually were delivered to Cincinnati, Madison and Jeffersonville, backed part of the way and pushed the balance. Capt. Steve Davis of Marietta built the J. H. McCONNELL at the Knox Yard, Harmor, O. (below the Muskingum at Marietta) in 1877 giving her 15's- 5 ft. engines and naming her for the engine designer of the Marietta Manufacturing Co. Shortly after this picture was taken, the

towboat was sold by Capt. Davis to the Yellow Poplar Lumber Co. who gave her a new hull at Ashland, Ky., painted her yellow (rivermen dubbed the "Yellow Dog") and delivered finished lumber to Memphis, Evansville, Parkersburg and elsewhere. In Nov. 1901 John F. Klein, boat broker, took her to Pittsburgh and sold her to the Dilworth Coal Co. of Rice's Landing, Pa. on Monongahela River, who renamed her H. P. DILWORTH. She burned at their mine and floated down the river about a mile before she sank, the Monon being at a high stage. The wreck lay there along shore for a number of years. Capt. Steve Davis retained the original whistle and used it on the CATHARINE DAVIS built in 1896, and it also was on the second CATHARINE DAVIS built in 1928.



SINCE RALPH DuPAE started on his quest for steamboat pictures he has run across all manner of odd-lot findings. Of great interest to us are the "floating photograph galleries" which thrived in the era 1875-1905, ranging in structure from the sublime to ridiculous. This one comes from Bert Fenn's collection,

an ordinary shantyboat with a professionally painted sign on the roof and three rather dressy characters who seem wholly out of place for their surroundings. The photographer of course is taking the picture, so that makes four--so maybe these three are visitors. If pictures only could talk!

RIDING THE DELTA QUEEN

What its like and what
the passengers do.

by Deborah Williams

WE WERE GREETED by a slick-looking riverboat dandy and a Southern belle in a pink hoop gown; they could have just stepped out of the pages of "Gone With the Wind." The pair turned out to be Bud Black, cruise director and musician extraordinaire, and Nadine Louviere, assistant cruise director and a Louisiana native whose grandfather was a riverboat pilot.

To experienced cruise passengers, a trip on the DELTA QUEEN is a surprising contrast. She is small and intimate, like a grand country inn that just happened to be floating through America's heartland. Experienced cruisers need to immediately reorientate themselves. On a typical large cruise ship, it takes at least a day to find out where everything is and how to get there. There's no such problem on the DELTA QUEEN. We quickly found our room off the Aft Cabin Lounge, also known as the Betty Blake Lounge.

Though the cabin has a number, it was named after one of the states that the steamboat regularly visits--Minnesota. It had antique-style furnishings, including twin brass beds, a pair of large windows surrounded by stained-glass panels, reproductions of a Chippendale armchair, a Goddard chest and antique table. On the walls were limited edition prints of the world's great steamboats. The windows were perfect for viewing the passing shoreline and river traffic. Clothes are hung on an open rack with brass rods. The sink was just inside the door--a good idea since the bathroom was quite small. The room had a warm and cozy feeling, just like the DELTA QUEEN herself.

Just outside our room were comfortable lounge chairs and a table that offered coffee and tea around the clock. Several bookcases lined the walls. Right around the corner a door led to the Cabin Deck. In the hall we could hear music, which was coming from the Texas Lounge.

Just a short stroll from our room was the gorgeous staircase leading to the Texas Lounge.

What a grand staircase! Rich woods, scrolled lattice work, shiny brass; overhead, one of the steamboat's many crystal chandeliers glitters like diamonds; surely the most beautiful staircase afloat! Although the DELTA QUEEN is casual and comfortable--formal gowns are best left home--this staircase makes a fitting backdrop for a grand entrance by a lady dressed in sweeping skirts. Soon lovely Nadine Louviere came down the staircase in her hoop skirt, and the image was complete. We were surely back in another time. Putting aside thoughts of today, we glided up the stairs.

In the Texas Lounge above, Glenn Wilson & the Riverboat Five were playing Dixieland. The mood was festive in this popular lounge filled with rich woods, stained-glass fixtures and leather chairs. Wide windows circle the room, providing a perfect setting for watching the river and the sunset.

Downstairs in the Orleans Room a "Grand Sailing Buffet" was underway with an array of seafood and other delicacies that would make a New Orleans chef proud. Tables are mostly for four, although there are some for two and six. Wide windows line the walls on two sides, presenting a panorama of the river. A piano player entertains with old favorites throughout dinner. Almost immediately, a special riverboat pace took over.

Although we were scheduled to depart at 7 p.m., we were waiting for several passengers whose airplane was late. Unlike most ocean-going ships that operate on tight schedules, the DELTA QUEEN can afford to be a little more relaxed about departure times. There was no need to hurry--although the DELTA QUEEN's peak speed is 12 m.p.h., the average speed is a sedate 7 m.p.h.

Soon it was time to cast off. No DELTA QUEEN departure is complete without the distinctive sound of the calliope. As the paddlewheel churned peacefully, Buffalo (NY) native Brian O'Neill coaxed old-time melodies from the antique steam calliope, aft on Sun Deck. White clouds billowed from the nearly 100-year-old instrument, and its toots brought waves from the crowd on the receding shoreline

and nostalgic delight to the DELTA QUEEN passengers. The calliope is the voice of the mighty Mississippi.

Once underway, we were immediately struck by how incredibly quiet a steamboat is--scarcely a murmur as we ride upstream, a ghostly silence on deck. The currents are strong on this part of the Mississippi, and we were pushing against them, but it seemed effortless. No need for sea legs here, and no cause for concern about sea sickness. The DELTA QUEEN certainly ranks as the quietest and most serene form of transportation.

OUT ON DECK, watching the lights of New Orleans fade from sight, we spotted a sign pointing to the Engineroom, which is open at all hours and welcomes visitors. Robert McQueen, assistant engineer, was on duty during our visit. A recent convert to the river, he polished his skills on Great Lakes freighters and enjoys the company of passengers. Both McQueen and chief engineer Fred Klein keep fresh coffee ready for visitors they know will come down the stairs to their world of engines to see the immense pistons pushing huge beams called pitmans mounted on an axle called the crosshead, as the giant red paddlewheel hypnotically turns, turns, turns.

Nearby in the Orleans Room, dinner had been cleared away and the music was beckoning passengers to return. Glenn Wilson and his Riverboat Five were onstage, and Bud Black was welcoming the passengers. Every night this versatile group entertains with a new theme--Big Bands, Dixieland, Country & Western, Old Time Radio, Mardi Gras, Memphis Blues. Black has an incredible song repertoire at his command and delighted passengers with their favorites. The dancing starts as soon as the first note is struck; the DELTA QUEEN attracts a crowd that likes to waltz around a ballroom.

Upstairs in the forward Cabin Lounge late-night buffet was set out. Although not as elaborate as those on sea-going cruise ships, there was always an interesting array of desserts, fruits and several hot items, including a seafood dish. Fresh fruit is always available in this lounge; late continental breakfast and afternoon tea and punch are also served here.

Time for a walk on the deck before retiring. The paddlewheel was churning in its comforting fashion...splash...splash... The stars were sparkling, and huge barges were slipping by like giant ghosts bound for the port of New Orleans. Somehow the cares of the world had faded away.

Back in our room fresh pralines were waiting on our pillow to help give us sweet dreams; nearby a copy of "Steamboatin' Times," the daily newspaper of the DELTA QUEEN. Our first full day aboard this steamboat would be a river day, a day to savour the special experience of steamboating aboard America's most special boat.

EARLY RISER COFFEE is served at 6 a.m. in the Forward Cabin Lounge; breakfast is served from 7 'til 9. Diners can choose from the tempting buffet of eggs, Southern-style grits, fresh fruits, sweet rolls, muffins, croissants and cereals or order a full breakfast from the menu. Similarly, lunch is served from 11:30 a.m. - 1 p.m. and diners can choose from the deli buffet or the menu. Service was friendly and quite efficient.

Dinners often featured seafood and creole specialties such as duck, sausage and okra gumbo, grilled fresh salmon, Louisiana back fin crabmeat, stuffed gulf shrimp and catfish as well as steaks, chicken and roast beef. Desserts were always tempting and included hot buttered pecan pie with fudge sauce, Mississippi mud pie, hazelnut torte, Brandy Alexander pie, sherberts and ice cream.

Day activities included kite-flying off the stern, wine and cheese parties, old-fashioned sing-alongs, bingo, Mardi Gras costume party, champagne receptions, walking and jogging to the music of the calliope--one morning's highlight was a hands-on calliope tryout, five proper notes earned passengers a "Vox Calliopus Award," a certificate presented at the Captain's Gala. There were also some impromptu poker games, although the stakes weren't as high as typical of earlier times.

Traffic is still heavy on the Mississippi; barges and towboats were our constant companions. The Captain announced interesting shore sights--we passed Nottoway Plantation at Mile Marker 195. It claims to be "the largest plantation in the

South," and was built in 1857 by John Hampton Randolph, a sugar cane king. The slate roof covers 64 rooms with 200 windows, 101 doorways and 53,000 square feet in all.

Relaxing on the Texas Deck provided opportunities for meeting fellow passengers. A cosmopolitan group--Norwegian, Dutch, British, Germans, Canadians and Americans--there were repeaters who had become river and DELTA QUEEN addicts. There were honeymooners in their 20s, plus a middle-aged couple who were also honeymooning.

All passengers enjoyed dropping letters and postcards in the U.S. mailbox outside the Purser's Office on Cabin Deck. The DELTA QUEEN is the only moving post office on America's inland waterways, and mail is canceled with the DELTA QUEEN postmark--a fun souvenir for philatelists. Other souvenirs are available across from the Purser's Office in the Gift Shop, which is stocked with steamboating memorabilia, including books, records, steamboating bears, T-shirts, hats. Passengers may sign for their purchases here. They may also sign for shore excursions and drinks in the diningroom and lounges.

The most striking difference about cruising on a riverboat is that there is always a view on both banks of the river--a contrast to the vast expanse of ocean seen by sea-going passengers. Capt. Garland Shewmaker finds this shoreline view comforting. He never dreamed of running off to see when growing up in a Kentucky river town--river ran in his blood, and he's been a riverman for the past 37 years, 35 spent on towboats, from deckhand up.

Capt. Shewmaker remembers a more romantic era on the rivers, the days of riverboat gamblers. One thing that hasn't changed is the mighty Mississippi. "Men have tried to change the river but it just does what it wants," he said. "The currents may change, the levees may change, the levels may change, but the river itself somehow stays the same."

The DELTA QUEEN is a part of America's consciousness, a romantic anachronism. There is nothing else like her on the rivers of America or the world. To travel on the DELTA QUEEN is to experience another world, another place, another time. Since she was launched over 60

years ago, this old paddlewheel steamboat has hosted and charmed Americans from every corner of the country, visitors from around the world, a U.S. President and his family, and more recently, British royalty.

The fact that she's still gliding down the great rivers of America's heartland is a triumph for many people and a tribute to their tenacity and perseverance. The DELTA QUEEN is listed in the National Register of Historic Places. There is no other cruise vessel that operates under a special Act of Congress; the present act expires on November 1, 1993--to all who know and love her, it is reassuring to know that the DELTA QUEEN is safe for a little while longer.

=The above article by Deborah Williams appeared in the March-April 1988 issue of "Cruise Travel" magazine. Our thanks to Charles Henry Stone for bringing it to our attention.

The Louisville Courier contained an advertisement in its Oct. 25, 1853 issue:

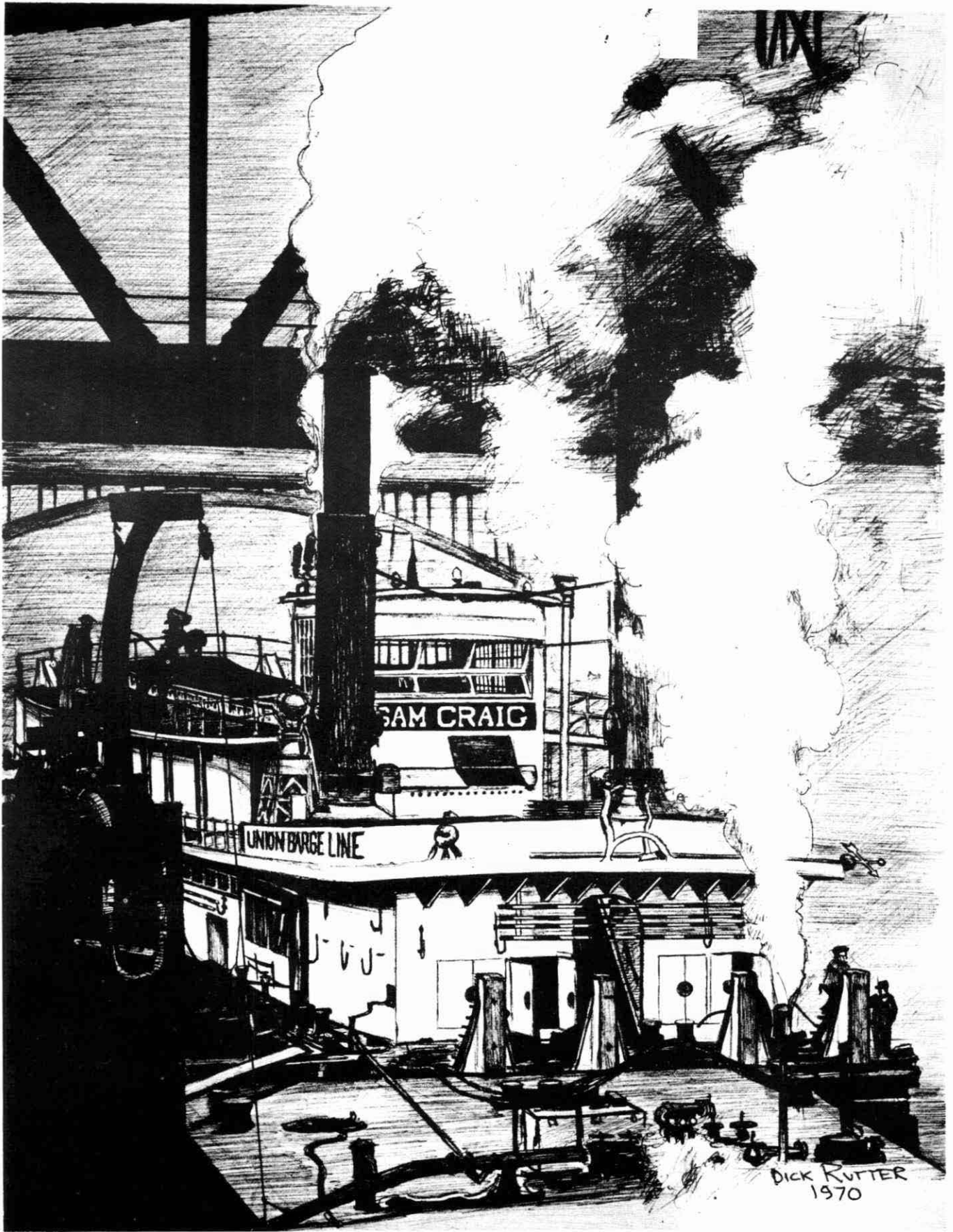
VAN AMBURGH'S
MENAGERIE
WITH OVER 150
LIVING SPECIMENS of
FOREST BEASTS AND
DESERT MONSTERS
MR. VAN AMBURGH WILL
ENTER THE DENS OF HIS
TERRIFIC GROUP OF LIONS,
TIGERS, LEOPARDS.

An Amazing Performance will be given by the
TRAINED ELEPHANT.

The show, staged aboard a fleet of three barges, was moored at the foot of Third Street. This floating zoo was well attended and gave unbounded satisfaction, reported a later issue of the Courier. "Noah in his Ark could not have equalled it."

Jim Wallen has been reading the three-volume biography of Collis P. Huntington by Cerinda W. Evans. On page 659 of Vol. 2, under a listing of the seven steamship lines in which Mr. Huntington had been connected was the name of the Cincinnati, Big Sandy & Pomeroy Packet Co.

This biography was published in 1954 by the Mariners' Museum at Newport News. The title is simply "Collis Potter Huntington."



PICTURE OPPOSITE

Dick Rutter, elder son of Bee and Woody, created this drawing, having been captivated by the original photograph of the scene in our Dec. '70 issue, page 45. Dick was 22, a fledgling architect. The Union Barge Line's SAM CRAIG was supplying steam for pumping off a barge of gasoline moored at the left bank, Allegheny River, foot of 35th Street, Pittsburgh. The Pittsburgh Junction RR bridge shows plainly, and visible downriver is the arch span of the 31st Street highway bridge. The original photo was taken about 1942, six years before Dick was born. Lately Dick Rutter has won national plaudits for his participation in the illumination of the Golden Gate Bridge.

Union Barge Line was much in the news this spring due to the acquisition of Union Mechling, its successor, by National Marine, Inc. (see elsewhere in this issue.)

Sirs: In regard to the Paddlefish article on page 10 of the March issue, these fish were and are called "cats" due to having skin instead of scales. They are boneless, having only a cord down the back to remove when dressing them. They are commercially sold as "boneless cat" around here.

The pictures of the WAKEROBIN in the March issue are sad indeed to me. I remember the excitement when she left the forebay at Keokuk on her first spring trip to get the river ready for the first tows. --A sure sign spring was finally come, back in the mid-'20s.

Hiram M. Hiller,
570 N. Washington,
Kahoka, Mo. 63445

Sirs: I am writing for information about the sternwheel steamer MUSCATINE which was based in the early 1920s in Keokuk, my home town. She was a buoy tender for the Rock Island U.S. Engineers. Ralph DuPae has furnished me with a picture of her.

I was real sorry to hear of Bill Talbot's death. I served with him for many years on the board of the Keokuk Savings Bank and Trust Company before I moved to my present locatiion.

Charles S. Hogle,
Rt. 1, Box 119,
Bull Shoals, Ark. 72619

=Charles Hogle operates Hogle's "Down in the Holler" Resort, and is a member of the Bull Shoals Dam Chamber of Commerce. His inquiry refers to the steel hull one-stacker built at Grafton, Ill., 1915, 151 x 31 x 4. She was sold at public sale in 1941 to the T. J. McCarthy Co., Davenport, then to Arrow Transportation Co., Sheffield, Ala. In 1941 she was towing scrap iron to Pittsburgh, Capt. Bill Foley, master; John A. Hottell and A. C. Gilmore, pilots; Orville Simpson and Emery Long, engineers. Arrived at Knoxville, Tenn. towing two

barges of wheat, Feb. 13, 1944, first commercial tow over the improved upper Tennessee.

On this historic trip her master was Capt. Paul H. Underwood and James Thompson, pilot. She continued in this "grain trade" (Cairo-Guntersville-Knoxville) along with the MILDRED, into 1945, skippered by Capt. Tommy Utter and James Thompson; with Ed Quarles and George Hale as pilots, and with Forrest L. Crutchfield as chief engineer. She burned at Paducah on July 29, 1945 and the boat's hull, purchased by the city of Paducah, became a public landing boat there. -Ed.



Sirs: One of the many interesting articles in the March S&D REFLECTOR is the one about the Toonerville Trolley.

Herewith is a photo of a toy Toonerville Trolley that has been in the possession of our family for over 50 years, at least, a wind-up replica which still operates. The axles are set off-center in the wheels so that it rolls like a yawl crossing the wake of the LIBERTY. The mechanism is set so she starts and stops as the "Skipper" on

the front platform operates the control handle. Its paint is a bit faded. Here and there a bit of Christmas tree "snow" clings to it, but we bring it out each Christmas and is displayed under our tree. It brings joy to two small grand-daughters. Hoping this finds you in best of spirits and health.

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



ONE CENTURY AGO when Cincinnati was celebrating its centennial year, the high-headed, twin-staged HUDSON arrived there to become a regular weekly packet to Pittsburgh under the auspices of the Pittsburgh & Cincinnati Packet Line. Capt. J. Frank Ellison, builder of this stately creature, moved to Cincinnati from Paducah and in succeeding years designed and built at Cincinnati for the P. & C. Line the VIRGINIA and the QUEEN CITY. Marine artist John Stobart was commissioned to produce a commemorative painting for the present bicentennial celebration and he elected to depict the suspension bridge a



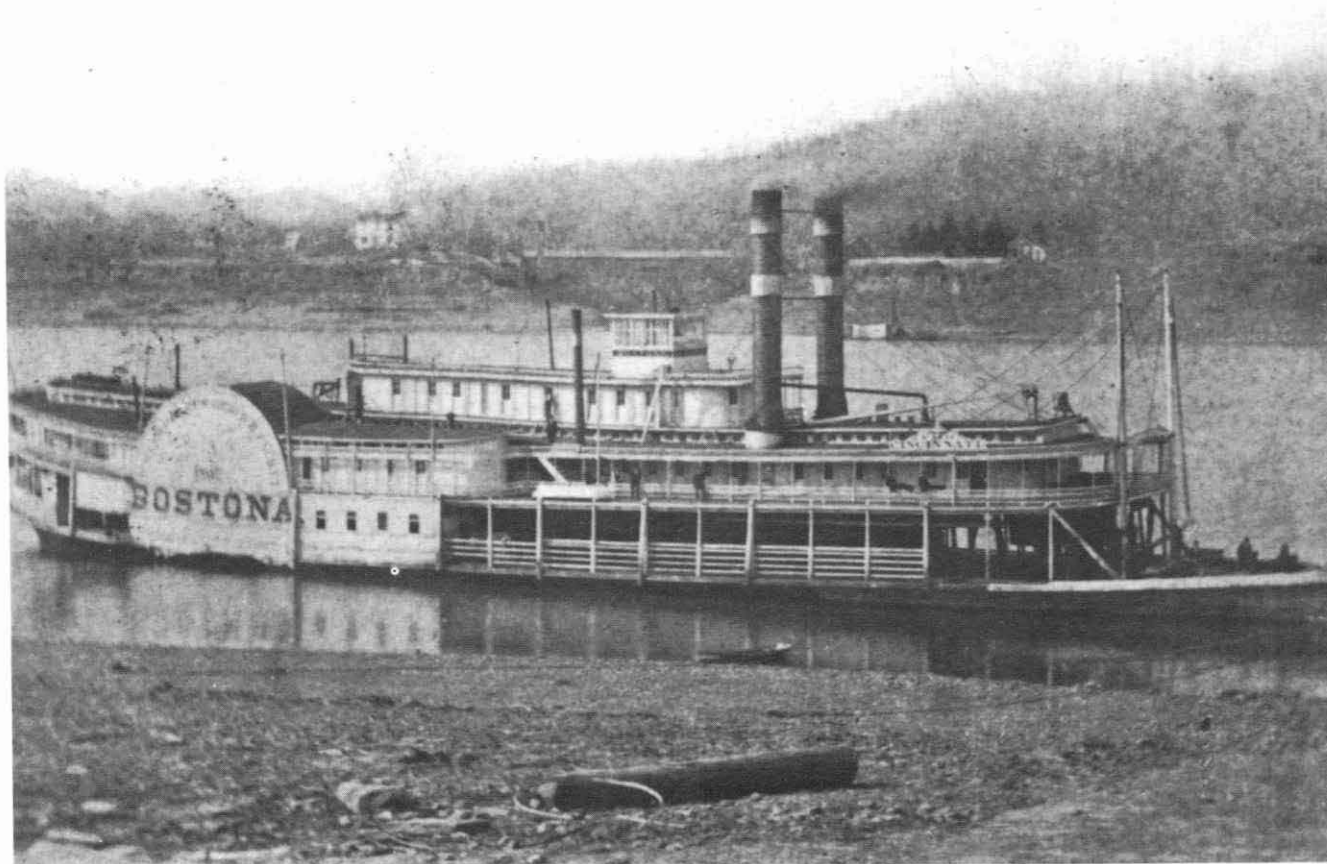
the HUDSON's arrival as his theme. S&D REFLECTOR fans will recognize that our artist was attracted by the "good looks" of the HUDSON in the photo by Capt. Tony Meldahl displayed in our Sept. '87 issue, page 46, furnished by the Inland Rivers Library, Cincinnati. Congratulations from S&D to the "Queen City of the West" which along its waterfront of yore was lovingly dubbed "Ragtown" by dock workers and roustabouts. The arrival of the HUDSON was the comma separating the first and second centuries of this very special city.



FOOT OF VINE STREET in Cincinnati, below Roebling's new suspension bridge, was headquarters for the United States Mail Line Company in 1869. Two new side-wheelers operated between Cincinnati and Louisville, the BEN FRANKLIN (Way #0563) and the 300-footer UNITED STATES. The Mail Line had survived two major accidents, the boiler explosion on the GENERAL LYTLE near Bethlehem, Ind. in 1866, and the collision and burning of the AMERICA and UNITED STATES (first) in 1868. The AMERICA was a complete loss, but the LYTLE and UNITED STATES were towed to Cincinnati and rebuilt, and what you see in the above view is the STATES with completely new "upper works," modified from a double-cabin into a single-cabin packet. Her

high stacks had no lowering mechanism inasmuch as no bridges impeded. The ROB'T E. LEE visited at Cincinnati in 1869, the year before her famous race, high stacks, feathers and all, but landed below the suspension bridge. There is no record that the UNITED STATES ever turned a wheel except in her L&C bailiwick.

Ralph DuPae credits the Wes Corwin collection as the source of this photograph, and Ralph with aid of a magnifying glass made out the name of the sternwheeler at far right across the river to be the ARMADILLO (Way, #0359), her first known photograph. The general appearance of Covington, above the bridge, does not seem to have altered materially since this picture was taken some 119 years ago.



THIS IS the BOSTONA built at Cincinnati in 1867 (Way #0692) following her purchase by Capt. Wash Honshell and others for the Cincinnati-Huntington trade. The Chesapeake & Ohio Railroad was opened from Richmond, Va. to Huntington in January 1873. Their Cincinnati Express (No. 3) left Richmond daily except Sunday at 10:00 p.m. with arrival at Huntington at 5:20 p.m. next day. According to the schedule issued May 5, 1873 passengers left Huntington "by Steamer" with arrival at Cincinnati at 6:00 the following morning.

Cincinnati passengers boarded the boat there at 4:00 p.m. daily except Sunday and transferred at Huntington to No. 4 (Cincinnati Express) with departure at 10:00 next morning, arriving in

Richmond at 10:15 the following morning. The rail mileage Richmond-Huntington was 421 miles, and the steamboat trip Huntington-Cincinnati was 150 miles.

The POTOMAC (Way #4561) was a pioneer in this "railroad trade" but proved too slow and BOSTONA was bought to replace her.

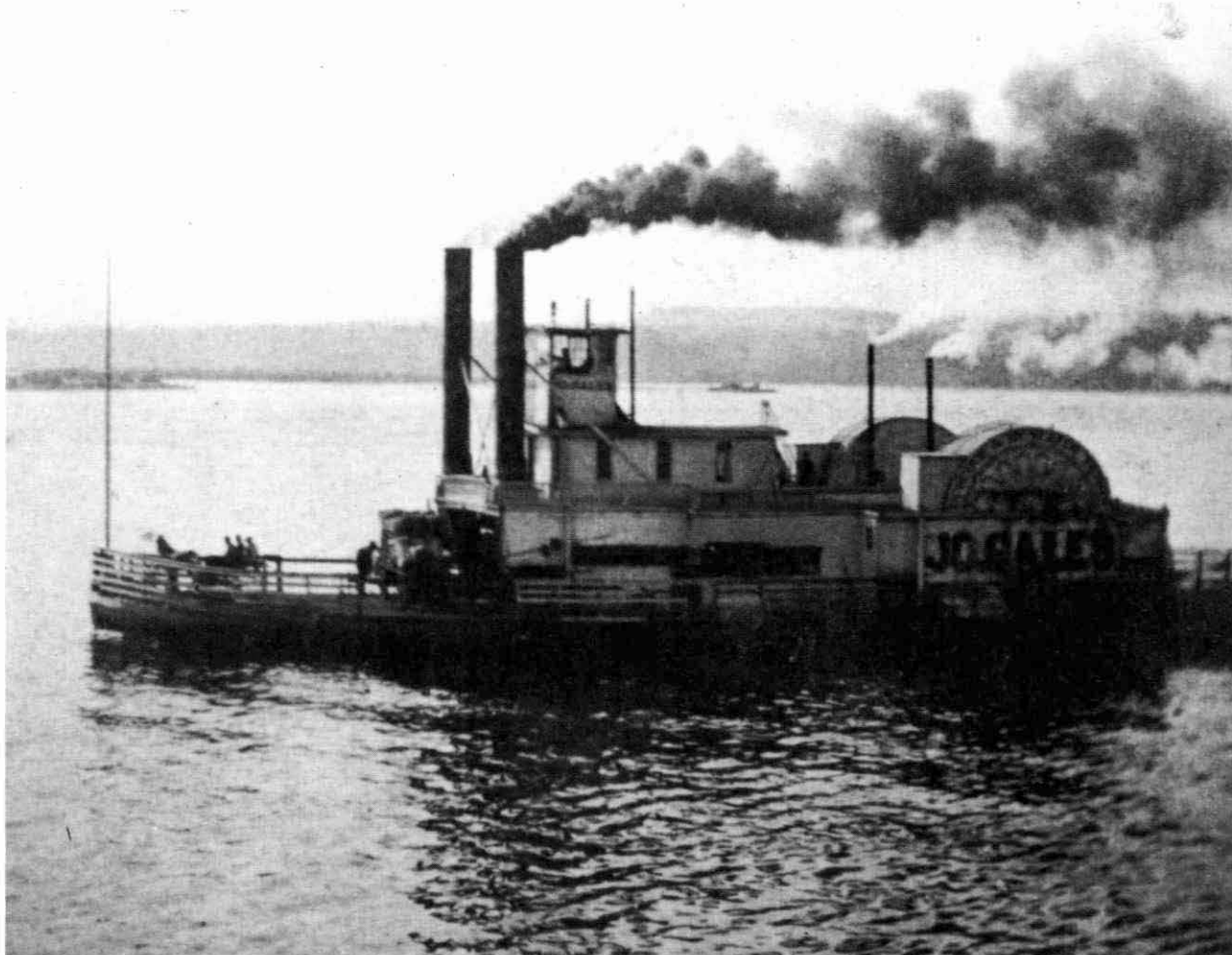
The above picture was taken at Huntington. The mouth of Symmes Creek shows just over the top of the boat's pilothouse, and the ferry landing with a steam ferry moored shows just ahead of the stacks. There is a date on the BOSTONA's wheelhouse which we make out to be 1867. The semi-circular lettering on the paddlebox reads CHESAPEAKE & OHIO R.R. PACKET. Picture comes from the Wes Corwin collection, kindness of our Murphy Library friends at La Crosse.

In case you're wondering: The Rivers Hall of Fame is one of three river museums in Dubuque established by the Dubuque County Historical Society. The adjacent Woodward Riverboat Museum displays river materials and artifacts. The retired steam side-wheel dredge

WILLIAM M. BLACK is open for inspection. Closed Mondays and holidays during the winter.

Dubuque also is served by frequent sailings of local tour boats operated by Roberts River Rides.

This 9-line item fills this issue to its Plimsoll mark, and so to the print shop. Date: April 29, a trifle early. Ye Ed has a supper date with Joan and John and Jeff Spear in Marietta, and then on to the tender mercies of C.W. and Lucy Stoll for the B/L-DQ race in Louisville.



NOT EVERY DAY do we see a photograph of a Western steamboat built in 1855, but here's the side-wheel ferry JO. GALES which served at Burlington, Iowa on the Upper Miss 1855-1871. Ralph DuPae attended a show in Philadelphia and picked this up. Ralph's original credits Charles A. Zimmerman of St. Paul as the photographer. The wide, wide river suggests to Ralph that this may be on Lake Pepin. A vehicle aimed crossways just ahead of the firebox at first glance

resembles a motorized omnibus even though it just can't be that. So what? a steam tractor rig? the horse and wagon away forward is keeping all distance possible of the contraption, the horse aimed toward the scenery ahead. The original shows dimly a fancifully-painted paddle-box. We'll hand it to Photographer Zimmerman for taking a picture showing smoke, steam and waves without distortion at so early a time.

Warren Oakley Faudree, 83, of Viand Street, Point Pleasant, West Va., died on Tuesday, March 22, 1988. He spent many of his river years as engineer on boats, both steam and diesel, of the Union Barge Line. Oakley and his wife Marguerite who survives him, were active in the O-K Chapter of S&D.

Other than his wife, he is survived by a daughter, Jean Roush, of Point Pleasant, who also enjoyed the O-K meetings; one son, Hillis, of Point Pleasant, also a river engineer until his retirement; also three

brothers, Cecil and Lewis Faudree, both of Point Pleasant, who followed the river as engineers, and Donald Faudree, of Hollywood, Fla. Their father, the late Willard O. Faudree, was a river engineer.

"This was really a river family," says Charles Henry Stone, "and in the early 1940s Oakley was with me as engineer on the BESSIE E. MERRILL."

Burial was in the Suncrest Cemetery, where Masonic graveside rites were conducted.

Annual dues for membership in the American Sternwheel Association have been raised to \$20. Joe Lockhart is president; Bette Hudson, secretary, and Victor L. Reeves, treasurer. Family members are enrolled for an additional \$5 each. Their quarterly magazine STERN-WHEELER, similar in make-up to S&D REFLECTOR, is sent to each \$20 member. Headquarters and mailing address is P.O. Box 325, Marietta, Ohio 45750.

NEW CRUISE LINER
PROPOSED FOR SERVICE
AT LOUISVILLE

Designed to resemble a Scandinavian yacht, a 126 x 35-foot dinner-dance boat is in the works, tentatively named STAR OF LOUISVILLE. Negotiations are being conducted with Star Line, based at Mount Clemens, Mich., subsidiary of Global Communications, presently operating similar boats in Detroit, Milwaukee and Chicago.

Gene Johnson, recently elected to the BELLE OF LOUISVILLE operating Board told reporters he saw no confliction. "We don't feel it will have any bearing on us," he is quoted saying. The proposed boat would seat 292 passengers in the diningroom.

Star Line is prepared to guarantee 17 cruises a week April-December. Gary Priestap is president of Star Line, and Timothy Hinkley is director of operations. Barbara Tattorn of the Greater Detroit Chamber of Commerce said the STAR OF DETROIT, in operation there for the past three years, "has been heavily used for group meetings and parties."

The Waterfront Development Corp. which is overseeing the riverfront revitalization effort at Louisville, has recommended that Star Line be granted a city franchise.

MUSICAL NEWS

Sirs: Back in the 1930s or thereabouts, the late Charles Bernard copied the original stereo view of the first WILL S. HAYS (March issue, page 8) and subsequently sold copies to collectors of circus memorabilia. Bernard's negative was later acquired by Robert Good of Allentown, Pa., but it was not among the materials comprising his collection deposited at the Circus World Museum about 15 years ago. It has been in print at least once previously, in John and Alice Durant's "Pictorial History of the American Circus," (1957) p. 44. Frankly I thought everyone had known of this view of the HAYS.

Circus movements by chartered, or circus owned, steamboats were not uncommon in the second half of the nineteenth century. John Polacsek, curator of the Dossin Great Lakes Museum in Detroit, has compiled

all kinds of information on these outfits and plans to publish a book about them.

As far as the old tracker calliopes are concerned (page 11, March issue) there are a number of excellent land-locked players around, including Herbie Head of Roseville (Detroit), Mich., who does the honors in Milwaukee's annual circus parade (July 17th this year). Dave Morecraft of Peru, Ind. is also a capable player, not to mention an excellent craftsman when it comes to building a new calliope.

Before the owners of the PRESIDENT's calliope destroy its historical status by electrifying it, they should consider replacing it with one of Dave's instruments.

Perhaps you have already heard that there's to be a new charter vessel in the Miami, Fla. area. It's a converted Dutch steam tug being refitted in Holland. Of interest is the fact that she'll be sporting the "snaggle tooth" calliope once on the Streckfus WASHINGTON.

It may interest S&Ds to know that the Music Box Society International's Mid America Chapter Band Organ Rally will be held in Marietta, Ohio this year. July 30 is the day to be there to see several dozen mechanical organs, a raft of air calliopes, and perhaps a bonafide Morecraft steam calliope.

Fred Dahlinger Jr.,
743 Beverly Park Place,
Jackson, Mich. 49203

The last painting of the late artist Harlan Hubbard sold for \$5,200 on Saturday, Feb. 6th at an auction. The successful bidder was Richard Strimple, S&D's band organ member of Cincinnati. His purchase was Hubbard's portrait of the famous packet QUEEN CITY, painted two months before Harlan died on January 16, 1988 (see his obituary notices in our March '88 issue, page 36).

Dick Strimple, who had visited Harlan Hubbard regularly, had been in Hanover, Ind. a few hours before the auction, joining other friends in a memorial gathering to honor the painter who left Bellevue, Ky. to lead a simple life along the Ohio River at Payne Hollow, Ky., downriver from Hanover.

The auction was for the benefit of Mother of God Church in downtown Covington, Ky.

A print by John Stobart brought \$1,000. An original signed "Peanuts" by Charles Schulz brought \$250. A sketch of Garfield the cat by cartoonist Jim Davis brought \$200.

Sirs: Without the assistance of your Packet Directory I would be absolutely stymied on a project I'm working on. In looking at Billy Bryant's book "Children of Ol' Man River" I find in your volume virtually every vessel he cites. But there are boats that he mentions that you do not list. For example in chapter four he refers to the JOS. B. WILLIAMS, RAYMOND HORNER and TOM DODSWORTH. And in chapter nine he mentions the ROBERT P. GILLHAM, VAL P. COLLINS, J. T. HATFIELD, E. R. ANDREWS and the FLORENCE MARMET. Quite frankly I have not been able to find any of these listed anywhere. I know it is an imposition, but if you can help me, I would be very much in your debt.

To indicate further my ignorance of steam vessels, I wonder if you could tell me what a "steam nigger" is? Thank you again for your assistance.

Martin Ridge,
Acting Director,
The Huntington Library,
1151 Oxford Road,
San Marino, Calif. 91108

=Elementary, my dear Watson, as most of our readers have already detected. Researcher Mr. Ridge lists a passel of towboats, all of which will show up in the forthcoming "Way's Towboat Directory."

Work on this Towboat volume is coming along slowly but surely. Projections indicate the addition of some 600 vessels and additional information on some 600 described in the older edition. Another year's work will see the manuscript in final form, barring flood, fire and holocaust. -Ed.

P.S. "Steam niggers" have been explained to the above mentioned gentleman, and require no further comment here.

Robert L. (Bob) Miller of Keokuk invites all S&Ds to visit aboard the GEORGE M. VERITY at his home town, and urges them to make themselves known to him.

Sirs: Vic and I especially want to thank you for the mention of the new "Doc and Vic" album reviewed in the March issue. It's so exciting every time the mail comes--orders and letters pouring in. What fun to hear from many old friends from all over the country. We love you.

Alice "Mom" Tooker,
2313 Esplanade Ave.,
New Orleans, La. 70119

=See March issue, page 7, and the idea is to send \$5 to Vic Tooker for the new recording "Steamboat 'Round the Bend." Tell him we sent you. Vic and his Mom are planning to attend S&D on the week-end of Sept. 17 and may bring along two or three of their "Riverboat Ramblers" for a session of Dixieland and River music for us-all.
-Ed.

Sirs: Just a word to tell you how much I enjoyed the Christmas and March issues--full of nostalgia for me. That Christmas cover, to an old Pittsburgher, really scored. John Stobart's "poetic license" is forgiven.

Bill Carlin,
Chexbres, Switzerland.

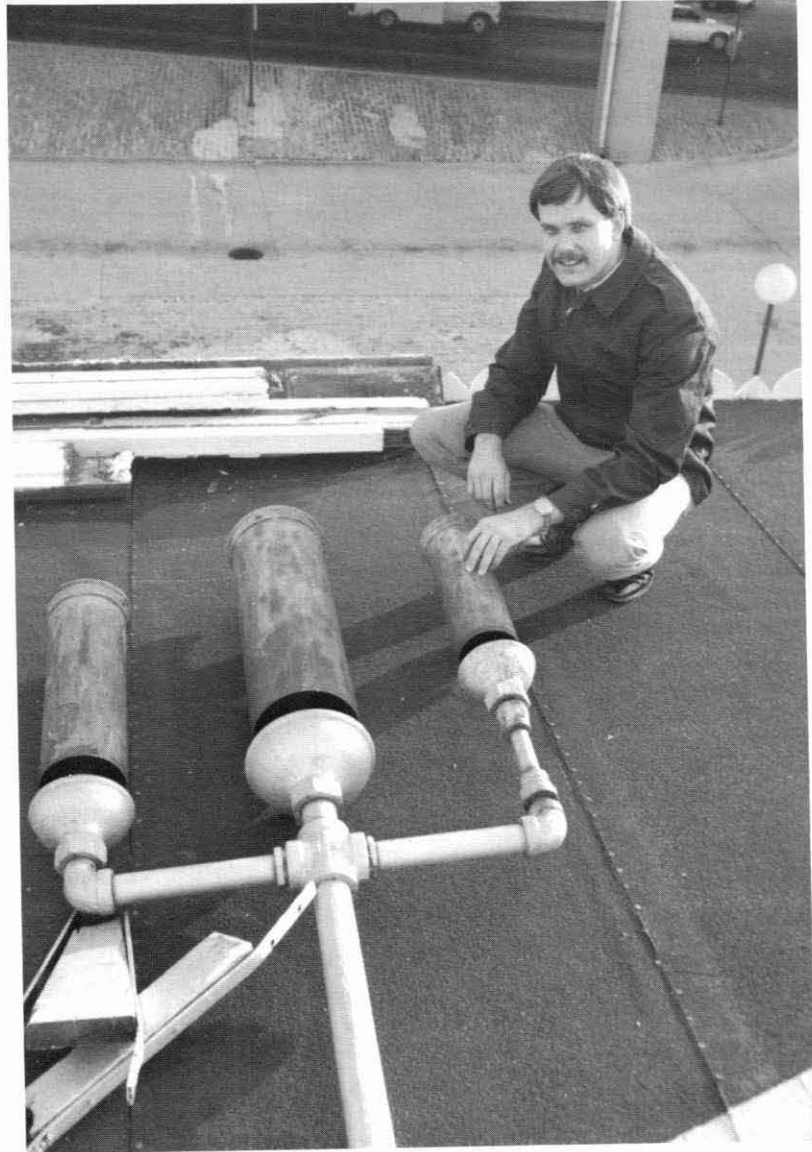
William G. (Bill) Patterson. formerly of Richmond, Ind. and now living at 2692 Cauley Lane, Jacksonville, Fla. 32218, has presented his extensive collection of river books to Earlham College, Lilly Library, Richmond, Ind. 47374. Included in the transfer is a complete file of the S&D REFLECTOR.

Sirs: How appropriate that the story of the MECHANIC and the Little Muskingum River should have appeared in the March issue! Mr. Dorsey and I were out there Wednesday evening, crossed the covered bridge and went up the hill by the little white Methodist church and graveyard. We were on our way to make a call. I did not know anything about boat-building in that neighborhood. It's a pretty drive.

Jeff Spear,
102 Front St.,
Marietta, Ohio 45750

Mrs. Marian Bissell of Dubuque has been elected president of the National Rivers Hall of Fame for 1988; Jack Bell, Cedar Rapids, Iowa, vice president; Vern Stegworth, treasurer, and Marion Herr, secretary.

H. Otis Reynolds of New Cumberland, West Va. was honored with a surprise birthday party at his home, 811 Second Ave., in latter April. He didn't tell us his age, but we'll pry it out of him at the S&D meeting in September.



BLOW, BLOW

Sweet and low. Most venerable of steam whistles still in business, A.D. 1988. Capt. Mike Fitzgerald had it lowered to the texas roof of the BELLE OF LOUISVILLE while repairing the pilothouse last December. Keith Norrington took the picture. Ye Ed, age 13, first heard it as the IDLEWILD passed Sewickley on her maiden trip enroute to Memphis.

Sirs: Concerning the letter about Capt. Horace E. Bixby's resting place in Bellfontaine Cemetery is St. Louis: It has impressed me that looking down on the stone with Capt. Bixby's name on it is Capt. Isaah Sellers at the wheel; two men who had so much to do with Samuel Clemens' life and work are buried within a few feet of each other. It was from Capt. Sellers that Sam Clemens is reported to have "lifted" his famous nickname, Mark Twain.

James V. Swift,
7330 Colgate,
St. Louis, Mo. 63130

Sirs: I must confess that I find Mark Twain a big bore. I never have gotten through "Tom Sawyer" or "Huck Finn," almost heresy in river circles I suppose; too bad, three taps on the LIBERTY's roof bell for me.

Jeff Spear,
102 Front St.,
Marietta, O. 45750

Sirs: Our mutual friend, Charles T. Jones, donated to us in 1950 the anchors from the towboats EUGENE DANA SMITH and J. T. HATFIELD. These are now located in our plant.

We are donating the anchors to the Public Library of Cincinnati and Hamilton County for display on the Vine Street Plaza at the entrance. This is in conjunction with the river displays inside the library at this level. These anchors will be there on display sometime this summer.

Jess L. Coen
Reed L. Coen,
The Frisbie Engine &
Machine Co.,
2635 Spring Grove Ave.,
Cincinnati, O. 45214

=Jess Coen's river beginnings date back to a stint with the former Campbell's Creek Coal Co. at Dana (now Port Amherst), W. Va. on the Kanawha River. In the 1930s he supervised the dismantling of these two boats. The permanent new home for the anchors at the Cinci Library is music to our ears. -Ed.

Additional details of the death of William Lohmar Talbot of Keokuk (March issue, page 11) list his survivors as including a brother Thomas Talbot of Keokuk; nephews Bruce

Lancaster of St. Louis and Tim Talbot of Keokuk; and nieces Laura Lawson and Nancy Lancaster, both of Florida. He was preceded in death by two sisters. Burial was in the Oakland Cemetery, Keokuk.

Bill Talbot's home and worldly possessions were offered at public auction held on the premises at 226 High Street, Keokuk, on March 29th. The residence has four bedrooms on the second floor, several attic rooms, and a large front porch. He drove a white Buick LaSabre. Bill had filed his copies of The Waterways Journal back to the 1920s, and among the items offered was a Stobart print of the J. M. WHITE. His antiques included a table model cylinder graphophone. The list of items filled an entire column in the local paper.



ANCHOR

Anchor from the EUGENE DANA SMITH (see Col. 1) as it looked Feb. 28, '88 prior to its transfer to the Cincinnati Public Library at Eighth and Vine.

Sirs: The March REFLECTOR arrived and it is a beauty. I am very much taken with the piece by John P. Doremus titled "Floating Down the Mississippi." The folio of his pictures exhibit real artistic genius--not the "aim-and-snap" of many moderns. Photography was hard work in the Doremus era: heavy equipment, delicate plates, chemicals and boxes of related gear. Each of the pictures in the March issue, pages 18-24, show sensitive recognition of a well balanced composition. I enjoy those close-ups "showing people doing what they do."

R. Dale Flick,
1444 Burney Lane,
Cincinnati, Ohio 45230

Sam Herrington, formerly of Gasport, N.Y. and veteran of S&D meetings, died on Saturday, February 6, 1988, a patient at the Orlando (Fla.) Regional Medical Center. He was 75.

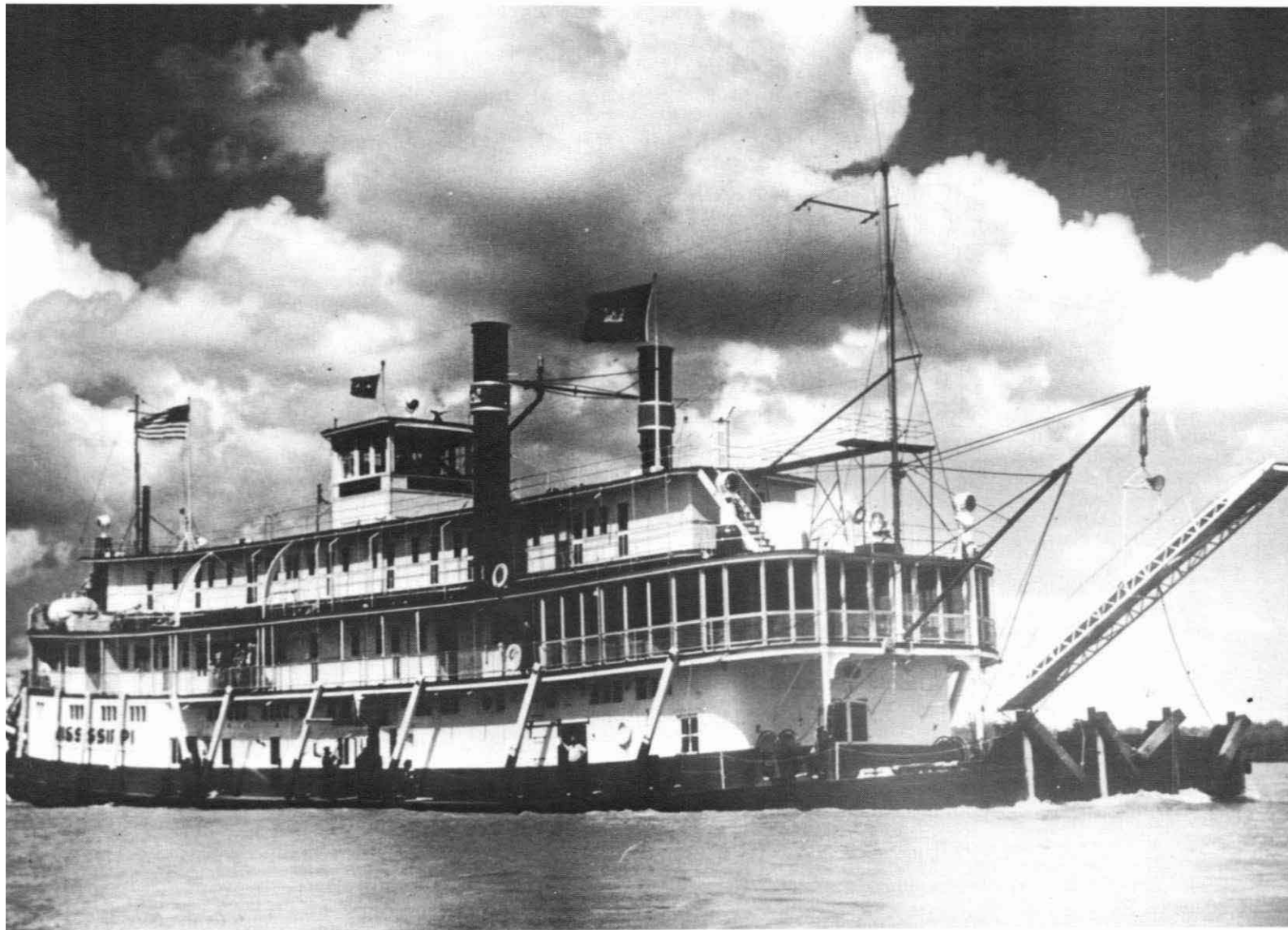
Sam was well known along the Erie Barge Canal where he was a tug operator, Buffalo Division, from 1967 to 1975. He then owned and operated his stern-wheeler SUNDOWNER. He played a role in the 1975 Erie Barge Canal sesquicentennial. His earlier years were as a railroader, with New York Central.

His wife, Ruth Goodwin Herrington, died May 27, 1984. Surviving are four sons and a daughter.

Services were held at Gasport, and burial was in Maple Lawn Cemetery, Elba, N.Y. -We appreciate clippings from Capt. Charles Henry Stone.



RUNNING THE RR. BRIDGE with the SNYDER. See pictures pages 6, 8. The series taken by J. W. Rutter. April 18, 1988.



ONE OF THE most captivating pictures of the MISSISSIPPI (third, Way #3977) is this one, taken in 1950 for the U.S. Engineers, Memphis. Today she is the theater-restaurant BECKY THATCHER at Marietta. Dan Owen reproduced an original print, passed it along to Keith Norrington, and so, thanks to all concerned, it appears here apropos of the accompanying text.

PUT OUT TO PASTURE

by Jack Carley

Ed. Note: Following three decades of service the Memphis U.S. Engineers retired the steamer MISSISSIPPI and replaced her with a new diesel vessel bearing the same name on April 19, 1961. During the ceremonies the late Jack Carley, feature writer for the Memphis Commercial Appeal, spoke before a group of 400 gathered for the twin event. Jack's wife was

there, the late Louise Meldahl Carley, daughter of Capt. "Tony" Meldahl (four examples of his photography appear in this issue) and also Capt. David M. Cook, selected as master-pilot of the new diesel replacement, and his wife Theo (Louise Carley and Theo Cook often attended S&D meetings together. The Waterways Journal in its April 29, 1961 issue presented Jack Carley's moving farewell to the old steam sternwheeler MISSISSIPPI, little suspecting that in 1988 it would survive as a leading river attraction at Marietta, bearing the name of

BECKY THATCHER.

Jack's address follows:

AND SO WE COME to say "good-by" to this old friend of many happy years--of many, many miles of river journeying--to this good friend of fog and storm--of blue-clad days and star-lit nights--of flood and drought--sunshine and shadow--to this friend of all the people in this mighty river's valley.

The words she cannot speak for herself, we speak for her.

Here is another tongue understandable only by those who have recognized in her so many

of the elements which are a part of the mystery of the river itself.

Steamer MISSISSIPPI!

There is song in the name just as there was rhythmic melody in the sound of her wheel as it bit into deep water--into "Mark Four" water.

Hers is the language of her deep toned whistle--of snapping tree branches as she tied against a sheltering bank--of a crying infant brought to succor from the flooded wastes into which she sturdily, dutifully pushed her way.

Hers is the voice of a leadsman crying out "No Bottom!" Indeed there was "No Bottom" when she picked her folk off of the roofs, out of the tree tops, off of the levees by the hundreds--by the thousands almost--during the 1937 flood of record.

She has a song, does the Steamer MISSISSIPPI and she IS a song--the song of the stream she has so pridefully borne.

And she is many things. It is to these, too, that we bid farewell.

No worn out hulk of wood and steel is she. Let no one make that mistake.

She is an old engineer soldier come to the day of retirement and honors earned.

She cannot "troop the line" and take the salute so we do it for her.

What a good soldier she has been!

Going wherever duty took her--into watery highways and byways--going where the need was--many a time going where the desk-bound "experts" said she would not be able to go--into the Cumberland and along the White--down the Atchafalaya and up the Missouri. Up the Missouri! "They" said it couldn't be done and she did it!

She has carried the red and white ensign of her Corps with honor and devotion. She made the word "Essayon" her motto too. She DID try and in trying never failed--the Army, the Corps of Engineers, or we the people of this valley she served.

Let not the Army forget that--or her!

Should it tarnish her record and memory through unseemly disposal it will demean itself.

What is best written of an old soldier on the day of retirement? These four old Army words:

"Character: Excellent."
"Service: Honest and faithful."

There is no better accolade.

She has a soul and a spirit, does this old friend, and the two are the embodiment of all who have ever served in her, or journeyed on her and come to have affection for her. Their laughter and their tears--their anticipation and their disappointment became hers by association's right.

She is peopled by those who have gone beyond our earth-bound sight and whose friendly voices no longer reach our limited hearing.

She now becomes a haven for Yesterday's dear ghosts--men of the soldier breed--the river breed--the valley breed. These do not desert her.

The desertion is ours! We--the living--a profligate people too bemused by the ambitions and anxieties of the present to place value on the past which is prelude--to care for and preserve the benchmarks of other days and the artifacts of those who placed them.

She is something else, is the Steamer MISSISSIPPI--she's a mounted engineer detachment riding with "horse soldiers" into battle on a far away plain; she's an odometer cart measuring the distance between Reno Creek and Custer Hill on the Little Big Horn; she's a battery of artillery galloping forward to a command of "Action Front;" she's a squadron of cavalry making a pistol, or a saber charge.

She is all of these things--of an Army's yesterday--an old trooper--an old steamboat--now become part of the Army's and the river's past.

Her's has been a nobility of service which has surely made her worthy of our tears.

Let us be certain that as citizens of the valley empire we continue worthy the service she has given.

The line has been trooped, the colors dipped, the salute taken and returned. This old "engineer soldier" marches along alone from the present into the past.

How sad, indeed, would it be but for this: that those who have known her well and loved her know--that if, on some future, moon-bathed night they wait patiently on a bank along the river, she'll make a landing and pick them up and down stream she'll go steaming--full speed, without fogs, or shoals to hinder her and a good crew standing watch.

The yesterdays were hers and so, too, will the tomorrows as the spirit of her becomes eternally one with the ageless river.

It is to her yesterdays we say farewell.

It is of OUR tomorrows that we dream and dreaming, wait on the bank for her.

Steamer MISSISSIPPI--faithful soldier--salute!

WHEELING UNION LINE

Roof bell of their
side-wheel BALTIMORE
still in business.

In Way's Packets, the 275-foot BALTIMORE (#0439) of the Wheeling-Louisville Union Line, built in 1853, later was sold to the St. Louis-Alton trade and was lost by snagging at Chain of Rocks on December 13, 1859.

Then one May day in 1900 the SPREAD EAGLE arrived at St. Louis with the BALTIMORE's roof bell on board. It had been serving in the belfry of a church at Shipman, Ill. and was enroute to Memphis to be placed on the sternwheel FRED A. BLANKS.

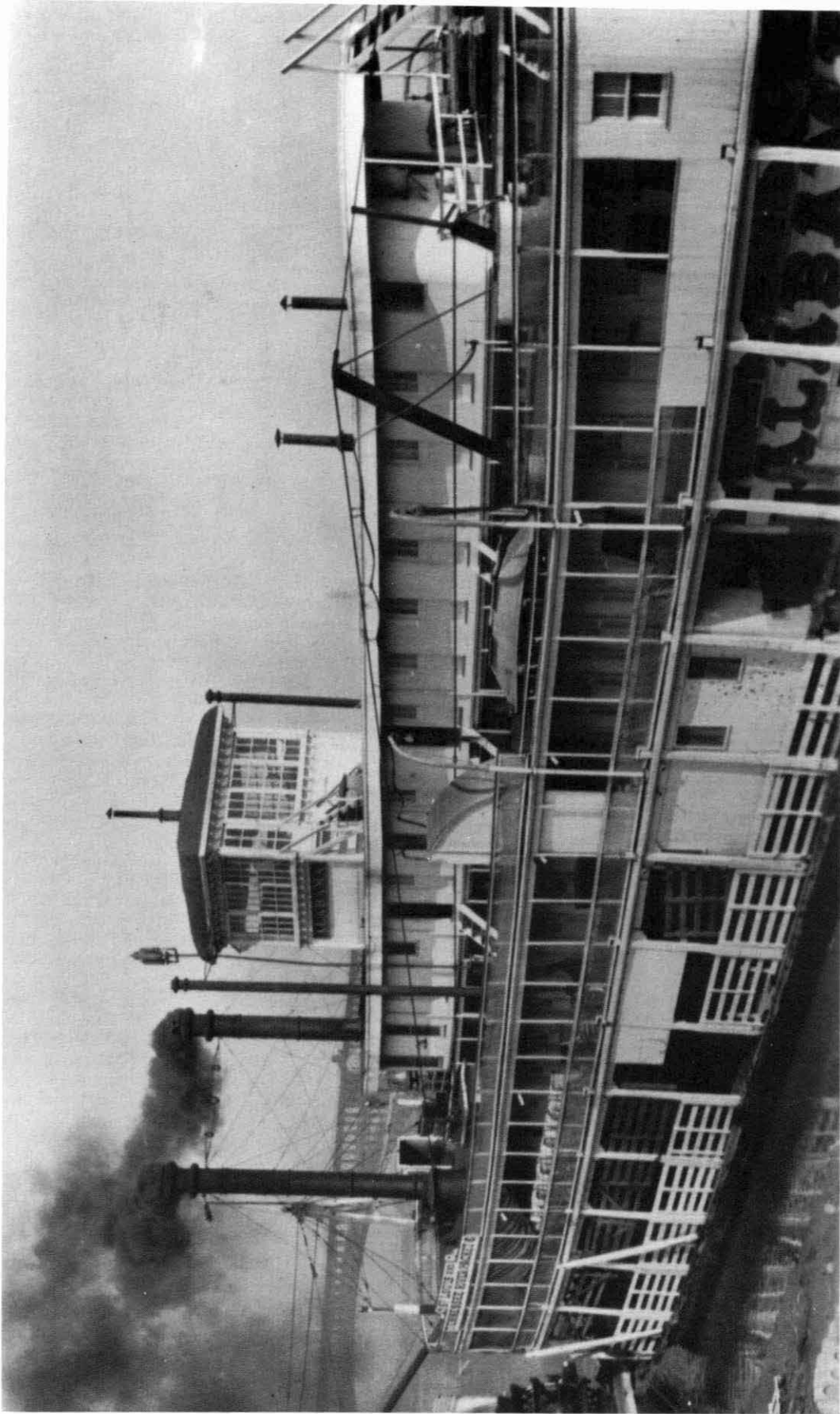
Now we have an update on that bell.

The FRED A. BLANKS was renamed VICKSBURG, which was lost in June 1903 below Trainor Ave. in South Memphis. The bell was recovered and became the property of Capt. L. E. Patton, Memphis.

Capt. William B. Rodgers Sr. bought the bell from Captain Patton and had it brought to Bellevue, Pa., his home, so his wife could present it to the new Greenstone United Methodist Church in memory of J. Norwood Rodgers, their son, who had died in January 1905.

The local Bellevue newspaper The Citizen ran a picture of the old bell in the church's belfry in the April 13, 1988 issue. Rev. Bruce Bowman and custodian Buzz Smith wiped away grime to discover the bell had been cast in Cincinnati, 1851. If you wish to see the BALTIMORE's bell today, the address of the church is 939 California Avenue, Bellevue, Pittsburgh, Pa.

-Our thanks to Philip J. McCarroll of Bellevue for a clipping. Mr. McCarroll worked on various Union Barge Line and Jones & Laughlin towboats in his younger days and won a mate's license.



OUR DISNEYLAND member Dave Thomson sends this portrait of the ALABAMA, built in 1912 at the Smith Docks at Point Pleasant, West Va. for the St. Louis & Tennessee River Packet Co. The Eads Bridge shows in the distance, spotting her at St. Louis. Neither Dave nor Ye Ed have information as to who took the picture, rather outstanding in composition. When new, she had no texas, and during construction Capt. C. C. Bowyer of the

Merchants National Bank made frequent trips to the shipyard, resulting in a fine array of progress shots he took from the laying of the hull timbers to completion. The ALABAMA was probably the largest packet built at Point Pleasant, 170 feet long of hull, and we say "probably" because off-hand nothing larger comes to mind. One time, in 1932, she ran Cincinnati-Louisville under charter.

MY ONLY GIRL

by O. O. McIntyre

Capt. Charlie Small was the wharfmaster at Gallipolis, O., dabbled in steamboats, and he and his wife were raising a daughter, Maybelle, in a little white cottage on State Street about 1900. Oscar Odd McIntyre, teller of this story, also was a Gallipolis youngster, and takes us back to these beginnings in an article he wrote for *Cosmopolitan* magazine well over 50 years ago, and recently reprinted in the *Sunday Times-Sentinel*. Our thanks to Louise and Bill Barr for bringing this to our notice. -Ed.

A BLOCK from the little frame house in which I spent my boyhood there is a conventional white cottage with the usual vine-clad porch of the small town. It is the type canonized in endless poetry, prose and mawkish popular song.

Yet to this day it encompasses more mystery and romance than does one of those ancient castles so frequently dotting the banks of the Rhine. There lived in it, during the days when life was an enchanting skip, the Only Girl.

Many evenings in the cover of darkness I timidly approached that porch, in fancy a robust, honey-lipped Romeo and in reality a bashful gawk. Shyly, and fearful that a suddenly opened door would bring a gush of light to reveal me, I peered into the smitching glow of the parlor lamp, hoping to see Her.

I had first seen her at a Sunday School entertainment where in fresh gingham, spring heels, and taffy-colored braids she recited that ancient and sabbatical stand by, "The Wreck of the Hesperus."

From then on everything that she did took on a patina of rich glamour. I knew the exact time she called on the Silvermans, the kindest Jewish family a small town ever knew, on Sunday afternoons.

I so timed my own affairs to the precise second that when she was within a few steps of the entrance of the Park Central Hotel I sauntered out, a nonchalant worldling with a borrowed toothpick in my mouth.

It probably never struck her

as a coincidence that when she went to the Savings and Loan Society at five every Monday afternoon I should whiz across her path on my Rambler bicycle with my arms folded across my chest, whistling the current hit tune from the Rogers Brothers "In Havana." A gay cavalier!

Then there were those Thursday evening band concerts in the public square when the town turned out to promenade the leafy walks or circle about the roadways in horse-drawn gigs.

Afterward there was a rush to the Rathburn soda fountain, facing the square, for refreshments. I recall one momentous evening watching her go there with her grandpa Gatewood. Giving them time to be seated, I blustered in and in a swash-buckling manner, so that all might hear, said to Morris King, the fountain attendant: "Give me apricot. That's the only flavor I haven't tried this week." Gulping it down, I swaggered out.

Eventually she became a member of my class in school. Most everybody did, and went on, while I, always loyal, remained.

Came Professor Yoakum, with his "Views of Damascus" to display during the geography hour. God bless the professor wherever he may be!

I was late entering the darkened hall for the stereoptican show. Groping my way about--just Destiny's lot--I took the first vacant seat I saw. When the lights came on I was sitting beside Her. There was flutter of suffocation.

For never was there so inauspicious a moment for such close contact. My heel was bound in bacon rind for the affliction known as "stone bruise," and one of my two largest front teeth had given up the ghost.

My diction was such that grandma would make the company laugh at the supper table by asking me to say "thistle."

Anyway, in the gathering twilight of that fateful day I walked home with her from school carrying her books. All the way with my head filled with fine thoughts was the mute, inglorious Milton.

Under the heading of "The Ladies--How to be Gallant" in "The Useful Social Guide or "Mirror of Polite Behaviour," I had memorized this: "Be certain

in escorting a lady along the street to carry her mantilla, cloak or shawl."

Well, I was carrying her books and that was a good start. I was afraid to talk, not only awed by her presence, but with the missing tooth my s's were all ethesh.

So red to the ears, I went along like an oaf, bowing to her chatter and observations.

It came to me that at least I could say "Good by." There was not an s in that. At her porch step, I handed over the books, lifted my Arm & Hammer Brand Soda advertising cap and said: "Good by." Then, in my utter confusion, added: "I hope to thee you thomethime thoon."

I stumbled away in a sort of blind and frightened penumbra. I may have been mistaken but it seemed to me that over my shoulder and from that little white cottage on State Street there floated the gay tickle of girlish laugh.

I don't know how I got home. But I remember that when I passed Captain Huntington's porch he called out from his rocker: "Son, you look puny. Been eatin' green apples?" Grandma had to call me three times for supper, which naturally alarmed her.

When she came out after me I was sitting on the cellar step, my chin cupped in my hand, starting off into what I suppose the Freudians would characterize as "innocuous desuetude."

At bedtime I was dosed with a dessert spoonful of sulphur and molasses. And twice during the night grandma came to put her cool hand on my feverish brow. Man! I was in love and how it was hurting!

For days I kept completely out of her sight. It so happened that about the tenth day I turned away from the general delivery window at the post office to run smack jam into her. I turned it off by clapping my hands and calling, "Here, Spot! Here Spot!" to an imaginary dog.

But in the agonizing interlude there came the Al G. Field Minstrels, and because I passed out bills and otherwise made myself useful, Ikey Kaufman, the local opera house manager, promised to let me carry a banner in the parade.

I have told this story before but it is worth retelling just to show how cross-currents affect the path of true love.

I knew that everybody would turn out to see that parade, including Her. In front were the gay minstrels in red satin Prince Alberts, white pants, and milk-colored high hats led by an oom-pahing band. I brought up the rear in the property braided coat, carrying a purple silk, golden-lettered banner--"Al G. Field's Mighty Minstrels. Opera House Tonight."

It was a beautiful sunshiny day and the streets and sidewalks were lined with folks. As we turned the most prominent corner, a vagrant breeze caught the banner, sent it puffing out like a bellying sail, and its increasing velocity sent me skimming along on tiptoe.

Struggling to hold on to the banner, in white-faced alarm, I tried to turn with the paraders but carried straight down the street.

As I passed Chut Cliff, who lived in the hollow across the railroad tracks, he called from his ice-wagon seat: "Sick him, wind!"

All of these youthful lovemaking tragedies came hurtling down the corridors of memory when I received the other day some pictures a relative had resurrected out of an old attic trunk.

There was a picture of Her at graduation and another of Her which was taken shortly after we set off on our quixotic adventure to New York.

The girl, as you no doubt suspect, is my wife.

Before sending this off to the magazine, I called her into my workroom and read off what I thought were a few amusing incidents of our early courtship.

She laughed, of course, but when I had finished I detected a slight misty swim in her eyes. And as I reflect upon them, they bring a slight choke to my throat, not as literature but as incidents. Those days, after all, were the most Very wholesome we shall ever know while spinning about on this ball of mud.

I am not one to sigh over the morals of this young and Puckish generation. It has evolved some sturdily vigorous stuff. I don't think we are any superior spiritual fiber in our day; after all, we had our darkly seductive haymows, our gin-swigging hay rides and the like.

Necking is nothing especially new. It has just been given a newer term. Among an older generation it was "spooning." Ladies did not smoke cigarets so publicly, but nevertheless they smoked.

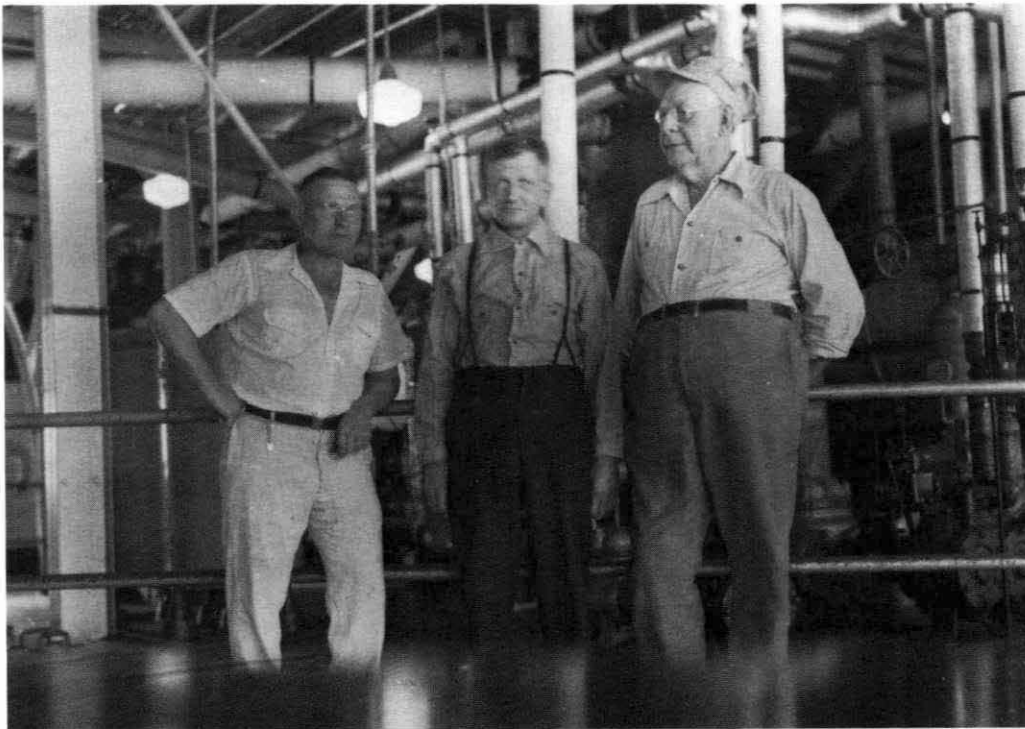
Life has splattered my path with many exciting and memorable footprints. I have stood where Lindbergh landed in France, lighted the Prince of Wales' cigaret from the end of my own while waiting at the

hatchchecker's in a London night club, spent a ghastly night in a cutthroat water-front hotel in Antwerp, waved to the Kaiser at his Doorn exile and stood ankle-deep in water that flooded a top-deck cabin in a supposedly sinking Atlantic liner.

Yet, the emotional wallop that stands out most vividly is that late afternoon when I, a stone-bruised lad, hobbled along carrying Her books home from school!

=One hot afternoon many years ago Lady Grace and y.t. went up the hill from the DELTA QUEEN at Gallipolis bent on finding a couple of ice cream sodas. Pausing briefly at the park and its bandstand gabezo we were greeted by Miles Epling. "Anything I might do for you two?" he asked. "Yes, I'm wondering if Mrs. McIntyre still makes her home here?" She returned from New York to Gallipolis after her husband died in 1938.

Hardly had the question been asked when Miles hailed down an approaching chauffeur-driven limousine. Seated therein was Maybelle Hope Small McIntyre. She was down to see the steamboat. "My father was a riverman, you know," she explained.



Engineroom crew on the ISLAND QUEEN (2nd) in 1939. From the left: Fred Dickow, chief; Harry Charlton, 1st asst. and Isaac W. (Ike) Betts, acting as striker. Ike had retired as boiler inspector at Louisville, and when the QUEEN ran double crew on tramp trips he went along. Snapshot by Donald Naish, also in the engineroom, now living at 3854 Crawford Road, Dryden, Mich. 48428.

PICTURE ON PAGE 38

Ralph DuPae credits Lloyd Ostendorf as the source of this one, the first decent picture we've seen of the FALLS CITY (Way #1977) built at New Albany, Ind. in 1890. Her dimensions were governed by the Kentucky River locks, hull 132.5 x 27, and her regular trade was Louisville-Frankfort. Took us a time to correctly read her name on the pilothouse front and side due to an optical illusion of reversal--maybe you'll run into this, and then again maybe not. Another feature of the picture still bothering us is this tilted barrel, far left, which seems to be hanging in the air, but nobody seems perturbed. The railings are the give-away that she's the 1890 edition; the last one, built in 1898 at Cincinnati, had wire railings and fancy ornamentation around the top of the pilothouse imitating the QUEEN CITY. The more you look, the more you see; the passengers for the most part are well dressed; down on the landing stage the boat's clerk, bolt upright, is about to be handed something, we'll never know what.

Juliet Lewis Smith died, 81, at Point Pleasant, West Va. on Friday, March 25, 1988. Her father, the late Capt. Homer Smith, was instrumental in building and managing the large and popular tourist and excursion steamer HOMER SMITH which in 1916 made a Mardi Gras and an Easter tour, Pittsburgh to New Orleans and return, and later settled down as Pittsburgh's regular summertime excursion steamer.

Juliet often rode the boat, and her brother Jack became purser. Juliet was born in Point Pleasant on Oct. 26, 1906, her mother being Mary Vause Beale Smith. She graduated from Point Pleasant High School and then attended Chevy Chase University. She sang in the choir of Christ Episcopal Church for over 50 years and was long associated with the West Va. State Road Department. Her sister and two brothers preceded her in death.

Burial was in Lone Oak Cemetery, Point Pleasant.

Virginia K. Collins, widow of R. Jerome Collins, died, 75, on March 31, 1988 in an Atlanta, Ga. hospital where she had been a patient for a short time.

Following the death of her husband in June, 1986, Virginia moved from her home at Nitro, West Va. to Georgia.

Services were held in St. Marks Episcopal Church, St. Albans, West Va. and burial was in Suncrest Memorial Park, Point Pleasant, West Va.

Garland W. Kimble, former traffic manager and assistant to the president of Greene Line Steamers of Cincinnati, died in his 80th year on Wednesday, April 6, 1988. He and his wife Helen had resided in Asheville, N.C. for several years.

Garland was the son of Capt. William D. Kimble of Manchester, O. who became clerk and purser of the KEYSTONE STATE and VIRGINIA, manager of the Huntington, W. Va. wharfboat, captain of the GENERAL WOOD, and then wharfmaster and operator of the Portsmouth, O. wharfboat. His last active boating was as clerk and steersman on the towboat JULIUS

FLEISCHMANN. His mother, Myrtle Frazier Kimble, was raised in Frazier's Bottom, West Va. on the Kanawha River.

Garland was born in Kenova, West Va. on July 17, 1908. Following his graduation from High School he joined with Greene Line Steamers in their Cincinnati wharfboat office, where he assisted Capt. Chris B. Greene. After leaving the river he became successful in the operation of an interstate truck line. His wife Helen, who survives him, is from Maysville, Ky.

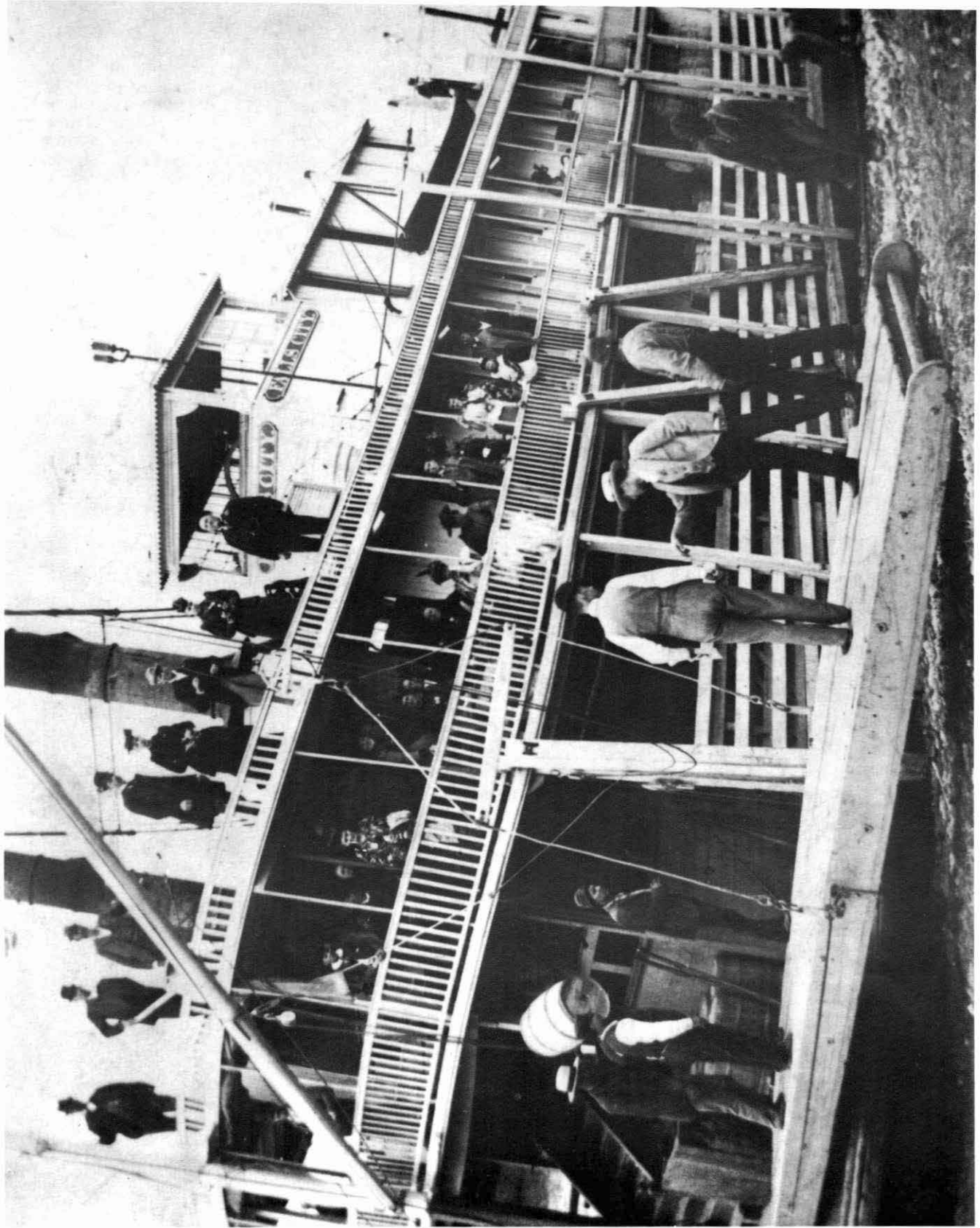
Garland Kimble attended many S&D meetings over the years. Services were held for him on April 9th last.

The six fancy-topped smokestacks adorning the hex-sided new monument at Marietta are those of the

BETSY ANN 1899-1931
GREENWOOD 1898-1925
KANAWHA 1896-1915
LORENA 1895-1916
LIBERTY 1912-1836
T. N. BARNSDALL 1890-1904



JOHAN P. WUNDERLE, 502 Dundee Trail, Southern Pines, N.C. 28387 has our thanks for this view of the 150-passenger ROSIE O'SHEA built a couple of years ago at La Crosse, Wis. for O'Shea's Restaurant at Marco Island, Fla. "Several days a week she operates out of Naples, Fla., which requires trips out into the Gulf of Mexico," writes Mr. Wunderle. He describes the boat as 64.9 x 24 foot hull, drawing 30 inches. She has two Cummins diesels coupled by hydraulic drive, one to each sternwheel. She can back on one wheel while coming ahead on the other. On her delivery trip she came under her own power across the Gulf to Marco Island.



The FALLS CITY. See Page 37, Col. 1.

FIFTY YEARS AGO

by R. V. Gerber

Low water uncovered the wreck of the side-wheel CITY OF PROVIDENCE on the right bank of the Mississippi south of River des Peres where she had gone down in 1910. On January 17, 1938 treasure seekers reclaimed a slot machine containing \$48 in coins, two bottles of drinkable whiskey and several beer mugs. Charles M. Berkley, former secretary of the Columbia Excur-

sion Co., the boat's last owner, reported that there had been no time to remove equipment from the boat when ice shoved her ashore and caused her loss.

Come May 11th, Streckfus Steamers announced that the PRESIDENT was returning to St. Louis from New Orelans; the CAPITOL was to run the season out of St. Paul; the J.S. was to tramp the area between Hannibal, Mo. and Red Wing, Minn.; the SAINT PAUL would be based at Pittsburgh, and the WASHINGTON would tramp the Ohio River. The ADMIRAL was

under construction above Eads Bridge, St. Louis.

The New York Times, January 26, carried a photograph of the Atlantic liner LEVIATHAN departing Hoboken for Scotland to be scrapped.

The GOLDEN EAGLE left St. Louis with a capacity trip of tourists on a trip to Cincinnati. Crew was made up of Capt. Buck Leyhe, master; S. T. (Trim) Wadlington, pilot to Louisville; Dan Dippel, pilot to Paducah; Elmer E. Broadway, pilot to Cincinnati; Charles Foster, mate; George White,



ON THE NEXT several pages we exhibit four photographs taken in the late 1890s by Ohio River pilot Capt. Anthony Meldahl, taken while he piloted the HUDSON in the Pittsburgh-Cincinnati trade. The glass plates are preserved in the Inland Rivers Library, Cincinnati. They were located and purchased in a joint funding by the Library and S&D's J. Mack Gamble Fund. Our thanks to curator Alfred Kline-Kreutzmann and M'Lissa Herrmann of the Library staff for the prints. Above is the U.S. Lighthouse tender GOLDENROD which served the Ohio River and

tribs 1888-1925. Her predecessor was the side-wheel LILY, and her replacement was the steam sternwheel GREENBRIER. Tony Meldahl made a trip on the GOLDENROD and may have taken the picture at the old Camden Coal Works below Middleport and about opposite Hobson, O. The tiple had gone before this writer's debut to the scene, but a government light at the location was called Camden Coal Works Light. This coaling station dated back to antiquity and served the early side-wheelers which ran as a daily line between Pittsburgh and Cincinnati in the 1850s.

steward, and George Townsend, purser. On the return trip she met the GORDON C. GREENE and exchanged pilots. Yours truly was aboard.

The Chicago U.S. Engineers were taking out the 46-year-old Kempsville locks and dam now unnecessary with the completion of Dam 26 at Alton. The new Alton pool provided slackwater to the new La Grange lock, nine miles below Beardstown on the Illinois.

At Parkersburg, West Va. on July 17th, the packet LIBERTY was sold at auction to Capt. B. D. Raika of Kanauga, Ohio. Raika also was owner of the

packet HELEN E. and the former packet VALLEY BELLE.

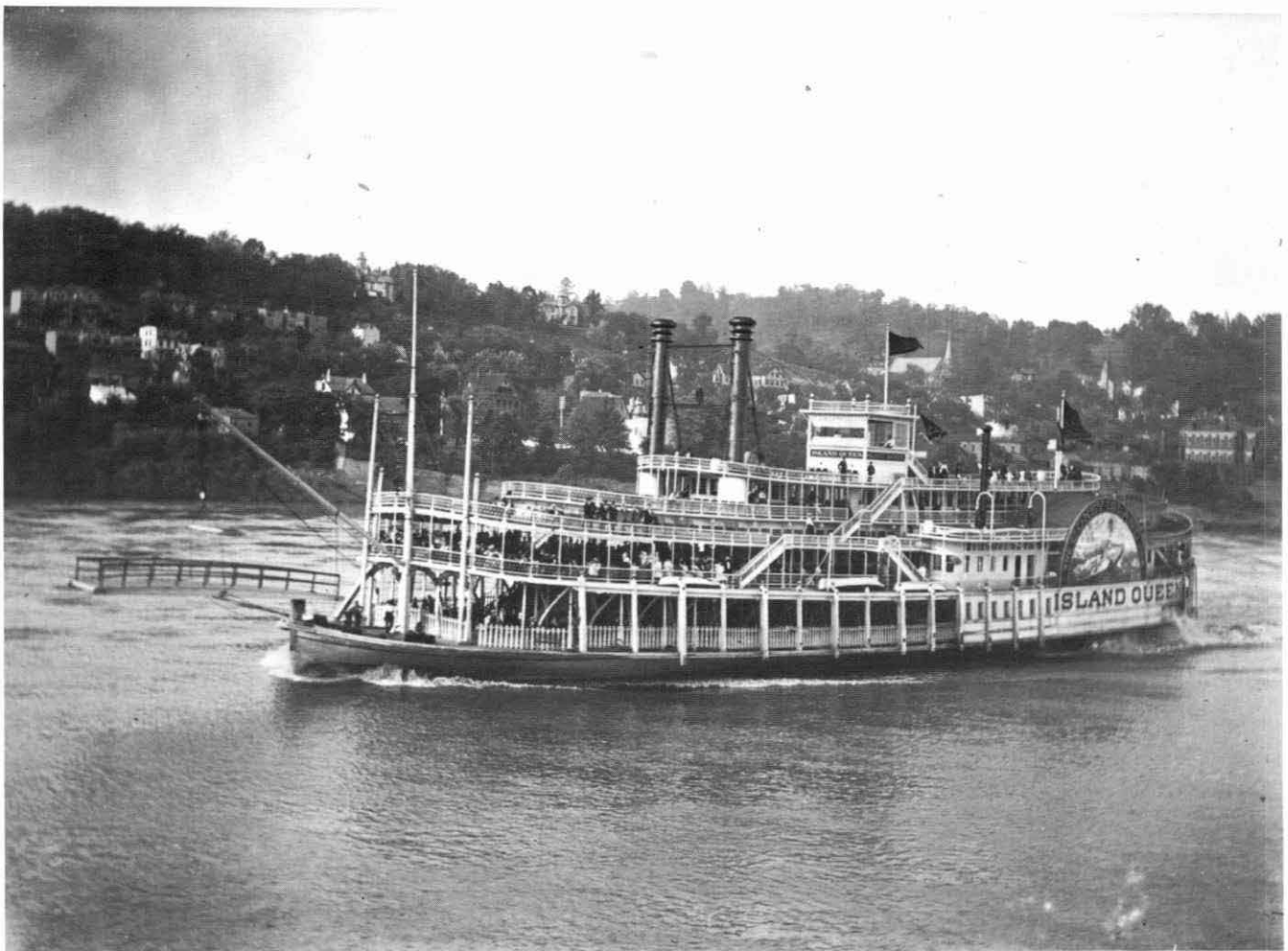
The steam towboat YOCONA sank on the Cumberland River, April 22, 2.2 miles above Cumberland City. Tom McGuffin and son Harold of Point Pleasant, West Va. were called to the scene for the underwater work. After being refloated, the boat was repaired at the drydock of the U.S. Engineers, West Memphis.

On July 1st Andrew Franz of The Waterways Journal announced the sale of the U.S. snagboat HORATIO G. WRIGHT to Patton-Tully Transportation Co., Memphis on the high bid of

\$6,777. There were five other bidders. The diesel DIAMOND A. towed the 1880-built craft from Gasconade, Mo. to Cairo, and YOCONA (mentioned above) delivered it to Memphis.

The towboat S. S. THORPE sank May 9th after colliding with a pier of the Washington Avenue bridge at Minneapolis. By August 20th she was back in service in charge of Capt. Bernard Clark.

The GORDON C. GREENE arrived in St. Louis on September 15th for a tourist trip to Florence, Ala. This was the first time Greene Line Steamers had run a tourist trip under its



ANOTHER of Capt. Meldahl's contributions is this one of the ISLAND QUEEN (first) built at Cincinnati in 1896 for the "Park trade" between Cincinnati and Coney Island. Prior to her arrival on the scene the Park trade had been served by Cincinnati-New Orleans side-wheelers, such as the GUIDING STAR, whose owners were happy to keep them occupied during summer low water. This ISLAND QUEEN in 1896 had the biggest dance floor afloat on the Western streams, and

various innovations; she was first with wire railings (enclosing even the skylight roof) and a fancy carved figurehead arose from her stem-piece, an adornment aped from P&C's VIRGINIA built the year before at the same yard. Originally she loaded and discharged at the foot of Vine Street at the old U.S. Mail Line landing, and later moved above the suspension bridge to the foot of Broadway. Much more about this in Way's Packets, entry #2799.

own auspices from St. Louis since their side-wheel GREENLAND had brought Ohio River passengers to the World's Fair in 1904. Capts. Mary B. and son Tom Greene, and Mrs. Jesse P. Hughes, aboard the GORDON, were veterans of the 1904 visits.

The IDLEWILD (now BELLE OF LOUISVILLE) went to Meredosia on the Illinois River, December 3rd to hitch into a large electric dredge and pipe lines for

delivery to Island 8, Mississippi River, near Hickman, Ky., for the George C. Bolz Dredging Co.

On December 24th the WASHINGTON and J.S. were in process of being dismantled in St. Louis at the foot of Spruce Street. Yaffee Iron & Metal Co. were the wreckers.

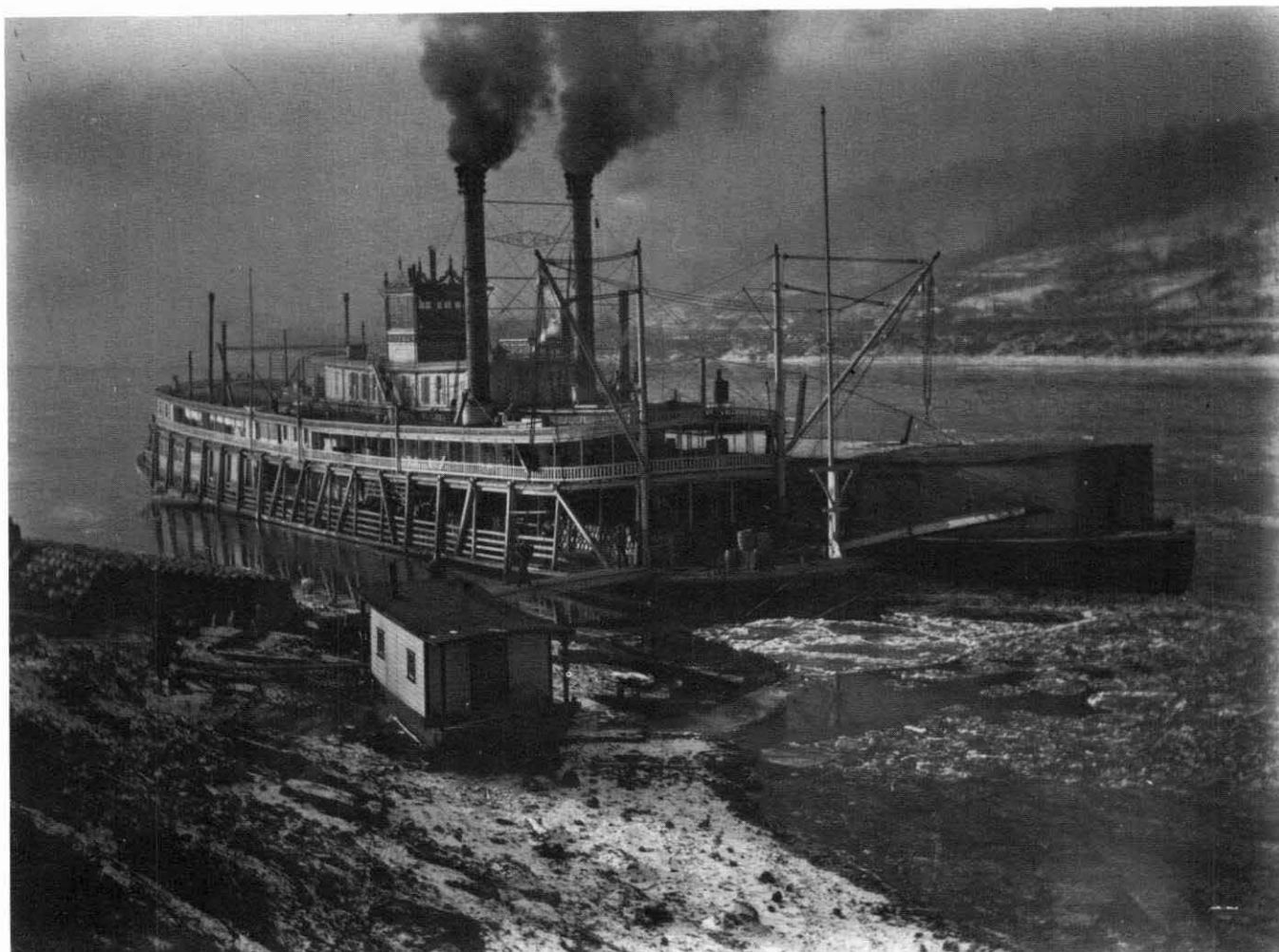
Deaths to river persons in 1938 included the much beloved Lillian Hughes, daughter of Capt. and Mrs. Jesse P. Hughes. She passed away on

November 18th.

Ed. Note: Rudy Gerber is now pushing 81, and says what keeps him well and happy is the S&D REFLECTOR. He lives at 418-D North Clay Ave., Kirkwood, Mo. 63122.



This is a Plimsoll mark. See page 27, column 3.



DARK, GRAY WINTER did not deter Tony Meldahl in his quest for pictures. The HUDSON is moored with a model barge and a towboat on the outside, her starboard stage lowered to shore. Doesn't appear that the ice is running too heavy to tie her up. Dern it Tony why did you leave us with a puzzle like this?!. Can't even figure the location other than it's on the West Virginia-Kentucky side of the Ohio River somewhere (likely) below the mouth of the Kanawha, judging from the river's width. She's loaded deep which indicates she's downbound for Cincinnati, flattened out with kegs of nails, bolts, hinges--plus heavy stuff like barrels of pickles from Heinz and hosheads of earthenware from the East Liverpool potteries.

Much, much of such cargo was reshipped at Cincinnati by river to the Southland, and the Southland responded by sending north and east barreled molasses and sugar, and there were liberal shipments of baled cotton consigned to Pittsburgh. Lordy, don't forget the barbed wire on the downbound trips, reels and reels and reels, forwarded by rail from Cincinnati to build fences in Texas, Oklahoma and Kansas. Pittsburgh must have been one of the foremost barbed wire producers; that and "cotton ties," the steel straps snugged around the bales. All of which sounds like "Uncle Tom" Barton with long white beard and Wheeling stogie, his blue eyes sparkling, tilted back at the cabin stove going on about the good old days.

Burnice E. Prater, husband of Helen Hughes Prater, died at home, 124 North Hubbard Lane, Louisville, Ky. 40207, on Friday, April 15, 1988. He was 80.

Burnie served twenty-three years with the Air Force. Although Louisville was home-base, he and Helen traveled extensively in their own trailer and for a number of years were accompanied with Helen's father, Capt. Jesse P. Hughes. They usually managed to arrange their scheduling to attend the annual S&D meetings

at Marietta.

Other than his wife Helen, Burnie Prater is survived by a daughter, Lillian P. Hubert of Denver; two sons, Richard H. Prater of Atlanta and Robert H. Prater of Columbus, O.; eight grandchildren, and a great grandchild.

Burial was in the Zachary Taylor National Cemetery, Louisville. Expressions of sympathy may be sent to Berea College scholarship fund, Berea, Ky. 40404.

A letter from C.W. Stoll: Bernie retired from the Air

Force in 1964 as a colonel. He was the second of a family of eight children, and the first of them to die. His three brothers and four sisters attended the services and burial. The Prater families and invited friends later gathered at a Ramada Inn, one block from the cemetery.

Bernie had not long been critically ill. He and Helen went to Florida for the winter, following the M.O.R. trip on the GENERAL JACKSON last November. In Florida he underwent surgery to improve
Please turn to page 46.



WHEN Tony Meldahl took this from the pilothouse of the HUDSON about 1896, up-bound for Pittsburgh, the stern jackstaff was necessary for navigation. Pilots "lined up" both fore and aft staffs on hills, usually notches or fall-offs, or other solid and honest landmarks (government lights included) both ahead and behind, to keep in the channel. Also "to be in the marks" the pilot must be standing on the proper side of the wheel while making his check, usually on the side opposite the point ahead. On big boats like the HUDSON, "setting her in the marks" from the wrong side of the wheel was the recipe for a

peck of trouble. Roof rails, even on the most sublime of packets, were purely decorative, seldom over 18 inches high, and even sleep-walkers avoided them by night. Galvanized stove pipes vented coal stoves, and these on the HUDSON were painted white, an ostentation you didn't see every day; generally they were brushed down with black and shiny stack paint. The water barrel in the foreground was required by law, also the bucket racked behind it, in case of overheated stoves. The U.S. flag, when displayed, belonged on the after staff. More often than not it was neatly folded for preservation in a pilothouse drawer.

First a letter from Denys Peter Myers, consulting architectural historian, 201 North Columbus St., Alexandria, Va. 22314.

"Two or three years ago I joined S&D, and have enjoyed reading the magazine. My main purpose just now is that I have an excellent photocopy by Historic American Buildings Survey Photographer Jack E. Boucher of an 1854 "Solograph" of the side-wheel JACOB STRADER, taken by the Cincinnati photographer Ezekiel Cooper Hawkins. It appeared in Vol. 1, No. 1 of the "Western Art Journal" in January 1855. No further issues of that excessively rare publication ever appeared, and the only recorded copy is in the Cincinnati Historical Society. Also contained in this sole issue is an unsigned article on the subject of steamboat building. Electrostatic copies of both are enclosed. With all best wishes..."

The "Solograph" of the JACOB STRADER referred to in Mr. Myers' letter was reproduced, full page, in the Sept. '82 issue of S&D REFLECTOR, page 30, with due credit to photographer Hawkins. In our Dec. '81 issue, page 31 we ran another Hawkins "Solograph" showing both the STRADER and TELEGRAPH NO. 3 taken at the same location and same date in 1854.

The electrostatic copy of "Western Art Journal," dated Jan. 1855, sheds light (unsigned) on Cincinnati boat-building. An excerpt follows:

The first steamers built in Cincinnati were constructed by Messrs. Richardson & Nelson, both of whom are still living in the city; the former at the advanced age of 87, and the latter 85 years. Their first boat was not originally intended for a steamer. It was built in the form of a barge, and subsequently had a steam engine placed in it by Mr. William Greene, an enterprising mechanic, who previously erected steam mills at Cincinnati, Marietta and Zanesville. The first regular steamer built by this firm was called the EAGLE. It was built about the year 1814, the same year that the VESUVIUS was built at Pittsburgh by Fulton. The EAGLE belonged to Messrs. Bakewell & Prentiss, the former of Cincinnati, and the latter of

Louisville. After this, they built the HECLA and other boats. Mr. Parsons, of Baltimore, came to Cincinnati and commenced boat-building in the year 1816. The first boat he built was the PARAGON, for Capt. William Noble. This was succeeded by many other valuable boats. Mr. Stephen Weeks & Sons engaged in the business in 1832, during which time they built many valuable boats, among the number of which was the BEN FRANKLIN on the low pressure principle. The boat was commanded by our enterprising fellow-citizen, Mr. Jacob Strader, a gentleman long and favorably known in the West as a man of business. Mr. Joseph Coffin also engaged in the business in 1827, and continued until 1832. Among the boats built by him was the CASPIAN, for Capt. Peter F. Kemble, of Red River. The late Mr. Archibald Gordon, of Fulton, was for many years an extensive boat-builder. The steamer GENERAL PIKE which was built in 1824, was the first boat built with reference to accommodating passengers.

Mr. Burton Hazen opened a shipyard in Fulton in the year 1828, and built many boats, for dimensions and workmanship, were unrivaled by any of his contemporaries. Mr. Hazen continued his operations until 1832, when a disastrous fire occurred which compelled him to stop. During the time in which he was engaged, he constructed the hulls of one hundred and sixty steamboats and barges. Among the largest class of boats built by this enterprising gentleman was the MISSOURI, 302 feet long, 38 feet beam, 9 feet hold, and measuring 1007 tons. Also the steamer SULTANA, 276 feet long, 43 feet beam, 9 feet hold, and measuring 1018 tons. The steamship FANNY, built for the coasting trade, was also launched from his yard.

Mr. John Litherberry commenced boat-building in Fulton in the year 1830, and has continued actively engaged in the business until the present time. Mr. Litherberry has built about one hundred and forty steamers besides several smaller craft. Among the largest of the boats built by him were the GRAND TOWER, recently sunk by collision, the MARIA, BULLETIN and PIKE NO. 7. In 1847-48, he built the MINNESOTA, the largest vessel ever launched

upon the Western waters. She was constructed of choice timber firmly put together with copper bolts and fastenings. Her dimensions were as follows---143 feet keel, 33 feet beam, 16½ feet depth of hold; over all length on deck 165 feet, measuring 800 tons government measure. She was built for a merchant vessel and proved to be a fast sailer.

The JACOB STRADER was built in the year 1853 by the Marine Railway Company. The cabin was constructed by Messrs. Johnson, Morton & Co. Her entire length is three hundred and forty-seven feet. She is a low pressure boat, with engines whose cylinders are sixty inches in diameter and ten foot stroke. Her saloon is perhaps the largest in the world, the length, including the ladies' cabin, being three hundred and six feet, the width eighteen feet, and of suitable height. The ceiling is elaborately finished, and from the Gothic hangings are suspended, at regular intervals, beautiful chandeliers, which, when lighted up, cause the saloon to resemble a fairy palace. The mirrors of the ladies' cabin are from Wiswell's. They are full length. A splendid piano, which cost \$1,000, was furnished by Colburn & Field. The painting was done by Mr. D. Williams, and is of a superior style. The boat is under the command of Capt. Summons, an old and skillful commander on the Western waters, having embarked in the navigation of the Ohio as a bargeman and keel-boatman forty-three years ago.

Captain Pierce, who has for many years been connected with steamboat navigation in the West, has the superintendence of the Louisville line of steamers, and whoever of the traveling community finds this gentleman will find in him a safe counsellor in everything pertaining to steamboat traveling.

Sirs: I'm collecting back issues of the S&D REFLECTOR--so far as my budget will allow--so far I have all issues of Vols. 1-8, with 9 and 10 just ordered, plus all of Vols. 18 to the present. They are a gold mine of information. I really enjoyed the story of the NELLIE WALTON (Dec. '68).

Mark W. Eberspecker,
150 Cahill,
Rockford, Mich. 49341



IRWIN M. URLING

Portrait in 1941 when he became news editor of The Waterways Journal.

Irwin McDonald Urling died at his home on Saturday, February 27, 1988, 384 State Street, Baden, Pa. He was 77, lived alone, and was denied a life-long ambition to pilot steamboats because of impaired vision. Despite this handicap Irwin for 7½ years was news editor of The Waterways Journal in St. Louis.

Irwin was born October 5, 1910, son of the late Walter C. and Helen McDonald Urling. He gained his newspaper experience on the staff of the Ambridge (Pa.) Daily Citizen, where he became the editor. Then he was associated with the Carnegie Hero Fund Commission, headquartered in Pittsburgh as an investigator and traveled nationwide with the responsibility of recommending worthwhile recipients of awards.

As news editor of The Waterways Journal his biggest scoop was his first-hand account of the loss by sinking of the tourist steamer GOLDEN EAGLE on May 17, 1947.

Following his resignation from the WJ Irwin returned to the Hero Commission and retired in 1975. Both Irwin and his late brother George, who died in 1977 following a career as a river engineer, were long-time members of S&D.

He is survived by another brother, Walter C. Jr. of York, Pa., and two sisters, Mrs. George (Martha) Baker of Shippensburg, Pa. and Mrs. Frederick (Clara) Rosenburger,

Des Peres, Mo.

A Masonic service was held on the evening of February 29 by members of the Ambridge F&AM No. 701.

-Thanks to Noble G. Beheler of Ambridge for clippings.

Sirs: On page 15, March '88 issue, Ye Ed wonders about the CHARLES F. RICHARDSON. She's at Hales Bar, or Haletown, Tenn. at Pete Serodino's boatyard. She was destined to become a fabulous side-wheel night club cum restaurant on the Ohio River at Covington, Ky. The owners towed her to Haletown and tore the wood cabin off the boiler deck. The hull needed repairs. Her hull was built extra-heavy with 5/8" plate where other builders used ¼" or maybe 5/16". She was of riveted construction. Everything was massive, a regular pyramid of a towboat. I always got the feeling that she had a stone foundation, but that's probably wrong.

When Serodino's crews tried to repair the hull, plates cracked, rivets sprung leaks, and decks warped. The hull is to be scrapped this spring and barges will be used for the night club.

So another nice piece of steamboat joinery was destroyed. Most of it was scooped ashore and burned. Maybe a couple of boat yard workers salvaged a souvenir but I doubt it. It's kind of sad, I suppose, even though that big boat was not truly a success. Nobody ever bragged about her in my presence.

Alan L. Bates,
2040 Sherwood Ave.,
Louisville, Ky. 40205

Edwin Lyon Jr., once clerk and purser of the packet BETSY ANN, died on Tuesday, March 1, 1988, aged 83. He and his wife, Mary Foriska Lyon, had recently occupied an apartment in Sewickley, Pa., having moved there from their former home in neighboring Sewickley Heights. "John Ed," as he was called by family and friends, shipped up as a crew member on the BETSY in the Pittsburgh-Cincinnati trade prior to the packet's celebrated races at Cincinnati with the CHRIS GREENE and TOM GREENE (1928-1930), was her

purser in 1930 in the Pittsburgh-Louisville trade, and went to Memphis on her late that year where she towed barges of cotton.

John Ed was a native of Sewickley, son of the late Edwin and Bettie Byrne McKown Lyon. His grandfather, Walter Lyon, became Lieutenant Governor of Pennsylvania in 1894.

Surviving, other than his wife, are five children, Patty Singer of Sewickley, Edwin Lyon III of Myersville, Md., Samuel C. Lyon of Butler, Pa., Martha Albertson of Nutley, N.J. and Walter Lyon of Singapore. Also surviving is a sister, Betty Lyon Pollock of Beaver, Pa., widow of Capt. William S. Pollock; also 19 grandchildren and six great grandchildren.

The passing of John Ed leaves two crew members from the BETSY's packet career in circulation, Ye Ed and James A. Wallen of Huntington, West Va. Jim Wallen served as "summertime" clerk during Ed Lyon's pursorship.

LOOKING AHEAD

Delta Queen Steamboat Co. has announced the 1989 schedules for the MISSISSIPPI QUEEN and DELTA QUEEN. The tourist season for both starts in February and wind up in December, and both will be prowling along the Upper Ohio to Pittsburgh. Otherwise the MQ stays on the Mississippi. The DQ will be seen in Nashville three times in July and round trips St. Louis-Chattanooga in early August. Neither will be lowering their stages at Marietta while S&D holds forth in September. Neither is attempting unusual performances, such as Little Rock, Ark. or Alexandria, La.

Twenty-six of the DQ's voyages originate at New Orleans; forty-six for the MQ. The home port headquarters at #30 Robin Street Wharf, New Orleans, will be well occupied by comings-and-goings.

The 1989 brochure is a full-color 68-page extravaganza and its wrap-around cover is an oil painting by artist John Berkey depicting the start of the "Grand Steamboat Race" at New Orleans scheduled for the time period June 25 - July 4, both MQ and DQ participating, 1989. Looks like the MQ is off for an auspicious lead.

Sirs: I didn't draw the FAR WEST. John Fryant done it and he done it just grand.

Alan L. Bates,
2040 Sherwood Ave.,
Louisville, Ky. 40205

=Alan refers to caption under photo of the JOSEPHINE model in March '88 issue, page 25. -Ed.

There was an exciting launch of a new excursion boat at Paducah, Ky. on Feb. 20th last. She is the SPIRIT OF PEORIA, designed by an interior decorator for James Jumer to replace Dennis Trone's operation at Peoria. She's a hundred feet long. The launching 'ways' was a place on the bank of the Tennessee River that was bulldozed almost smooth on a slope of about fifteen degrees (lots of houses have flatter roofs). The JOE CHOTIN was tied into the stempiece with a long, doubled towline. On signal the JOE CHOTIN backed and the SPIRIT OF PEORIA came down the bank on a hell of a run. Her bow hit and solid water came up to within a foot or so of the boiler deck, ran in the front windows and doors and filled the main cabin deck to a depth of, perhaps, eighteen inches. There was at least sixty tons of water aboard when the bow came up and that water ran to starboard. She heeled to the right, made a smart left turn and dumped the water out of a doorway in the starboard bulkhead. That doorway was all that saved her from capsizing. She heeled over so far that her port chine nearly emerged. Everybody who was involved (thank goodness I was not) is still in shock. ALB.

Since the publication of Way's Packets we have made a point of informing our readers of new information and corrections. Most of this valuable assistance has come unexpectedly in letters from persons using the volume in pursuit of river-related information necessary to a special writing project they are working on.

Today's is from Mike Vanderboegh, 6635 Womack Road, Pinson, Alabama 35126. He had read the meager description in Way's Packets about a small packet named W. H. LANGLEY which ends up rather abruptly

with "Went to Confederate service 1861."

Mike discloses that the Confeds renamed her ACACIA and as such she was captured by the Feds at Memphis, valued on their books at \$2,750. Following some needed repairs the boat was entered in the packet trade, Memphis-Helena, Ark.

Then Mike Vanderboegh thumbed his way in Way's Packets looking for ACACIA and drew a blank; but he did read the next listing, ACACIA COTTAGE to notice that Lytle-Holdcamper disposed of her in a fatal snagging "25 miles above Helena, Ark., on Aug. 21, 1862, with loss of 100 lives." To this statement we had added: "News to us."

Mike thereupon launched an extensive research campaign in Civil War vintage newspapers. He displayed incredible determination and finally commenced hitting pay dirt. No, not the ACACIA COTTAGE snagged in the wee-morning hours of Aug. 21, 1862; it was this ACACIA, originally the W.

H. LANGLEY. She was on a downbound trip from Memphis to Helena when the snag ripped the hull asunder. The life-loss was "about 40 persons drowned."

Interruption and further news. While typing the last sentence our desk phone jingled and on the line was--this is hard to believe--this Mike Vanderboegh at Pinson, Ala. I didn't know Mike from a stack of black cats at the time of getting his letter with all of the information just recounted. Now we've talked on this Thursday morning, April 7, 1988, and what led Mike into this steamboat research is systematic cotton stealing during the Civil War. In the ACACIA case many higher-uppers were involved, political persons and U.S. Army chiefs. The risks were high, and the profits higher. Sort of like the modern drug trade. Mike says he's just confirmed that the ACACIA's safe, lost in the wreck, was loaded with gold coin enroute to Helena for cotton bale dealings.

When Mike gets his facts nailed down and checked his aim is a lengthy news article.



MEMBERS of the Middle Ohio River Chapter of S&D in this picture are visiting the U. P. Schenck home in Vevay, Ind. on April 9, 1988. See story commencing on page 4 by Fred Rutter. The Swiss who settled Vevay dubbed the place "New Switzerland," having come from the Canton of Vaud to introduce grape-growing, and by 1810 their wine was equal (some say superior) to the claret of Bordeaux. The ladies improved their time making straw hats with a ready sale to trading boats bound for the Mississippi. Edward Eggleston, noted American author, was born in Vevay, 1837.



Charles Henry Stone handed us something of a surprise when he sent along this very good photograph of an Ohio River side-wheel ferry named BEVERLY. She was built at Clarington, O. in 1925 on a wood hull 64.9 x 22 x 3.5 for the Clifton, New Castle & Ohio River Ferry Co., headquartered at Clifton, W. Va., the firm's president being F. B. Williamson of that place. Her size was about that of the ANN BAILEY, the veteran which plied back-and-forth across the Ohio

between Point Pleasant, W. Va. and Kanauga, O. In fact she's almost a duplicate. Cars came aboard on a center lane, parked, and were unloaded from the opposite end; no fuss nor muss. Charles Henry sees another ferry across the river and judges it may be the LITTLE BEN. The BEVERLY was lost at Mason City, W. Va. in ice, January 1929. This photo certainly was made when the ferry was brand new. We've studied the oval design below her name but can't figure it out.

S&D has a new member who has crossed the Mississippi River 35,000 times, as of March 6th. More by now. He's pilot on the ferry LOUISIANA, owned by Plaquemines Parish at Belle Chasse, La. Capt. Royce Ehret Jr. is 37, got his CG license in 1978. His address is 308 Oliver St., New Orleans, La. 70114.

He and Capt. Verne C. Streckfus were having lunch together one day this past March. Verne showed Royce a copy of the S&D REFLECTOR and that's what brought about the new membership. These two attended radar school together in 1978, both preparing for their original first class pilot licenses, and have been good friends since.

Royce Ehret Jr. bought a farm a couple o years ago at Shingle Point one arpent wide and a mile and a half long. It's in Webster's, an arpent is

about .85 of an acre, and when describing length, is equal to one side of a square arpent. There are some chickens on the farm, and some goats. A farmer looks after this riverside slither of real estate and cultivates a vegetable garden.

Tom Kenny looked at those ALICE BROWN pictures in the March issue and then read in the caption that we weren't certain of the location. "She's just above the Coal Haven ice piers on the Kentucky side of the Ohio River above Dayton, Ky.," says Tom. "Have tied off there many a time to make Cincinnati deliveries."

Tom has solved the problem without much doubt, and moreso since we've lately discovered that Brown's harbor formerly was above the piers, where the

ALICE BROWN is moored in the pictures.

COL. PRATER--from page 42.

blood circulation, but continued to run a temperature. Further hospital examination revealed cancer of pancreas and liver. He and Helen returned to Louisville. He was competent and reasonably comfortable almost to the end.

Col. Bernie Prater was born in Lackey, Ky. on Beaver Creek, a tributary of the Big Sandy River.

Page 41, col. 3
-or never mind.

Pilmsoll mark: TF tropical freshwa-
ter mark; F freshwater mark; T
tropical load line; S summer load
line; W winter load line; WNA win-
ter load line, North Atlantic



IN RECENT ISSUES we have been traipsing around in Bellefontaine Cemetery, St. Louis, looking at tombstones and the lack thereof. Our attention is now directed to this stone-carved steamboat identified as the resting place of Capt. Claiborne Greene Wolff in Bellefontaine. The picture comes courtesy of the City Art Museum, Forest Park, St. Louis, and was taken perhaps thirty years ago. A hand-

some side-wheeler (Way #2294) was built at Madison, Ind. in 1872 named GEORGE C. WOLFF. Seems that Capt. Wolff was called George, although George was not his name. We would be grateful to know if the Wolff monument is still in place, and for more details as to the biography of this gentleman who was honored with his name on a 200-foot Illinois River packet.

The GOLDEN EAGLE's pilothouse showed up in a full-page ad in Newsweek, issue of Feb. 1st. Sponsor is the Missouri Historical Society, Jefferson Memorial Building, St. Louis. --Thanks to Keith Norrington.

IN MEMORY OF PIONEER RIVERMEN

Sirs: The Roane County Heritage Commission (Tenn.) has voted to erect a statue commemorating the many pioneer rivermen that Roane County contributed to the river trade on

the Upper Tennessee River. Kingston was the third most important port on the Upper Tennessee during the 19th century and the boats from Chattanooga and Knoxville would meet here to exchange passengers and freight.

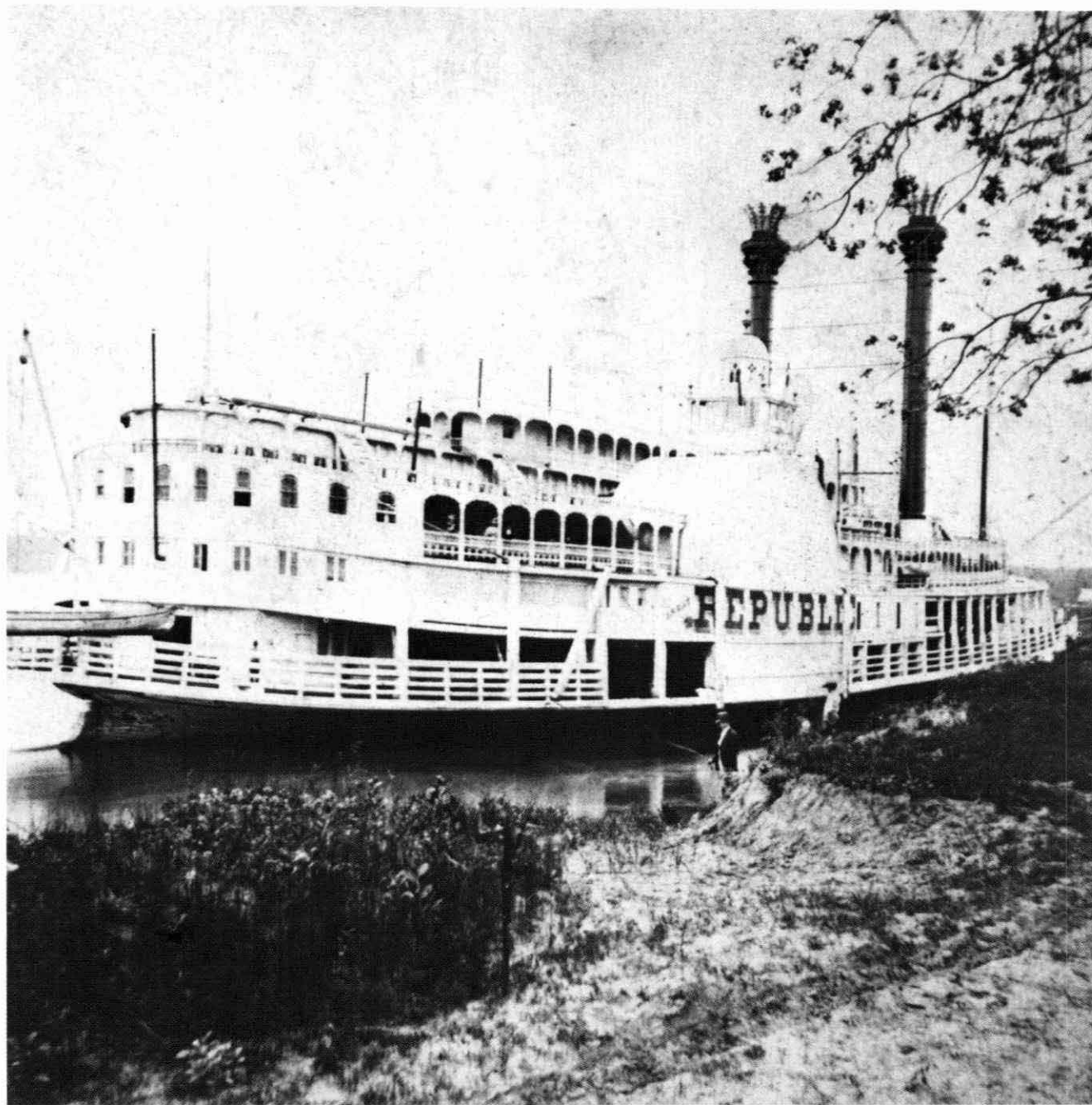
We are totally inexperienced in such matters and need all of the advice and assistance that we can obtain. We also need assistance with funding which I believe will be the most significant problem that we will have to overcome. There must be other cities that have erected such monuments.

We are committed to the

erection of a very large monument that is original in design and content. I was hopeful that you would be able to assist us.

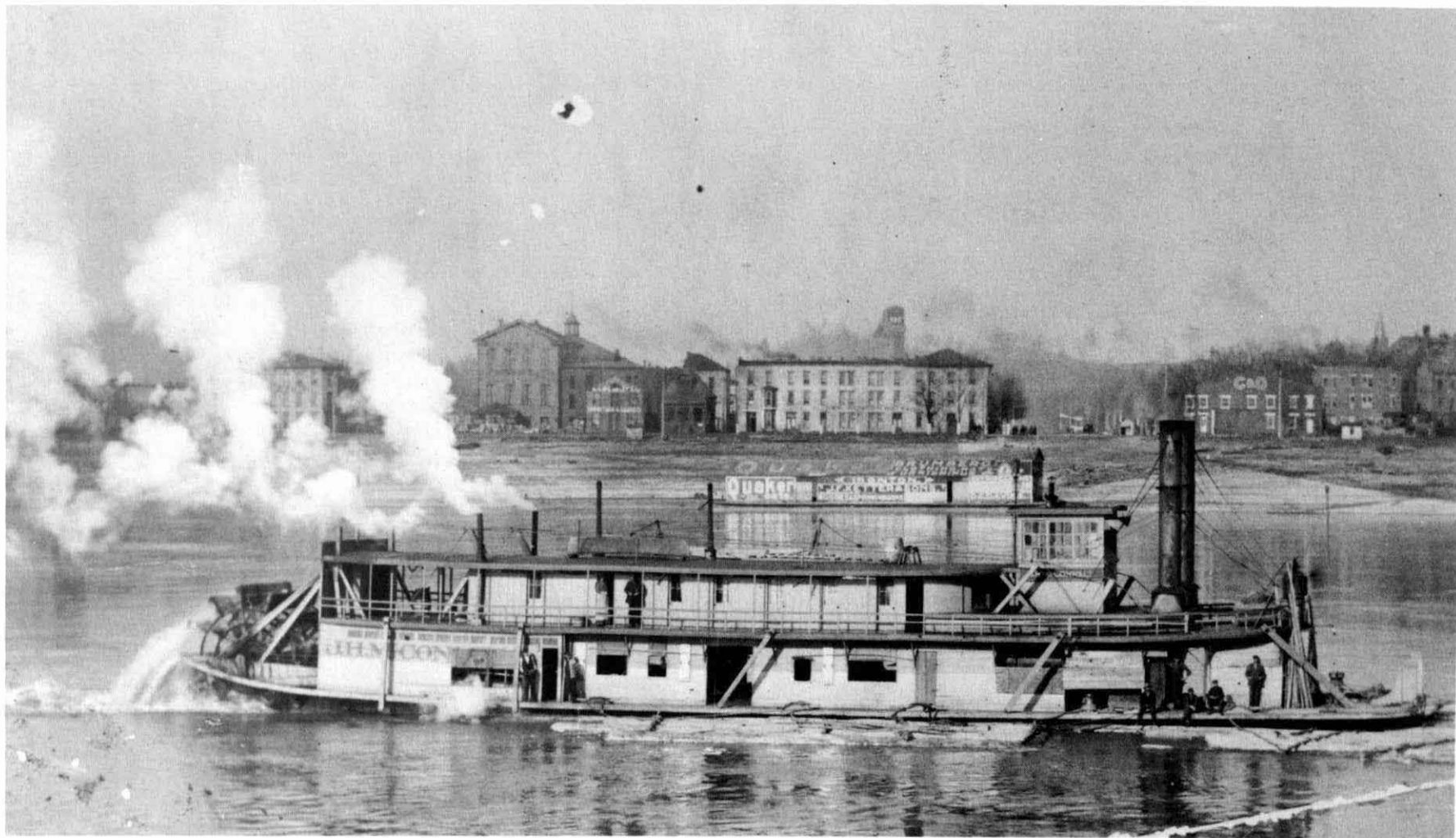
Frank V. Williams III,
The Roane County Heritage
Commission, Inc.,
P.O. Box 738,
Kingston, Tenn. 37763

=The Dec. '87 S&D REFLECTOR has been furnished to Mr. Williams showing the recently completed fountain complex overlooking the Ohio River at Marietta, shown on pages 36 and 37, and also directing his attention to the plaque pictured on page 5. -Ed.



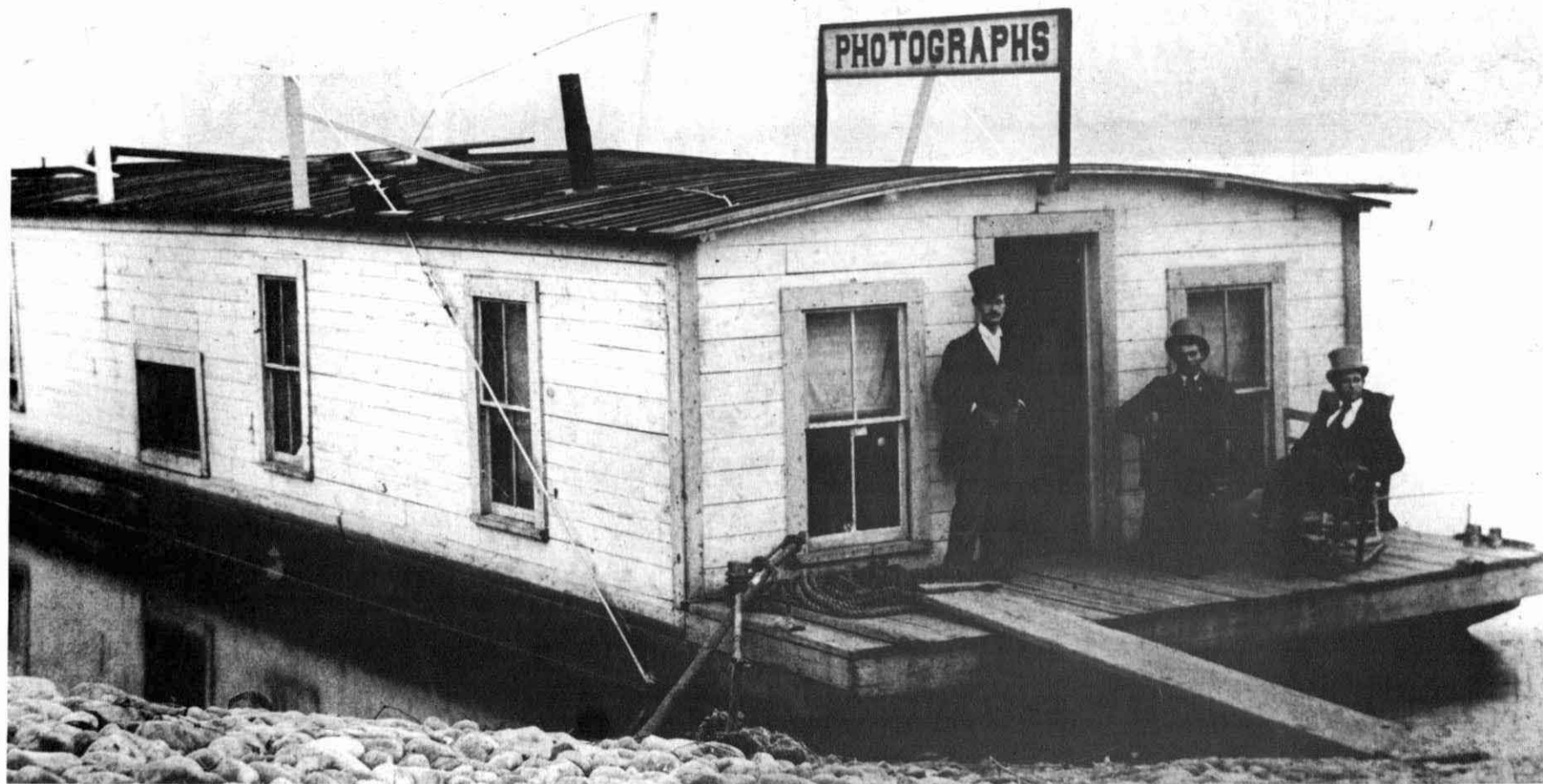
OUR PICTURE SLEUTH Ralph DuPae now comes up with this little known portrait of the GREAT REPUBLIC taken in the St. Louis area by photographer Emil Boehl. The whistle showing over the top of the pilothouse, starboard side, is from the WILD WAGONER which owner Capt. William H. Thorwegan bought at a sale in 1873 for \$206. Our surmise is that the boat "sat" for this picture shortly before March 1876 when her name was changed to GRAND REPUBLIC. There is much detail about all of this in Way's Packets, #2426 and #2438, the information supplied in large share by Russell M. Lintner, the prolific researcher of Bellevue, Pa.

It has long been a wonder that no master of modern model-building techniques has ever attempted the GREAT or GRAND REPUBLIC, either one. This observation is prompted by the recent discovery of this picture showing, as it does, about the first-known intimate detail of the shaping and detail of the stern. All other known views seem to concentrate on broadsides or forward angles. Such a model on 1:48 scale would require a case about 8 feet long, a sobering prospect which should be discussed in advance with most wives with latent plans to occupy such livingroom acreage with a new grand piano instead of a GRAND REPUBLIC.



THIS BROADSIDE of the wood hull towboat J. H. McCONNELL was taken by Thornton Barrette about 1898 as she was handling a log raft on the Ohio River passing Ironton, Ohio. She's hitched to the stern of the raft, headed upstream, and may be preparing to drop off the raft-section under her starboard wing at Russell, Ky. These rafts from the Guyan and Big Sandy usually were delivered to Cincinnati, Madison and Jeffersonville, backed part of the way and pushed the balance. Capt. Steve Davis of Marietta built the J. H. McCONNELL at the Knox Yard, Harmar, O. (below the Muskingum at Marietta) in 1877 giving her 15's- 5 ft. engines and naming her for the engine designer of the Marietta Manufacturing Co. Shortly after this picture was taken, the

towboat was sold by Capt. Davis to the Yellow Poplar Lumber Co. who gave her a new hull at Ashland, Ky., painted her yellow (rivermen dubbed the "Yellow Dog") and delivered finished lumber to Memphis, Evansville, Parkersburg and elsewhere. In Nov. 1901 John F. Klein, boat broker, took her to Pittsburgh and sold her to the Dilworth Coal Co. of Rice's Landing, Pa. on Monongahela River, who renamed her H. P. DILWORTH. She burned at their mine and floated down the river about a mile before she sank, the Monon being at a high stage. The wreck lay there along shore for a number of years. Capt. Steve Davis retained the original whistle and used it on the CATHARINE DAVIS built in 1896, and it also was on the second CATHARINE DAVIS built in 1928.



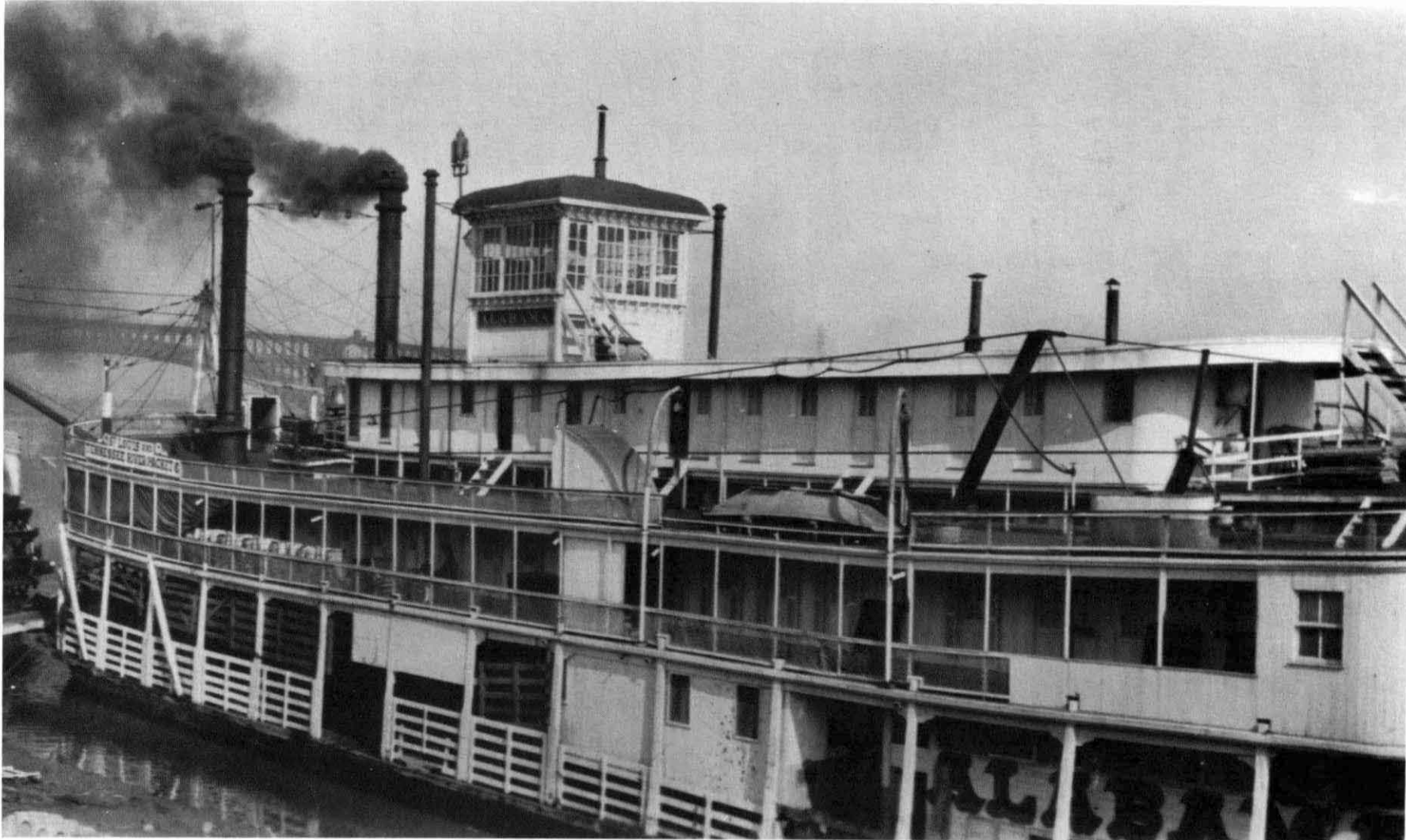
SINCE RALPH DuPAE started on his quest for steamboat pictures he has run across all manner of odd-lot findings. Of great interest to us are the "floating photograph galleries" which thrived in the era 1875-1905, ranging in structure from the sublime to ridiculous. This one comes from Bert Fenn's collection,

an ordinary shantyboat with a professionally painted sign on the roof and three rather dressy characters who seem wholly out of place for their surroundings. The photographer of course is taking the picture, so that makes four--so maybe these three are visitors. If pictures only could talk!



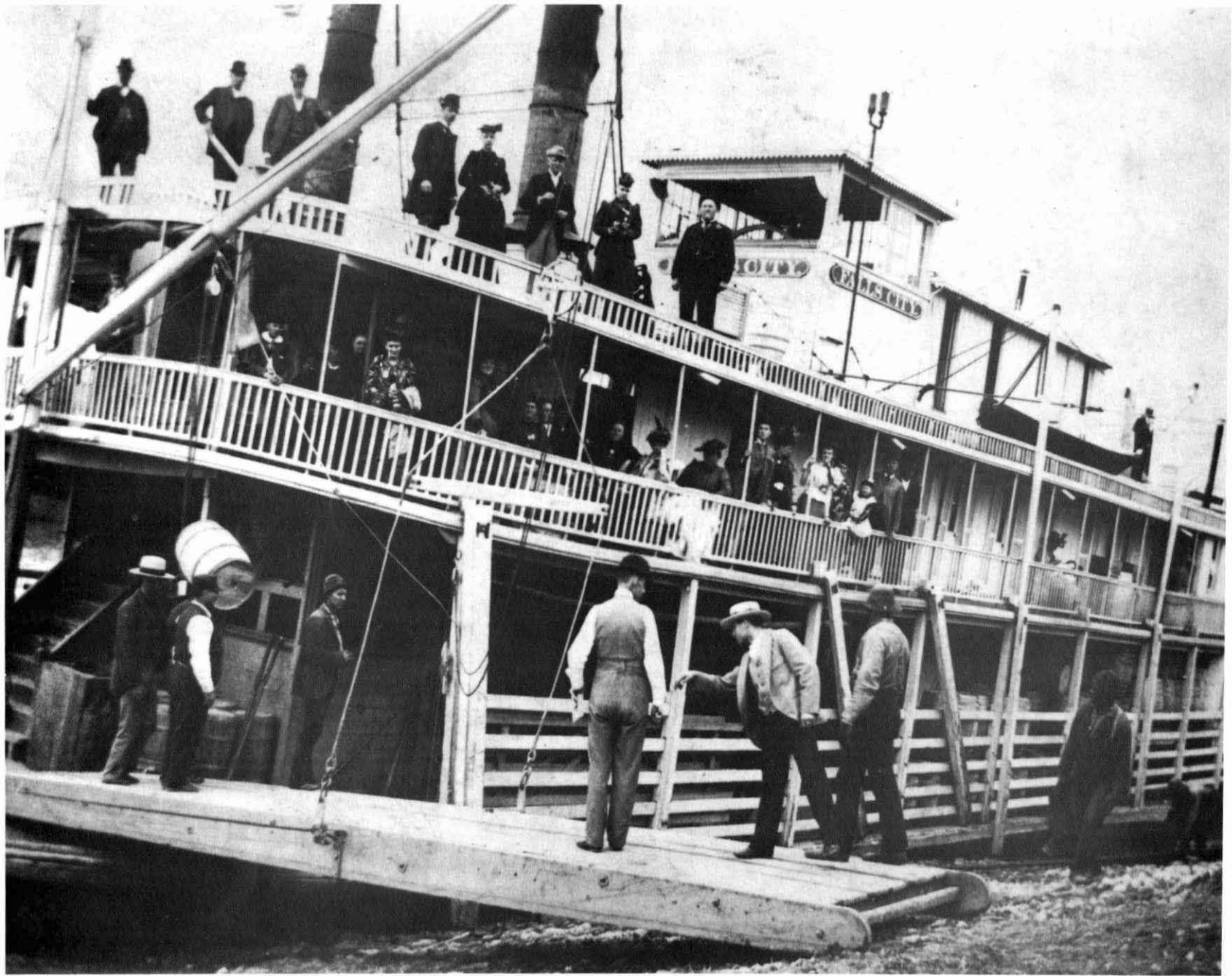
ONE CENTURY AGO when Cincinnati was celebrating its centennial year, the high-headed, twin-staged HUDSON arrived there to become a regular weekly packet to Pittsburgh under the auspices of the Pittsburgh & Cincinnati Packet Line. Capt. J. Frank Ellison, builder of this stately creature, moved to Cincinnati from Paducah and in succeeding years designed and built at Cincinnati for the P. & C. Line the VIRGINIA and QUEEN CITY. Marine artist John Stobart was commissioned to produce a commemorative painting for the present bicentennial celebration and he elected to depict the suspension bridge and

the HUDSON's arrival as his theme. S&D REFLECTOR fans will recognize that our artist was attracted by the "good looks" of the HUDSON in the photo by Capt. Tony Meldahl displayed in our Sept. '87 issue, page 46, furnished by the Inland Rivers Library, Cincinnati. Congratulations from S&D to the "Queen City of the West" which along its waterfront of yore was lovingly dubbed "Ragtown" by dock workers and roustabouts. The arrival of the HUDSON was the comma separating the first and second centuries of this very special city.



OUR DISNEYLAND member Dave Thomson sends this portrait of the ALABAMA, built in 1912 at the Smith Docks at Point Pleasant, West Va. for the St. Louis & Tennessee River Packet Co. The Eads Bridge shows in the distance, spotting her at St. Louis. Neither Dave nor Ye Ed have information as to who took the picture, rather outstanding in composition. When new, she had no texas, and during construction Capt. C. C. Bowyer of the

Merchants National Bank made frequent trips to the shipyard, resulting in a fine array of progress shots he took from the laying of the hull timbers to completion. The ALABAMA was probably the largest packet built at Point Pleasant, 170 feet long of hull, and we say "probably" because off-hand nothing larger comes to mind. One time, in 1932, she ran Cincinnati-Louisville under charter.



The FALLS CITY. See Page 37, Col. 1.