

# S&D

# REFLECTOR

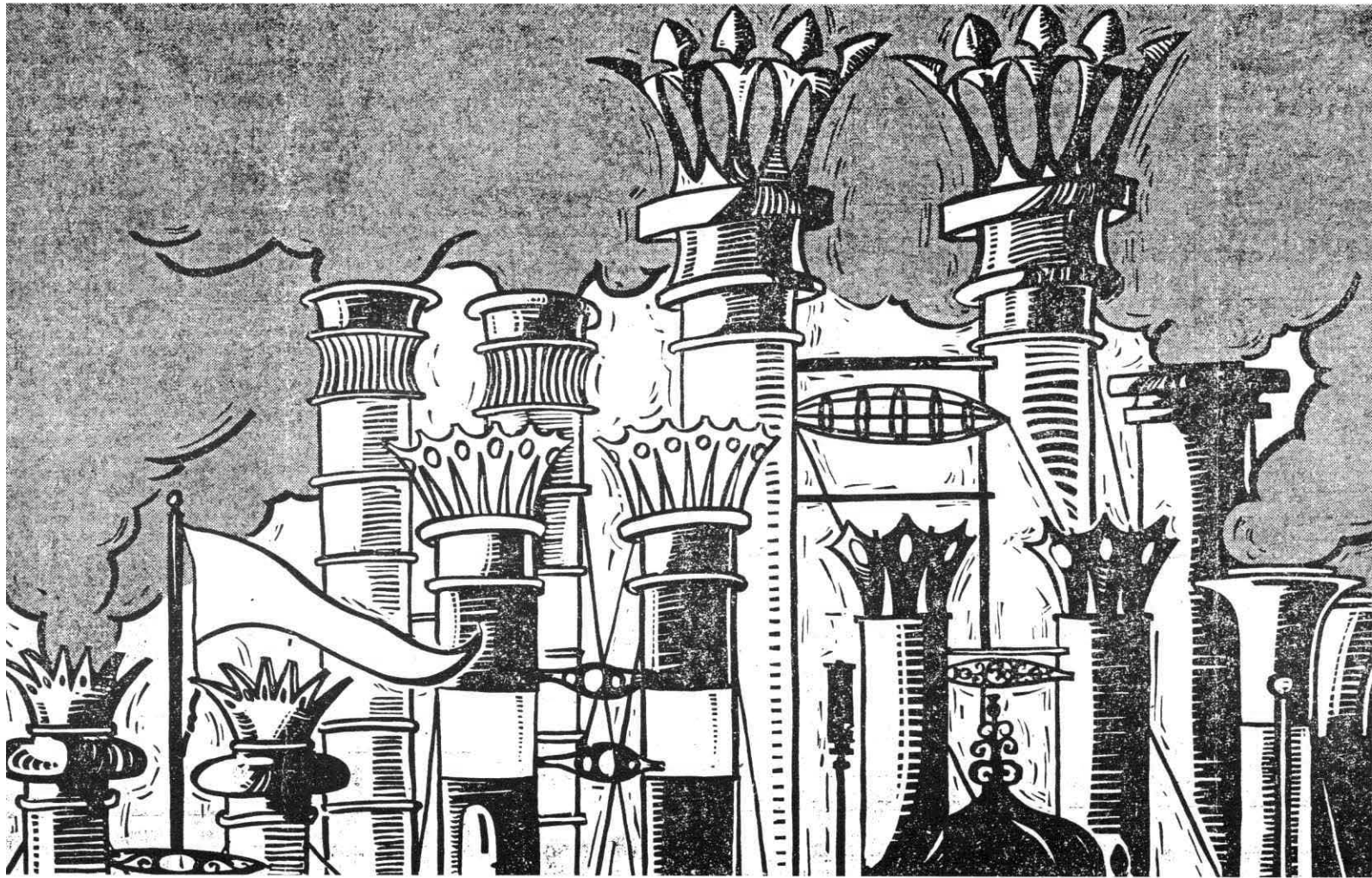
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 25, No. 4

Marietta, Ohio

December, 1988



**F**ANCY-TOPPED STEAMBOAT SMOKESTACKS leaped to prominence in 1988 following a trend set when Woody and Bee Rutter suggested that drawings of six of them appear on Marietta's new hex-sided riverfront monument. A full-scale pair of such stacks now adorn the Peoria waterfront. Cincinnati, not to be outdone, built two sets, full-scale, for new Sawyer Park, topped with bronze flying pigs. On the same day "Tall Stacks" started, October 14th, the Courier-Journal at Louisville bloomed forth with the page-width drawing, shown above, over a story lauding the Cincinnati river show. C-J's staff artist Herman Wiederwhol thought up and executed

the idea. Meanwhile the Bicentennial persons at Cincinnati had built and installed a young forest of such elaborated stacks to show off exhibits along the river walkways.

Fancy-topped stacks have never entirely disappeared from the Mississippi System; the BELLE OF LOUISVILLE, NATCHEZ, JULIA BELLE SWAIN, TWILIGHT, WEST VIRGINIA BELLE, GENERAL JACKSON and many lesser-fry passenger carriers sport them. Some of the larger 19th century towboats carried rather fantastic stack ornamentation, including the JOSEPH B. WILLIAMS when she was new in 1876.

WHERE ARE THEY  
STIRRING MOLASSES?

The Ohio Historical Society distributes to members a monthly news bulletin titled "Echoes," a just-the-facts-Mam four-pager notoriously prim-and-proper. The September issue was an exception. OHS's Bud Sawyer visited aboard the W. P. SNYDER JR. at Warsaw, Ky. and taped an unrehearsed conversation involving John L. Beatty, Alan L. Bates, John Briley, Bill Schultz (OHS's manager of site operations) and Dallas Harder (OHS's chief of facilities).

Bud Sawyer's version:-

Schultz: The goal is to replace the way it looked when it was taken out of service in 1955, right?

Beatty: Right. Now, this water cooler jug looks authentic for that time. I think we can keep it. But not this. (He pulls a copy of 'Soldier of Fortune' magazine out of the base of the water cooler.)

Harder: Has the aluminum paint been dated?

Bates: They began using aluminum paint in the 1930s. It was mixed with aluminum powder on the site to avoid the aluminum's settling to the bottom of the can. John will use a lot of aluminum paint because that was what was being used in the fifties. Everything was painted aluminum then. It was like Henry Ford saying Model T buyers could have any color they wanted so long as it was black.

(Beatty picks up a three and a half-foot piece of lead pipe with a wooden cylinder seven inches in diameter and ten inches long at the end of it. He pumps it up and down.)

Beatty: This is a 'towboat washing machine.' You put the clothes in a five gallon bucket, filled it with soap and water, and used this to agitate them. Other'n this, there's nothin' straight on a boat. That right, Alan?

Bates: Nothin' straight nor plumb.

Beatty: Well, I was thinkin' about a poker game.

Bates: That's true too.

Beatty: (handing Del Harder a floor covering sample) I think I've found the right stuff for the linoleum floor on the second deck. It's a brown color, similar to what was in

place when the boat was active on the river.

Bates: Does it have a name?

Harder (turning the sample over): Number 126.

Beatty: The section taken from the boat appears to be a darker color but that's because she was a coal burner and the coal dust got tracked around.

Briley: We could get a couple of school groups to walk on it.

Beatty: We need a go-ahead on rebuilding the paddlewheel. We have to get the lumber cut so it won't be green. What else we got to fight about?

Harder: Is the paint in the cost estimate for the paddlewheel?

Beatty: It's the last item. It's the last thing I'm going to do, right? The wheel should be kept free to turn a quarter of a turn every once in awhile. You shouldn't have any problem with drift. I haven't had any before.

Harder: How much is the cost estimate for the paddlewheel?

Beatty: \$13,945.48. The forty eight cents is for the same thing the rest of it's for. The man who's going to shine up the whistle is the same one who made a two-hour videotape of the trip down the river from Marietta. Before the whole thing is over, he'll probably put the whistle in a plating tank and plate it all over. Is that o.k.?

Harder: So long as it's authentic.

Bates: If it was gold-plated it might walk off the boat before it was finished, like some of the tools John loses.

Clare Beatty (John's wife): You don't lose tools in the river. They go home in people's pockets.

Beatty: The only way to prevent it would be to have a set of scales and weigh everybody coming in and going out. You know, we had a Wur-litzer band-organ on board our towboat, the CLARE BEATTY, on the way down from Marietta. Somebody was playing it and I woke up and called out, "Did you sons of b----- steal a merry-go-round? I thought they had. They stole a phone booth one time for a cookout. I made them take it back in broad daylight. That's a federal offense.

Bates: You'll have to be here for the trip back upriver. John's planning to have a steam calliope on board then.

Beatty: Are you going to send me a check (for the work done so far), Alan?

Bates: I can write you any size check you want, John. Just don't try to cash it.

Beatty: One of these days when I get tired of all this I'm just going to put an oar on my shoulder and walk until somebody says, "Where are they stirring molasses?"



WHISTLE TREADLE from wrecked ARGARD recovered by Woody Rutter, having been in the Muskingum at Lowell, O. since 1927. Story of Woody's "find" appeared in the last issue.

## "TALL STACKS"

### Eclipsed All Fondest Dreams

**T**HE CINCINNATI riverfront was alive with the hustle and bustle of riverboat activity. A block of old-style riverfront buildings, put up for the show, piles of freight, and numerous displays of river life when Cincinnati's front door was the public landing, attracted particular attention. Each of these displays was set up in a cluster of fancy-topped tall stacks. In three days tens of thousands of people strolled along these walkways, visiting the exhibits, then attracted riverward at the real and animated scene as passengers boarded boats, other boats passing, calliopes playing, whistles blowing, adding up to an uncanny sense of past and present rolled into a panorama. Cincinnati's citizens came away with a thundering verdict: "Let's do this again--and again!"

St. Louis has its Arch; Louisville its floating fountain; Memphis its superb Mud Island. Chalk up one for Cincinnati, a three-day river binge unparalleled. Do it again? On Monday morning, October 17th, various committee members, many of whom had worked three years pulling this event together, were speechless in disbelief at the magnitude of their success.

Fred Rutter drove down from Lithopolis, O., camera on the ready, resigned to all hope of seeing anyone he knew in this week-end mass of humanity. Says Fred: "It wasn't that way at all: familiar faces continually emerged; Barbara Hameister, Ann Zeiger, Tim Hale and Cori Reade-Hale almost right away; then John Hartford was singing 'Steamboat Whistle Blues' that mentions C. W. Stoll. John looked over the stage and saw C.W. and Lucy walking by. John interrupted his singing and announced 'Well, folks, there goes part of the song, right there! I give you--all Capt. C. W. Stoll and Lucy!' All three gave deep bows as the appreciative audience applauded. Capt. Harry Loudon then appeared. Other S&D friends emerged; Frank Pryor, Dale Flick, Richard Strimple and his wife Carol (who were crewing on the CLARE E. BEATTY), and, of course, Capt. John Beatty. Andy Anderson and his wife, and I even saw Jim Delaney of the video crew so recently at 121 River."

Friday and Saturday's weather had been glorious, but a cold rain started on Sunday afternoon as the DELTA QUEEN and BELLE OF LOUISVILLE staged a race up through the harbor. The start line was the Southern bridge. The DQ apparently jumped the gun and was a full length ahead of the B/L at the bridge. The B/L narrowed the gap and at the Suspension bridge her bow was even with the DQ's paddlewheel. For onlookers there was a bit of confusion about the location of the finish line; official brochures said the Central bridge; others thought the L&N bridge. Anyhow the DQ was adjudged the winner by about a length.

The contestants were closely pursued by the CLARE E. BEATTY, as Capt. John Beatty was the official judge. Not only was he the judge, but his sleek towboat had aboard, as invited guests, members of the National Trust for Historic Preservation, and "quite a few" members of the Middle Ohio River Chapter of S&D. Fred Rutter of the MOR group said later: "This was a front row seat beyond our wildest dreams."

The one-way race, upstream, started promptly at 3 p.m. Sunday and lasted about 15 minutes. The B/L carried more than 500 passengers during the race. Capt. Mike Fitzgerald later estimated that the B/L was host to more than 3,000 walk-on visitors during the 3-day stay at Cincinnati.

John Briley, manager of the Ohio Historical Society's Marietta properties, led the National Trust group just mentioned.

### ON TO PITTSBURGH

The biggest "outboard motorboat on the Mississippi River System," the 285-foot PRESIDENT, after running two dinner cruises between Cincinnati and Coney Island, dead-headed on up the Ohio River to Steubenville where, at old Lock 10, she boarded about 1,000 passengers bused down from Pittsburgh and made a grand arrival at the Gateway Clipper fleet in Pittsburgh that evening, Oct. 21st. On Sunday 23rd with excursionists aboard she ran a Pittsburgh-Sewickley-and-return trip with whistle salutes and calliopes playing as she made her turn; quite some show for the local natives. On Monday evening, 24th, James T. (Jim) Swartzwelder drove to 121 River, bringing along Capt.

Robert E. Powell, master; Capt. Philip A. Ritchie, Jr., pilot; Gary Frommelt, chief engineer, and Jim hosted a PRESIDENT dinner party at the local Country Inn. The visiting celebrities were curious to visit the workroom from which the S&D RELECTOR emerges four times a year, and next thing we knew it was midnight. Gary Frommelt brought with him a whole slew of pictures he had taken at the Tall Stacks doings in Cincinnati, and Jim showed us a small cased exhibit he had created of the towboat OHIO hitched into a lengthy tow of "pointed" cargo barges c. 1930. The PRESIDENT attracted unprecedented attention all along the Upper Ohio, playing "Doc" Hawley sound tapes made at Cincinnati. We really thought Doc was doing the playing--but turns out he left the PRESIDENT at Cincinnati, went over East to visit his folks, and then returned to New Orleans. As we write these lines on Oct. 25th, the PRESIDENT is due to leave Pittsburgh at 9 Sunday morning with passengers for Steubenville, the 30th, and thence will deadhead to St. Louis with a stop at Catlettsburg, Ky. for fuel. Her last appearance in Pittsburgh was in 1929 as the CINCINNATI, then owned by "Commodore" John W. Hubbard, millionaire owner of a shovel factory, which won him the odd title of the Shovel King of Pittsburgh. Streckfus Steamers bought her following the 1929 market crash, rebuilt her into a de luxe excursion boat and on July 4, 1934 she made her debut as the PRESIDENT. She was converted to diesel power in 1978, large propeller units placed in the paddlewheel spaces, one on each side, with the flexibility of outboards. The original steam engines still are in place, 22's, 40's- 9 ft. stroke, and chief Gary Frommelt keeping them ship-shape and shining like new. She made this Ohio River trip without a swinging stage, although in the works are plans to install a new one. John Connelly, owner of Pittsburgh's Gateway Clipper fleet, a most successful operation, is her owner.

### - O B I T U A R Y -

Leonor K. Sullivan, page 41.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



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Marietta, Ohio

December, 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 spouse 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.

## RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly, as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the S&D REFLECTOR mailing list. Postal regulations prohibit the mailing and billing of material without addressee's consent.

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.

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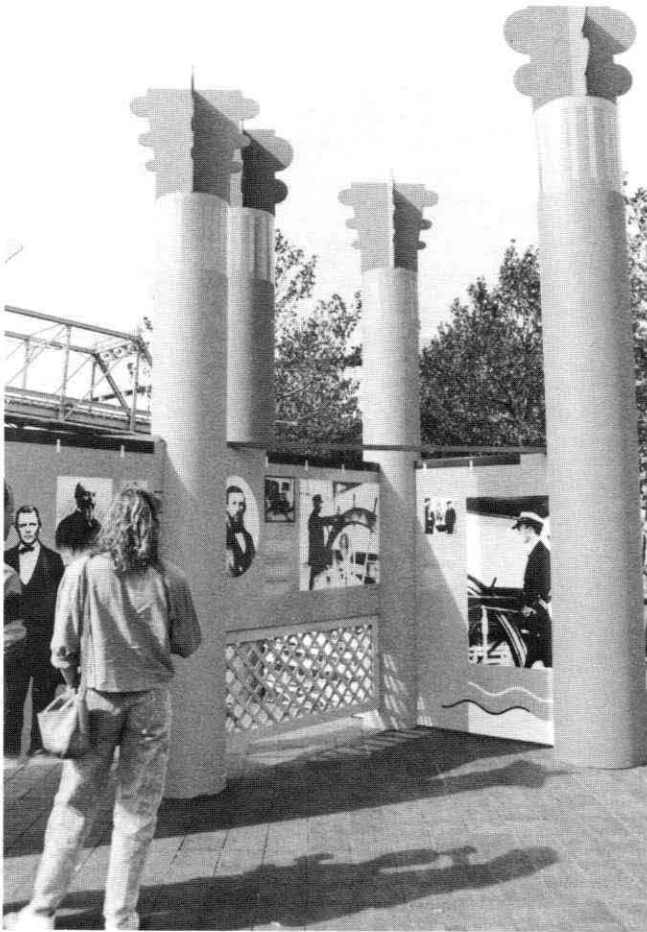
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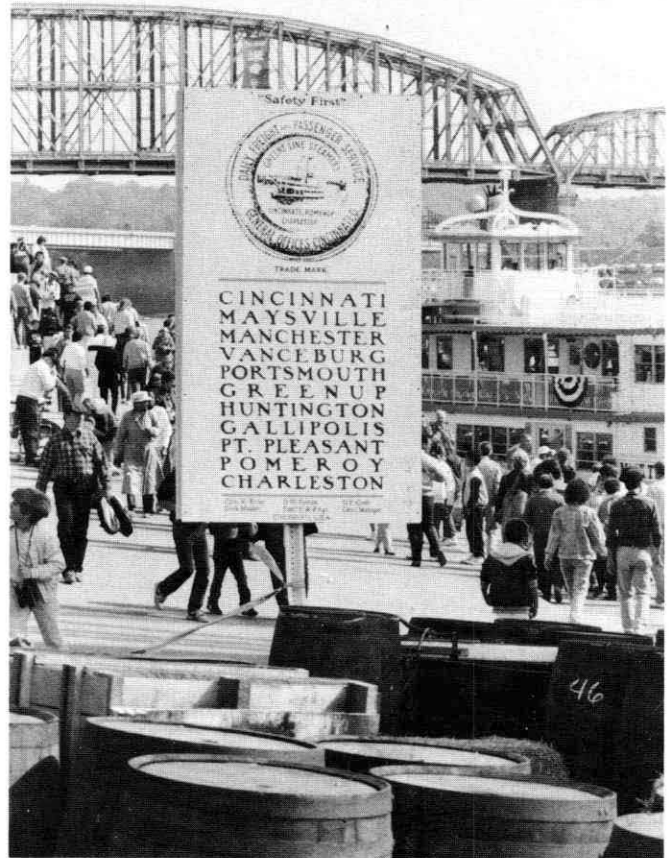
Murphy Library  
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Ed Hill, curator  
Ralph DuPae, photo research

**G**REETINGS from all S&D officers and Branch officers to all members, families and friends. May you enjoy the holiday season, Christmas and the New Year to the utmost. January and February will slide by, and then the robin's song and the March S&D REFLECTOR will herald the Springtime.

## C I N C Y ' S   T A L L   S T A C K S   C E L E B R A T I O N



The "Tall Stacks" motif at one of the many informative displays about the steamboat era at Cincinnati.



Greene Line trademark and ports of call with awaiting freight. Pilothouse of the SOUTHERN BELLE from Chattanooga in the background.



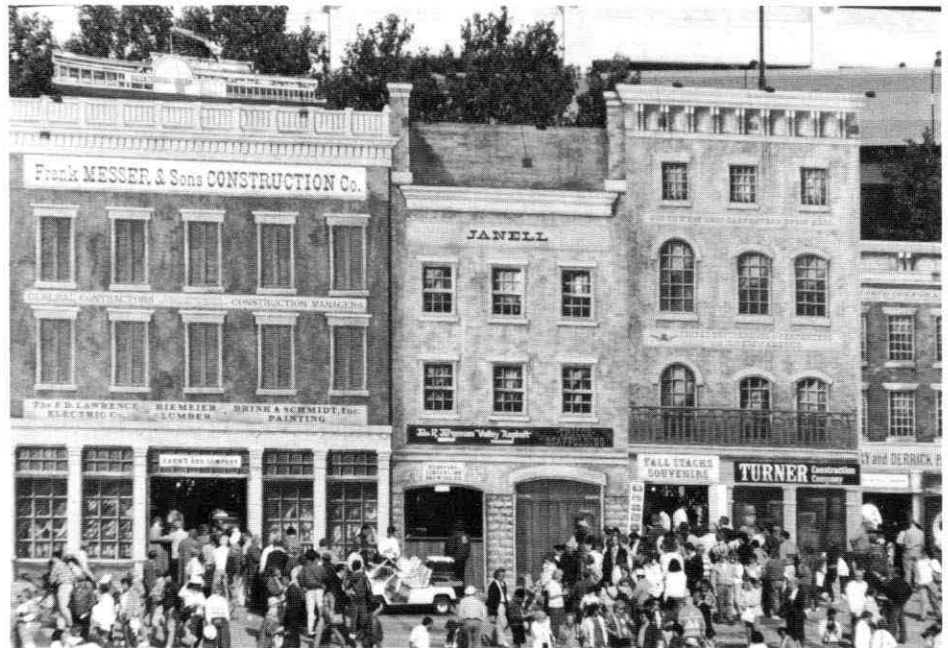
-Fred Rutter photographs on pages 5, 6 and 7.

Upper portion of the old Cincinnati wharf now called the Serpentine Wall. PRESIDENT is in the distance, with the SOUTHERN BELLE and RIVER QUEEN in the foreground.



"Tall Stacks" stretch limo cruising the streets of Newport, Ky.

Realistic store fronts were built along the waterfront, complete with lettering, to dramatize the appearance in the 1840s. The GUIDING STAR shows above the one at the left.



Two very small real steamboats in the foreground weave their way through a clutter of motorboats. The WEST VIRGINIA BELLE (left) and DELTA QUEEN in the background.

The Arkansas Museum of Naval History Inc. is a new non-profit organization based in Little Rock, Ark. chartered with the goal of raising more than \$2 million to build an authentic full-scale replica of the Civil War iron-clad ram ARKANSAS.

The ARKANSAS, her iron hull 165 x 35 built at Memphis, was completed at Yazoo City, Miss. in 1862. She was the only Confederate steamer to fight her way through the Vicksburg blockade. Dubbed as the "scourge of the Mississippi," she was crippled on her way to help Southern land forces retake Baton Rouge, run aground and scuttled.

The replica will be diesel powered and covered with light steel plate. It will include modern safety features, air conditioning and heating.

President of the new Society is Alan Lowe of Little Rock. He hopes to have the craft completed for a 1990 voyage to coincide with the 125th anniversary of the surrender of the Confederacy.

The ARKANSAS replica will serve as a museum based on the Arkansas River, and also make one and two week cruises with Civil War buffs aboard.

-Our thanks to Mike Vanderboegh for clippings.

The Herman T. Pott National Inland Waterways Library, St. Louis, announces an annual plaque and cash award in the field of U.S. maritime journalism.

Known as the Capt. Donald T. Wright Award, until this year it has been administered by Southern Illinois University.

Entrants must submit three or more copies of the publications containing their entries, articles which have appeared in scholarly journals, books, magazines, and newspapers, with emphasis on inland and intra-coastal waterways during the competition calendar year. Biographical information on the contestant is required. All entries must have the author's name, date and place of publication.

Address the Curator, St. Louis Mercantile Library, P.O. Box 633, St. Louis, MO 63188.

Sirs: "Tall Stacks" at Cincinnati has been quite a show. Watch the race Saturday on board the CLAIRE-E. However not near as wonderful as visiting with old friends at S&D.

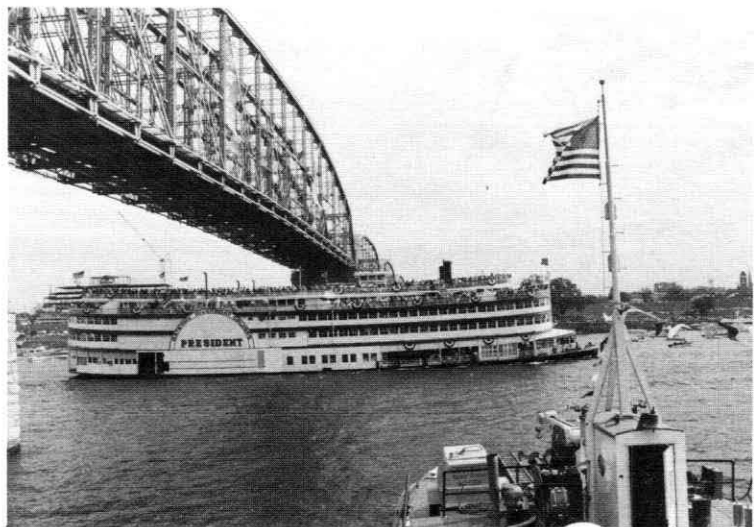
Catherine Remley,  
Marietta, Ohio



Taken from the Suspension bridge showing a flock of passenger boats and private craft being visited by countless thousands of spectators.



Boats everywhere! From the left: B&B Riverboat's BECKY THATCHER, BELL OF LOUISVILLE, PRESIDENT and RIVER QUEEN.



The PRESIDENT gliding under the L&N bridge, as seen from the deck of Capt. John Beatty's CLARE E. BEATTY.



#### WELCOME TO UPPER OHIO!

Keith Norrington, his camera loaded, was on hand at the McAlpine Lock on Sunday, October 9th to welcome the PRESIDENT as she aimed up through the Canal, headed for the "Tall Stacks" show at Cincinnati and then on to Pittsburgh.

"A grand sight to see," enthused Keith. "I squinted my eyes and fantasized that it really was the CINCINNATI steaming past!"

In the above shot Capt. Doc Hawley is playing the calliope perched on the roof (right) and he kept the serenade going up by the Louisville harbor. You can see the tall buildings of Louisville over the PRESIDENT's port stack.

Keith took the lower picture moments before.



# S&D



From the left: Pat Patterson, clarinet; Chris Moore, cornet; Vic Tooker, banjo; Nick Moore, piano (partly hidden); Alice (Mom) Tooker, string bass and Red Ashley, drums. Eileen Daily furnished the picture, taken Friday evening, Sept. 16, 1988, in the Hotel Lafayette, the kick-off of the S&D meeting. Mom Tooker was Distinguished Guest. Eileen later wrote: "The

S&D meeting was like a river trip to New Orleans. Bud and I had blackened red fish, gumbo soup and sweet potato pie Friday evening at the Lafayette--listened to this great jazz music--danced to "When the Saints Go Marching In"--saw all our old river friends--and loved every minute of it--it doesn't get any better than that!"

**T**HE 50th ANNIVERSARY of S&D, staged at Marietta on the week-end of September 17th, came and went with such rapidity that only one brief mention was made of the significant milestone. Not only were all past attendance records shattered, but events--some planned, some unexpected--kept the show humming from Thursday through a good part of Sunday. What had started out fifty years ago as an annual reunion of "old-timers" emerged as

a glorious bash of all ages, shapes and sizes with a single common denominator--rivers and boats.

The Ohio Historical Society and Capt. John L. Beatty had decided to bring the W. P. SNYDER JR. straight through from Warsaw, Ky. to Marietta. They gave the "Tall Stacks" celebration the go-by and slipped under Cincinnati's suspension bridge without pausing in the middle of the night. Cap'n John brought along his crew of

handy-men, busily occupied all the way up the river as they cleaned up the clutter which usually attends major repairs, and applied paint. By the time she arrived at Marietta in tow of the CLARE E. BEATTY the SNYDER had taken on the exterior spit-and-polish of a new steamboat.

Annie Mallinson piloted Capt. Tom Kenny, Kate Way and Ye Ed from Sewickley to Marietta Thursday afternoon with a brief pause at Fly, O. for a few bites

of lunch, and in ample time to get settled in at the Lafayette before dining aboard the BECKY THATCHER where, while filing through the magnified playing card menu sheets, we started to discover that other early-arrival S&D friends were at surrounding tables. Whereupon we progressed to 126 Seneca where Bee and Woody alerted us to the prospect that S&D, judging from letters, phone calls and reservations, held promise of being a truly big E-vent; 200 in sight and the river still rising.

Friday morning after breakfast a taping session (old-style wicket dams vs. the modern high-lifts) after which Jerry Sutphin loaded us in his car and we went a'callin' on Bob Richardson at his Acme and Kenwood office. Bob showed me on his TV a new video 18-minute plug for Richardson Printing, and he could not have picked a more appreciative audience, inasmuch as a portion of the sequences showed the S&D REFLECTOR going through his ultra-modern high speed press. It starts with blank paper, prints the pages as directed (full color or b&w), cuts, folds, staples and spews out the completed issues faster than you can say Jack Robinson.

"Bob," I said, "will this Japanese monster let you off long enough to be our guest at tomorrow's noon S&D luncheon?" Bob, not noted for mixing social life with business hours, said "I'll be delighted."

This was Kate Way's first exposure to Marietta since 1914, and so we hooked a ride with Bud and Eileen Daily to the River Museum, visited in the TELL CITY pilothouse (of all S&D projects my favorite) and did a quickie through the River Museum so's Kate could see horse-backed Phil Sheridan wielding his sword on the paddleboxes of Bob Thomas's model side-wheeler, the art work by Bee Rutter who in her youth dearly loved horses, and maybe still does. I led Kate to my model of the JOE FOWLER. She really beamed! Kate and I were passengers in June 1914 on the FOWLER from Pittsburgh to St. Paul and back to Louisville. "I wrote poetry right there on the little porch in front of the texas," she enthused. Kate continued her gaze at "the little front porch." As though talking to herself she said: "I have lost the notebook containing those poems. I think



From the left: Vic Tooker, Capt. Tom Kenny, Eileen Daily and here we have a better glimpse of Nick Moore, piano, than the partly obscured look at him on the preceding page. Photo by Bud Daily.



Vic and Mom Tooker, and what a shame this is not in living color so's you might see Mom's red-and-white flowered garb and the pretty pink corsage, pinned at her left shoulder, compliments of S&D.

some were good poems."

In 1914 the Way tribe (eleven of us) hiked up Front Street to Putnam and lapped ice cream at a "soda parlor." My Dad treated, and I blew my wad buying some post cards of steamboats.

Four of that expedition are still living as this is written.

**V**IC TOOKER and his New Orleans band were captivating the Friday evening get-together as I wedged through the throng. Vic's mother, Alice Tooker (lovingly known as "Mom") was gorgeously gowned, smiling ear to ear, nodding her white locks (she's 85), and plunking away on her giant fiddle (about the size of a two-masted schooner) along with "the boys." What had come over S&D to rate such music, talent and attention! At the first S&D meeting I attended lo those years ago, we sang a few songs to the strains (straining?) of a piano which, by some miracle, had not floated off in the 1913 Flood.

Vic's long experience with river folk had wisely taught him that they like to talk with one another, as well as listen, so he provided intermissions during which the band members shook hands with about everybody as cameras clicked and flash bulbs flashed.

#### THE BOARD MEETING

S&D Day, Saturday, Septemer 17, had arrived. Despite late hours the night before, with New Orleans band music still ringing in ears, many S&Drs had breakfasted, and were assembled, when chairman J. W. Rutter called to order at 9:41 o'clock his Board of Governors. The roll call found all on deck save one. William E. Reed, our artist benefactor, had lately moved from Pittsburgh, with his wife Mabel, to a new abode, the address of which is 2701 Amhurst Road, Apt. 15-D, New Bern, N.C. 28560. Shortly before making the move, Bill expressed high hopes of attending S&D, and no word so far as to what changed his plans. The Board members present were Bill Barr, Bert Fenn, Tom Kenny, Anne Mal-linson, Catherine Remley, C. W. Stoll and Jerry Sutphin and, of course, chairman Rutter.

S&D's worthy treasurer, Larry Walker, presented his annual report. The disbursements since his last report, dated Sept. 19,



The Ohio River landing looked a bit old-timey as S&Drs arrived for the meeting. The CLAIRE-E, fresh around from Guntersville, Ala. is head-on with stage lowered, and down-river at the right is the W. P. SNYDER JR., fresh up from Warsaw, Ky., and outside of her, pilothouse sticking up over the CLAIRE-E is the CLARE E. BEATTY which towed the SNYDER back to Marietta. The path in the foreground is Jeff Spear Boulevard--he will be delighted with this mention--and we're thinking of the newspaper ruckus he raised when workers tore out old-time cobbles to lay it.

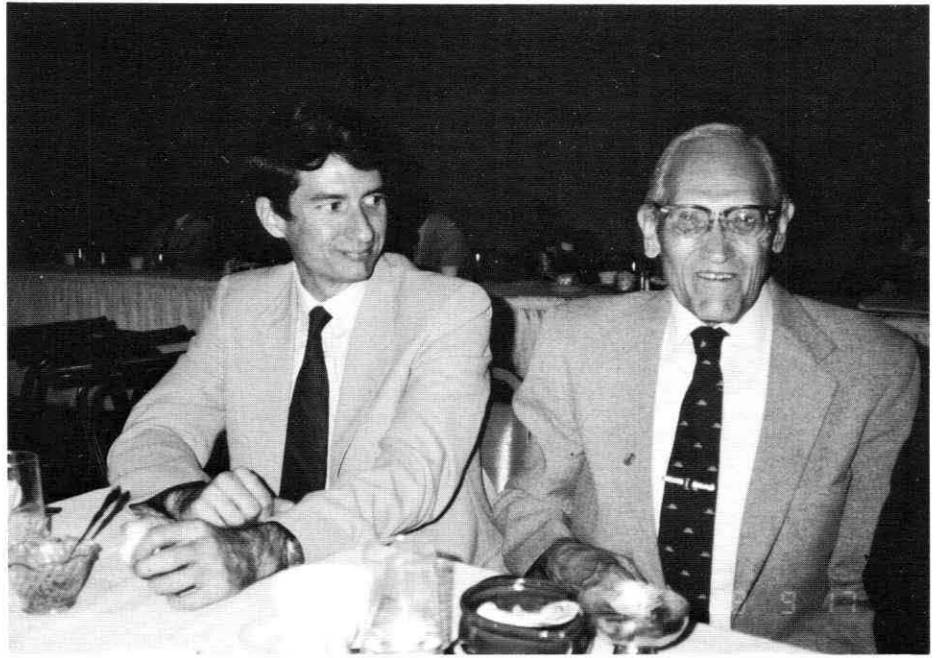


Bud and Eileen Daily drove over to Williamstown to get this unusual shot of a paddlewheel steam towboat at the Marietta wharf, A.D. 1988. When the SNYDER was built at Pittsburgh as the W. H. CLINGERMAN in 1918 the Ohio and Monongahela rivers were loaded with towboats of this type and now she's the sole survivor in the area, and \$335,000 was spent this year to assure her preservation.

1987, came to \$16,527.15, most of the amount having been spent for the preparation, printing and distribution of the S&D REFLECTOR. Next biggest expense items were for the purchase of binders, \$1,859.55, recovered as members purchase them to preserve their REFLECTOR files. Total receipts for the period came to \$24,588.75, generated by the \$15 dues-base effective over the period. Treasurer Walker pointed out that \$800 of the reported income came from contributions by John Stobart and C. W. Stoll who funded color pictures in our magazine. The balance on hand as of Sept. 17, 1988, was \$7,405.83. The report was approved upon proper motion and second.

Madam secretary Bee Rutter was delighted to announce a substantial increase in S&D memberships. Richardson Printing mailed 1,141 copies of the September issue of the S&D REFLECTOR, domestic and foreign, and 12 more went to new members enrolled within the past several weeks. Bee read aloud a salutary letter from Marietta mayor, Nancy P. Hollister, expressing appreciation for S&D's part played toward the design and completion of the Bi-Centennial fountain in the Levee Plaza adjacent and riverward of the Lafayette Hotel. Bee announced that binders for the S&D REFLECTOR are available at \$8 each, including shipping charges, by mailing order and check to her at 126 Seneca Drive, Marietta OH 45750. Our secretary estimated S&D's total membership, including the enrollment of family youngsters, is about 2,000. An inquiry from the floor about availability of S&D lapel pins brought forth the raise of about 10 or 12 hands from members assembled. No immediate action was decided upon.

Alfred Kleine-Kreutzmann, curator of the Inland Rivers Library, housed in the main edifice at Eighth and Vine, Cincinnati, of the Public Library of Cincinnati and Hamilton County, reported an extremely active year. Great public interest had been generated in the Queen City by the public at large over the "Tall Stacks" river extravaganza. "We have had all the news media in to use our resources," he said. Also he emphasized that S&D support, both as an organization and by individuals, is crucial to the



David E. Cassens, left, curator of the Herman T. Pott National Inland Waterways Library, a section of the St. Louis Mercantile Library, and James V. (Jim) Swift, whose weekly river contributions to The Waterways Journal are so widely read. Photo snapped by Capt. William D. (Bill) Bowell, head-push of the Padelford Packet Boat Co., St. Paul.



Capt. Mike Fitzgerald, master-pilot of the BELLE OF LOUISVILLE, visits the TELL CITY pilothouse at the Ohio River Museum. When he last came to an S&D meeting in 1976 he was a deckhand, and now is director of operations, at 31, of the B/L. Photo by Keith Norrington.

Inland Rivers Library. The curator expressed his appreciation for funding from the J. Mack Gamble Fund in financing and making possible the making Mack Gamble Fund directed to the making of negatives of their photographic collection. Also in behalf of the Library he extended warm thanks for the J. Mack Gamble Fund's assistance in acquiring the river collections of Capts. William S. Pollock and William H. Tippitt, both received during the past year. A microfilm of the 1891-1924 copies of The Waterways Journal are now available. S&D members Larry Walker and Dorothea Frye won particular thanks for material they donated, gleaned from the old Greene Line wharfboat at Cincinnati, before it went to destruction. The Inland Rivers Library, official receipt for S&D since its inception, has lately added a copy of the German edition of 1854, "The Illustrated Mississippi Valley," acquired by the Friends of the Public Library at a cost of \$9,500.

A report of the J. Mack Gamble Fund was presented by Andy Anderson. Board chairman Rutter said of it in a letter to Board members and officers dated Sept. 21: "Andy's delivery of the otherwise dry report was in Star Trekese, to the mystification of the chairman and a few other listeners. Funds available for 1988 projects were \$23,011.51; awards for projects amounted to \$22,961.98. Projects funded were: River Museum--educational video, \$7,270.00; Inland Rivers Library, \$10,731.98; Ohio University Press--Towboat Directory, \$5,000; Packet Directory order form, \$30."

O. W. Stoll moved that the actions by the officers of the corporation in discharge of their responsibilities under the constitution during the year be approved. Seconded by Bill Barr and approved unanimously.

#### THE PRESIDENCY

Upon invitation of Board chairman Rutter, S&D's president Way thanked J. W. Rutter for preparing an up-dated S&D constitution, calling it a "valuable piece of research, reflecting, as it does, all amendments adopted, with dates, since J. Mack Gamble prepared the original document."

Under the terms of S&D's constitution pro-tem officers may be appointed by the Board (Section VII, paragraph 7).



J. Thomas (Tom) Dunn, president of Streckfus Steamers, Inc. of St. Louis, is the subject of this excellent shot by Eileen Daily.



Of course we couldn't resist running this group-shot by Eileen Daily of (from the left) S&D's secretary Bee Rutter, Kate Way and Delly Robertson. This was taken Sunday morning at the Ohio River Museum as the SNYDER was being moored.

In the event that S&D's president "stepped on a banana peel," resulting in immediate need for a successor, Way asked the Board to specify, in advance of such emergency, that the pro-tem mantle of the presidency will fall upon the existing senior vice-president. "Going a step further, should the senior v.p. be unable or decline, my wish is that the chairman of the Board of Governors shall become pro-tem president of S&D until the next regular membership election," Way said.

Way concluded that he was not suggesting a change or amendment to S&D's constitution. "The Board is empowered to name pro-tem officers. The Board need only adopt and announce such pro-tem succession of the presidency, in my opinion," he said. "Such Board action would obviate the need for a mid-term Board emergency meeting."

As editor of the S&D REFLECTOR, Ye Ed said he was changing the status of the two vice presidents from "Upper Ohio" and "Lower Ohio" to "Senior v.p." and "2nd v.p." His reasoning is that S&D has so broadened its scope that the Ohio River, always important, no longer is a boundary for S&D interests and activities.

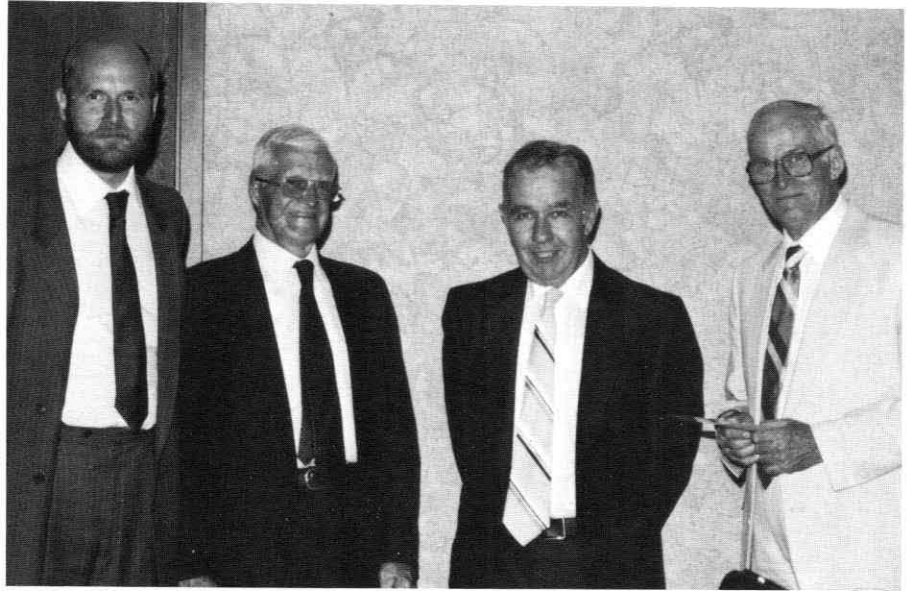
A motion was made by Tom Kenny that the Board stipulate the order of succession, in event of the inability of the president to fulfill his office. The motion failed for lack of a second.

#### OHIO RIVER MUSEUM

John Briley, director of the Ohio River Museum, reviewed the status of the restoration of the W. P. SNYDER JR. project, giving great credit to the contributions of S&D, the Snyder Trust and individuals such as Dale Flick in motivating the State of Ohio to appropriating the funds to undertake the necessary restoration work, \$335,000 total. Credit also was given to John Beatty in carrying out the work on the boat and Mr. Briley pointed out that John had gone beyond the specifics of his contract to do a good job. Mr. Briley thanked S&D for sponsoring the video program on the history of the rivers and for publicizing the exhibits at the museum; the video has already been put to good use before its premiere.

Alan Bates, consultant for the Ohio Historical Society on the SNYDER project, described the additional work John Beatty had

Continued on page 17



Gary Frommelt, left, is chief engineer of the PRESIDENT, but more widely known, perhaps, in these columns as the rehabilitator of the sternwheel LOUISE, formerly owned by Bud Daily, second from the right. On the right is S&D's featured speaker, Walter Carpenter of St. Marys, W. Va. and second from the left is his brother Hiram Carpenter, Jr. of Coraopolis, Pa. We trust this last identification is right, after talking with so many Carpenters. Photo by Eileen Daily.



Capt. Tom Kenny, who flew in from Lafayette, Colorado (left) is sharing river tales with Capt. Harold B. Wright of Huntington, W. Va. -Eileen Daily, photo.

## S&amp;D REGISTRATION, SEPT. 17

## Banquet

Charles Alden, Marietta, O.  
 Ila M. Alden, Marietta, O.  
 Andy Anderson, Cincinnati, O.  
 Harriett Anderson, Cincinnati, O.  
 Guy Anderson, Cincinnati, O.  
 Red Ashley, Dayton, O.  
 Jane Auge, Covington, Ky.  
 Bill Barr, Winfield, W. Va.  
 Louise Barr, Winfield, W. Va.  
 Alan Bates, Louisville, Ky.  
 Rita Bates, Louisville, Ky.  
 John K. Booth, Derwood, Md.  
 Robert F. Booth, Bethel Park, Pa.  
 T. Kent Booth, Fort Myers, Fla.  
 William Bowell, St. Paul, Minn.  
 John Breslin, Maysville, Ky.  
 Joe Breslin, Maysville, Ky.  
 John Briley, Marietta, Ohio  
 Margy Briley, Marietta, Ohio  
 Don Brookhart, Belpre, Ohio  
 Louise Brookhart, Belpre, Ohio  
 Nelson Brown, Marietta, Ohio  
 Veramae Brown, Marietta, Ohio  
 Jim Bupp, Charleston, W. Va.  
 June Bupp, Charleston, W. Va.  
 John Byrd, Huntington, W. Va.  
 Victor Canfield, Covington, Ky.  
 Clare Carpenter, Belpre, Ohio  
 Mabel Carpenter, Belpre, Ohio  
 D. Quentin Carpenter, St. Marys, W. Va.  
 Hi Carpenter, Jr., Coraopolis, Pa.  
 Mrs. Hi Carpenter, Jr., Coraopolis, Pa.  
 Jerry F. Carpenter, Vienna, W. Va.  
 Mrs. Jerry F. Carpenter, Vienna, W. Va.  
 John E. Carpenter, St. Marys, W. Va.  
 Karen Carpenter, St. Marys, W. Va.  
 Nancy Carpenter, St. Marys, W. Va.  
 Walter Carpenter, St. Marys, W. Va.  
 Webb Carpenter, St. Marys, W. Va.  
 David Cassens, St. Louis, Mo.  
 Ike Casey, Lockport, Ill.  
 Nancy Cecil, Cincinnati, Ohio  
 Clarence Clark, Clarington, Ohio  
 Evelyn Clark, Clarington, Ohio  
 Jim Coomer, Cincinnati, Ohio  
 Nancy Coomer, Cincinnati, Ohio  
 Fred Donsback, Covington, Ky.  
 Edna Donsback, Covington, Ky.  
 Tom Dunn, St. Louis, Mo.  
 Ralph DuPae, La Crosse, Wis.  
 Roy Emery, Hanover, Ind.  
 Jim Eversman, Columbus, Ohio  
 Mary Eversman, Columbus, Ohio  
 Merry Lou Faett, Pittsburgh, Pa.  
 N. T. Faett, Pittsburgh, Pa.  
 Bert Fenn, Tell City, Ind.  
 Gene Fitch, Guntersville, Ala.  
 Claire E. Fitch, Guntersville, Ala.  
 Mike Fitzgerald, New Albany, Ind.  
 Dale Flick, Cincinnati, Ohio  
 Connie Frommelt, New Orleans, La.  
 Gary Frommelt, New Orleans, La.  
 John Fryant, Alexandria, Va.  
 Sharon Fryant, Alexandria, Va.  
 Dorothea Frye, Cincinnati, Ohio  
 Mike Frye, Orlando, Fla.  
 Linda Frye, Orlando, Fla.  
 Dennie Frye, Orlando, Fla.  
 Mickey Frye, Orlando, Fla.  
 Ben Gilbert, Huntington, W. Va.  
 Jim Greenwood, Newport, Ohio  
 Shirley Greenwood, Newport, Ohio  
 Irene Grimm, Toronto, Ohio  
 Robert Grimm, Toronto, Ohio  
 Cori Reade-Hale, Covington, Ky.  
 Tim Hale, Covington, Ky.  
 Jim Haley, Lakeside Park, Ky.  
 Jeanne B. Haley, Lakeside Park, Ky.  
 T. J. Hall, Ft. Thomas, Ky.  
 Barbara Hameister, Blanchester, Ohio  
 Jack Hamlin, Huntington, W. Va.  
 Maybell Hamlin, Huntington, W. Va.  
 Carl Hatley, Cincinnati, Ohio  
 Marie Hatley, Cincinnati, Ohio  
 M'Lissa Herrmann, Cincinnati, Ohio  
 Allen Hess, Dorchester, Maine  
 F. S. Hewitt, Georgetown, Ill.  
 Helen Hewitt, Georgetown, Ill.  
 Gayle Hindman, Cincinnati, Ohio  
 Bill Hindman, Cincinnati, Ohio  
 Jack Hinkley, Coraopolis, Pa.  
 Della Hoag, Marietta, Ohio  
 Pauline Huffman, Troy, Ind.  
 Riley Huffman, Troy, Ind.  
 Robert Isfort, St. Bernard, Ohio  
 Helena Isfort, St. Bernard, Ohio  
 Roger Johnsen, Santee, Calif.  
 Brenda Judd, New Richmond, Ohio  
 Bill Judd, New Richmond, Ohio  
 Darlene Judd, Cincinnati, Ohio  
 William Judd, Cincinnati, Ohio  
 Tom Kenny, Lafayette, Colo.  
 Rick Kesterman, Cincinnati, Ohio  
 John Leonard, St. Catharines, Ont.  
 Betty Lips, Orlando, Fla.  
 Bob Lips, Orlando, Fla.  
 Reese Lloyd, Fort Thomas, Ky.  
 Helen Martin, Cincinnati, Ohio  
 Avonelle Moore, Wilmington, Ohio  
 Herbert Moore, Wilmington, Ohio  
 Bill Mueller, Middlebourne, W. Va.  
 Mrs. Bill Mueller, Middlebourne, W. Va.  
 Lena Muldowney, Bridgeport, Ohio  
 Mike L. Muldowney, Bridgeport, Ohio  
 Philip McCarroll, Pittsburgh, Pa.  
 Mercedes McCarroll, Pittsburgh, Pa.  
 Tom McDade, Centerville, Ohio  
 Roxy McDade, Centerville, Ohio  
 Doug McGrew, Marietta, Ohio  
 Kim McGrew, Marietta, Ohio  
 Keith Norrington, New Albany, Ind.  
 Lloyd Ostendorf, Dayton, Ohio  
 Rita Ostendorf, Dayton, Ohio  
 Frank Parker, Shavertown, Pa.  
 Mary Parker, Shavertown, Pa.  
 Judy Patsch, Rock Island, Ill.  
 Pat Patterson, Lebanon, Ohio  
 Harry Pettit, Marietta, Ohio  
 Patrick Pettit, Pittsburgh, Pa.  
 Claudia Pickens, Gahanna, Ohio  
 Jim Pickens, Gahanna, Ohio  
 Bob Prater, Columbus, Ohio  
 Dick Prater, Smyrna, Ga.  
 Helen Prater, Louisville, Ky.  
 John Prewitt, Mt. Sterling, Ky.  
 Martha Purdy, Wheaton, Ill.  
 Janice Reed, Raleigh, N.C.  
 Jim Reed, Raleigh, N.C.  
 Catherine Remley, Marietta, Ohio  
 Delly Robertson, New Richmond, Ohio  
 John Robertson, New Richmond, Ohio

Bee Rutter, Marietta, Ohio  
 Fred Rutter, Lithopolis, Ohio  
 Woody Rutter, Marietta, Ohio  
 Jim Sands, Jr., Marietta, Ohio  
 Jim Schenk, Hendersonville, Tenn.  
 Jim Sharpe, Republic, Ohio  
 Mary Sharpe, Republic, Ohio  
 Bill Smith, Springfield, Ohio  
 Marga Smith, Springfield, Ohio  
 Bob Smith, Sewickley, Pa.  
 Virginia Smith, Sewickley, Pa.  
 Jeff Spear, Marietta, Ohio  
 Joan Spear, Marietta, Ohio  
 John Spear, Marietta, Ohio  
 Dot Steinlage, Louisville, Ky.  
 Forrest Steinlage, Louisville, Ky.  
 Garnet Stephens, Marietta, Ohio  
 Jim L. Stephens, Marietta, Ohio  
 Jim Stephens, Marietta, Ohio  
 C. W. Stoll, Louisville, Ky.  
 Lucy Stoll, Louisville, Ky.  
 Bob Stone, Pittsburgh, Pa.  
 Charles Henry Stone, Pt. Pleasant, W. Va.  
 Betty Striegel, Louisville, Ky.  
 Martin C. Striegel, Louisville, Ky.  
 Carol Strimple, Columbus, Ohio  
 Richard Strimple, Cincinnati, Ohio  
 Jerry Sutphin, Huntington, W. Va.  
 Lee Sutphin, Huntington, W. Va.  
 Jim Sutton, Metairie, La.  
 Jim Swift, St. Louis, Mo.  
 Alice Tooker, New Orleans, La.  
 Vic Tooker, New Orleans, La.  
 Barbara VanDyke, Beverly, Ohio  
 Lela Vornholt, New Richmond, Ohio  
 Ethel Walker, Cincinnati, Ohio  
 Larry Walker, Cincinnati, Ohio  
 Bob Way, Cleveland, Ohio  
 Chris Way, Cleveland, Ohio  
 Fred Way III, Cleveland Heights, Ohio  
 Nell Way, Cleveland Heights, Ohio  
 Fred Way, Jr., Sewickley, Pa.  
 Kate Way, Chapel Hill, N.C.  
 Stewart Way, Whitehall, Mont.  
 Doug Way, wife and family  
 Nancy Webb, Aiken, S.C.  
 Ed Wesley, Cincinnati, Ohio  
 Alta P. White, Murraysville, W. Va.  
 Charles E. White, Murraysville, W. Va.  
 Dee Williams, Columbus, Ohio  
 Guy Williams, Columbus, Ohio  
 J. B. Williams, Arlington, Va.  
 M. W. Williams, Arlington, Va.  
 Gloria Winters, Cold Spring, Ky.  
 Alice Wilson, Staten Island, N.Y.  
 Jim Wilson, Staten Island, N.Y.  
 Lee Woodruff, Cincinnati, Ohio  
 Dianne Woodruff, Cincinnati, Ohio  
 Harold B. Wright, Huntington, W. Va.  
 Sally Wright, Huntington, W. Va.  
 Ann Zeiger, Cincinnati, Ohio

Frank Pollock, Raleigh, N.C.  
 True Pollock, Raleigh, N.C.  
 Judith Burks, Louisville, Ky.  
 Susan Burks, Fayetteville, N.Y.  
 Bud Daily, Toronto, Ohio  
 Eileen Daily, Toronto, Ohio  
 Ellie Hendricks, Marietta, Ohio

Ten persons did not fill out ticket stubs for Saturday banquet.

S&D members who kindly signed the register, and who are not listed above:

Martha E. Granberg, Bellevue, Ky.  
 Frank Parker, Shavertown, Pa.  
 Pat and Ted Walter, Marietta, Ohio  
 Richard Stewart, California, Ky.  
 Mary Greene Stewart, California, Ky.  
 Mr. and Mrs. Robert Ashley, Letart Falls, Ohio  
 Robert Kyle, St. Marys, W. Va.  
 Ann Schmidbauer, North Canton, Ohio  
 Merry Kocsis, Suffield, Ohio  
 Charles McMahan, New Matamoras, Ohio  
 Diana McMahan, New Matamoras, Ohio  
 Vachel McMahan, New Matamoras, Ohio  
 Jessica McMahan, Parkersburg, W. Va.  
 Mike McMahan, Parkersburg, W. Va.  
 Don McDaniel, Worthington, Ohio  
 A. Kleine-Kreutzmann, Cincinnati, Ohio  
 Marguerite Hammett, St. Marys, W. Va.  
 Roddy Hammett, New Orleans, La.  
 Janis Ann Johnson, Kansas City, Mo.  
 Don Pollock, Jerusalem, Ohio  
 Bill and Elaine Rist, Huntington, W. Va.  
 Sandie Miller, Louisville, Ky.  
 Jack E. Custer, Louisville, Ky.  
 Michael Fletcher, Big Bone, Ky.  
 Bus Longrod, Medina, N.Y.  
 Marion Hartley, Gasport, N.Y.  
 Bob Gray, Ashland, Ky.  
 Ben Tracy, Ashland, Ky.  
 Leland R. Johnson, Hermitage, Tenn.  
 Harold and Sally Wright, Huntington, W. Va.  
 Frank X. Prudent, Covington, Ky.  
 Bela K. Berty, Charleston, W. Va.  
 Anne Mallinson, Russell, Pa.  
 Nancy Wilds, Aiken, S.C.  
 Margaret and Stuart Talbot, Chicago, Ill.

#### WHEN THE SAINTS..

Highlight of the new platter "Steamboat 'Round the Bend" comes when Vic Tooker cuts loose with "When the Saints Go Marchin' In" playing trumpet, clarinet, trombone, piano, bass, banjo and drums--it's all Vic, every bit and part. The New Orleans classic was done by multiple recording and over-dubbing, and the result is fantastic.

Cap'n Doc Hawley co-stars in the record on calliope and piano. Thirty one minutes of music in all, available to S&Ds who send \$5 to Col. Vic Tooker, 2313 Esplanade Ave., New Orleans, La. 70119.



Continued from page 14  
done on the boat in order that the restoration be a first class job and the cost to him. Alan recommended that the W. P. SNYDER JR. Restoration Fund be reactivated to raise about \$20,000 to relieve Capt. Beatty of at least a part of the load he had assumed.

#### S&D CHAPTERS

President Jack Custer of the Middle Ohio River Chapter gave a report on the field trips sponsored by MOR during the year--Nashville, Vevay, the Upper Mississippi, and a fall trip scheduled at Shakertown, Ky. The MOR now has 131 members. Without question MOR is the most perapetetic S&D group.

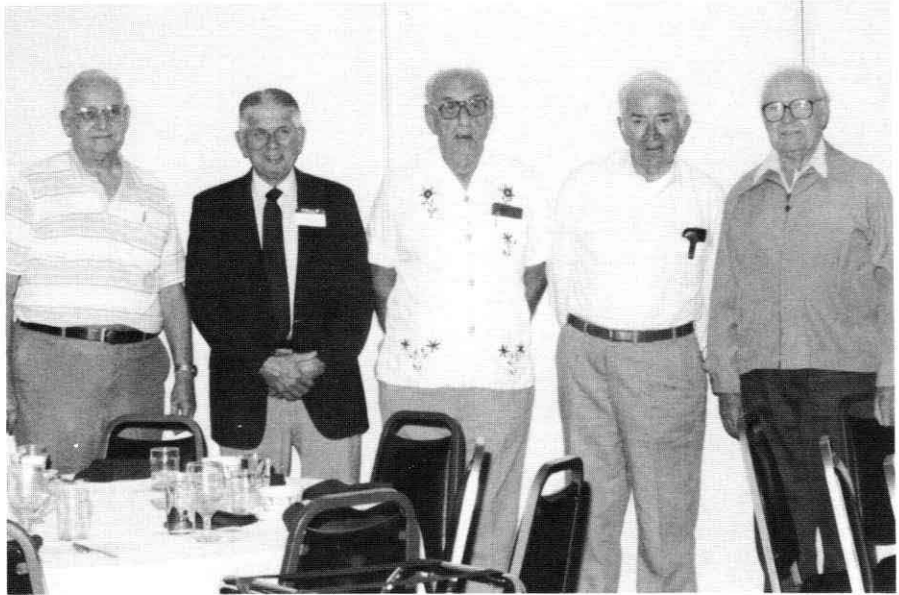
Charles Henry Stone reported for the Ohio-Kanawha Chapter in the absence of Bert Shearer. The O-K Chapter has held quarterly meetings but, unlike MOR, doesn't "go to the ends of the earth to find what's on the other side." "Our members," said Charles Henry, "do well to find Point Pleasant." He extended a cordial invitation to all S&D members, should they be in the neighborhood, to attend their meetings at the Point Pleasant Library.

Gene Fitch announced the sale of the CLAIRE-E (which during S&D was moored at Marietta's Ohio River wharf) and that he and Claire now were making their home in Guntersville, Ala. He extended an invitation to all S&D members to stop by. He has been v.p. of S&D since his appointment in 1978, and the Fitch's CLAIRE-E was the vanguard of the modern trend for privately owned and opertaed for privately owned and operated sternwheelers.

No other matters coming forth, chairman Rutter adjourned the meeting at 10:45 a.m.

#### BOARD RECONVENES

At 11 a.m. the Board of Governors recovened. Bert Fenn moved that the Board suspend the requirement in the constitution that all expenditures in excess of \$150 (Section VII, paragraph 2) be approved by the Board, to permit the treasurer to pay the \$300 per month office rent and utilities of the editor of the S&D REFLECTOR. Also, the treasurer be authorized to pay Richardson Printing Co. bills for the next four issues of the S&D REFLECTOR, not to exceed \$3,500 per issue. Seconded by C. W. Stoll. Approved.



A Union Barge Line reunion was staged at S&D when these master-pilots got together. From the left: Capt. Reese Lloyd of Fort Thomas, Ky.; Capt. Harold B. Wright, Huntington, W. Va.; Capt. Clare Carpenter, Belpre, O.; Capt. Tom Kenny, Lafayette, Colo., and Capt. Robert W. Lips, Orlando, Fla. Capt. Frank Springer had high intentions of being present from Campobello, S.C. but was detained. Other master-pilots at the meeting included Capt. Henry Gay of New Matamoras, O.; Capt. Kent Booth, Fort Myers, Fla., and Capt. Charles Henry Stone of Point Pleasant, W. Va. Modern passenger boat captain-pilots included Capt. Mike Fitzgerald, Capt. Roddy Hammett, Capt. C. W. Stoll and Capt. Tom Dunn. (Wow, we slipped on not including Capt. Bill Bowell!)



Eileen Daily, Bert Fenn, Vic Tooker and Tom Kenny look plenty happy in this one.

Jerry Sutphin moved that the president be authorized to take the present S&D constitution to an appropriate lawyer for assessment of the question of succession of officers and other pertinent matters which should be considered for a revision on the constitution. Seconded by Ann Mallinson. Approved.

Bert Fenn recommended that at the annual meeting of the membership on the evening of this day (Sept. 17) a motion be called for, to approve the actions of S&D officers during the year. This seemed prudent since (perhaps) the members of the Board of Governors could be considered "officers" and thereby would be approving their own actions when the Board adopted its similar motion earlier. C. W. Stoll agreed to ask for such a motion.

Adjourned 11:15 a.m.



Capt. Bill Bowell comes up with this prize, two veteran river dwellers known the length of the Ohio and Tennessee. Gene and Claire Fitch had been talking of selling their CLAIRE-E for some while, and finally did so. They now make their home in Guntersville, Ala.

**S**ATURDAY'S LUNCHEON at the Lafayette was well attended and received. Capt. William D. (Bill) Bowell, Jr., president of the extensive Padelford Packet Boat Co. of St. Paul, created something of a sensation when he offered minimal rates to S&Drs who cared to board his VIKING EXPLORER, about to depart from St. Paul for Cincinnati. This craft, as all know, is practically a private yacht. As we later learned, Bill's invitation was accepted by John Byrd, Huntington, W. Va., and by Capt. and Mrs. Clare Carpenter, Belpre, Ohio. Also aboard were Lillian Bowell, Tavernier, Fla.; Capt. Gus Gaspardo, St. Paul; Capt. Walter Mesnick, Fort Lee, N.J.; Capt. Joey Claeys, West Palm Beach, Fla. and Jack Bell, McGregor, Iowa.

Ruth Ferris wrote from her home in Brentwood, Mo. expressing regrets, and saying "I'm navigating slowly and close to home port, happy to be running."

Ruth Ferris predicted in her letter that the St. Louis Mercantile Library would be represented by David E. Cassens, curator of the Herman T. Pott National Inland Waterways Library.

Ruth's prediction came true, and the young man was ably introduced by James V. (Jim) Swift. David was off to a good start for his first S&D, and quickly was gobbled up into the course of events.

A phone call from Capt. Wilbur E. Dow, Jr. advised us



A quiet family reunion of three first cousins at S&D: Kate Way, F. Way, Jr. and Stewart Way. Kate flew in from her home at Chapel Hill, N.C. to Sewickley, and rode to Marietta with Annie Mallinson driving. Stewart flew from the vicinity of Whitehall, Mont. to Cleveland where he joined with his son Douglas S. Way, wife and family of four, and proceeded to Marietta. Dr. Stewart Way for 35 years plus was a researcher with Westinghouse Electric. All three in the picture are Sewickley natives whose fathers were brothers; Judge William A. Way, Frederick Way, Sr. and John W. Way. All three were on the famed JOE FOWLER excursion, Pittsburgh to St. Paul and back to Louisville in June 1914. The picture was taken with Kate's new camera she bought in Marietta.

of an illness of his daughter Lynn, preventing both from attending S&D. Later on, Wilbur again phoned to learn "how things went," and told us that Lynn was much better.

A nominating committee to recommend a slate of officers for the ensuing year was named at the luncheon. Delly Robertson, Roddy Hammett and Keith Norrington were selected.

Introductions were cut short for a special presentation, "Fire On the Water; Ohio River Steamboats," by TV Image, Cincinnati, financed solely by S&D's J. Mack Gamble Fund.

Great preparations had been made for this screening. Robert L. (Bob) Stone brought special equipment from Pittsburgh, and a darkened room with seating was set up for the purpose.

But the best laid plans....a passel of gremlins ruined the showing. Snatches came through perfectly, then @#\$\$%&\*()+ galore. Bob returned the projector to the Pittsburgh shop on Monday for a postmortem. They went over the machine with infinite care--perhaps some fluke in the tape was the best they came up with. As an astronomer cousin of mine once said after lugging himself and equipment from the Brooklyn Observatory to South America to photograph a total eclipse of the sun, and a big Brazilian cloud obscured the show: "Too bad, too bad, too irretrievably bad!" Not so fatal for S&D--we can blow the cloud away and come again another day.

Kent Booth and I started out to get some fresh air but a shower turned us back at the new Levee Plaza after we had admired all of Woody's steamboat smokestacks. Back again to the Lafayette lobby and two hours of sheer bliss talking, talking, talking.

Kate Way and I rode the trolley to the Ramada-Travel Host on its second go-around to be greeted by Bob Moseley and escorted to MOR's "happy hour" in full swing, with Jack Custer and Sandie Miller on the receiving line. Handsome and beautiful people named Carpenter were there beyond count (see the accompanying roster) to hear the evening speaker. Always a worrier about logistics, we were worrying about how Bob Moseley was going to seat this throng which had descended upon him, but old-hand-banqueter Bob had provided tables in the main



S&D's artist-researcher Dorothea Frye and her son Mickey posed while Judy Patsch took this family scene. Mickey is a veteran cabbager of river-related relics, and his Mom rode between stacks on the first ISLAND QUEEN for starters. Her most celebrated painting, perhaps, is a broadside of the JACOB STRADER commissioned by Jack and Joan Strader, Cincinnati. Jack uses a repro on his letterheads.



Barbara Hameister, Blanchester, O., snapped this round-table scene of Vic and Mom Tooker at lunch, surrounded by friends and admirers. Might be Lloyd Ostendorf at the left (Barbara didn't say) of Dayton, O. who can draw a pen sketch likeness of a person in almost nothing flat, the only artist we know who has this uncanny talent. Ann V. Zeiger, Cincinnati, is over on the right.

diningroom for the overflow. Leave it to Bob. His roast beef and trimmings were perfection. Afterwards I took home in my pocket one of those foil-wrapped roast potatoes for future reference. It turned up as a skillet of hash-browns at 121 River.

The nominating committee, appointed earlier in the day, had agreed to let Delly Robertson present their slate, which she did in her ingenious and inimitable fashion. C. W. Stoll, following Robert's Rules of Order to the letter, got a resounding "aye" from the S&D members assembled. All officers were reelected with nary a "nay." Kate Way looked at me with wide-eyed surprise. "That sounded to me like a put-up job," she said. One person's opinion.

Permit me to interject here a few words about this Kate Way, first cousin of mine, making her first appearance at S&D. Kate is a bit younger than I am, born and raised in Sewickley, graduated from Columbia U. 1932, then received her Ph.D. in physics at Chapel Hill 1938. She taught in U. of Tennessee, then joined the Manhattan Project 1942 and was in Chicago when the first chain reaction was achieved there in Dec. 1942.

Later, 1964-1968, she was with the Oak Ridge (Tenn.) National Laboratory. In 1965 Kate initiated a highly technical journal, "Atomic Data and Nuclear Data Tables," devoted to compilations of experimental and theoretical results. As for the value of this journal (from which she lately has retired) one Nobel laureate enthused: "Her compilations of nuclear data have been essential to the construction of the theoretical models upon which our present understanding of nuclear structure rests." Dr. Katharine Way resides at Carolina Meadows, Apt. 2-102, Chapel Hill, N.C. 27541.

Walter S. Carpenter, our featured speaker, was introduced in our last issue, and again in the Sept. 26 issue of The Waterways Journal where James V. Swift devotes a full page of text and three pictures to Walter and Carpenter river activities. Those of S&D who do not regularly receive the WJ are missing a good bet; \$26 a year (weekly), \$52 in Canada and foreign; 666 Security Building, St. Louis, Mo. 63102--plug. For the benefit of foreign readers the "plug" part is not a



part of the address.

Walter sailed along with a string of anecdotes about raising crops on the 8 islands between Paden City and St. Marys, if you include Wittens Towhead. Between now and next March we will have received 14 inquiries about what a towhead is, lest we pause to explain. Webster defines it as a low alluvial island or shoal in a river. It's the dot of an exclamation point (!) usually under a main island, an unwooded sandbar exposed in normal river stages. End of Dep't of Fuller Explanation.

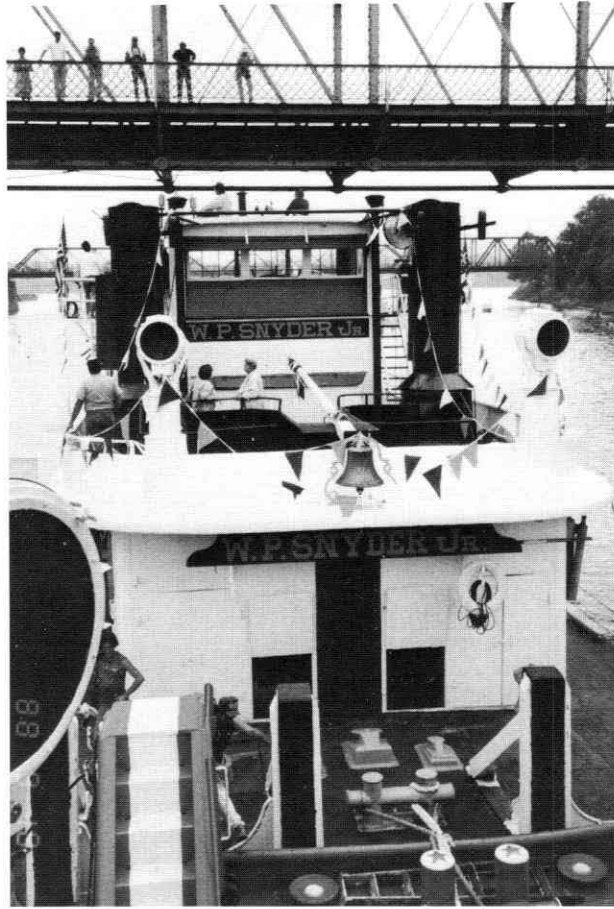
In more summers than one Walter's father Hiram cultivated and raised potatoes on these islands, a proposition which required all available Carpenters and then some.

When Walter got to telling about running ferry service between Marietta and Williamstown after the bridge-floor burned, he evoked some recollections from C. W. Stoll who told of them later. This talk was a good one, loaded with river doings unrecorded in print by a spirited speaker of first-hand experience.

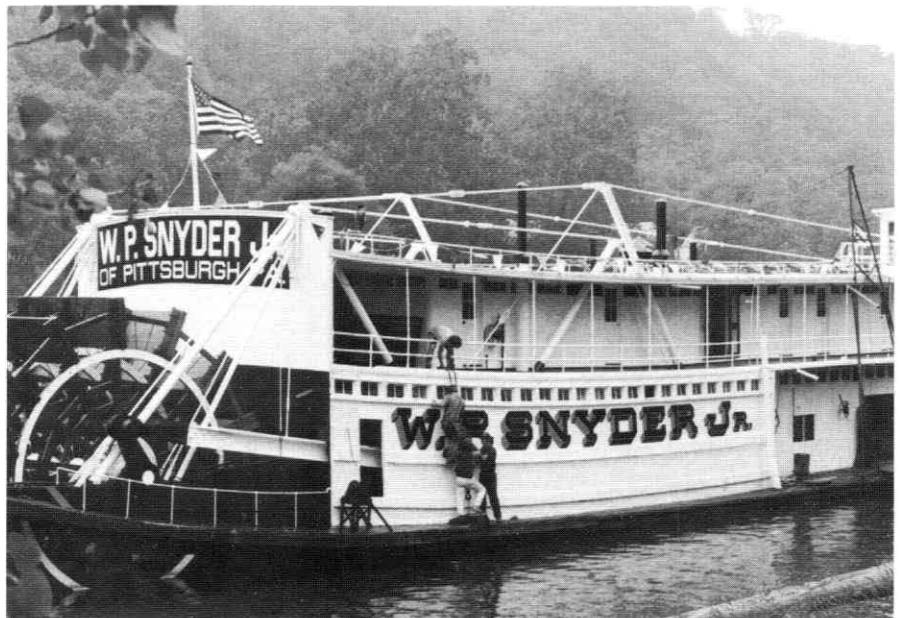
But ah-h-h! In the wings were Mom and Vic Tooker--Vic on banjo and trombone, Mom on string bass--and permit me now the honor of introducing Vic's four players; Pat Patterson, clarinet; Red Ashley, drums; Chris Moore, cornet; Nick Moore, piano. If they looked happy and sounded happy, it was because they WERE happy. The show got contagious up to and including "The Saints Go Marching In" grand finale. What a show! Vic whispered to me later: "We hope to do so again next year."

What do you think of that, folks; what do you think of that!

**O**UR S&D program was to continue on Sunday morning. A trained convention engineer probably would have ended the show Saturday night after Vic, Mom and band scored their rousing climax. Fortunately S&D is not run by experts, and rue the day when one is hired. C.W. drove me and my baked potato back to the Lafayette where, 20 minutes later, I was dead to the world and knew no more until the sun's first beckoning rays. Seemed like most everybody was alive and well at breakfast, and those who were missing were on



On Sunday morning a work crew turned the old railroad bridge and awaited the SNYDER (top view last page by Bill Bowell.) S&D spectators watched from the bridge approach (center view by Judy Patsch) as the BEATTY backed her charge up the Muskingum. On this page the fleet has cleared the Putnam Street bridge, stacks lowered (Bill Bowell's photo), and the SNYDER has been jockeyed into her landing place (lower photo by Bud Daily.)



board the CLARE E. BEATTY or W. P. SNYDER JR. joyriding, this balmy Sunday morning.

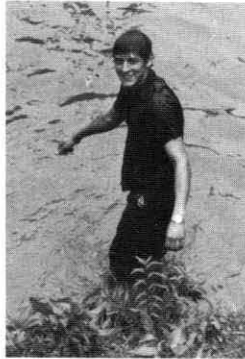
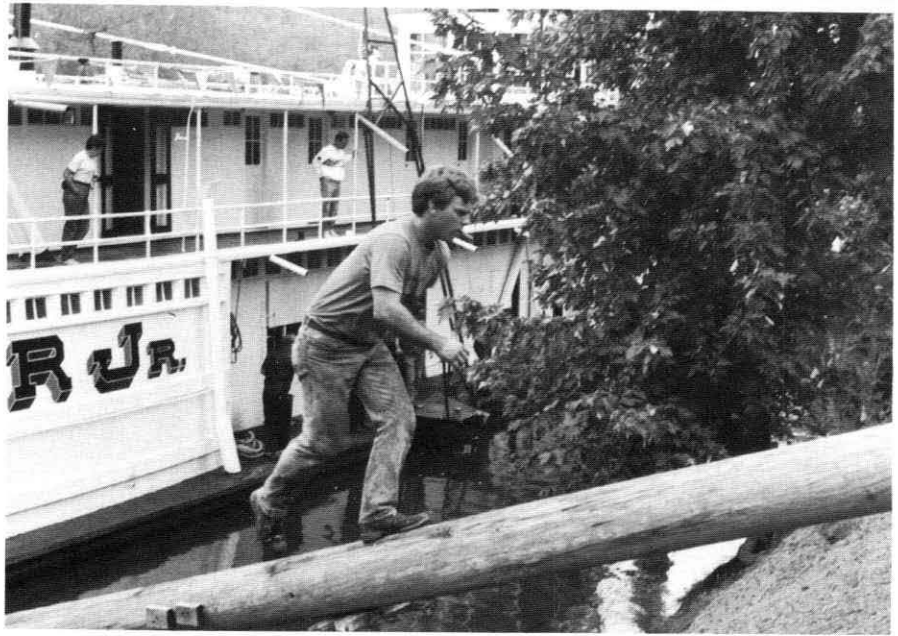
One very special person was missing from this expedition to put the SNYDER back to bed in her Muskingum River mooring. W. P.'s son Whitney Snyder had pinned high hopes of being aboard, but was prevented. Over the phone from his Sewickley home he said with some anguish, "I have in my system a real warm and sentimental feeling for my parents, as you probably know, and please tell me true, is the old boat safe and afloat and looking good?" Whitney was the prime instigator for the funds which made possible the entire renovation program.

What I've told so far is only the half of what went on at this four-ring 1988 S&D circus. The door prize at the banquet went to Patrick Pettit of Pittsburgh, grandson of Marietta's Harry Pettit. It was a full color print of Harlan Hubbard's last painting, the QUEEN CITY steaming up the Ohio as viewed from Payne Hollow. The color prints distributed to all takers were provided by Bob Stone as a tribute to the genius of our steamboat artist William E. Reed.

Bee and Woody extend thanks to the personnel of both the Lafayette and the Ramada-Travel Host for bending over backwards to cooperate in countless details. S&Drs called upon to assist in registration, name tags, and lord knows what else, responded with alacrity. As Bee said afterward, "I really enjoyed every moment of S&D because our gang is like family--I'm already looking forward to next year."

Special thanks again to Vic and Mom and band for what well may have been their greatest performance of all time. A bow and sweep of our hat to John Beatty and his crew for the excellent renovation, and for the painstaking care he gave the SNYDER on her long odyssey to and from Warsaw. To those who furnished photographs displayed in this issue, a pictorial record for the benefit of those S&Drs who were prevented from attending, as well as a scrapbook of memories for those who did attend, the editor is grateful. Our thanks to Capt. Bill Bowell for handing us a pass good on his four boats "forever."

S&D's officers and Board of Governors say thanks for the



Being a successful deckhand on the BEATTY calls for some acrobatic and swimming ability. Above, walking a spar, photo caught by Bud Daily. The young man in the inset at the right swam a mooring line ashore, and a moment later Bud Daily snapped his portrait (lower).



overwhelming vote of confidence with the way things are run, a sobering reminder of our responsibilities.

A few colorful maple leaves were bobbing along in the Muskingum in the reflection of the gorgeously lettered name on the W. P. SNYDER JR.'s port engineroom bulkhead. A few of the carp had returned, boiling the river's surface and hoping for bread. Behind us the TELL CITY's pilothouse gleamed in pale afternoon sunlight. Visitors were reading the plaque as countless thousands have done, and will do in days to come.

Sometimes the whole thing is overwhelming.

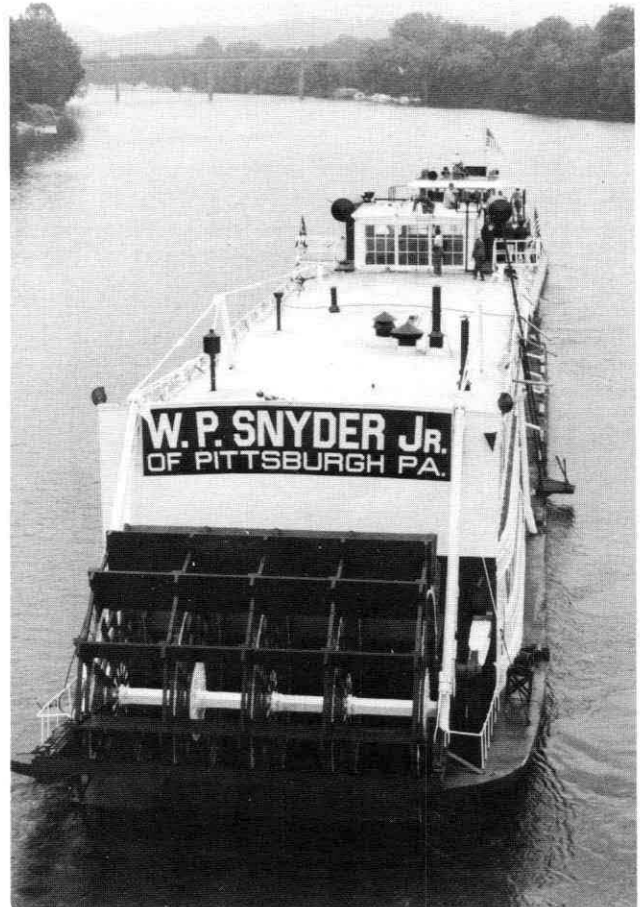


Mission accomplished; if Cap'n Beatty looks a trifle weary it's because he had successfully accomplished what he started out to do. His co-pilot granddaughter is rightfully proud, and shame on us for not learning her name. Eileen Daily took the revealing picture.



The pilot, John Beatty, feels right at home as he maneuvers the SNYDER to her Muskingum River docking space. Photo thanks to Cap'n Bowell.

Jim Sutton of Metairie, La. snapped the stern view of the SNYDER at the right. Jim came of age, 18, on March 22, 1978; now 10 years later, he stands enineroom watches on deep sea freighters to the four corners of the globe.



The paddlewheel is brand new, as is the complete stern bulkhead. No detail was overlooked; William Penn Snyder Jr. did not use a comma before the "Jr."

CONSTITUTION  
THE SONS AND DAUGHTERS  
OF PIONEER RIVERMEN

The text of the constitution with revisions, adopted September 19, 1987, follows:

I

The name of this organization shall be the Sons and Daughters of Pioneer Rivermen.

II

Its objectives shall be to perpetuate the memory of Pioneer Rivermen through the establishment and management of a River Museum or River Museums, where relics, models, pictures and other items relating to the rivers and their boats may be preserved; the preservation and publication of river history; closer association within and loyalty to the ideals of the river fraternity.

III

Membership shall consist of persons actively engaged in river traffic, persons related to river pioneers and any persons who by occupation or special interest are desirous of having part in an association dedicated to the objectives of this organization. Active membership may be secured by paying the annual dues of ten dollars (\$15.00) per year, in advance, subject in all cases to the approval or disapproval of the Board of Governors.  
(Revised 9-17-55; 9-18-71; 9-13-75; 9-19-87)

IV

Members failing to pay their dues shall cease to be members after a period of six months upon notice of their default by the Secretary. However, they shall be restored to membership upon payment of all arrearages of dues.

V

Charter members shall be those persons enrolled as active members on and prior to September 2, 1940.



## VI

The officers of the Association shall consist of a president, two vice presidents, a secretary and a treasurer, elected annually. The president shall appoint a Board of Governors consisting of nine members and these appointments shall be for a term of three years. The initial appointments shall be: 3 for one year; 3 for two years; and 3 for three year terms. Three members shall be appointed for a full term at every annual meeting thereafter.  
(Revised 9-17-55)

## VII

The secretary shall keep the minutes of the meetings of the Association and of the Board of Governors. He shall keep a record of the annual dues, and in all ways carry on the clerical work of the Association in accordance with the instructions of the president and the Board of Governors.

The treasurer shall receive all money belonging to the Association, make disbursements, keep an accurate record of the receipts and disbursements and report the same in writing to the Association at its annual meetings. However, no expenditures in excess of one hundred and fifty dollars (\$150) shall be made without the approval of the Board of Governors and no bills of any size shall be paid except those that have been approved by the secretary and the president.

The president shall appoint special committees for any purpose, as required for the proper conduct of the work of the Association.

The president shall appoint successors to the Board of Governors when vacancies occur for any reason.

The Board of Governors shall interpret the meaning and intent of this constitution; shall decide matters of policy, are empowered to enter into contracts and agreements, are empowered to terminate into contracts and agreements. They have the right to call before them duly elected officers for the purpose of ascertaining facts, and may suspend officers or members when, in their majority opinion, there is just cause.

In case of suspension a report must be made by the Board of Governors to the Association at the next regular meeting.

Pro-tem officers may be appointed by the Board. The Board may elect as Honorary Members or Honorary Officers persons distinguished for some service to this Association, or to its purposes in general. But such persons, unless also enrolled as active members, shall have no vote nor official voice in the proceedings of the organization.

For any official action of the Board of Governors at any called meeting, independent of the annual meeting, a simple majority of the full Board of Governors shall be required. Witnessed proxy votes will be accepted at such meetings.  
(Revised 9-17-55)

## VIII

The annual meeting for the election of officers shall be held each year at a time not more than thirty days before or after Labor Day, the exact time and place to be chosen by

the officers and the Board of Governors. Active members, whose dues are paid in advance, shall be notified of such meetings at least ten days before it is held. Special meetings of the Association, or of the Board of Governors, shall be called for any purpose by the president. Such meetings may be called by the secretary on written request of at least ten members.

## IX

Amendment or change in this constitution shall be made by vote of the members at any annual meeting or at any special meeting, notice of which has been sent to all paid-up members at least ten days in advance of the time of holding the meeting.

## X

The official insignia of the Association, shall be a pilotwheel, enclosing a steamboat headlight, the rim of the pilotwheel bearing the name of the Association.

## XI

The motto of the Association shall be, "Lighting Up The Past, Present And Future Of The Mississippi River System."

## XII

The official publication of the Association shall be the "S. & D. Reflector."  
(Revised 9-15-73)



All eyes intent on the mooring, S&Drs focus their attention to the W. P. SNYDER JR. fresh back from Warsaw, Ky. on Sunday morning, Sept. 18. Fred Rutter took this rear view of the throng.

#### CAPT. BLICE RETIRES

Capt. Walter H. (Wally) Blice, formerly of New Albany, Ind., reports that on Dec. 7, 1987 he left the DELTA QUEEN as pilot and retired. He stood his first watch as pilot on the towboat CAYUGA, April 13, 1940. "I began on a sternwheel boat and worked 47 years and ended on a steam sternwheeler. Now who also do you know that can say that?"

He retired from Union Barge Line as master-pilot of the NAVIGATOR, and since then has piloted the BELLE OF LOUISVILLE, DELTA QUEEN and MISSISSIPPI QUEEN. His current address: 3901 71st St. West, 43 Seabreeze Blvd., Bradenton, Fla. 34209.

Recent new members of S&D include Mr. and Mrs. David E. Beegle, 2023 SR 730, Wilmington, Ohio 45177. David Beegle's grandfather was Capt. George Beegle of Racine, O. who survived the KANAWHA disaster and later was mate and carpenter on the SENATOR CORDILL near as long as she operated on the upper Ohio. When the CORDILL's main throttle valve exploded at Point Pleasant, W. Va., George is the one who crawled up on top of the boilers and turned off the main steam valve leading aft to the engines, badly burning his hands.

Mrs. William (Jennie) McNally phoned us in October to explain her absence at the S&D meeting, lack of transportation. She sends her best to the friends she missed seeing and promises to be on deck in Sept. '89.

Patrick Fahey, president of the Delta Queen Steamboat Company, has retained the services of Eric Speyen, formerly director of Miami's Museum of Science, who with David Snow and Don Deming, plan to install exhibits of river historical nature aboard the MQ and DQ in 1989. "It's an ambitious undertaking on our part, but one that we feel will play an important role in furthering general public awareness to this vital period in our country's history," writes Mr. Fahey.



Mr. and Mrs. Albert F. Hoebbel, 1469 Burney Lane, Cincinnati, O. 45230 were pictured last May by Dale Flick. Mrs. Hoebel is the former Susan Pattison, daughter of Capt. Ben I. Pattison who got his start with the Greene Line, later commanded the ISLAND QUEEN and was in charge of the U.S. Steamboat Inspection Service at Cincinnati. Albert Hoebbel is a retired stock broker. Following the market crash in Oct. '87 he was interviewed at length by the Cincinnati Enquirer as one of the surviving brokers who had survived the '29 crash. This couple has enjoyed 61 years of marriage.



When the BELLE hibernates this winter at McAlpine Lock the office mail goes in this fancy box, the art work by mate Mark Doty. -Our thanks to Keith Norrington for the picture.



PICTURE OPPOSITE

In our Dec. 1973 issue, page 16, this same picture appears, closer up--so now, in this showing, we back up a bit to show the tops of the BENTON's stacks. The four "mountain boats" are, from the left, FAR WEST, NELLIE PECK, WESTERN and BENTON. They are moored at Bismarck, Dakota Territory, on the Missouri River, about 1876-1878.

F. Jay Haynes was the photographer, since immortalized in a dandy book, "Following the Frontier," published by Alfred A. Knopf in 1964, authored by Freeman Tilden. Tilden selected 244 representative prints made from Haynes' glass plates preserved by his late son, Jack E. Haynes. Our copy of the book was presented to us in 1964 by the late S. Durward Hoag, and how Steve ever came to find the volume is conjecture, but probably through his good friend William B. (Bill) Fletcher of Downey, Calif. Bill, primarily a rail buff, is still perking. He and our grandson Tom Way see a good bit of one another, with a common interest in railroad transfer boats which, before bridges, ferried passenger and freight cars at many points along the inland waterways.

The accompanying picture comes from the collection of George V. Allen, sent kindness of Ralph DuPae and the Murphy Library crew at La Crosse, Wis.

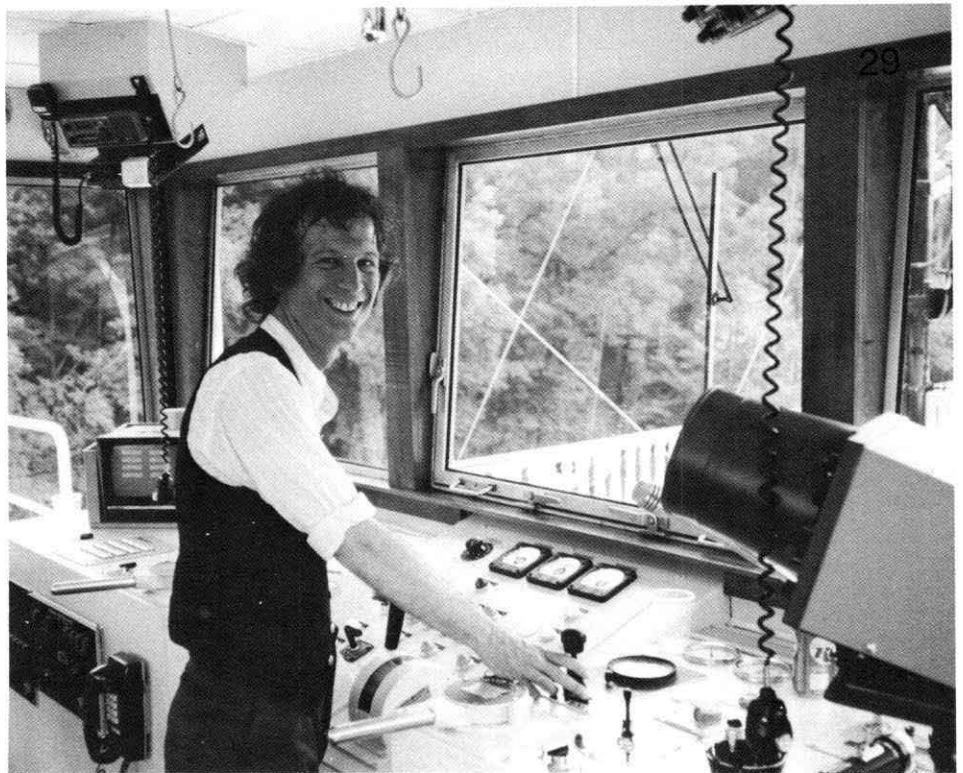
Much more about these four steamboats may be located in "Way's Packets," and from the 1973 S&D REFLECTOR cited above.

Sirs: I can not tell you how very much my husband and I enjoyed S&D this year; each year is happiness for me.

My Daddy was "Happie" Abels and was landing man for Union Barge Line from the late '20s through the early '40s. Our houseboat was first under the Wabash bridge (South Side) in Pittsburgh, then to Neville Island. We three Abels children were "river" from birth and hold such high regard and lovely memories of our past.

Laurels to those of you who made Sept. 16-17-18 so memorable.

Merry Lou Faett,  
(Mrs. Norman J. Faett,  
Jr.,)  
900 Washington Road #311,  
Pittsburgh, Pa. 15228



Above he's on watch up Cumberland River aboard the GENERAL JACKSON. Then he's selected for the National Rivers Hall of Fame. So he goes home and builds a steamboat-style gazebo (below) but that's not all, folks. We were channel-hopping on the TV, and there was John Hartford wearing an apron, making Iowa corn chowder on "Florence's Cookbook" program. Little wonder he and Marie missed S&D.



## JESSE P. HUGHES DIARIES

The Year of the  
GREENLAND - 1903.

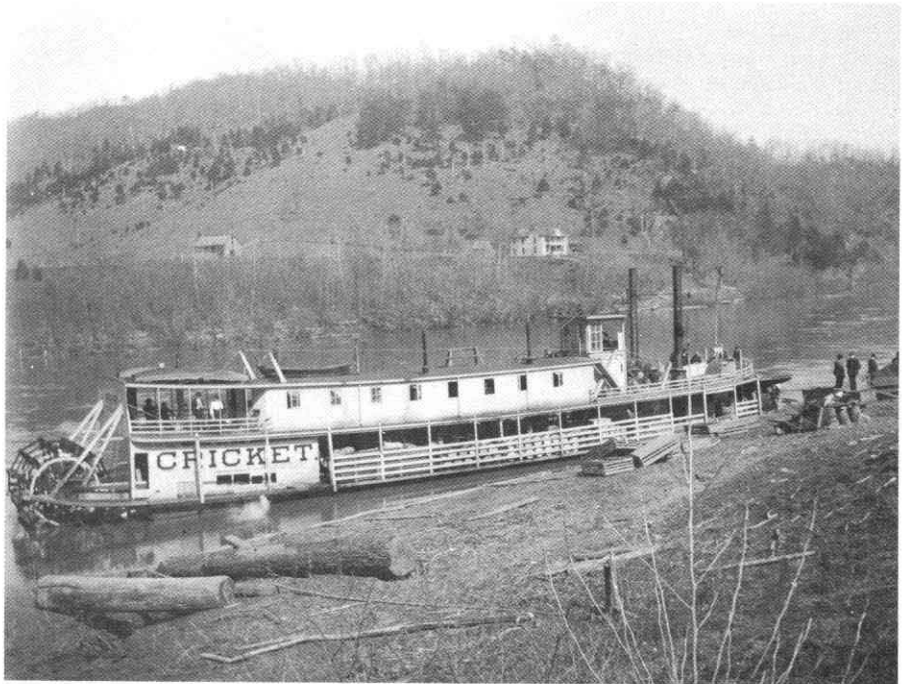
by C. W. Stoll

January 1, 1903 found Capt. Jesse P. Hughes busy on the CRICKET laid up just above the mouth of the Little Kanawha River at Parkersburg, West Va., working on various projects concerning repairs, maintenance and improvement. The weather was miserable--snow, ice, fog and a rising river. The only boat movement mentioned was the QUEEN CITY downbound for Cincinnati. On Saturday, Jan. 10 the VALLEY BELLE was sold to Capt. Ritchie at a marshall's sale for \$5,475. The next day it got colder; 5 degrees on the 12th, the KANAWHA having come back from Marietta the previous day and reshipped all her freight by rail, and proceeded to Point Pleasant to lay up. The QUEEN CITY laid up at Parkersburg on the 12th in bitter cold 5-degree weather; nobody working on the docks.

The JAMES Y. LOCKWOOD passed upstream, loose, on Jan. 14 and the next day Jesse was working in the CRICKET's wheel to make it larger, and the LIZZIE TOWNSEND was unable to get on the docks because of ice.

So they ran her up and down past the docks to free the ice and the next day they got her on for repairs. On Jan. 17 the ROB'T P. GILLHAM went down to Point Pleasant but conditions were such that the CRICKET did not raise steam until Jan. 26 when she laid a telephone cable across the Ohio to Belpre, and then went up to the Shacktown lock on the Little Kanawha to get an engine consigned to Tug River. She returned to Parkersburg and departed the next morning at 5:00 with the T. D. DALE in tow. The CRICKET lay that night at Gallipolis and went light the next day to Catlettsburg where Capt. Vaughn came on as pilot. On Jan. 31 the CRICKET took aboard "some men and an outfit" and stretched a wire across the Ohio River into Ironton.

On Feb. 4 the CRICKET started loading at Ashland for Big Sandy River. There was "lots of business" and the MILES H. was loading for Prestonburg. Leaving at 2 a.m. Feb. 5 she proceeded to Catlettsburg



The CRICKET on Big Sandy River pictured at Hell's Gate, Ky., now known as Stafford, just above Paintsville. All of the pictures accompanying this article were taken by Capt. Jesse P. Hughes with a camera using 3½" by 4½" glass plates which he took to professional photographers for developing and printing.

against a strong current where she found the DONCA loading for Pikeville. Left at 5 a.m. with the VINCENNES 12 hours in the lead, but they caught up to her at Laws Creek and arrived at Pikeville at 5 p.m. on Feb. 6, the first 1903 boat arrival there.

The CRICKET left at 8 that evening with several passengers. The GUYAN was running to Tug Fork.

On the next trip the CRICKET departed Pikeville at 5:30 p.m. on Feb. 9. She broke a cam at the lower end of town and was delayed for repairs until 9 p.m. Stuck at Coal Run at 10:30 p.m., the river 3' scant and falling. She couldn't get over the sand, so returned to Wed-dington's and laid up. The KATIE Mc with barge was there also. She took 100 barrels of flour from the MILES H. above there and returned to Wed-dington's where she lay until Feb. 12. Thereupon she went back to Pikeville to deliver freight from several of the boats that could not make it and departed at 4 p.m. and laid up that night at Beaver at 11 p.m. with 4' on the Pikeville marks. Returned to Catlettsburg at 5 p.m. on Friday the 13th where she laid up.

On Feb. 15 the CRICKET took a tow of 350 logs to Portsmouth during which time the QUEEN CITY passed down on her initial Pittsburgh-New Orleans Mardi Gras trip. Next day she returned to Ashland, coaled, and returned to Catlettsburg where she tied alongside the J. M. GRUBBS above the bridges at 11 p.m. with the thermometer at zero degrees.

Left at 6 a.m., got into the timber at Fish Trap and broke one main chain which she had welded the next day at White House. Returning from Pikeville on Feb. 21, she made a quick turn-around and left Catlettsburg at 10 p.m. on a falling river. This trip went smoothly up Big Sandy, and on Feb. 23 at 8:30 p.m. she again left Catlettsburg for Pikeville with Telia Vaughn and three other ladies on board for the round trip. Arrived at Pikeville at 7 a.m., Feb. 25, and was there delayed two hours grounded below the landing. Returned to Catlettsburg at 1:00 a.m. Feb. 26. Leaving at noon she went to Ashland and loaded the next day for Big Sandy. Left Ashland at 5 p.m. and Catlettsburg at 8:30 p.m. on a rising river. Laid up for fog

at 11 p.m. and after a night of wind and rain arrived at Louisa at 5:30 a.m. with the river rising three feet an hour. Jesse tied the boat up, and sent the crew home on the J. M. GRUBBS at 7 p.m.

On March 1, weather pleasant, the river commenced a slow fall. Jesse went to church in the morning, and went visiting in the evening. The next day John Duncan got on and the boat left Louisa at 1 a.m., arriving at Prestonburg at 8 p.m., and on to Pikeville at 7 a.m. Left at 9 a.m. with a fast falling river. At Catlettsburg had to lower her stacks to get under the bridge. Then she loaded at Ashland and Catlettsburg and left at 7 p.m. with 50 feet on the Ohio River marks, with backwater extending up Big Sandy to above Louisa. She lost a lot of time in fog and turned her trip over to the SEA GULL at King Damron and started back down the Big Sandy at 5 p.m. on March 6 but did not get back to Catlettsburg until 9 p.m. on the 7th. It was a season of high water in the Ohio and of sporadic, quick rises in the Big Sandy. On March 24 the CRICKET laid up at Letta Landing because of drift and logs running, and sent her passengers on by rail. On April 3 she arrived at Catletts-

burg, unloaded, and then tied up above the Ashland wharfboat. The crew took off the buckets, wheel arms, etc., removed the old shaft, and replaced it with a new one including new flanges. When the wheel work was completed on April 7 Jesse wrote "Good-bye" in his diary to the Big Sandy trade. Next day he took 750 bushels of coal aboard and left at 5 p.m. for the Upper Ohio. The old wheel shaft was unloaded at Newport, Ohio.

#### Towing the Water Circus

The CRICKET arrived at New Martinsville, West Va. at 8 a.m. on April 10, 1903 and hooked up to the Water Circus she was to tow. Capt. Jesse went to Wheeling on the H. K. BEDFORD where he boarded the downbound GREENWOOD next morning at 10 and, at New Martinsville, moved the calliope over on the CRICKET. The Water Circus opened that day at New Martinsville and on Sunday--Easter--the outfit started upriver and the CRICKET managed to blow out a cylinder head joint seven times. Then at Possum Bar she encountered a storm and so much drift got under the barges which carried the Water Show that she could not handle her tow. A trip up to Sunfish to enlist the aid of

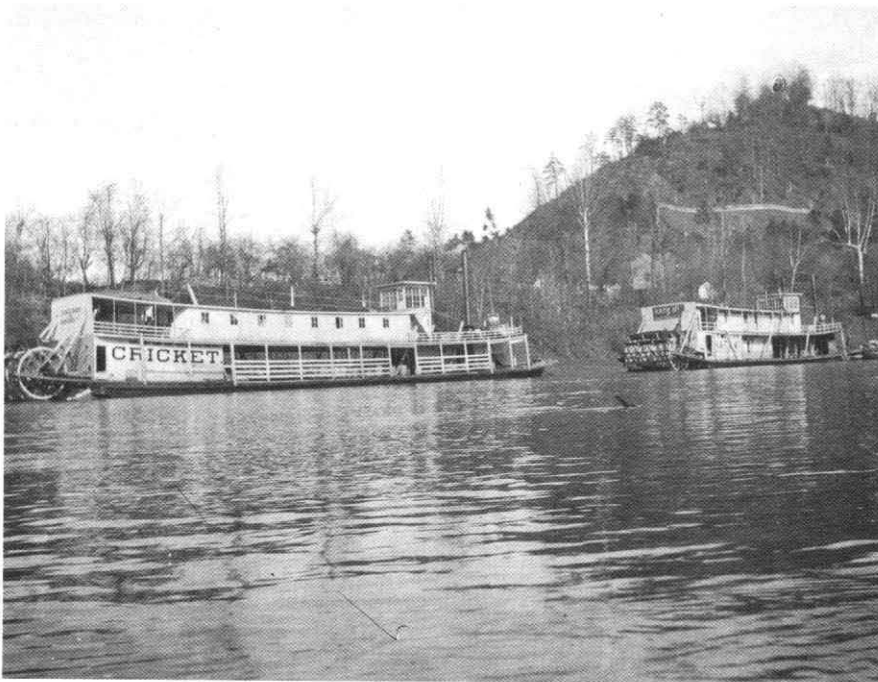
the LEROY was fruitless. But next day the CRICKET went to meet the RUTH, which came and helped run the drift out from under the barges. The outfit arrived at Moundsville too late to show. The next day was cold and rainy but the Water Circus showed to big crowds. The CRICKET pumped out the Moundsville wharfboat.

From this date until July 21 Jesse captained the CRICKET towing the Great Water Circus on an extended tour which took him below Evansville for the first time. Performances were given as far down the river as Metropolis, Ill., and then back up the Ohio to Ironton where the final performance was given on July 20. This trip itself would make an interesting article, but just an outline and some highlights will have to suffice here. The attendance at performances, with a few outstanding exceptions, was reported as low but the experience was naturally exciting to Jesse, particularly on the lower Ohio.

Following Moundsville, stops were made at Benwood, Bellaire, Sistersville, New Matamoras and St. Marys--where Jesse walked to Rea's Run to visit with his sister Lillie and other family members. Then Marietta, where a smallpox scare held down the crowd, Parkersburg, Ravenswood, Pomeroy--where no performance was given due to no customers--Huntington, where they washed boilers, Catlettsburg, Ashland and Ironton where they had good crowds, Portsmouth and Vanceburg. Jesse noted that they met the TACOMA "having repaired damages from explosion at Cincinnati." He noted also that the MARY F. GOLDEN was running to Portsmouth.

May 3 was a very windy Sunday and a storm forced them to land at Concord and back down to Wrightsville until another windstorm forced them to land at the head of Manchester Islands until 6 p.m., when they backed down and landed below the wharfboat at Manchester at dusk. They had "nice business" at Manchester and Maysville and a "fair house" at Ripley and New Richmond, but very light business at Constance and Addyston, where he reported seeing the CITY OF LOUISVILLE, LEVI J. WORKUM and SUNSHINE pass down. The following Sunday after landing at

Continued on page 33



The CRICKET and KATIE Mc laid up for low water at Weddington's, five miles below Pikeville.



GREAT AMERICAN WATER SHOWS towed by CRICKET at Leavenworth, Ind. in 1903. At the wharfboat, right, is the side-wheel MORNING STAR in the Louisville-Evansville packet trade. Capt'n Jesse relates that a smallpox scare prevented the performance at Leavenworth and the show moved on to Alton, Ind. Below is the gospel boat MEGIDDO at Smithland, Ky. Jesse, who took both pictures, later observed: "The two gentlemen on the wharf cutting that log with a two-man cross-cut saw, have been working at it ever since."







Capt. Gordon C. Greene bought the ZANETTA in 1903, used the engines and boilers in his new GREENLAND, and delivered what was left to Point Pleasant, West Va. where the sternwheel packet J. Q. DICKINSON emerged from it.

Continued from page 31

North Bend he observed the ISLAND QUEEN making two trips to Aurora and attended a ball game in the afternoon. Next came Aurora with a good audience and the CHARLOTTE BOECKELER down. Nice business the next evening at Rising Sun, where the JACK FROST was laying with a broken doctor. Nice business again the next night at Patriot, followed by a "fine house" at Warsaw, Ky.

"Elegant business" the next night at Vevay and on to Carrollton where they backed into the mouth of the Kentucky River to wash the boiler, and where they had good business the following night--Monday, May 18--and also the next night at Madison. Leaving at 4 a.m. Jesse backed in at Utica on the 21st, but business was light as well as the next night at Jeffersonville. Jesse boarded the JOHN W. THOMAS at Louisville and went down to New Albany. He reported that the GREENWOOD had laid up at Marietta on account of low water. On May 23 they backed out of Jeffersonville and with Capt. Clarence Carter on board to take them through the Canal and locks, they cleared at 11 a.m. with 4.8 gage in the Canal and proceeded to West Point after Capt.

Lawrence McMakin arrived on the train for the lower Ohio trip.

At Brandenburg on Monday the 25th they had good attendance for a matinee and an evening performance, and, the next day passed up Leavenworth because of a smallpox scare. Had light attendance at Alton. A severe wind and rainstorm accompanied by hail caused them to back down through Chenault Reach and lay up at the foot from 11 a.m. to 4:30 p.m., arriving at Cloverport at 7 p.m. where they had good business. The next day at Hawesville there was a light crowd for the matinee but a big storm and steady rain caused the evening performance to be cancelled. Steady rain the next day held down the crowd at Tell City. Word was received of improved conditions on the Upper Ohio and the GREENWOOD back on her regular schedule.

Business was fair at Troy on Saturday the 30th, where the CRICKET took 700 bushels of coal and went on down to Lewisport on Sunday. Jesse reported regularly on the Louisville-Evansville packets MORNING STAR, TELL CITY and TARASCON, and went on down to Owensboro on the train, returning in the afternoon. It stormed all day on June 1st and

the crowd was light. Business was described as "fair" the next night at Grandview. Rain held the crowds down the balance of the week until Saturday at Mt. Vernon. At Henderson George Kratz, who built the calliope, came down from Evansville with his wife and tuned it.

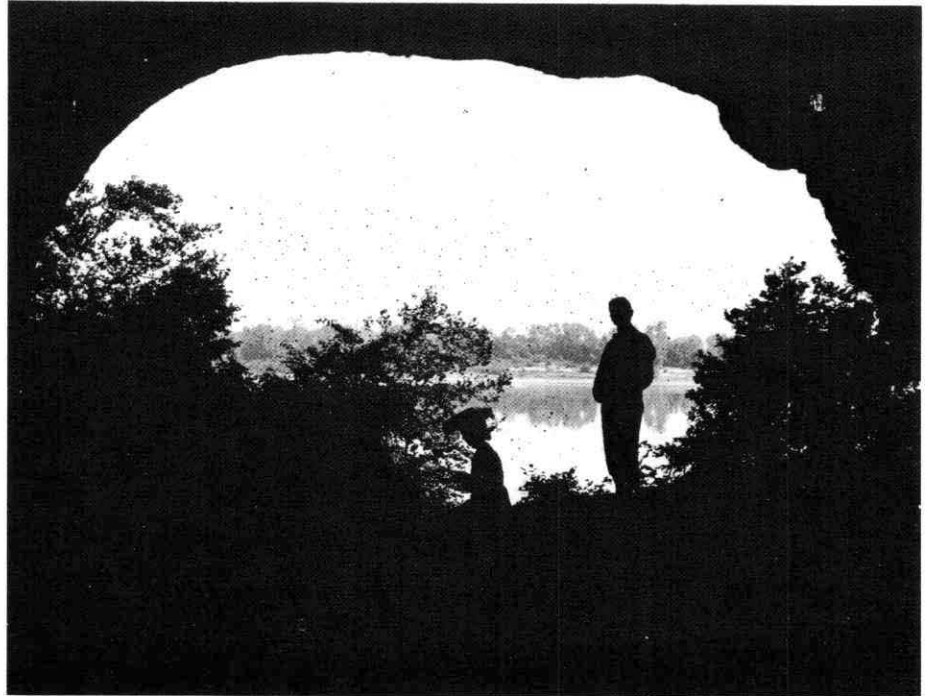
Sunday, June 7th was Jesse's 27th birthday and the show lay at Uniontown, Ky. where they had a good matinee and a full house in the evening. The JOHN S. HOPKINS hit the show barges at 10 p.m. and they "lost the crowd." Apparently there was no damage, or it was minimal, as they went on down to Shawneetown, and then to Caseyville the following night. Jesse reported the BURNSIDE up and the AVALON down for Memphis, and the J. B. RICHARDSON, JOHN S. HOPKINS and JOE FOWLER passing. Then on to Elizabethtown, Ill. and Smithland where business was light, but where Jesse took the best picture yet seen of the Gospel boat MEGIDDO. The PAVONIA was there, also. Sunday the 14th they landed down below the wharfboat at Paducah with the river 29.6 and falling. Jesse reported "backwater to Smithland," and the DICK FOWLER ran an excursion. Monday they cleaned the boiler, repaired the furnace and the JOE FOWLER departed for Evansville and the CHAS. PEARCE for Golconda. Light business the next day at Brookport and on Wednesday at Metropolis Jesse got on the DICK FOWLER and went to Cairo--his first trip that far. The DICK left Cairo at 4 p.m. and Jesse returned to the CRICKET at 8:30. While at Mechanicsburg, the upper end of Paducah, Jesse watched the CLYDE head up the Tennessee. Friday the 19th at Bay City--very light business--and on to Rosiclare, Ill. at 4 a.m. where there was fair business, and Jesse watched the THOMAS A. NEVINS and tow go down.

On Sunday, June 21 they came to Cave in Rock. The CHAS. B. PEARCE was there for an excursion and Jesse explored the cave. Light business there and the next night at Shawneetown. The Water Circus got aground on an old mill track at Cave in Rock, and the CRICKET got aground the next night at Shawneetown on rocks below the wharf. Leaving at 4:30 a.m. on June 24 they

proceeded to Mt. Vernon where they had a fair house, and on in to Evansville on the 25th where they did not show. Jesse notes that they met the CITY OF ST. LOUIS at Raleigh, and the Swallow and Markle Showboat at Diamond Island. Left Evansville at 4 a.m. and went up Green River to Spottsville where they took 700 bushels of coal. Jesse noted "no house this evening" and Mr. and Mrs. Rice and the ponies left the show here. Saturday the 27th was reported "hot as ever" when they arrived at Owensboro and a storm and rain caused the show to cancel after they arrived at 6 p.m.

Leaving Owensboro at 4 a.m. on Sunday they took 150 bushels of coal at Troy and stopped at Tell City for an hour to see the new Eisenbarth and Henderson Showboat. They laid up for the night a half-mile above Rock Island. On the 29th they landed below the creek at Stephensonport with very light business. A "pretty fair crowd" at Leavenworth the next night, but a light crowd the following night at Brandenburg. On Thursday, July 2nd a run from 4 a.m. to 6:30 p.m. brought them to New Albany where they laid up for the night at Sand Island. Got through the Portland Canal at 12:30 p.m. and they ran on to Bethlehem where they tied up at 9:30 p.m. Jesse reported that it was very hot and lots of coal going south. On Saturday, July 4th they arrived at Beech Grove, below Madison, and gave a matinee performance. Then on to Milton where there was light attendance that evening. They met the BIG KANAWHA, CITY OF WHEELING, CITY OF LOUISVILLE up and the CITY OF CINCINNATI down.

There was a hard rain on Sunday, July 5th when they backed up in the mouth of the Kentucky River and cooled down. They washed boilers, took coal and gave a performance on Monday. They then showed at Vevay, Patriot, Warsaw and Belleview, Ky. on succeeding nights to mostly small houses. They met the ARGAND, SUNSHINE, CITY OF WHEELING, CITY OF CINCINNATI and the LEVI J. WORKUM, with "small business" at Aurora. and a considerably rising river. Then Addyston, New Richmond, Augusta--where they had good business--then light business at Ripley but better next day at Manchester, and concluded the



Capt. Lawrence McMakin (standing) stood pilot watches on the CRICKET below Louisville during the Great Water Circus tour. Cap'n Jesse snooped Cave in Rock for the first time on June 21, 1903.

week at Vanceburg with "a very light house." Into Ironton on Monday the 20th, they landed below the W. H. GRAPEVINE and Jesse went to Charlestown by train to the GREENWOOD, returning to Ironton at 5 a.m. on 7/21 when the Water Circus closed and the performers departed.

#### Summer Low Water Service

Jesse left Ironton with the CRICKET at 3:30 p.m., took coal at Ashland and laid for the night at Catlettsburg where there was "an awful storm" during the night. Departed at 7 a.m. and arrived at Gallipolis at 2 p.m. for the boat's annual inspection. Leaving on the 29th the CRICKET proceeded upriver and next day at noon she ran out of coal. She took 300 bushels at Glendale, proceeded on her way and found the GREENWOOD at Logstown at 6 a.m. where the QUEEN CITY was aground. The GREENWOOD and FLORENCE BELLE assisted in pulling the QC free, whereupon the CRICKET took the GREENWOOD's freight and proceeded to Pittsburgh where she unloaded and departed at 10:50 p.m. with a good trip. At Wheeling the GREENWOOD was waiting for her and both boats went down to Glendale, coaled, and transferred

cargo from CRICKET to GREENWOOD.

The CRICKET then returned to Wheeling where she laid up until Aug. 5th, dropping down then to Bellaire where she came alongside with the BEN HUR and took aboard that boat's freight for Pittsburgh. The BEN HUR laid up for low water, and the CRICKET made two trips in her place in the Pittsburgh-Parkersburg trade. On Aug. 11 Jesse reported that while at Marietta he "went down to the GREENLAND this afternoon," the first mention in his diary of the new side-wheeler. Capt. Gordon C. Greene as there "putting on the boilers today."

Next day Jesse reported losing a horse off the CRICKET at Wells Riffle and consequent loss of considerable time. The CRICKET arrived in Pittsburgh that evening, picked up a big trip for the GREENWOOD. Locked at Davis Island Dam at 2 a.m. downbound on Aug 14th and upon arriving at Rochester at 8 a.m. found the GREENWOOD and LORENA there.

The CRICKET transferred freight to the GREENWOOD, AND then picked up the LORENA's freight and returned to Pittsburgh without incident other than "swinging in the Trap," a notoriously swift, shallow riffle



The new GREENLAND after leaving Pittsburgh on her first trip paused for three hours at Industry, Pa. on the morning of November 28, 1903 to avoid heavy ice. Jesse scampered ashore to take this picture.

at Osborne, Pa. Received freight and departed at 1 p.m. with 2.8 feet below Davis Island Lock and Dam, and rubbing hard at Duff, Merriman and the Trap. At Parkersburg she laid up above the wharfboat and cooled down.

Following heavy rain on Aug. 19 she raised steam, tied alongside the GREENWOOD, and they went to Marietta together. The GREENWOOD laid up at Harmar and the CRICKET went on above, leaving Marietta at 10 p.m. and arriving at Wheeling at 9 p.m. on the 20th, the river at 3.2 feet. That night she laid up at Cable's Eddy and then went on to Rochester and reshipped. The stage of the river was 2.4 feet above there. Left Wheeling at 10 a.m., Aug. 22 with the RUTH and T. N. BARNSDALL laid up, and met the DONCA in the Wheeling-Clarrington trade.

On Sunday, Aug. 23 the CRICKET lost an hour stuck in Schoolhouse Crossing with 29" on the gauge rock at Mustapha. Starting back from Charleston on Aug. 25 at 4 a.m. she cleared Lock 11 at 1 a.m. on the 26th with the river 1.8 feet at Point Pleasant. They laid a warp line to get up through Letart Falls, and arrived at Parkersburg at 7 p.m. where the KANAWHA

was on the docks and Jesse reported "no other boats running."

A good rain came on the 27th, followed by a fast-rise. Nevertheless the CRICKET was forced to reship from Rochester and return down the Ohio. Despite the 2½" rainfall, the CRICKET was ahead of the swell in the river and found 2 feet at Pt. Pleasant on Aug. 30. She went on to Charleston, washed her boiler, and left at 4 a.m. Sept. 1 to find the wickets down at Lock 11 and a stage of 8 feet at Pt. Pleasant. Word came that the GREENWOOD was coming back out of hibernation.

On Sept. 2 she gave her big freight trip to the GREENWOOD and, with two coal flats in tow, coaled at Sistersville and delivered the flats to the Glendale coal landing at 11 p.m. that night. Took coal and next morning left at 10 for Wheeling where she laid up until Sunday, Sept. 6. Raised steam and she and the GREENWOOD went together to New Martinsville from whence the CRICKET, loaded with the GREENWOOD's passengers and freight, and made delivery at Gallipolis. The CRICKET then loaded aboard the upriver freight, departing Gallipolis at 2 p.m. on the 8th.

Leaving Pittsburgh on 9/23 she found the NELLIE BART-

LETT aground at the Trap, pulled her free, and then went on to Wheeling where she met the GREENWOOD on 9/24. They went up the river together and all reshipping for above Rochester was put on the CRICKET. Leaving the GREENWOOD at Steubenville, she was at Rochester at 11 next morning, rubbed in the Trap and Merriman, but could not get over Duff Bar. Returned to Rochester, reshipped the Pittsburgh freight by rail, and headed back downriver. She caught the GREENWOOD at 8:30 Sunday morning, the 27th, gave her all the pick-up freight, then returned to Marietta and laid up.

Jesse started painting the boat but got a telegram to proceed at once to Charleston with the CRICKET. Left Marietta at 9 a.m. on the 29th, and arrived at Charleston at 2 p.m. next day. He found that the CRICKET had been chartered to run in place of the CALVERT in the Charleston-Montgomery trade. Started loading at once and departed at 6 p.m. Jesse made two round trips and then on Oct. 2nd took the train to Huntington and by street car to Catlettsburg where he stayed until Oct. 7, during which time he boarded the GREYHOUND for a low water trip to Portsmouth, the Ohio River 1.9 at Catlettsburg and 3.1 at Portsmouth.

Jesse returned to Parkersburg on the 7th where the GREENWOOD was docked after removing her wheel from the 8th to the 10th. They put the wheel back on next morning and she left for Charleston. On the 18th they met the BESSIE SMITH running in place of the BEN HUR.

#### The GREENLAND

Capt. and Mrs. Gordon C. Greene returned to the GREENWOOD on Oct. 22, and Jesse then started lettering the new GREENLAND at Harmar. He commenced in the Texas and next day around the staterooms, returning to Charleston on the 24th. On the 29th the FLORENCE MARMET was reported sunk and the BAXTER was off the docks at Point Pleasant. Jesse brought the CRICKET from Charleston to Marietta. On the 27th he was back to lettering on the GREENLAND, and then scrubbed the CRICKET. The doctor was installed on the GREENLAND. With the river

stage at 2.9 the CRICKET went up the river with the GREENWOOD which turned back at Long Reach after turning her trip over to the CRICKET. On Nov. 6th the CRICKET turned back from Rochester, encountered the first snow of the season, and found the H. K. BEDFORD sunk at Mill Creek Bar. The next day the BEDFORD was on the way to the docks and steam was raised for the first time on the GREENLAND.

The GREENLAND successfully made her trial trip on Nov. 10. On Nov. 15 Jesse recorded that the CRICKET had an "awful heavy load" and was drawing 35" and rubbed at Newberry and Belleville. But by the 18th the river was rising fast and the CRICKET commenced meeting coal tows from Pittsburgh on the 19th. That same day the CRICKET's crew took over the GREENWOOD which went into Pittsburgh on the 20th with a big trip. On the 21st the GREENLAND with the ZANETTA (sans engines) and CRICKET in tow left Marietta for Point Pleasant. On Monday, Nov. 23 the GREENWOOD left Gallipolis for Charleston and met the new GREENLAND at St. Albans at 11 p.m. and exchanged whistles, then proceeded to Charleston, arriving at midnight and leaving the next morning at 7. They caught the GREENLAND at Arbuckle and left her at Kings, before laying up at Point Pleasant at Gardner's docks. Jesse then went pilot on the GREENLAND and reported "great salutes given the boat at Wheeling" on 11/26. On in to Pittsburgh the next day after being delayed an hour at Davis Island Dam by the ROB'T P. GILLHAM downbound with a fleet of new wooden barges.

The GREENLAND arrived in Pittsburgh on her maiden appearance Nov. 27, 1903 at 9 that morning and departed for Charleston that same evening at 5, ice in the river and a cold wind blowing. There was a sunken flat in the river opposite Capt. Fred Dippold's house at Sewickley. Next day the ice was considerably heavier, and she went to the bank at Industry until the worst of it passed, losing three hours. On Nov. 30 she started up the Kanawha River at 4 a.m. and was in to Charleston by 2 p.m. She went up to Lock 5, was back by 6 p.m. and left Charleston at 11 p.m., fog and ice slowing things down. On

Friday, Dec. 4 the wickets at Davis Island Dam were thrown and the KEYSTONE STATE and LORENA went in to Pittsburgh aided by the "wave." The GREENLAND was still at Rochester, too remote to take advantage of the artificial swell. So she reshipped her freight on this second upriver trip and headed back down the Ohio on Dec. 5 with a "fair trip." The LORENA and KEYSTONE STATE were laid up at the Pittsburgh wharf, and the BEN HUR at East Liverpool. The H. K. BEDFORD laid up on Dec. 6th, and the GREENLAND laid up under the ice piers the same day at Point Pleasant, reshipping her Charleston freight the next day on the NEVA. The NEVA laid up on the 9th with all Kanawha River dams down.

Everything was laid up. The temperature dropped to 12 degrees, "too cold to do anything." Ice gorges were reported from Pittsburgh to Evansville. Jesse was painting on the GREENLAND under rather trying circumstances. On the day before Christmas he went to Ashland where he called on wholesale shipping firms (probably tracking down very due freight bills for the CRICKET. -Ed.)

Jesse notes that on Christmas

Day at Catlettsburg there were no Christmas trees in the churches because of a smallpox scare. He went with Telia Vaughn to a Christmas party at the Kilgores. "Turned very cold in the evening with snow and sleet."

On Dec. 26 the W. H. GRAPEVINE was destroyed by ice at Cincinnati, and the CYCLONE by fire at Pittsburgh. The First National Bank at Marietta burned. Jesse and Telia went to church on Sunday 27th. He returned to Point Pleasant on the 28th and painted the outside wheelhouse on the GREENLAND. The Kanawha River gorged on Dec. 30 and the RAYMOND HORNER, E. R. ANDREWS and GEO. MATHESON washed out the ice with their wheels. Jesse's final entry on Dec. 31 reads: "Clear, towboats still working at the slush ice. Ohio River falling slowly. Lots of ice--everything seems rather quiet."

The National Geographic Society is preparing a new book with the title, "Great American Journeys." Release date will be in March 1989. Chapter Two is devoted to steamboating on the Mississippi. More on this as the time draws nigh.



Capt. and Mrs. Gordon C. Greene pictured on the forecastle of the GREENLAND while laid up for ice at Point Pleasant, West Va. in December 1903.

### THE HOWARD GLASS PLATES

Sirs: The last issue of the S&D REFLECTOR displays six superb photographs taken by Capt. Jim Howard, two of them appearing as front and back covers. The credit was properly given to the collection of Capt. William H. Tippitt who recently handed them over to the Inland Rivers Library. Contact prints from most of these have been around for years but the puzzling part is: how did these plates turn up in an attic down in Hernando, Miss., Captain Tippitt's home?

As soon as the dusty box was opened and the first fragile but still almost perfect negative examined, the evidence was clear that they were the work of Jim Howard. The entire collection, numbering in the hundreds, was thought to be preserved in the Howard mansion at Jeffersonville, Ind. at the time of Cap'n Jim's death, and later when the Cincinnati Public Library, with the permission of Mrs. Loretta Howard, Jim's widow, granted permission and space to allow two prints from each plate to be made, one for the Howards and one for the Cincinnati collection in the Inland Rivers Library.

But here were a dozen that somehow had strayed.

We posed this question in a letter to Bill Tippitt. After a delay of sufficient length to build the suspense, a reply was received from Bill as follows:

"So you have forced me into a corner and I might as well tell you all I know about those 8x10 plates. You will first have to look in my files for Cairo during the 1917-1918 ice. The 'St. Louis' wharfboat and the r.r. ferry HENRY MARQUAND were at Eighth Street, the MARQUAND badly listing and the wharfboat pushed down into the big No. 2 Halliday & Phillips wharfboat, built in 1861 at Mound City, which had already been cut down when the ice first moved due to a gorge breaking at Columbus for a few hours. I think the WM. HEIL also was sunk just under the wharfboat.

"The point is this: On the upper deck of the wharfboat, forward end, there was a beautiful three-room apartment in which, at one time, one of the Hallidays had lived. This was kept almost as a secret in my day, but prominent steamboat people had a choice--they could stay either at the Halliday Hotel

or in this wharfboat apartment. I was told by the Able brothers, who clerked on the wharfboat since time immemorial, that Anchor Line and Lee Line big-wigs and the Howards had stayed in the wharfboat apartment.

"The wharfboat had but a slim chance of survival. The furnishings from the apartment and books and records from the office were removed to the second floor of the Wood & Bennett wholesale grocery and chandlery.

"The office, the part I was interested in, was quite commodious, was at the lower end of the second deck, and had also served as a waiting room for passengers. On the wooden walls were hung scads of framed steamboat pictures, most of them packets.

"Following this evacuation, the wharfboat was just a deserted hulk, about 25 feet off shore. The gangways had been removed and there were gigantic slabs of ice between wharfboat and the bank. I was all on fire to get aboard the wharfboat to discover if anything had been left.

"There was no wind that balmy afternoon, about five below zero, when I clawed my way across the ice and into the wharfboat office. Papers were scattered all over. I picked up one or two photographs. In a cabinet I came upon a large leather book tied with string which I opened to find a water-stained photo of the ROB'T E. LEE and several other pictures. Below the bound book was a box of glass photographic plates, the top one of the JAMES HOWARD landed at the outside, lower end of the wharfboat, with a

centerwheel ferry in the foreground that ran to Birds Point and Wickliffe. Behind the box were several rolled-up photographs which turned out to be the CITY OF VICKSBURG and the J. A. COTTON.

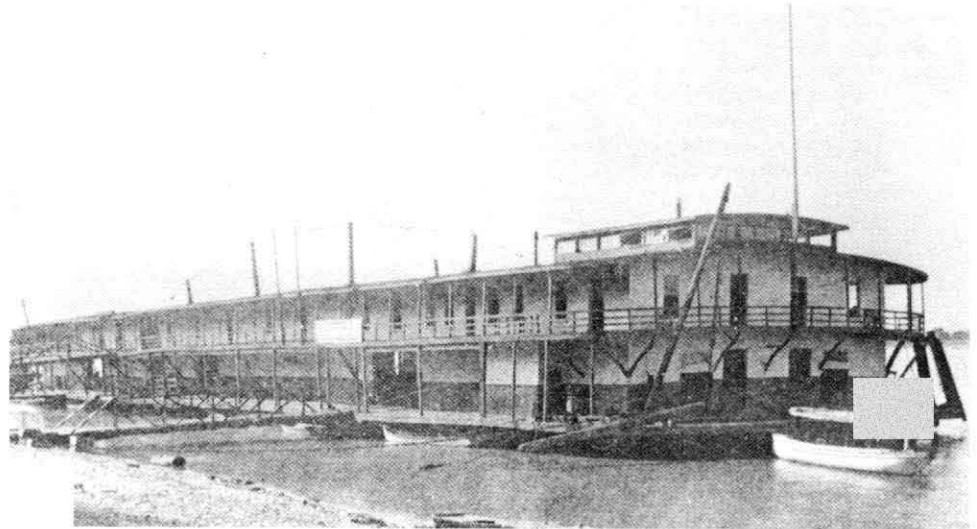
"I now had about all the loot I could handle, and laboriously took it all ashore. Tate Abel was standing on the bank and said it looked like I'd done really well and that I was a damn fool for taking such a chance. "Pick up your treasures and get home," he said.

"I've kept those glass plates ever since and never did know how they managed to be stored on that old wharfboat."

--And so Bill Tippitt's tale ends with a question mark.  
--J. W. Rutter.

=Neare, Gibbs & Co., the Cincinnati insurance firm, listed the old Halliday & Phillips wharfboat in their records as having been built in 1874 at Cairo at a cost of \$28,000. Dimensions were 320 x 48 x 7, rated capacity 1,213 tons. Owner in 1905 when they first inspected it was the Cairo Wharfboat Company. Capt. Dana Scott, who made the survey, recommended its 1905 worth at \$13,000. Following a docking at Mound City in 1911, which cost the owners \$7,500, the insurance value was upped to \$18,000. Captain Scott last surveyed it on June 15, 1915, dropping the valuation to \$17,000.

The only visit Ye Ed made aboard the wharfboat was in June 1914. Capt. A. C. Dunbargar, master of the JOE FOWLER, led us to the large office and waiting room where



HALLIDAY-PHILLIPS WHARFBOAT

we gawked in some wonderment at the wealth of framed pictures of steamboats, described in Bill Tippitt's story. Some of them were in sorry shape, brown-stained by rain water.

We didn't meet Bill Tippitt until four or five years later when he and J. Mack Gamble were on a shashay of the Upper Ohio and called on us at Sewickley. -Ed.

H. N. (Ray) Spencer, retired publisher of The Waterways Journal, gave us a phone call from Pittsburgh on the morning of Wednesday, Oct. 5th. He and Harriet had arrived aboard the DELTA QUEEN from Cincinnati and were about to take a plane back to their home, 526 Riomer Drive, Vero Beach, Fla. 32963.

JIM HOWARD'S CAMERA



Among the fascinating displays at the S&D meeting was the original 8x10 plate glass camera used by James E. Howard taking pictures of Howard-built steamboats. Jim Swift took the above picture of it. Barbara Hameister also took one. J. T. Smith, director of the Howard Steamboat Museum, kindly made the arrangements for its loan.

Jim Swift's story of the S&D meet appeared in the Oct. 3rd issue of The Waterways Journal, including details of Jack Hinkley's model in a bottle of the LIBERTY built from a scrap of TELL CITY pilothouse lumber. Jim also noticed John Fryant's working model of the SUSIE, built  $\frac{1}{2}$ " scale, which does all manner of tricks; also Bus Longrod's model tug.

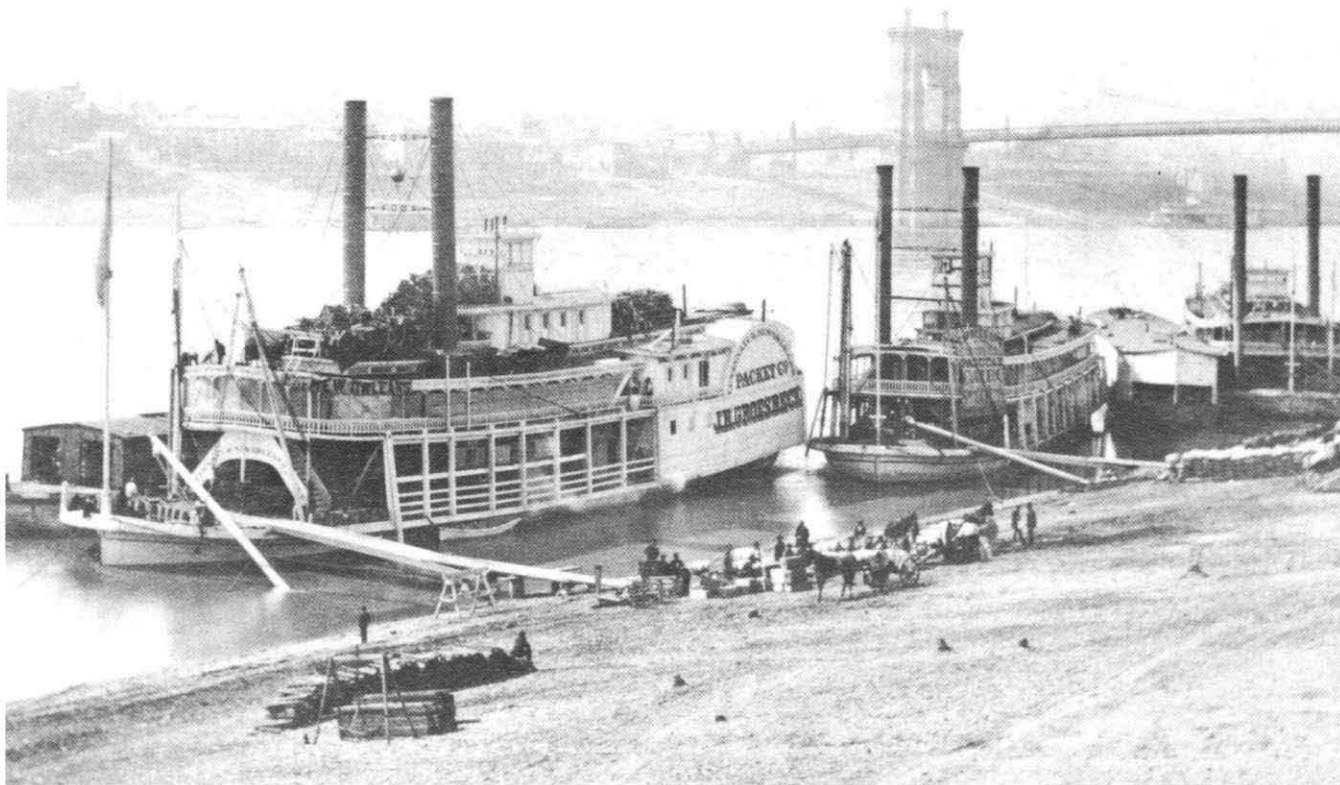


OVER IN Covington, Ky. a statue of Capt. Gordon C. Greene's famous wife, Capt. Mary B., was unveiled recently, in plenty of time for the "Tall Stacks" show. Marga and Bill Smith of Springfield, O. paid a call on September 29th and Marga is standing alongside, left hand on the engineroom-telegraph indicator showing full speed ahead. Her husband called her "Mame" and her two sons called her "Ma." Jesse Hughes addressed her "Mrs. Greene," as did several generations of Greene Line pilots, mates, engineers and stewards. "The trouble with young couples today is they don't kiss enough," she once said, adding slyly, "Gordon is a pretty good kisser." She was vastly proud of honors bestowed upon her by the news media and trotted out the clippings to show to passengers. This year she has been thrice honored; inducted into the National Rivers Hall of Fame at Dubuque, the National Maritime Hall of Fame at King's Point, N.Y. and now the statue in Covington.



A tip of the hat to Ralph DuPae! This is bound to be the first look most of us have had of the Missouri River packet JOHN M. CHAMBERS, moored at Bismarck, Dakota Territory, photograph by F. Jay Haynes, and it comes from the George V. Allen collection. The CHAMBERS, a sternwheeler, was built at Mound City, Ill. (hull) and completed at St.

Louis in 1875. The famed Capt. Joe LaBarge had her once, at least, to Fort Benton. Her hull measured 174 x 32 x 4.7, and wound up her days running New Orleans-Bayou Teche, owned by Capt. L. T. Belt and others. How about those derricks and spars!



THIS IS FROM a stereoptican slide loaned by Bert Fenn and reproduced by the Murphy Library facilities at La Crosse. The scene is at Cincinnati, taken shortly after the Roebling suspension bridge was completed (1867) and shortly before packets adopted the swinging stage (c. 1870). First off the bat is a heavily laden side-wheeler (left foreground) named J. H. GROESBECK, although she was enrolled as JOHN H. GROESBECK and so appears in Way's Packets, #3069. She was the last of the short-length side-wheelers styled for passage through the Louisville-Portland small locks, built at Cincinnati in 1863. She's advertised for New Orleans, and may be taking along the freight-laden model barge moored along her starboard side. Ralph DuPae, aided with a magnifying glass, reads

"Express Line" on the middle boat in the scene, a sternwheeler displaying a banner and otherwise unidentified. The last one looked familiar, no Texas, and a low-built pilothouse. The URILDA was photographed at Oil City, Pa. on March 18, 1864 and if this is not the URILDA it's a spittin' image of her. Way's Packets #5529 recounts that URILDA left Pittsburgh for Fort Benton, Mont. on April 9, 1868 and Fort Benton's steamboat sleuth Joel Overholser confirms that she arrived at the Fort on June 28, 1868. All of which inclines us to the belief that the above picture was taken in mid-April 1868 while the "tall stackers" UNITED STATES and AMERICA were running Cincinnati-Louisville with the U.S. Mail Line wharfboat and terminal located below the suspension bridge.

Bob Miller gave us a phone call on Oct. 26 to say that the meeting of Midwest Riverboat Buffs held on Saturday, Oct. 22nd was generously attended. For the early arrivals there was a gathering aboard the GEO. M. VERITY on Friday evening with light refreshments served. Herman Radloff told of his days on the S. S. THORPE (now the VERITY) and scrapbooks and photo albums kept by Capt.

Clarence (Heavy) Elder were available for inspection. Capt. Elder was with Streckfus Steamers as calliope player, band leader, purser and master, spanning many years.

On Saturday afternoon the delegates toured the powerhouse and locks and dam at Keokuk. The featured speaker following the banquet was Bob Miller on the subject of the Des Moines River Navigation.

The Midwest Riverboat Buffs issue a modest and well prepared magazine, RIVER RIPPLES, edited by Bob and John Miller, 729 Hazelhurst Circle, Keokuk IA 52632. The Fall issue featured a full page photo of the WALTER C. BECKJORD and a story of the boat's career. She now is a museum at Peoria, Ill., renamed BELLE REYNOLDS, as reported in our Sept. '88 issue, page 43.



Leonor K. Sullivan, the Missouri congresswoman who went to bat in Washington, DC "to save the DELTA QUEEN," died, 86, at a hospital in south St. Louis County, on Thursday, September 1st, 1988.

Mrs. Sullivan and the late Betty Blake waged a successful campaign to exempt the DQ from the "Safety at Sea" legislation when the battle was really hot.

Leonor Sullivan came to the U.S. Congress after her husband, John B. Sullivan, died in 1951 while serving as Democratic congressman from the Missouri 3rd District. She won election to succeed him in 1952, the only woman to ever serve in Congress from Missouri. That was her first try for elective office. When she retired in 1976 she had been elected to 12 consecutive terms. Her successor was Rep. Richard A. Gephardt, who still represents the district.

She served as chairperson of the House Merchant Marine and Fisheries Committee.

Upon her retirement she announced: "I'm disturbed at what's happening to the whole government--the corruption that always goes on--the lack of morals--too many people thinking 'So what?'"

Robert W. (Bob) Beckett, well known S&D member, was recovering from cancer surgery in mid-summer. He and his wife Ginny reside at 125 Sprague Drive, Route 1, Hebron, O. 43025.

#### APPRECIATION

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

The \$20,000 gift dated August 29, 1988 from the Sons and Daughters of Pioneer Rivermen toward the restoration of the W. P. SNYDER JR. at Marietta is greatly appreciated.

Please express the gratitude of the Ohio Historical Society and Foundation to your members. You have provided for the restoration of an irreplaceable part of the Ohio River's past. Thank you all.

Diana S. Newman  
Administrator,  
The Ohio Historical  
Foundation,  
1985 Velma Avenue,  
Columbus, Ohio 43211



Grand Tower Rock, an 80-foot tall limestone formation, capped by scrub oak and cedar, is Nature's most prominent landmarks on the Mississippi River. The 1988 drought has made it accessible to pedestrians for the first time in recorded history. Sight-seers are hiking across a dry bar connecting it to the Missouri shore. People are coming to Wittenburg, Mo. (population 3, reads the road sign) to climb Grand Tower Rock, 100 miles south of St. Louis.

On Sunday, Aug. 14th 200 cars were counted at the site.

Grand Tower, Ill. (pop. 953) is right across the river.

According to several written histories, President Ulysses S. Grant stepped in to save Grand Tower Rock in 1871. "President Grant made the quarter-acre Rock area into a national park. It is the smallest national park in the world," says a 1965 document written by the Grand Tower Development Committee in cooperation with the Southern Illinois University at Carbondale.

Not so, says Edwin C. Bearrs, chief historian for the National Park Service in Washington. Bearrs said that an act of Congress is required to designate a national park and that none was ever passed for Grand Tower Rock. Thus, the



name is not listed among the nation's parks.

Be this as it may, the "Middle and Upper Mississippi River" chart book of 1940 designated Tower Rock as a landmark of scenic interest and state park.

Out thanks to Dennis Brown for clippings from the St. Louis Post-Dispatch which, Sunday, Aug. 14th, ran a story by staff-writer Tom Uhlenbrock, along with the accompanying picture and map. Edwin C. Bearrs, mentioned in the Grand Tower Rock story, is no stranger to the S&D REFLECTOR. Ed on April 7, 1970, gave a slide-talk in Marietta about the recovery of the U.S. gunboat CAIRO from the Yazoo River.

NEWSY NEWS  
FROM NEW ORLEANS

The following letter comes to us from Bill Dow of the New Orleans Steamboatt Company:

Our 1988 season promises to be the best year ever. The highlight came on August 16th when the NATCHEZ brought U.S. vice president George Bush across the river to Spanish Plaza to the Republican National Convention. Capt. Roddy Hammett made a fine landing under difficult circumstances. Capt. Doc Hawley was interviewed for TV world-wide coverage. This ferryboat ride for the Republican presidential candidate managed to top the appearance of the NATCHEZ on the Dolly Parton show recently. Incidentally, Dolly managed to upstage Doc Hawley and Vic Tooker.

On Aug. 14th electrified street cars commenced running up and down the waterfront from Elysian Fields to the Convention Center with a stop at the foot of Toulouse Wharf (at the foot of St. Peter Street). We provided financial support to this new Riverfront Trolley Line.

This is not to say that we have not had a few operational problems. During the summer the furnaces on both of the boilers on the NATCHEZ were "bagged" (actually upset from heat and pressure at the bottom of each furnace in front of the burners). The NATCHEZ was down for two weeks while a new furnace was rushed in from Lebanon, Pa. The damaged half of each furnace was replaced, at great expense. Despite water treatment and oil removal the problem continues to plague us.

We sold our minority partnership in the PRESIDENT to John Connelly of Pittsburgh in June '87. In May '88 when she left here for her summer at St. Louis, at which time her New Orleans' staff was dismissed with an announcement that the PRESIDENT would not return here. Reports are that Mr. Connelly has sold his World Yachts operation in New York City to the Circle Line for \$35 million.

The Zoo Cruise on the COTTON BLOSSOM has become a profitable operation. She makes three round trips each day, about an hour enroute each way.

My father, Wilbur Dow, became 82 this past Aug. 5th. His energy, drive and acumen have not diminished a bit and I

am most proud of him. His finest hour probably came last October when he and I challenged Ted Kalisz and Tom Conerty for the Steamboat Cup at the Top of the World golf course. The match was roughly even until the 7th hole when my Dad sank a 20' putt for a par. He then sank a 30' putt on the 8th hole for a bogey. And then from off the 9th green he sank a 35' shot to save his par. We two walked off with the Steamboat Cup.

George Fitzgerald is chief engineer on the NATCHEZ, two week stretches, during the summer. He refers to himself as a "spiggotty" chief. His version of the term: A spiggotty chief is an unshaven, barefoot, shirt-tail-hanging-out engineer who, when asked a question requiring an intelligent answer shrugs it off with "No spiggotty anglas."

Sirs: In August this year our team located the wreck of the side-wheel HOMER which sank at Camden, Ark. on the Ouachita River in 1864. Much of the hull and main deck is still intact. We are conducting this work for the U.S. Engineers and I suspect some form of excavation will be undertaken. Can you supply any information about the steamboat?

Charles E. Pearson,  
Coastal Environments,  
1260 Main St.,  
Baton Rouge, La. 70802

=HOMER was built at Parkersburg, Va., 1859. Wood hull measured 148 x 28 x 5. Went to Confederate registry in 1861 having served in the New Orleans-Ouachita River trade. Additional information as to owners and masters appears in Way's Packets, #2655. -Ed.



Both by Fred Rutter, Sept. 18th.



MAYOR GILLIGAN COMES  
TO RESCUE OF  
SISTERSVILLE'S WELLS INN

Jim Wallen sends us surprising news about the historic Wells Inn in Sistersville, West Va.

William J. Gilligan didn't like what he heard over coffee in the Wells Inn one morning last March.

The chairman of the Marietta, O. oil and gas company that owns the Wells Inn told Gilligan that he no longer could stand to lose money in operating the Victorian-style hotel that was built in 1894. He was planning to close the town's only hotel, a link to an era before cookie-cutter hotels lined up along the interstates.

But Gilligan, now mayor of Sistersville, asked Morton Schaff, board chairman of Spectrum Resources Inc., to give him a few days, at least enough time to find out whether the people of Sistersville wanted to save their most famous landmark. Schaff agreed.

"I got on the telephone and called 27 people and got 25 pledges," Gilligan recalled. "I just told them that the Wells Inn was going to close and I needed \$1,000 from them and that they might not ever get their money back and that we couldn't issue them any stock because we weren't incorporated. I told them they should consider it as a contribution to save the Wells Inn.

"Within five days, I had the whole \$25,000 in the bank."

With that money, the loosely knit investment group--they meet when necessary and Gilligan acts as president because no one else wants the job--kept the Inn running. They hired Doris Dougherty as manager, and she worked a couple of weeks without salary before going on the payroll on May 1st.

The investment group has restored some services, extended dining hours, and reopened the hotel's 36 rooms, which had been closed more than a year. It also improved the building's heating and cooling units. The inn lost about \$3,000 in May. In June, that negative number was less than \$200. And if Gilligan guesses right, he believes the hotel will soon show profit.

Gilligan is quick to credit Morton Schaff for cooperation;

this Marietta oil man has agreed to a long-term lease--20 years at \$1 a year.

The last face-lifting the hotel has had came a number of years ago when J. Wells Kinkaid, Jr., grandson of the original owner, did it over and installed a bar room known as the Wooden Derrick, featured by a tall model of an early Sistersville oil rig. "Running the Wells Inn is really not so complicated," said Wells to us one evening. "All I need do is write a check for \$5,000 every Monday morning."

-Our thanks to Jim Wallen for an article appearing in "The State Journal," published in Charleston, W. Va., issue of Sept. 1988.

MAKING UP YOUR MIND

Whether to Flank  
or Steer a Tow.

Capt. Lewis A. Enlow, now retired, has improved his time by authoring a book. He gave it the title of "Towboat Piloting and River Experiences." Having spent about 46 years with American Commercial Barge Line and its affiliates, the title is apt.

American Commercial in 1947 thought so well of Capt. Enlow that they named a towboat in his honor. The LEWIS A. ENLOW was christened at Grafton, Ill. Mrs. Enlow (Mary) broke champagne and then many of the Enlow clan attended a banquet at the Alton Country Club to celebrate. The good Captain was asked to make a speech, which he did, and his wife Mary thought he'd never wind down.

Actually Capt. Enlow never has wound down. This readable book is his story of an exceptional career which started in 1939 as a deckhand, after graduating from High School. On to ROBERT F. BRANDT, with the late Capt. Lewis B. Reade as captain, he readily learned the Ohio River and got his pilot's license extended for its full length. He gives "Billygoat" Reade much credit for this opportunity. Capt. Enlow retired on Oct. 1st, 1986 as captain of the LOUIS H. MEECE. He was the second pilot with American Barge to get pilot's papers all the way from Pittsburgh to New Orleans.

Much of his new book is dir-

ected to young steersmen, about what to do and what not to do, how to get in trouble with a tow, and how to avoid getting in trouble. These chapters should be required reading, particularly for Ohio River beginners confronted with decisions about where and when to flank or steer big tows, and when to make up their minds in advance.

Capt. Enlow dispenses all of this fatherly advice with great sympathy for the youngster who wants, with a real want, to become a pilot. He's had ample experience as a teacher, having trained something like 18 pilots, including two of his own sons.

This paperback, illustrated, is available by sending \$18 to Capt. Lewis A. Enlow, P.O. Box 1191, Anna Maria, Florida 34216. Tell him we sent you.

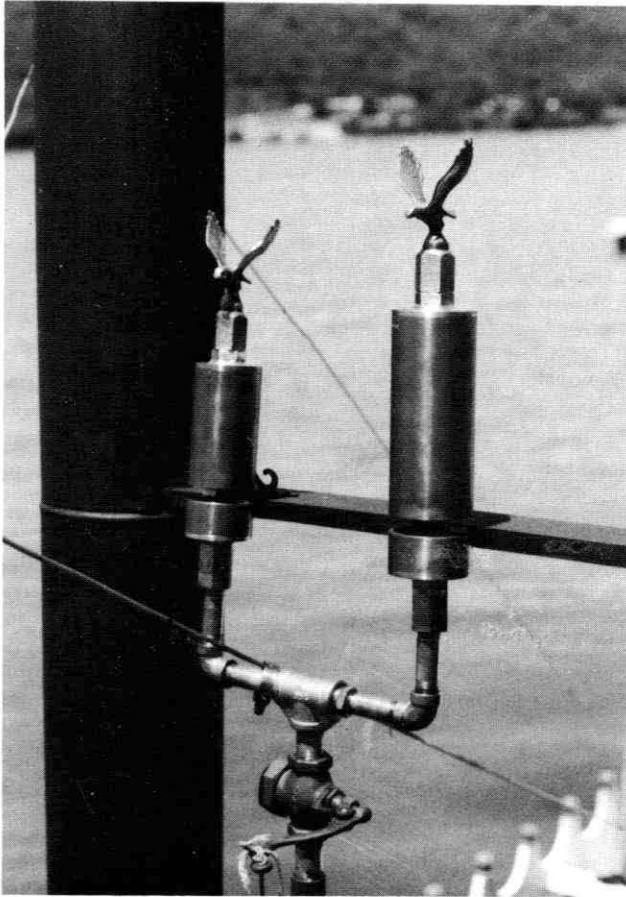
BOWTHRUSTERS

Sirs: Last Friday, July 15, I watched the MISSISSIPPI QUEEN land at Chattanooga and was asked by a bystander for an explanation of how she was being maneuvered shoreward without using the paddlewheel. I explained to this young lad about her bowthruuster, and this got me to wondering. Were the old-time pilots better at handling boats? About when were these thrusters first used on river steamers?

Harry L. Downenberg,  
37 Saddle Mt. Road,  
Rome, Georgia 30161

=Such assistance at the bow was common practice used by "old-timers" who guided large tows through narrow bridge spans. Raftsmen on the upper Mississippi hitched a "bow boat" across the head of large rafts of logs to nudge the tow. The same practice was used on the Ohio River to assist coal tows, principally at Pittsburgh, Cincinnati, and at the Cairo bridge. The use of thrusters on passenger vessels is relatively a new development, a great assist in windy weather, adverse currents, and close maneuvering.

The first thruster built into the boat's bow that we observed was not so many years ago when one was installed on the DELTA QUEEN. The difference it made in handling her was nothing short of amazing. -Ed.



**W**HEN YOU WANT a real steamboat, first find an engine and a whistle. Mike Giglio, P.O. Box 6333, Akron, O. 44312 now has both. He's converting his MIKE TWINE (pictured in our March '88 issue, page 40) to ply the Muskingum River. Failing to find a whistle to suit him, "loud enough to knock the bricks out of downtown Cincinnati at 'Tall Stacks,'" he went to Jess Coen, Frisbie Engine & Machine Co., 2635 Spring Grove Ave., Cincinnati 45214. Jess built the

one pictured above, a two-barreler topped with gold eagles, yet. Mike is installing two boilers to blow the whistle and to run the engine (above) which he picked up at Cincinnati in February '87. This bottle-framed vertical is rated 4 hp., has a 4½" piston, runs on 125 psi, built around 1912. The two boilers each have 15 sq. ft. of heating surface and will be fired with #2 fuel oil. "What was the last steamboat on the Muskingum?" Mike asks. What's the answer?



Mike Giglio was barreling along a highway in the Newark-Paterson area in New Jersey when this sign caught his eye. He air-braked his rig and 39-foot trailer to a sudden halt, walked back and took this picture. Mike had been reading the March '88 S&D REFLECTOR, all about John P. Doremus of Paterson, N.J. who built photo galleries and floated them down the Mississippi snapping pictures in the 1870s. "Here's a steamboat photographer who has a major street named for him," enthuses Mike.



We don't know who took this picture, but it's great. Obviously it is a time-exposure on one of those murky Pittsburgh days of yore when the measure of prosperity was smoke and soot. The location is in the Monongahela River with the old Wabash RR. bridge showing at the right, and its pier are still standing (owned incidentally by Bub Crain). The HOMER SMITH has her decoration lights ablaze--this must be about 1928, when they'd slung that electric sign HOMER SMITH between the stacks. When first the HOMER SMITH came

to Pittsburgh in 1916 she had multi-colored decoration lights, making her a Christmas tree afloat, but the Steamboat Inspectors frowned on the idea due to possible confusion with her green and red running lights. Off to the right is the all-steel wharfboat of the Shippers Packet Co., headquarters for the BETSY ANN, SENATOR CORDILL, GENERAL WOOD and LIBERTY. Ralph DuPae surprised us with this one, and says the original print came from Bert Fenn's collection.

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

Preparation of "Way's Towboat Directory" is in the final stages, the lengthy delay caused by the addition of several hundred new inclusions and frequent updating and additional information being added to former listings. The main body of the text will be ready for the

printer early in 1989, and when this is paged up a comprehensive index will be prepared. The Ohio University Press will produce the book.

The "Towboat Directory" will contain the vital statistics and available information on ALL steam towboats ever built.



-Judy Patsch photo, Sept. 18.

Sins:

*As the fixed-up SNYDER in front of S&D  
did sit and bask,*

*there is one question I forgot to ask:*

*When life returns to her soul,  
Will she be converted to oil  
or will she again burn coal?*

*R Hammett.*



Another photograph by R. Jay Haynes, from the collection of Wes Cowen, comes to us from the Murphy Library at La Crosse. The DENVER, a centerwheel ferry, is moored on the Missouri River at Fort Lincoln. This wood hull ferry with a "bootjack" stern to contain the

paddlewheel, was built at Pittsburgh in 1871 and measured 131 x 24.1 x 6.3. These bootjacks steered readily, the rudders in the wheel wash, and the protected wheel was not so vulnerable to drift and ice.



OUR FRONT PAGE makes big about fancy smokestacks. This rare old scene recently discovered by Jeff Spear shows dramatically how fancy feathers were not restricted to big-league steamboats. The DICK HENDERSON, willing and ready to go places, soon as she gets steam, is completely unadorned except for her white-painted pilot-house and that single stack with the feathers riveted at the top. We included her in Way's Packets (#1547), a two-line mention, not knowing much of anything save that she was built at Parkersburg, W. Va. in 1873, rated 21 tons. Maybe she belongs in the forthcoming Towboat Directory; she has two towing knees. Now we know also that she was a sternwheeler.

The original likeness from which this photo-

graph was made at the Murphy Library is a so-called tin-type, the emulsion coated on a shiny black surface of thin metal, the image reversed when developed, and no negative involved. Jeff Spear in all likelihood has the only original likeness of the DICK HENDERSON. The Murphy Library's crew copied the tin-type and reversed the neg, a neat trick. Now it shows positive.

Now that she's exposed to modern river researchers perhaps we'll learn why these barn-builders went to steamboating. A yep, perhaps, to shove a produce boat to Natchez? With a craft like this one, the possibilities were unlimited. Load 'er up with a sack of beans, a side of pork and a few spuds, and these boys could light out from Burning Springs, W. Va. and go see the world. Hope they did.