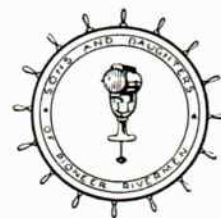


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 26, No. 4

Marietta, Ohio

December, 1989



DELTA KING TODAY

Darryl Thomson took these color shots at Sacramento, Calif. last August following the near miraculous rebuilding and refitting of the DQ's twin brother, the DELTA KING. Since the DELTA QUEEN became a tourist boat in 1948 the KING has been stolen, robbed, twice sunk, stripped, mauled, neglected and left for dead. Today, restored to pristine glory, she is a luxury hotel with all modern trappings except a swimming pool. Like a hotel she is permanently moored in one spot, and so must remain. Her machinery and paddlewheel shaft were appropriated for use on the DQ. Picture-taker Darryl Thomson is younger brother of Dave Thomson, Sun Valley, Calif. who kindly sent us the color prints.

RUTH FERRIS RIDES THE PRESIDENT

S&D's honorary president was celebrated at St. Louis on her 92nd birthday, September 23rd, with signal honors. She was escorted aboard the largest excursion boat plying western waters, the PRESIDENT where, accompanied by many friends, was partied as the boat was guided upstream above Eads Bridge (for the first time in years) on a sight-seeing tour.

S&D's best love and wishes to Ruth were extended to her on September 16th



at the S&D meeting in Marietta when John Hartford, former pupil and admirer, sang his "Miss Ferris" before the banquet audience. (Incidentally, the other two songs he sang that evening were "Lorena" and "Gentle on My Mind.") Ruth did not attend S&D, feeling that the journey "would be a bit too much."

The accompanying drawing appeared in the St. Louis Post-Dispatch, drawn by S&D member Dan Martin, and is reproduced here from the original sketch, courtesy of Keith Norrington.

Staff writer Florence Shinkle of the P-D did a story on Ruth's career which appeared in the September 20th issue, decorated with Dan Martin's drawing, in which announcement was made that the GOLDEN EAGLE pilothouse, long the centerpiece at the Jefferson Memorial's history museum in St. Louis, and "improved" by museum experts, is to be ~~dis~~improved to restore its business of being a pilothouse.



AT RIGHT: Post-Dispatch artist Dan Martin presents framed original of his sketch (above) to Ruth Ferris while aboard the PRESIDENT. -Photo by Keith Norrington.

Sirs: I just can't wait to get my hands on a copy of Way's Steam Towboat Directory. My father, Capt. Nat Haynes, as well as my uncles and grandfather were master-pilots on steam towboats.

Lee Haynes,
1026 Lawton Road,
Covington, Ky. 41011

The completed manuscript (which weighed 12½ pounds) is in the hands of the publisher at Athens, Ohio. Big job still ahead is that of preparing the comprehensive index, now being processed by Woody Rutter. Photographs for inclusion are being selected and captioned. The target date for release will be in time for S&D in September 1990. -Ed.

- OBITUARIES -

Clare E. Beatty, page 19
Capt. Edward F. Smith, 20
Helen Rose Stephenson, 43

Somehow the Middle Ohio River Chapter (MOR) members grew in numbers over the week-end at Louisville, Ky. Starting with about 30 Friday evening, Jack and Sandie Custer entertained at their home in Portland. On Saturday about 40 joined in a tour of Louisville, starting with the downtown Humana building, built 1985, headquarters of Humana Inc. From a patio on the 25th floor the view of the town and the river is impressive. Following lunch a bus took MOR members to the Jefferson County courthouse to see the cows, pigs and mules carved in the stonework. Thence by the fine old buildings along Main Street to the Marine Hospital in Portland, and a visit to the McAlpine Locks. Across the river then to George Rogers Clark Park in New Albany for a great view of the Falls of the Ohio. The candle on the cake was a visit at the Howard River Museum in Jeff.

Dinner was aboard the small ocean liner STAR OF LOUISVILLE off for a night cruise in balmy weather with many on the top deck star-gazing. C.W. and Lucy Stoll hosted a Sunday morning brunch for the 40-plus, staged at Rock Hill, a wonderful ending for the well-staged week-end. -Fred Rutter.



Chief engineer William Prudent (left) visiting with his son Frank X. Prudent in the engine room of the BELLE OF LOUISVILLE, as seen from the camera of Vesta Lee Haynes. The occasion was the B/L's 75th birthday bash at Louisville.



Helen Swan, the cookie baker of New Cumberland, West Va. Helen and her husband Kurt were treated to a ride on the DELTA QUEEN this past October by Capt. Gabriel Chengery as sort of a "thank you" for packages of Helen's cookies delivered aboard.

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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 your 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 the past twelve years at \$4 each; for older copies inquire of Mrs. Rutter.

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

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

BARRING FLOOD, FIRE AND HOLOCAUST THE S&D REFLECTOR WILL BE SEEING YOU AGAIN IN MARCH 1990. MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL OUR GOOD FRIENDS FROM THE OFFICERS LISTED ON THIS PAGE.

Officers:

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

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

Capt. C. W. Stoll, senior v.p.
405 Mockingbird Valley Road,
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Yeatman Anderson III
Bert Fenn

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William Barr, chairman
Capt. Thomas E. Kenny
Bert Fenn

River Museum Committee

John Briley
Jeffrey Spear
J. W. Rutter

Board of Governors

William Barr
G. W. (Jerry) Sutphin
Anne Mallinson Terms ending 1989

Catherine Remley
William E. Reed
Capt. C. W. Stoll Terms ending 1990

J. W. Rutter, chairman
Capt. Thomas E. Kenny
Bert Fenn Terms ending 1991

Affiliated S&D Projects

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Suellen Gunnoe, secretary

Middle Ohio River Chapter of S&D
Jack E. Custer, president
Sandra Rae Custer, secretary

Inland Rivers Library
Alfred Kleine-Kruetzmann, curator
Claire Pancero, 1st assistant
M'Lissa Kesterman, library ass't.

Ohio River Museum
John D. Briley, manager

Murphy Library
University of Wisconsin
Ed Hill, curator
Ralph DuPae, photo research

S&D

THE 50th anniversary of S&D went almost unnoticed by the 225-plus members convened the week-end of September 16th at the Hotel Lafayette in Marietta. Instead of programs and speeches bragging of a half-century of their organization's many accomplishments, the focus of attention accented the present and future. A revised constitution to better guide through the next half-century was adopted; the noon Saturday luncheon speaker talked of coming events in the river passenger-carrier industry, and the keynote after-dinner speaker detailed the recent success of his group in successfully recovering an 1856 steamboat wreck and its freight by applying modern technology and machinery. Plunk in the middle of Saturday's doings, a worthwhile old river movie involving 1600 feet of silent film was hustled to a video technician's studio where it was modernized with a sound track. Announcement that the long-awaited Towboat Directory was in the hands of the publisher soft-pedaled the fact that mastering a modern word-processor by S&D's board chairman was largely the key to the problem of delivering the lengthy manuscript.

Ann Putnam Mallinson drove Dick and Fred Rutter and y.t. from Sewickley to Marietta on Thursday afternoon, Dick having come from California and Fred from Lithopolis, Ohio to 121 River. We got installed at the Hotel Lafayette in ample time to share supper aboard the BECKY THATCHER with other early arrivals as guests of Woody and Bee. Bob Lodder, up from Cincinnati and one of the group, had not been to an S&D meeting since Hector was a pup, has been professionally involved with photography over the years, and brought with him river movies dating back to the DELTA QUEEN in California. Bob's father, the late Andrew J. Lodder, was vice president and manager of Greene Line Steamers



FOUR ACES at S&D. The honored ladies at the ends with corsages are (left) Catherine Remley, and Della Hoag. Wedged between are Annie Mallinson (left) and Eloise (Ellie) Hendricks. Ellie is the Marietta glad-hander, selected to show off the town to visitors. Her conducted tours are a treat of great variety, ad-libbing as she points to this and that, always garbed to the queen's taste. Ellie has become a Marietta tradition. -Photo by F. Way III.

during the regime of pre-Dick Simonton days.

THE LOBBY of the Lafayette on S&D week-ends becomes alive Friday morning with arriving S&Ds from the four points of the compass, baggage piled all about, lugs and handshakes, occasional shrieks of surprise. As I'm talking with Allen K. Wisby, in from Pasadena, Texas, the word was spread like wild-fire that Grace Hawley, surrounded by well-wishers, was present. Well golly Moses, so she was, Capt. Doc Hawley's mother. Grace had hopped on a plane in Maryland, solo, on what must have been an irresistible impulse, for a reunion with her multitude of river friends. As the saying goes, had we known she was coming we'd have baked a cake. And speaking of cake, first-timers present included Kurt W. and wife Helen L. Swan of New Cumberland, West Va. Helen Swan surely must live with

her head stuck in an oven, baking cookies which she packages and then she and Kurt hop in their car and make deliveries. Pilots blow salutes passing the Swan residence immediately below old Lock #9, Ohio River.

As delegates arrived they picked up at the registration desk a one-pager S&D bulletin detailing the Friday evening and Saturday events. Although twice revised before its Wednesday printing, the program still was in a state of uncertainty at press time. One of the main events had to be scratched, a boat ride up the Muskingum River. Capt. Jim Sands' VALLEY GEM had broken her paddlewheel shaft and was hospitalized for major surgery.

Knowing full well that S&D would flourish even though confronted with this boat ride disappointment, we hooked a ride Friday afternoon to the Ohio River Museum and went aboard the W. P. SNYDER JR. for our



CAPT. THOMAS KENT (Kent) Booth, retired from Ashland Oil, is pictured at S&D with his son John K. Booth and Julia Thomas. Eileen Daily was the photographer. Kent now lives at 1326 South Brandywine Circle #4, Fort Myers, Fla. 33007. He started on the river with his father, the late Capt. Walter C. Booth, aboard the Pittsburgh-Charleston packet LIBERTY, and became mate on the Streckfus excursion steamer WASHINGTON before joining

Ashland Oil to become pilot from the Monongahela River to New Orleans and points on the intracoastal Waterway. Julia Thomas recently presented to S&D a William E. Reed oil painting of the PHIL SHERIDAN, now exhibited at the Ohio River Museum, Marietta, and her late husband Bob Thomas's model of that famed side-wheeler has been moved to accompany the painting.

first inspection since the renovation at Warsaw, Ky. This 1918-built towboat, judged from external and interior condition, is a credit to those who participated in this joint effort by the Ohio Historical Society and S&D, with special plaudits to Capt. John L. Beatty and Alan L. Bates. Having made this stem-to-stern look-see we have reported to Whitney Snyder that the generous contribution of the W. P. Snyder Charitable Fund has been well and wisely applied. John Briley, manager of the OHS properties at Marietta, now is custodian of this priceless national treasure to which he has devoted so much energy to preserve. John Briley and others envision the future day when the SNYDER will again prowl the rivers under her own steam, alive, active and kicking her

paddlewheel. Who's to say this cannot happen. As these lines are written here in our cellar workroom, a rehabilitated steam locomotive has been whistling its way down the Conrail tracks, virtually in our front yard. Although we missed seeing it, everybody knows full well that all of the tootling was in celebration of a dream come true for a group of rail fans. Everybody told them they couldn't find spare parts, that the boiler was obsolete, that coal and water can't be procured but they didn't listen.

Jeff Spear treated us to an inspection of his newly acquired duplex on Second Street there in Marietta. Jeff has fixed up the second floor for his own living quarters, and carpenters were rebuilding the first floor for lease to tenants. Jeff now is handy to Riverview Antiques

where he and Bill Dorsey preside. His upstairs apartment looks a good bit like you'd suppose it would look, a mini river museum with kitchen and bed wedged in. Out front was parked Jeff's recently acquired four-door Buick, with wire wheels, yet.

BEE RUTTER had registered and name-tagged more than one hundred participants of the Friday evening party by the time we were received by the two corsage-bedecked, beautifully gowned honor ladies, Della Hoag and Catherine Remley. Both had been selected in recognition for many years of outstanding assistance freely volunteered, in helping make S&D thrive in Marietta. Della and her husband S. Durward (Steve) Hoag received S&D at the Lafayette as special guests in

their home, and Catherine and her husband Charles (Chuck) Remley nourished S&D's treasures at Campus Martius through fair weather and foul.

In many respects this Friday evening performance was more like a High School reunion than ever before, augmented by a gathering of the Union Barge Line clan, even unto Capt. Frank W. Springer, up from his home in South Carolina. The Greene family clan, with roots in nearby Newport, O., was having a ball on the eve of celebrating the 100th anniversary of the founding of Greene Line Steamers, dating back to the June day when Capt. Gordon C. Greene brought the H. K. BEDFORD to Pittsburgh and started running her to Wheeling. The present-day extension of the Greene Line, as all rivermen know, is the Delta Queen Steamboat Company, a direct transition with no interruption. The DELTA QUEEN main cabin is graced with excellent portraits of Capt. Gordon C. Greene, Capt. Mary B. Greene, Capt. Chris Greene and Capt. Tom Greene.

We had a delightful visit Friday evening with Jane Greene, daughter of Capt. Tom and Letha Greene, an event shared by Ann Mallinson. Ann and Jane and her brother Tom rode the Greene boats as kids, and there formed what has turned out to be a long-standing friendship.

Speaking of the DELTA QUEEN, first-timers at S&D included Mr. and Mrs. Chad Smith of Bath, Maine, the gentleman who created the diorama of the DQ's bar depicted on page 39 of our Sept. issue of the REFLECTOR. Chad did not bring along the diorama, feeling it was too fragile for the trip. And also, speaking of the DQ, Frank X. Prudent since S&D celebrated his 50th paid trip divided between the DQ and MQ.

Congratulations were being extended to the newly-weds Richard and M'Lissa (Herrmann) Kesterman. Rick is with Fifth Third Travel in Cincinnati and M'Lissa continues her post in the Inland Rivers Library.

James V. (Jim) Swift of The Waterways Journal was receiving plaudits for two high honors so recently bestowed upon him, by the Dubuque group and at St. Louis with the Donald T. Wright Award.

During the S&D week-end R. Dale Flick received a framed



ABOVE: Eileen Daily and John Hartford enjoying S&D, the picture taken with Eileen's camera by a volunteer who knew how to hold a camera and snap it at the right moment. Eileen and her husband Bud are from Toronto, Ohio. John Hartford and his wife Marie drove from their home, 1025 Falls Ave., Madison, Tenn. 37115 and John played and sang at the S&D banquet despite a sore shoulder and arm while Marie rested in their bus recuperating from what may have been a dose of flu.

BELOW: Capt. Wilbur E. Dow, Jr. exhibited a profile architectural drawing of the CITY OF NEW ORLEANS which within a year or so will take its place as a companion to the NATCHEZ at New Orleans. Holding the drawing are Jay Way (left) and Dick Rutter. Eileen Daily was the photographer.





JOHN L. FRYANT, 6508 Dorset Drive, Alexandria, Va. 22310 and his SUSIE model, pictured at S&D by Eileen Daily. John has been in the Big League of steamboat modelers since he built the VALLEY BELLE as she appeared in her towboat days from Alan L. Bates' plans. That was in 1952. She floated, ran by batteries, and was radio controlled. Bub Crain once swam her in a bathtub at Rock Hill, Louisville. Ultimately she was acquired by Smithsonian. When Mud Island at Memphis

got going about 1980, John was tapped to build for them large models of the ROB'T E. LEE and S. S. BROWN, which he delivered in early '81. Some rainy day, aided by the REFLECTOR indexes, look up all of the many references to John's models, and you will discover he also is an artist. Once he rebuilt an old model of the GORDON C. GREENE from the hull up, which today reposes in the Public Library of Cincinnati and Hamilton County.

color photograph of the W. P. SNYDER JR. from Woody Rutter, a token of appreciation for Dale's volunteered campaign for funds going toward the recent renovation of the boat.

Delly and John Robertson, and Lela Vornholt, were up from New Richmond, O., reinforced with Margaret and Jim Robertson of Cleves, O., and Dianne and Lee Woodruff of Cincinnati. Margaret and Jim were first-timers for what we trust will be many returns.

SATURDAY DAWNED chilly and cloudy, so just as well S&D did not go exploring up the Muskingum on the new VALLEY GEM. Board chairman J. W. Rutter called the Board of Governors to order at 9:30 a.m.

with a liberal number of S&D members seated in the room. All of the Board answered present save two, Capt. Tom Kenny and William E. Reed, both ill at their homes.

Chief on the agenda was a proposal that the Board adopt a recommendation of the revised S&D constitution, and that such recommendation be announced at the annual membership meeting that evening. The Board agreed to put such a recommendation to a Board vote, which brought forth suggestions for some changes in the wording, and questions and opinions from the floor. Fred Way III from the floor delivered an impassioned "shoot if you must this old gray head, but spare your country's flag" plea to let the old tried-

and-true constitution continue to wave. In the end, the Board unanimously voted to recommend the revised document to the membership.

Larry Walker ended his annual financial report with the good news that S&D's bank balance, as of September 16, 1989, stood at \$10,657.40, an approximate increase of \$3,000 for the fiscal year. The disbursements totaled \$16,253.83, the bulk of this amount chargeable to the production and mailing of the S&D REFLECTOR.

One of Larry Walker's chores as S&D treasurer is to prepare figures and details of the organization's financial operations for the annual report to the Internal Revenue Service. This is done to maintain our tax

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Jerry and Grace Vance, 508 Cutler St., Marietta (standing), and (from left) Allen K. and Elizabeth Wisby, first timers at S&D, from 1608 Burke Road, Pasadena, Texas 77502, and Mary Sharpe of 408 Broadway, Republic, Ohio 44867. Eileen Daily, photo.



David Foster, 1210 Currey Road, Nashville, Tenn. 37217 (left); Capt. Bob Lips, Orlando, Fla. 32822, and John Connor, P.O. Box 267, Mt. Juliet, Tenn. 37122. Photo by Eileen Daily.



From the left: Jennie McNally, 635 Clearview Ave., Pittsburgh, Pa. 15205; C. W. (Bud) Daily, 162 Sunset Drive, Toronto, Ohio 43964, and Delly Robertson, 844 Old 52, New Richmond, Ohio 45157. Photo by Eileen Daily.

During the course of S&D's annual meeting held in the Hotel Lafayette, Marietta, Ohio, on Saturday, September 16, 1989 S&D's Board of Governors reviewed the proposed alterations to S&D's constitution, printed in our June, 1989 issue of this magazine, pages 42-44, and, following discussion (reported in the story of the Board meeting appearing elsewhere in this issue), voted to recommend to the membership for adoption the text which follows. The membership vote favoring adoption was taken that evening.

CONSTITUTION

SONS AND DAUGHTERS OF PIONEER RIVERMEN

I

Name

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

II

Objectives

The objectives of the organization are 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 Dues

The annual membership dues of the organization shall be established by the Board of Governors. The Board of Governors shall periodically review the finances of the Association and may revise the dues structure as indicated, subject to a vote of approval by a majority of members attending the annual meeting. Two classes of membership are available as follows: Full - entitled to receive the quarterly S&D Reflector; Family - resident members of the same household as a "full member", not receiving the quarterly but entitled to all other privileges of membership.

IV

Dues Payment

Members shall pay their dues by March 1 following receipt of dues statement. Members in default shall be restored to membership upon payment of all arrearages of dues.

V

Charter Members

Charter member shall be those persons

enrolled as active member on and prior to September 2, 1940.

VI

Officers

The officers of the Association shall consist of a President, Senior Vice-President, Vice-President, Secretary and Treasurer. The officers shall be nominated by a nominating committee appointed by the President and elected at the annual meeting of the Association. The term of office shall be one year.

In the event of a vacancy in the office of President, the Senior Vice-President shall succeed thereto for the unexpired term. The Vice-President shall, whenever a vacancy occurs in the office of Senior Vice-President, succeed to that office for the unexpired term. The Chairman of the Board of Governors shall fill the office of president in the event there is no other officer in the line of succession.

VII

Duties of Officers

The President shall be responsible for the conduct of the regular business of the Association. The President shall preside at all regular and called meetings of the Association and shall appoint the Nominating Committee. The President shall make appointments to fill vacancies occurring on the Board of Governors. The President may appoint special committees for specific duties.

The Secretary shall keep the minutes of the meetings of the Association and the Board of Governors, shall keep the membership records and in all ways carry on the clerical work of the Association.

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. No bills of any size shall be paid unless approved by the Secretary or President.

VIII

Board of Governors

The Board of Governors shall consist of nine members initially appointed by the President in 1955 for three staggered terms of three members each. Three members shall be elected to the Board of Governors for three year terms at each annual meeting of the Association with nominations presented by the Nominating Committee. The President shall appoint successors to the Board of Governors when vacancies

occur for any reason. The Board of Governors shall be charged with the management of the Association including the interpretation of the meaning of this constitution. The Board shall meet annually. Special meetings, if required, may be called by the President or Board Chairman.

Pro-tem officers may be appointed by the Board in the event of vacancies. The Board may elect as Honorary Members or Honorary Officers of the Association those persons distinguished for outstanding service to the Association.

Official action by the Board at any meeting requires a simple majority of the full Board of Governors. Witnessed proxy votes will be accepted at such meetings.

IX Annual Meeting

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 President. Notice of such annual meeting shall be provided in the official publication or by ordinary mail, mailed to members at least fifteen days prior to the meeting date. Special meetings of the Association, or of the Board of Governors, may be called for any purpose by the President. Notice of such special meetings shall be given either by notice in the official publication or by ordinary mail, mailed to members at least fifteen days prior to the meeting date.

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emempt status. A certified public accountant, in S&D's case Eugene F. Ellerman of Cincinnati, assists Larry for an annual fee of \$50. Larry banks deposits, pays bills, keeps records and handles this IRS chore with no recompense--"for the good of the cause," as he puts it.

Jack Custer presented a summary of the lively activities of the Middle Ohio River Chapter of S&D, and outlined ambitious "field trips" firmed for forthcoming meetings (details in our news columns). Capt. Charles Henry Stone reported the good health of the Ohio-Kanawha Chapter of S&D, headquartered at Point Pleasant, West Va. (Jim Wallen reports their quarterly programs for inclusion in these columns.) Alfred Kleine-Kruetzmann let it be known that the Inland Rivers Library, part-and-parcel of the Public Library of Cincinnati and Hamilton County,

has constant and increasing calls for its wealth of river-related documents, books and photographs. John D. Briley, manager of Ohio Historical Society's Marietta properties, invited inspection of the refurbished W. P. SNYDER JR., reported repairs and painting of the TELL CITY pilothouse, and a steady stream of visitors at the Ohio River Museum. Ralph DuPae's quest for steamboat pictures for the University of Wisconsin's Murphy Library project at La Crosse, Wis. is turning up new and unexpected finds without abatement. The J. Mack Gamble Fund, reports its trio, Bert Fenn, Andy Anderson and Woody Rutter, has financially assisted various of the projects named above with the use of earned income. In a real sense in fifty years S&D has long since ceased to be its original regional group to become nationally mature. (--And has

X Amendments

Amendments to this Constitution shall be made by majority vote of the members voting at any annual meeting or voting at any special meeting, notice of which has been given to the members in accordance with Article IX.

XI Insignia

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.



XII Motto

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

XIII Publication

The official publication of the Association shall be the "S & D Reflector."

done so, may we add editorially, without losing one iota of its family reunion, down-to-earth integrity; fight for what's right and live and let live.)

CHANGE of plans, brought about due to the aborted ride caused a swift altering of Saturday afternoon program arrangements. Instead of gulping the well prepared luncheon and heading to the river, Dick Rutter mounted a large profile drawing of Wilbur Dow's projected sternwheeler on a stiff backing. Wilbur was there, fresh in from Oregon (and so was his daughter, Lynn Webster, fresh in from Lake George, N.Y.). John W. Gilbert, the talented marine architect of Boston, Mass. who designed the NEW ORLEANS (for that's her name on the drawing) had kindly furnished Ye Ed with the final profile of this gorgeous

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Brothers-in-law Fred Way III (left) and S&D's board chairman J. W. (Woody) Rutter, best of friends, differed sharply during the board's discussion over the recommendation of S&D's revised constitution. Fred's attitude was of the "when something works, don't fix it" philosophy.



ABOVE: Ann Putnam Mallinson of S&D's board of governors.

LEFT: Lexie Palmore and Bill Kelley of Jefferson, Texas operate a wood-burning steamboat on a Texas lake.

-Both photos by Eileen Daily.



convention and tourist boat to be based at New Orleans as companion to the NATCHEZ. Shipyards were bidding on her construction even as S&D looked at this representation.

Wilbur also heads up the Lake George Steamboat Company which recently placed in operation a new Lake George passenger vessel patterned after the late Hudson River day-liner PETER STUYVESANT. Also described in some detail is a twin-catamaran diesel-driven passenger carrier capable of 30 mph being built by the New Orleans Steamboat Co. for the rapid transit conveyance of passengers in the New Orleans harbor area. When asked if the NEW ORLEANS would be steam powered, Wilbur shook his head negatively. When asked if he planned to build and run a gambling boat, possibly for Iowa, the veteran captain (he holds all tonnage on the high seas) spat out the words "gambling boat!" with disdain, then walked silently to his seat amid an uproar of applause.

This instructive talk was followed by a showing of hitherto unseen river movies by Bob Lodder, strung together from old-time scenes taken by Bob's late father, Andrew J. Lodder. Clear and sharp as the day they were taken were shots taken at Sacramento of the DELTA KING when she was owned by River Lines, Inc., readying to leave for San Francisco. Andy had been aboard the CAPE GIRARDEAU on the Illinois River, a witness of the races run 1928-1930 between the CHRIS and TOM GREENE at Cincinnati, had round tripped Cincinnati-Pittsburgh on the BETSY ANN, on the Tennessee River aboard the GORDON C. GREENE, and recorded the DELTA QUEEN fresh from California and enroute to the Dravo shipyard at Neville Island, Pa. for reoutfitting. Laced in were shots of many rivermen of that day and time associated with these operations.

Those who saw this showing had a sense that the projector was running too fast. They were right about this conclusion.

The hotel management had set 3 p.m. as deadline for the afternoon meeting, and even with speeding up the old-film showing we concluded a bit late.

C.W. and I had planned a series of introductions, particularly aimed toward the first-timers attending. Time ran out.



TAKEN at Covington, Ky. at the dedication of the Capt. Mary B. Greene statue, October 1988. From the left: Letha Jane Greene, Nathan Greene, Mrs. Tom R. (Shirley) Greene, Tom R. Greene, Jr., (the statue), Gordon C. Greene II, Mary Greene Stewart, Richard A. Stewart, Daniel Greene, and Mrs. Gordon C. (Caroline) Greene II. Nathan is son of Tom and Shirley, and Daniel is son of Gordon and Caroline. Capt. Mary B. Greene, in whose memory the statue was erected, was wife of Greene Line's founder, Capt. Gordon C. Greene. Steamboats were named GORDON C. GREENE, CHRIS GREENE (two of them) and TOM GREENE. Capt. Mary B. Greene never had a boat named for her due to her first name commencing with "M". Her husband shared a long standing river superstition that "M" steamboats were likely candidates for disaster, the 13th letter in the alphabet. Ye Ed has listened to him hold forth on this conviction, citing the loss of Greene Line's HENRY M. STANLEY by sinking and fire, and the great conflagration at Cincinnati in 1922 started by the burning of the MORNING STAR.

HAVING seen Bob Lodder's film, and convinced of its historic importance, we hopped in a car and rode with Bob to the combined residence and shop of a Marietta video technician. There, a two-hour session, Bob and I, unrehearsed, dubbed on a sound track for a video of his silent film, taking turns identifying places, dates, names of the persons and a few personal recollections. This operation required backing up to make minor changes, and in eliminating outside noise interferences which had unavoidably crept on to the sound track. Not having had opportunity since this session to view and listen to the results, we can not say whether the results came up to expect-

tations. Many S&Ds expressed interest in procuring copies of the "talkie" video, and we hope to have a decision from Bob Lodder shortly.

Back to the Lafayette about six o'clock acutely conscious we had not lined up the seating for the evening speaker's table, and time was pressing to throw on a few glad rags for the banquet. Bee and C.W. had sensed the seating omission and had made the selections, but still and all I missed the cocktail party so successfully and generously given by our MOR group, hosted by Jack and Sandie Custer. But as to the banquet, when the roll was called up yonder I was there.

Continued on page 16

S&D MEETING REGISTER

Marietta, Ohio, Sept. 15-16, 1989

Presented in order of registry.

Our apologies for any misspelled names and for several unreadable omissions.

Robert A. Lodder, Cincinnati
 Fred and Edna Donsback, Jr., Covington, Ky.
 William and Darlene Judd, Cincinnati
 Frederick Way, Jr., Sewickley, Pa.
 Mel and Rita Norris, Cincinnati
 Larry Norris, Rising Sun, Ind.
 Helen Carder, Ripley, W. Va.
 Charles and Alta White, Murraysville, W. Va.
 LeRoy and Louise Pratt, Des Moines, Iowa
 Mary E. and Frank Parker, Shavertown, Pa.
 Charles H. Stone, Pt. Pleasant, W. Va.
 Bill and Dorothy Shrader, Hermann, Mo.
 Sonie and Al Liebler, Manhattan, Kansas
 John Byrd, Huntington, W. Va.
 John Connor, Mt. Juliet, Tenn.
 David Foster, Nashville, Tenn.
 Gladys Heckman Lieb, Rossiter, Pa.
 Dorothy Steeley, Findley, Ohio
 Gayle and Bill Hindman, Cincinnati
 Mr. and Mrs. Philip J. McCarroll, Bellevue, Pa.
 M'Lissa and Richard Kesterman, Cincinnati
 Nick Starace II, Short Hills, N.J.
 Mr. and Mrs. James V. Swift, St. Louis, Mo.
 Alfred Kleine-Kreutzmann, Cincinnati
 Bob and Riza Kersnow, (?), Mass.
 Allen Hess and dtr. Julia Hess, Dorchester, Mass.
 Chad and Meredith S. Smith, Bath, Maine
 Helena and Bob Isfort, Cincinnati
 Sharon and John Fryant, Alexandria, Va.
 Jim and June Bupp, Charleston, W. Va.
 Bert and Jack Mettey, Rabbit Hash, Ky.
 Fred III and Nell Way, Cleveland Heights, Ohio
 Carl Hatley, Cincinnati
 Helen Martin, Cincinnati
 Barbara Zillick, Cincinnati
 R. Dale Flick, Cincinnati
 Grace C. Hawley, Joppa, Md.
 Marguerite Hammett, St. Marys, W. Va.
 Judy Patsch, Rock Island, Ill.
 Lexie Palmore, Jefferson, Texas
 Catherine Remley, Marietta
 Susan Wielitzlea, Marietta
 Dianne and Lee Woodruff, Cincinnati
 Margaret and Jim Robertson, Cleves, Ohio
 Delly and John Robertson, New Richmond, Ohio
 Julia Thomas, Powhatan Point, Ohio
 Jennie McNally, Pittsburgh, Pa.
 Louise Barr, Winfield, W. Va.
 Bill Barr, Winfield, W. Va.
 Dave and Laurie Hawley, Independence, Mo.
 Walter Carpenter, St. Marys, W. Va.
 Dorothy Fay and Earl Richards, Pittsburgh
 Roberta and Karl Richusdt, Pittsburgh
 Roberta and Karl Schlachter, Cincinnati
 Yeatman Anderson III, Cincinnati
 Richard C. Strimple, Oxford, Ohio
 Guy C. Anderson, Cincinnati
 Rita and L. W. Kohn, Indianapolis, Ind.
 Forrest and Dorothy Steinlage, Louisville, Ky.
 Betty Striegel, Louisville, Ky.
 Dr. Martin C. Striegel, Louisville, Ky.
 Jim Schenk, Hendersonville, Tenn.
 Lela Vornholt, New Richmond, Ohio
 Larry and Ethel Walker, Cincinnati
 Dorothea Frye, Cincinnati
 Jack E. Custer, Louisville, Ky.
 Sandra Custer, Louisville, Ky.
 Bill Mueller, Middlebourne, W. Va.
 Lois Mueller, Middlebourne, W. Va.
 Leslie Palmer Todd, Norwood, Ohio
 Steven Todd, Norwood, Ohio
 Vesta Lee Haynes, Covington, Ky.
 Bud and Eileen Daily, Toronto, Ohio
 Lynn Dow Webster, Lake George, N.Y.
 Jeffrey L. Spear, Marietta
 Keith Norrington, New Albany, Ind.
 Lenora and Jerry Sutphin, Huntington, W. Va.
 Lillian Prater Hubert, Lakewood, Colorado
 Helen Hughes Prater, Louisville, Ky.
 Ann Zeiger, Cincinnati
 Jane Greene, Cincinnati
 Barbara L. Hameister, Blanchester, Ohio
 John L. Beatty, Warsaw, Ky.
 Harold and Sally Wright, Huntington, W. Va.
 Irene and Robert Grimm, Toronto, Ohio
 Jeanne and James Haley, Lakeside Park, Ky.
 Jim and Mary Eversman, Columbus, Ohio
 Wilbur E. Dow, Jr., Lake George, N.Y.
 Bob and Betty Lips, Orlando, Fla.
 Mary and Jim Sharpe, Republic, Ohio
 Bill and Elaine Rist, Huntington, W. Va.
 John and Joan Spear, Marietta

Margaret and Stuart Talbot, Chicago
 Allen K. and Elizabeth Wisby, Pasadena, Texas
 Don McDaniel, Worthington, Ohio
 Jay F. Way, Akron, Ohio
 Bus Longrod, Medina, N.Y.
 Capt. John Leonard, St. Catherines, Ontario
 David H. Miars, Martinsville, Ohio
 Ann E. Hodson, Wilmington, Ohio
 Jim and Sherley Greenwood, Newport, Ohio
 John and Marie Hartford, Madison, Tenn.
 Ralph R. DuPae, La Crosse, Wis.
 Bee Rutter, Marietta
 Fred Rutter, Lithopolis, Ohio
 Kay and Don Klein, Rock Valley, Iowa
 Martha and Henry Gay, New Matamoras, Ohio
 Lucy and C. W. Stoll, Louisville
 Anne Putnam Mallinson, Pittsburgh, Pa.
 Roddy Hammett, New Orleans and West Va.
 Bert Fenn, Tell City, Ind.
 Mr. and Mrs. Paul Pryor, Dayton, Ohio
 Robert D. and June Ashley, Racine, Ohio
 Hope Deshler Barnhouse, Newport, Ohio
 Helen McMahan, New Matamoras, Ohio
 Charles and Diana McMahan, New Matamoras, Ohio
 Richard W. Rutter, Alamo, Calif.
 Nelson and Veramae Brown, Marietta
 Pattie A. Purnell, Burlington, Ky.
 Michael Fletcher, Union, Ky.
 Gerald W. and Grace Vance, Marietta
 Mr. and Mrs. L. M. Regal, Belle Vernon, Pa.
 Mike Giglio, Marietta
 James T. Swartswelder, Pittsburgh
 Bob Latta, Pittsburgh
 Pauline Savage, Pittsburgh
 Mr. and Mrs. Timothy Hale, Covington, Ky.
 Mrs. Hale is the former Cori Reade, and
 this couple brought with them their 3-week old
 child.

Victor J. Canfield, Covington, Ky.
 Bill Kelley, Jefferson, Texas
 William E. Brandt, Steubenville, O.
 Fred McCabe, Hannibal, Ohio
 Kurt Wielitzka (age 8), Marietta
 Frank X. Prudent, Covington, Ky.
 John B. Briley, Marietta
 Mary Biggio, Wintersville, Ohio
 William Erskine, Steubenville, Ohio
 Rita and Alan L. Bates, Louisville, Ky.
 Bill Schott, Oxford, Ohio
 Kenneth Wroblewski, Gallipolis, Ohio

Helen Wroblewski, Gallipolis, Ohio
 Conan Saber, Gallipolis, Ohio
 Capt. and Mrs. Walter Smith Jr., North Charle-
 roi, Pa.
 Richard E. Patrick, Parkersburg, W. Va.
 Ralph H. Farley, Marietta
 Kurt W. and Helen L. Swan, New Cumberland,
 West Va.
 Charlene Bell, Belpre, Ohio
 Mr. and Mrs. Don Brookhart, Belpre, Ohio
 Wm. F. and Lucille Potts, Sardis, Ohio
 Lynne Dow Webster, Lake George, N.Y.
 Ancella L. Bickley, Cross Lanes, W. Va.
 John W. Garden, Pittsburgh, Pa.
 Gene Grate, Middleport, Ohio
 Mary Greene Stewart, California, Ky.
 James Christopher Greenwood, Newport, Ohio
 Tom Greene, Jr., Cedar Grove, Ind.



Three-week-old Aloria Hale with father Tim Hale. -Jim Swift, photo. See S&D story.

Continued from page 13

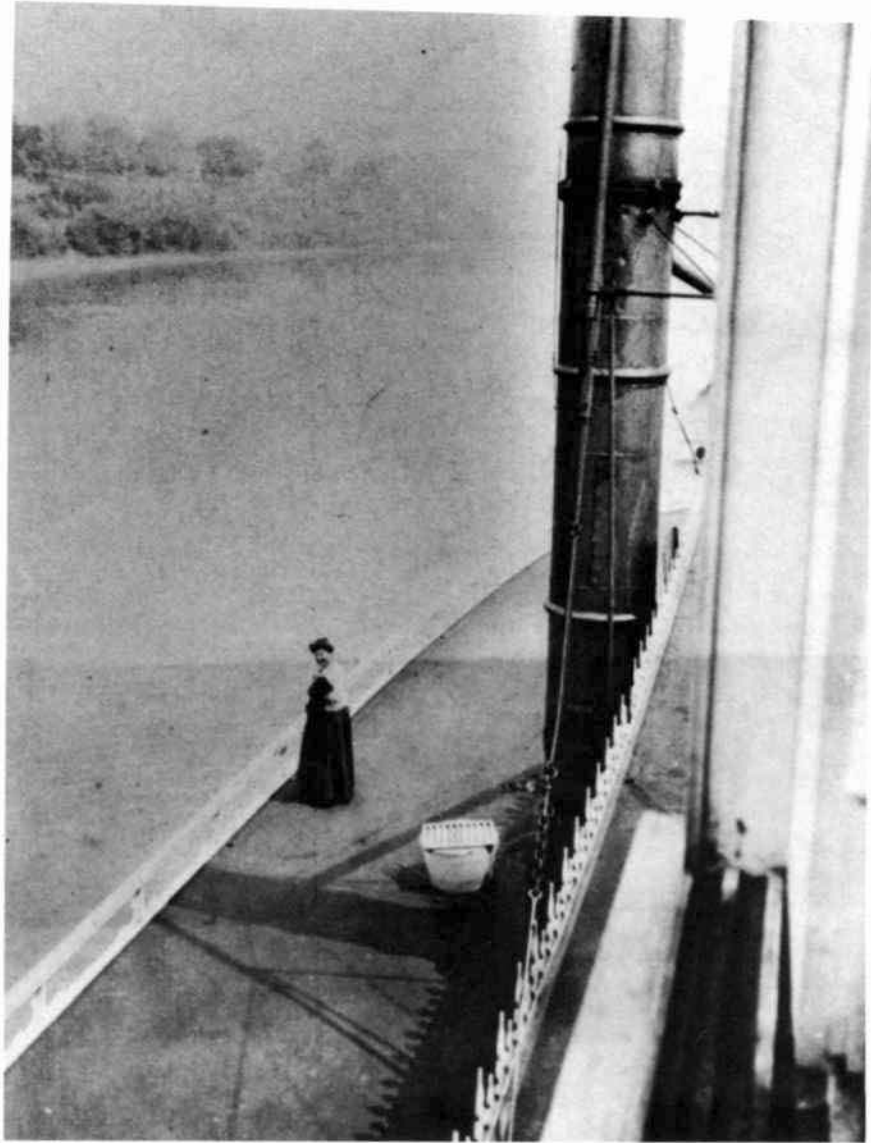
SPEAKER of the evening Dave Hawley and his wife Laurie had come from Independence, Missouri. Not only had Dave been active in digging out of the mud an ancient steamboat wreck, but he had written a book about the project. A side-wheel packet named ARABIA, built at Brownsville, Pa. in 1853, was enroute from St. Louis for Omaha, Neb. when she struck a snag and sank about an hour after leaving Kansas City, in Quindaro Bend, this in the fall of 1856. In addition to "a heavy load of freight and not many passengers," as one passenger later recounted, everybody got ashore and next day were picked up by the JAMES H. LUCAS. The accident happened during the dinner hour, and next morning only the top of the pilothouse was visible.

Over the years several attempts were made to locate the wreck, with no success. The meandering Missouri had changed course. An expedition in 1897, guided by an aged farmer, followed him to the yon side of the river into a field, and located the remains. The objective of the search was to recover a considerable cargo of barreled whiskey. After prolonged labor the attempt was abandoned.

After the soybean crop had been harvested from the field in 1988, David Hawley and crew, organized as River Salvage, Inc. based at Independence, Mo., tackled the recovery with modern equipment. After staking out the shape of the hull, the excavators went down 45 feet, creating an enormous hole, constantly pumping out ground water. Success!

The side-wheels, boilers, an engine were in place. Most important was the cargo stowed in the hull. As Dave relates in his book: "From Boston came thousands of hand-made boots and shoes. From Water Street in New York were cases of bottled pickles and relish. From Belgium came contraband flint lock rifles for the Indian trade, along with beads, clay pipes, tobacco, glasses and mirrors."

The manifest of recovered freight is beyond belief; barrels of European-made china, some dating back to the mid-1840s. Barrels of porcelain door knobs and related hardware, round lumber mill saw blades, weight scales, wagon parts, sacks of



CAPT. MARY B. Greene on the roof of the GREENLAND readying to make a landing. This is the sole picture we have seen of this famous lady actually doing roof work. As the Jesse P. Hughes diaries frequently mention, Mrs. Greene was no arm-chair captain. Jerry Sutphin sent this photograph along to us, copy of an original found in the collection of Capt. Charles Henry Stone's father. The original was properly marked "Lady on Deck - Mrs. Greene."

buckshot, the skeleton of a horse, fully saddled and bridled--the brass bit clenched in its teeth. The 26-page booklet, 8½ x 11" size, by Dave Hawley is titled "The Raising of the Shipwreck ARABIA" and copies supplied at S&D went like hotcakes at \$10 a copy, the proceeds going to the fund for the preservation of artifacts. River Salvage, Inc. is based at 1500 East 24 Highway, Independence, Missouri 64050.

Dave and his wife brought

along for display some of the goodies sunk in 1856, and Dave's talk was illustrated with slides taken during the vast "dig." S&D member Sonie Liebler, who first alerted the S&D REFLECTOR of the ARABIA project (see June '89 issue) was present at the meeting, with her husband Al, from Manhattan, Kansas. This ARABIA feature at S&D was the end result of many phone calls between Woody Rutter and Dave and his father.

It is important to add that

sections of the ARABIA, including boilers, paddlewheels and machinery, were removed from the wreck. This material, as well as the wealth of artifacts, have received expert treatment and handling from the day they were exposed, and will be displayed for future viewing.

S&D's annual membership business meeting, presided over by C.W. Stoll, reelected all current officers. The modified S&D constitution (see June '89 issue, pages 42-44) was unanimously adopted by voice vote.

John Hartford gave an exceptionally fine performance despite a bunged-up arm and shoulder. He played and sang three perennial favorites, obviously draining his heart and soul into the giving. You'd perhaps think that John would be old-hat at S&D meetings by this time, and it's hard to think of him as the world-renown pro he's turned out to be. Moreover he's a double-ender; John pilots a steamboat loaded with passengers--proficiently--when he's not on tour, maybe because he likes to toot a steam whistle. There is only one John Hartford.

OUR ENTHUSIASTIC thanks go to James V. Swift for his usual extensive coverage of the S&D meeting in The Waterways Journal. Among his illustrations Jim ran one of S&D's latest "youngest member," Aloria Hale, aged three weeks. Dad and Mom are Tim and Cori Hale of Covington, Ky. Cori's father was the late Capt. Lewis Reade.

The Inland Rivers Library provided delegates with a listing of "Excursion Boats '89," operating on the western waterways, indexed by name of owner (including address and phone number) and on what river(s) boat is operated. The compilation is based on answers received from owners, and is fairly complete, nine pages long.

Delta Queen Steamboat Company distributed copies of its 1990 MISSISSIPPI QUEEN and DELTA QUEEN schedulings, a brochure of some 90 pages, also celebrating the 100th anniversary dating back to Greene Line beginnings. It is appropriately bound in silver covers, and on page 33 is the old side-wheel GREENLAND, flagship of the Greene Line fleet, with an insert of her cabin, taken from a table forward of the purser's office,

a cuspidor looming large in the foreground for purser Pres Ellison who chewed Polar Bear. (Taken in June 1916 by F. Way, Jr. -Advertisement).

William E. (Slim) Brandt of Steubenville presented Ye Ed with a startling present, a photo album kept by the daughters of Capt. Fred Dippold, Louise and Mame, devoted to scenes of their Sewickley home "Romayne," exteriors and interiors, back in its heyday, possibly 1900-1905.

We plan to spring some of these on unsuspecting readers of the REFLECTOR some one of these days.

The parting shot comes from Bob Lodder, who said his steak must have come from the ARABIA excavation.

Thanks to Keith Norrington for presenting the recommendations of the nominating committee.

Ta ta until next year.



NOMINATING COMMITTEE, S&D, 1989. After a session of deliberation and declaring Keith Norrington as chairman (left) probably influenced by the big picture on his sweater of a pilot steering a true course, Jennie McNally and Capt. Clare Carpenter agreed on a ticket for the re-election of all officers for another one-year term.



Picture taken July 21, 1989 at Mile 288.6, Des Plaines River by Mark W. Eberspecker. It's the ALEXANDER MACKENZIE, still recognizable, shy of wheel and stacks.



Masters, pilots and mates who served with the Union Barge Line, Dravo subsidiary based at Pittsburgh, staged a reunion at Marietta during S&D week-end. Most of their names do not appear on our registration printed herein. Eileen Daily lined up nine of them for this

picture. From the left: Bob Lips, Clare Carpenter, Walter Smith, Jr., Reese Lloyd, Rudy Dermotta, J. E. Wisba, Frank w. Springer, Robert Ashley and Harold B. Wright. Thomas E. Kenny was prevented from attending by illness.



On August 8th last William R. (Bill) Smith of Springfield, Ohio treated his two granddaughters, Annie (left) and Megan, to their first steamboat ride. They are seen here with grandpa aboard the BELLE OF LOUISVILLE. In 1941 grandpa took his first steamboat ride aboard the IDLEWILD, as the B/L then was named.

Bill and Marga lately have been settling in at a home facing the Ohio River at Gallipolis.

Clare E. Beatty, beloved wife of Capt. John Beatty, died, 73, on Friday, August 11, 1989, at home in Warsaw, Kentucky.

Clare was teaching Greek and Latin and was dean of girls in Northwestern University in Evanston, Ill. when she met John in 1943. He proposed the same day and they married six months later. Together they owned and operated floating restaurants in the Cincinnati area, selling the MIKE FINK, moored at Covington, in 1976. Meanwhile her husband, deeply involved in river salvage operations, had added a twin-prop towboat to his operations, renaming it CLARE E. BEATTY, the pride of the fleet.

Base of operations was moved to Warsaw where they built and occupied a beautiful riverside home. Clare continued to be her husband's constant help-mate even in failing health.

Often, with a laugh, she called herself "Tug-Boat Annie." Clare Beatty was well known and liked the length and breadth of the rivers.

Other than her husband, she is survived by a daughter, Beverly Acree of Cincinnati; a brother, C. William Kinzeler of Cincinnati; a sister, Ruth Solot of Blue Ash, Ohio; three grandchildren and five great-grandchildren.

Services were held at Spring Grove Chapel, Winton Place, Cincinnati, following visitation in Warsaw.

G. A. BOECKLING BURNS

While awaiting restoration at the dock, the G. A. BOECKLING, 80-year-old Great Lakes passenger steamer loved by generations of Sandusky, Ohio residents, was badly burned in a June 21st fire in Toledo, where the vessel was being stored. Called "suspicious" by city firemen, the blaze consumed the BOECKLING's superstructure, including the oak paneling of its saloon and the remaining grand staircase. Heat from the fire caused the main deck to buckle, although the boat remained afloat. However the Friends of the Boeckling, who had been working toward restoring the vessel decided in late July to relinquish the hull to the insurance company, says Friends' chairman Lee Baumeister. The group also weighed its own future, and will decide whether to disband

or take another avenue toward memorializing the BOECKLING, such as building a replica or a museum. "It certainly was not a failure," says Baumeister, pointing to the group's help in revitalizing the Sandusky waterfront.

For 42 years the 156-foot BOECKLING ferried millions of visitors from Sandusky to Cedar Point amusement park. In later decades the boat was used as a floating warehouse in Sturgeon Bay, Wis. before the Friends towed it back to Sandusky in 1982.

-Preservation News, Sept. '89.

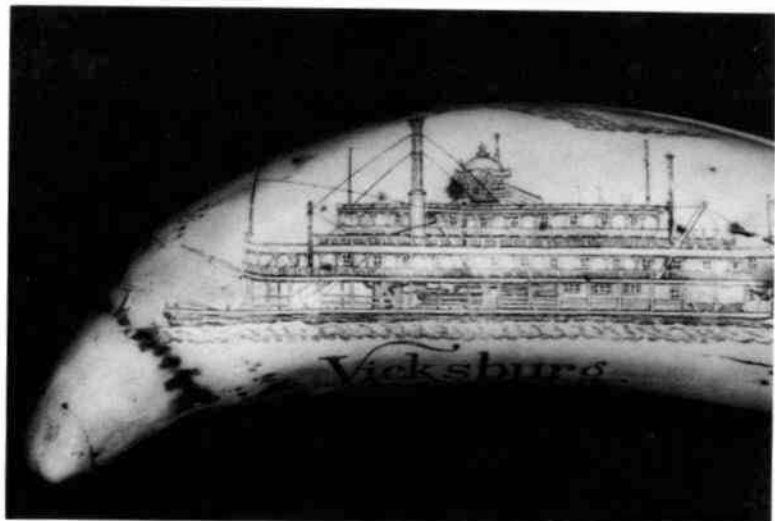
Sirs: Can't tell you how very much I enjoyed S&D at Marietta! Everyone was so nice. The movies supplied by Bob Lodder of the old steamboats with daddy, mother, grandma, Stogy White, etc. left me nearly paralyzed with amazement. I was reduced to tears to see my folks on film, particularly daddy. I was so young when he died (8 years old). Seeing him on film, therefore, is a very special treat for me.

I hope to be a "regular" at all future S&D meetings.

Jane Greene,
1304 Morten St.,
Cincinnati, Ohio 45208



Jim Smith, c/o Kathi Wiseman, 239 Sout Main, Romeo, Mich. 48065 recently joined S&D and sends along these two snaps of a scrimshaw decorated walrus tusk he would like to know more about. The above view would seem to date it as a relic of Vicksburg's Civil War era, but on the reverse side (below) the steamboat profile is that of the S. S. BROWN (Way #4900) built in 1906. Anybody knowing the identity of the pistols and swords?



Capt. Edward F. Smith, Pittsburgh riverman, died following a brief illness at his home in Boca Raton, Florida on Tuesday, October 17, 1989. He was 74, and is survived by his wife, Helen Zubik Smith.

Ed was a native Pittsburgher. Starting from scratch as a youth he became pilot and master, serving for some time on the steam sternwheel towboat LA BELLE of the Wheeling Steel fleet. His first command probably was on Carnegie's THOMAS MOSES, chartered to Wheeling Steel.

Ed Smith teamed up with Capt. Bob Bosworth in 1952 to form the Point Towing Co. based at Point Pleasant, West Va., starting with the HENRY C. OGRAM, purchased from Ashland Oil. In 1968 when this team sold out, they had operated 19 towboats and were in the catbird's seat of river operators.

Early on, Ed bought the LA BELLE from Wheeling Steel, renamed her EDW. SMITH, made one trip with her, and sold the boat to Hillman in 1947, who renamed her A. B. SHEETS (second).

Reclusive by nature, Ed Smith was the perfect host at his home with visitors who understood river boats, and when he and Helen went socializing, their presence was the recipe for a lively evening.

Burial was in the cemetery at Point Pleasant, West Va.

Jack Custer and Capt. Reese Lloyd have alerted us to the serious illness of Thomas J. Hall, Fort Thomas, Ky., well known and regarded on MOR expeditions and at S&D meetings.

HAPPY EIGHTIETH

Jennie McNally was celebrated by her family on the occasion of her 80th birthday, Monday, October 23rd last. The gathering of the clan, for practical reasons, was on Sunday 22nd. She resides at 635 Clearview Avenue, Crafton, Pittsburgh, Pa. 15205. At the recent S&D meeting Jennie served as a member of the nominating committee, along with Capt. Clare Carpenter, and Keith Norrington, spokesman.



Keith E. Norrington, 629 Roseview Terrace, New Albany, Ind. 47150 requires no introduction to S&D REFLECTOR readers. Every issue of the magazine is loaded with pictures and articles generously supplied to the editor. -Picture by Eileen Daily.

SINFUL DESSERTS

Hopper Barge Chocolate Suicide.....	2.95
Jumbo Barge Apple Torte.....	2.75
Cheesecake with Strawberries.....	2.50
Deck Barge Chocolate Nut Pie.....	2.50
Ice Cream (Chocolate, Vanilla or Chocolate Chip).....	1.50
Lemon Ice.....	1.50

--Available at Tugboat Annie's Riverside Cafe, Jeffersonville, Ind. Caution: Start figuring your barge loading for these items when ordering your Baby Back Bar-B-Que ribs. We always have been a push-over for desserts.

VIDEO AVAILABLE

Sirs: My partner Dorothy Weil and I are the producers off video programs on river lore, including "Fire on the Water," the half-hour show designed for children, and "Flatboat to Towboat," the hour long program shown at the annual S&D meeting 2 or 3 years ago. You will remember that we interviewed you and a number of other river people for the program, and took quite a bit of the footage aboard the diesel towboat WM. P. PLETTNER.

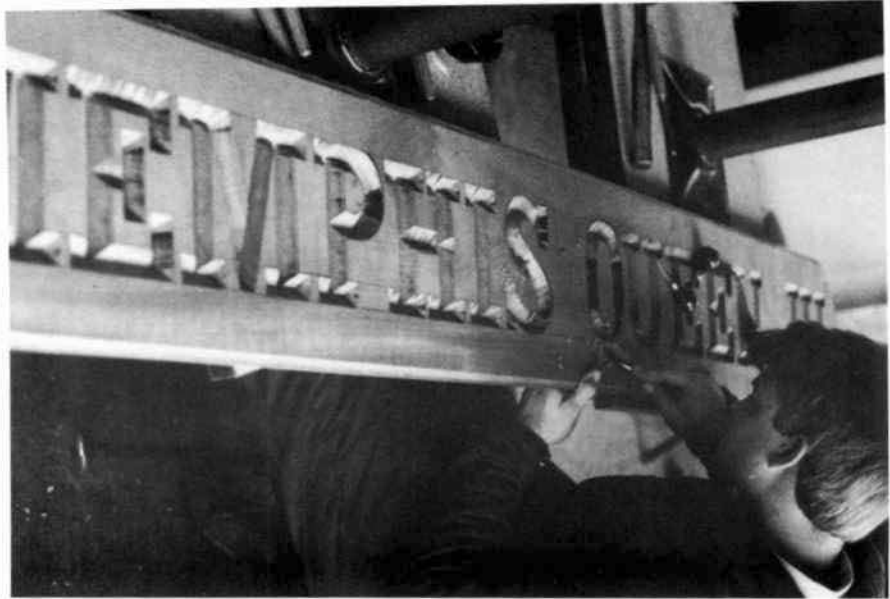
That piece, now renamed "River Calling: From Flatboat to Towboat," is being shown next week [last week of September. -Ed.] for the third time on WCET, the PBS station in Cincinnati. I am writing to let you know that the program is available for home video use, and to ask you to please put a small announcement to that effect in the REFLECTOR. Price is \$40.00 available by writing Jane Goetzman, TV IMAGE, 187 Greendale Ave., Cincinnati, Ohio 45220.

Jane Goetzman,
TV IMAGE,
187 Greendale Ave.,
Cincinnati, Ohio 45220

Sirs: One letter in the Sept. issue that caught my eye was the one that Doc Hawley wrote concerning the canvas belts that he obtained from the U.S. Playing Card Co. to use as deck canvas on the DELTA QUEEN. As I write this, in our storeroom about 20 feet away here in the basement are a couple of rolls of of that canvas. They were given to me by Doc years ago while he was still with the DQ. for a project of mine long since forgotten. It is high quality material. Until I read Doc's letter I didn't know where he had obtained it.

Larry Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

Steamboat artist William E. Reed gave us a phone call November 1st from his home at 2701 Amhurst Road, Apt. 15-D, New Bern, N.C. 28560 to report that he and his wife Mabel are enjoying retirement. Bill misses the river, and both regretted not getting to the S&D meeting.



LOOKS suspiciously like S&D has another artist of talent. Capt. Bob Reynolds of the Memphis Queen Line (above) not only is adept with brush and paints. He is seen here finishing a carved nameboard for the pilothouse of the MEMPHIS QUEEN III. Also above is the logo of his company, produced with his pen. Below is his steamboat-style shaded lettering for the bulkhead of the ISLAND QUEEN.



JESSE P. HUGHES DIARIES

-1906-

by C. W. Stoll

Typed at Bonclarken,
Flat Rock, N.C.

"Clear and warm, a beautiful New Year's Day," writes Jesse, in command of the TACOMA. They left Huntington at 7 that morning, picked up 60 hogsheads of tobacco at Riverton (on the Kentucky shore, earlier called Ripley Landing, where the Eastern Kentucky railroad operated a rail-river terminal), and made the usual downbound landings, headed for Cincinnati. She caught up with the KEYSTONE STATE at Chilo. Departed Cincinnati on the 2nd at 5 p.m. for upriver with a light trip. The VIRGINIA was moored at the Cincinnati wharf, and the KEYSTONE STATE delayed her departure for Pittsburgh until the evening of the 3rd. Capt. Gordon C. Greene was at Point Pleasant where the GREENWOOD was on the docks.

Although the TACOMA met the first ice of the year on Jan. 12th, unseasonable hot weather brought newspaper stories of heat prostrations on Jan. 21st. Snow melt brought on a fast rise in the Ohio and a "run-out" of the Kanawha, sufficient to release the LIZZIE BAY perched ashore at Ludlow, Ky. Jesse reports the sinking of the REES LEE at Tiptonville, Tenn. on Jan. 29th, which later resulted in her loss.

On Groundhog Day, Feb. 2nd, the TACOMA left Pomeroy downbound with 400 barrels of salt "and a carload of goats on board."

[The brevity of such diary notes disturbs the modern reader. Who, for instance, would want a carload of goats? -Ed.]

Winter had returned; -6 "and the sun shone bright all day." Floating ice was making heavy. The VIRGINIA laid up on the 8th and next day the TACOMA met the HENRY M. STANLEY at Portsmouth, downbound to lay up. Some crew members were exchanged. On Feb. 10th the TACOMA came in alongside the GREENLAND at Point Pleasant, heavy ice running in the Ohio, and laid up. The TACOMA's Charleston freight was reloaded to the EVERGREEN, which headed up the Kanawha at 1 p.m. with

Capt. Jesse and Henry Holloway aboard to "look at the river."

[Here C. W. Stoll remarks that he steered for both of these gentlemen in 1935 when they were partner pilots on the GORDON C. GREENE. Some one of these days we will nominate C.W. as a National Historic Landmark, complete with a bronze plaque. -Ed.]

During this sojourn at Point Pleasant the TACOMA had 24-inch-width buckets placed on her paddlewheel, got new nosing around the forecastle, chimney repairs and painting. The towboat SALLIE MARMET (the first of the name, built from the rafter VIVIAN) made her initial trip at Point Pleasant with the new name applied. The TACOMA left for Pomeroy on Feb. 25th. "Lots of time lost floating in snow storm," writes Jesse, adding that the GREENLAND, that same day, started up the Kanawha for Charleston, also in this heavy snow storm.

On March 1st the TACOMA met the KANAWHA at Pomeroy and reshipped her Charleston freight on her.

[Jesse, Jesse, you and your diary! Capt. William E. Roe, co-partner with Capt. Gordon C. Greene in this budding Greene Line, was master of the KANAWHA, but looks like Captain Greene was doing a yoeman's job of it all. No comment from Jesse. -Ed.]

The STANLEY left Gallipolis at 6 p.m. and ran straight through to Cincinnati, being 48 hours behind schedule. The TACOMA met her the next night at Manchester Islands "flying for Charleston."

On March 8th the INDIANA, running Cincinnati-Louisville, burned a boiler and the BONANZA took her place.

[Burned a boiler, or "bagged" a boiler meant that a crown sheet had developed a blister, quite obvious to a fireman, as the crown sheet was directly above the furnace. Until the sheet was "bucked up" or replaced, it presented a real danger. The cause generally was due to sediment or scale accumulating inside the boiler, the crown sheet being directly over the greatest heat. Engineers, caught "out in the woods" with such a blister cooled down and built a temporary wall of firebrick in the furnace to shield the injury until reaching port. In Cincinnati the surgeon was a

small, brawny gentleman named Jack Hammer of Frisbie Engine & Machine Co. Jack's practiced eyes perscribed whether it was a "buck up" job or a new sheet, then got the nod from the local U.S. Boiler Inspector to operate. -Ed.]

On March 24 the TACOMA left Charleston about midnight, met the GREENLAND and transferred all of the Charleston freight to her, and loaded 29 horses when she got to Gallipolis. We could pause here to mull about these horses, but will desist, lacking the answer Jesse does not state.

On March 30 they left Cincinnati at 5:50 p.m. with the river at 49.5 feet.

[Once y.t. took out a matinee excursion, all blacks, on 44 feet and rising, aboard the WASHINGTON, Cincinnati to "as far as possible" and return. My pilot partner, Bill Pollock, surveying the multitude, decided to take the afternoon off and go to a picture show. A movie was a picture show in 1935. I was stunned at his causal proposal to desert me in such an hour of need, and said so. "Console yourself," cheered Bill Pollock, "if you get them wet there's plenty more in Alabama." I don't generally tell this tale in public. The flood took the WASHINGTON down to Anderson's Ferry in a little less than nothing flat. I head her back from there figuring to slow bell it on the return. Captain Mabrey came to the pilothouse and ordered me to full steam her back to the wharfboat. "All hell's broke loose, they're throwing chairs overboard, breaking off fan blades; they're wrecking the dance floor!" So concluded the matinee at Cincinnati. Bill came wandering back to the boat after supper. "The show was great, you ought to go see it, Fritz, gee whillikers, Marlene Dietrich. Marlene Dietrich, mind you!" Bill stabbed my chest with his forefinger for added emphasis. Bill obviously had had a big afternoon. So had the blacks. So had the captain and crew. So had I. -Ed.]

Where were we--oh yes; by the time the TACOMA got to Kenova the river had fallen enough that lowering the stacks wasn't needed. At Point Pleasant, probably due to Kanawha backwater, lowering was required for the K&M bridge. Spring had sprung and on March 31st Capt. Jim Rowley went off to pilot the showboat

GOLDENROD. Capt. Pete Holloway went pilot on the COURIER in his place.

On Sunday, April 8th the big towboat H. M. HOXIE in Combine service exploded boilers at Portland, Ohio. Capt. Jim Woodward, her skipper, pulled the splinters from his anatomy and survived to survive having F. Way, Jr. as his steersman in 1920 aboard the towboat EUGENE DANA SMITH. For further news of the explosive Capt. Woodward see the DEFENDER listing in the new Towboat Directory.

Jesse notes that business was "very dull" on April 18. Newspapers were front-paging the San Francisco earthquake and fire.

April 30th the Gallipolis office of the U.S. Steamboat Inspectors was closed and discontinued. Inspectors Maddy and Morgan were retired, and new headquarters were opened at Point Pleasant on May 1st with inspectors Clark and Thomas presiding. Also on this day the GREENLAND sank Burdette's mill boat at Point Pleasant.

Other river news: On May 3rd the CITY OF LOUISVILLE, disabled, hobbled to Cincinnati for repairs and the INDIANA took her place. On May 7th the new PRINCESS, formerly FRANCIS J. TORRANCE, was reported upbound for East Liverpool. Next day the GEORGIA LEE arrived in Cincinnati from Memphis and "Burdett's men began the TACOMA's new cabin yesterday." On May 10th the TACOMA, with 46 excursionists aboard from Pomeroy's Simpson Methodist Church, took them to Washington's Woods for a picnic, and returned them that evening.

[Washington's Woods is not indicated on the R. R. Jones' Ohio River maps of 1916, but was on the West Virginia side below Willow Grove where the VIRGINIA went in the cornfield and above old Lock No. 23. Incidentally, the "new cabin" on the TACOMA probably meant the addition of several staterooms. -Ed.]

On May 11th the TACOMA "played tag" with the QUEEN CITY in fog from Gallipolis to Portsmouth. On May 13th at Maysville the TACOMA started loading aboard five carloads of equipment belonging to the Barkoot Amusement Co. at 1:30 in the morning and got away at 11 a.m. with the entire outfit including 100 people. This unusual cargo was unloaded at

Ironton, including the people, requiring 7 hours to accomplish. Then on up the Kanawha to Raymond City where she turned back to Black Betsy mine where her Charleston freight was put aboard a flat for the CRICKET to deliver, probably to get back on schedule.

On Wednesday the 16th the KEYSTONE STATE knocked down her stacks at McMechen, probably on an overhead cable at the construction site of Lock and Dam 13. Repairs were made at Cincinnati.

By May 26th the QUEEN CITY laid up for low water, and the VIRGINIA laid up the next day at Wheeling. On June 7th Jesse confided to his diary, "the 30th anniversary of my birth." A spurt rise allowed the QUEEN CITY to resume, and major towboats were upbound for Pittsburgh with empties, including the W. W. O'NEIL, J. B. FINLEY and ALICE BROWN. The TACOMA was asked to pull the HENRY LOUREY out from behind Eight Mile Island, and did so. But by June 23rd low water again forced the QUEEN CITY to the bank. The lighter packets kept skimping along, the TACOMA included, with Jesse too occupied to tend his diary--18 blank or nearly blank days between May 20 and July 5. Jesse did take a moment to note that on July 1st the GREENLAND hailed the TACOMA at Beech Hill on the Kanawha and delivered to her a new cabin piano.

[Well, well! Big news this, a brand new piano for the TACOMA. Our wager is that a whole Greene Line story leads up to this luxury item. -Ed.]

On July 16 the BONANZA was taking out excursions at Portsmouth. The COURIER went to Point Pleasant for repairs and the GREENLAND took her place in the Maysville trade. The GREENWOOD loaded at Cincinnati for a trip to Pittsburgh inasmuch as the regular Line packets QUEEN CITY, VIRGINIA and KEYSTONE STATE were immobilized by low water. On Sunday, July 24th the EVERGREEN, NEVA and J. Q. DICKINSON were handling excursions and the TACOMA was aground below Lock 11, Kanawha River.

[The old locks on the Kanawha were numbered downstream from headwaters, 2-11. There never was a #1. -Ed.]

"Fog this morning, hot as ever," wrote Jesse on Aug. 3rd.

The COURIER had not gone to Point Pleasant, as earlier reported, but was in such a state of disrepair that Captain Greene decided to raise steam on her at Cincinnati and limp her on one engine to Point Pleasant for dismantling. So up the river she hobbled with farewells to the veteran "midnight rambler," but, as future diaries will relate, she lived to run again another day. The GREENLAND left Cincinnati on Saturday, Aug. 4th for Charleston in the TACOMA's place. The CANDO made two trips in the Maysville trade, and was replaced by the TACOMA until Sept. 30th when the GREENWOOD took over. The little CRICKET was towing loaded coal flats to Chilo.

On Saturday, Aug. 11th Jesse and Telia, Captain Greene and "the girls" boarded the PRINCESS at Cincinnati for Coney Island, returning on the ISLAND QUEEN.

The GREENLAND cracked a boiler-head and was towed to Cincinnati by the SEA LION for whatever one does for a cracked boiler-head. Didn't take long, and the TACOMA met her bound for Charleston with a good trip on Aug. 18th. The CITY OF LOUISVILLE and INDIANA were running in the L&C trade making Sunday "meet the boat" trips.

On Sunday, Sept. 2nd the TACOMA loaded aboard at Cincinnati the local People's Club, took them to Higginsport for a ½-hour stay, had them back in Cincinnati at 7:30 p.m. in plenty of time to leave at 11 that night on her regular trip to Maysville.

[We mentioned "midnight rambler" a few paragraphs back. The regular Cincinnati-Maysville departure hour was at 11 p.m., and hence the term. -Ed.]

Jesse reports on Sept. 4th that the LEVI J. WORKUM was sold to Capt. Hissom and others, the transfer made at noon on the Cincinnati wharfboat.

Jesse makes frequent mention in his 1906 diary of scarcity of deck labor (roustabouts) but assigns no reason for the dearth. His TACOMA went back to her regular trade to Pomeroy and Charleston on Oct. 1st, the GREENWOOD taking her place in the Maysville trade. The GREENLAND was at Gallipolis again repairing a cracked boiler-head. On Oct. 4 the TACOMA was hauled on Gardner's Docks at Point Pleasant for hull work, during the progress of which she was found also to

have a cracked boiler-head. Out again and going on Oct. 11th she changed crews with the GREENLAND at Gallipolis. On Nov. 3rd the GREENWOOD broke her shaft, and on that same day the TACOMA, downbound at Maysville, was loading stock when in some manner the herd escaped "up the hill," some of the cattle getting their legs wedged in the C&O trestle. The ensuing commotion, getting trains stopped, etc., occupied 7½ hours for the round-up.

[This cattle escapade was the leading civic event in Jesse's career with about half the male population in Maysville deputized as cowboys. His diary lacks the drama and details. -Ed.]

This and other delays put the TACOMA a day late, and when she left Cincinnati upbound on a Sunday afternoon she had but two deckhands.

Sunday, Nov. 18th found the TACOMA and GREENLAND upbound on the Kanawha River, getting to Charleston within an hour and a half of one another. The Kanawha was staging a "gulley washer," the river rising a foot an hour. The downpour was extensive, and on Tuesday 20th Jesse notes that the Guyandotte and Big Sandy were "tearing out everything, thousands of logs adrift." Jesse floated the TACOMA from Manchester to Maysville dodging islands of logs and drift, and later found the GREENWOOD tied at Higginsport, her wheel having been badly broken up in encounters with logs.

Jesse left the boat Nov. 29, Capt. Leslie Hill taking his place. He hurried home to Catlettsburg. His wife Telia gave birth to their first-born on Dec. 5th at 1 a.m., a lovely daughter they named Lillian Wright Hughes. The proud father returned to the TACOMA on Dec. 12th. On Dec. 15 they met a Pittsburgh coal run, downbound with tows, the BOAZ and W. W. O'NEIL among them.

On Dec. 19th his laconic diary says: "Had an experience with a loaded fuel flat adrift above Proctorville." Again, Christmas eve, "run into barge and ferryboat this afternoon at Rome."

On Christmas Day "left Cincinnati at 5:10 p.m. with a \$24.00 freight trip and six deckhands, river at 27.5 feet." Word came that the QUEEN CITY had broken her shaft above Marietta.

On New Year's Eve the TACOMA started up the Kanawha

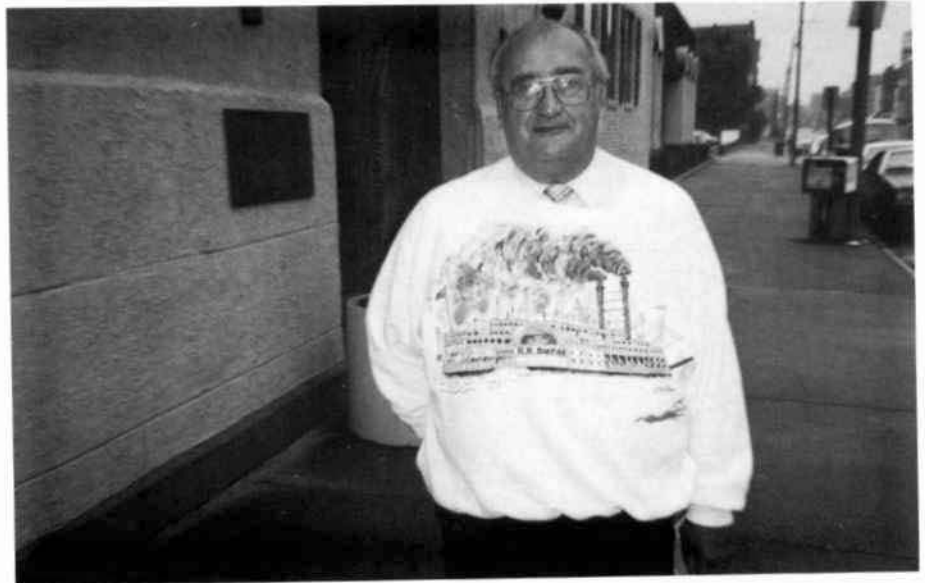
and met the GREENLAND at the foot of Johnston. Freight was transferred. C. W. Stoll surmises that the GREENLAND was kept in the slackwatered Kanawha River doing such shuttle work because of being underpowered. At this point Jesse winds up his 1906 diary with a poetic gem:

Now I get me up to work,
I pray the Lord I may not shirk.

If I should die before the night

I pray the Lord my work's all right.

"Blessings on Alan L. Bates for his wonderful research making possible the indexing of S&D REFLECTOR, and I really enjoyed the recollections of Mary Virginia Hauser on pages 21-22 of the September issue," writes Ann H. Peterson, S&D writer of Minneapolis.



RALPH DuPAE was sporting a sweater decorated with a likeness of the GRAND REPUBLIC created by his daughter. Jim Swift took this view at the front entrance of the Hotel Lafayette.

Our thanks to Chris Greenwood for passing out 100th anniversary DQ Steamboat brochures at the S&D meeting. Did we see Nathan Greene assisting?

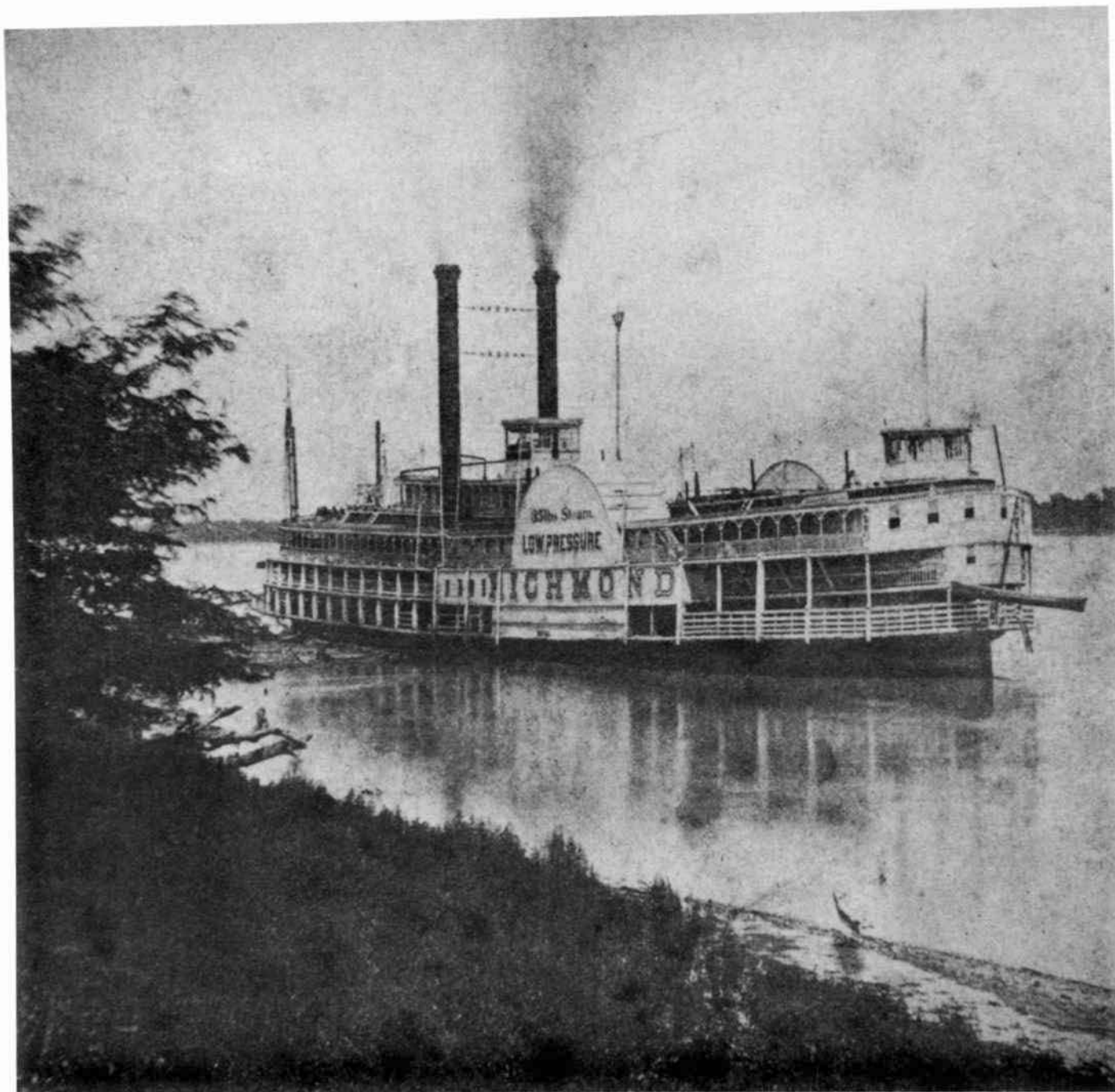
Our thanks to Dorothy Heckman Shrader for a brochure detailing the history of Hermann, Mo. Dorothy inscribes it "Greetings from the Missouri River contingent."

M.O.R. DELTA QUEEN TRIP PLANNED

The Middle Ohio River Chapter of S&D will hold its summer 1990 meeting by spending six days and five nights aboard the DQ. They will be on Trip # 131 leaving Cincinnati at 7 p.m. Saturday, July 21st, 1990. The cruise steams down the Ohio and up the Cumberland with arrival at Nashville on Thursday, July 26th at 9 a.m.

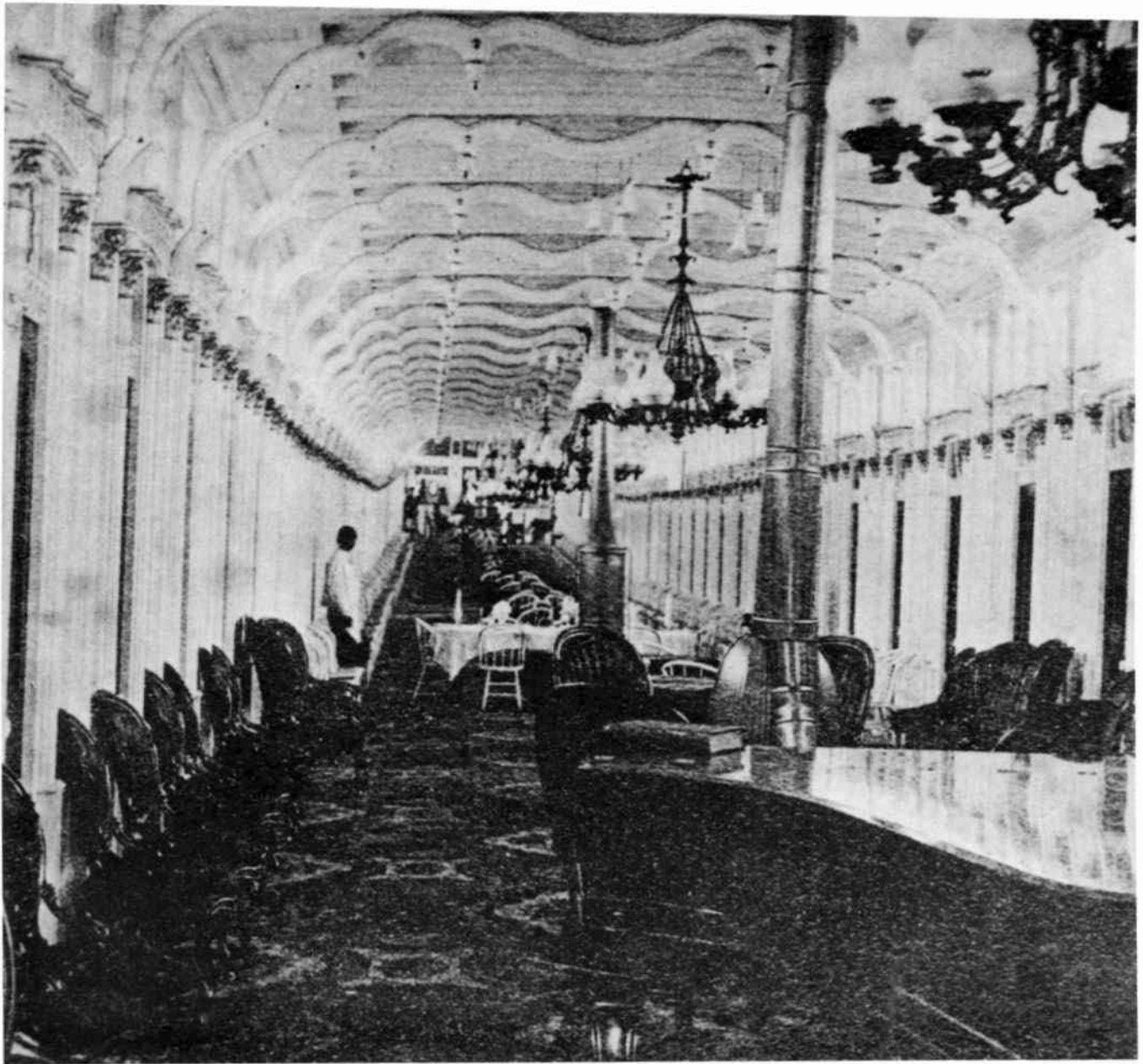
Rates for staterooms M.O.R. has reserved range from \$690 to \$1295. Arrangements are being handled through Rick Kesterman of Fifth Third Travel, 511 Walnut St., Cincinnati, OH, phone 1-800-445-2908. Full payment is due by May 21st. Contact Rick Kesterman for reservations and he also is prepared to handle additional arrangements to and from the boat.

The altar in the Christ Episcopal Church at Bowling Green, Ky. was decorated with flowers Sunday, July 30, in memory of Harry Duncan Hines and Hugh Gates Hines. The presentation came from Col. and Mrs. Robert E. Spiller. Mrs. Spiller is daughter of Jane Morningstar who regularly provides news clippings to the REFLECTOR. The late Harry D. Hines, her brother, piloted for Ingram Towing.



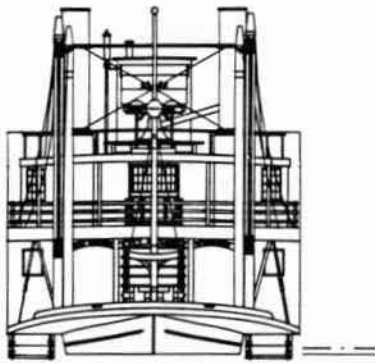
FRANCES PARKINSON KEYES, celebrated novelist, revived interest in the 340-foot RICHMOND when she wrote "Steamboat Gothic," in which her characters traveled down the Mississippi from Cairo to New Orleans on board this superlative side-wheeler. Ever a stickler for accuracy, Mrs. Keyes (pronounced Kize) called upon Ye Ed to prepare for her profile and cabin plans so's she'd commit no egregious errors in getting her invented people through gangways from cabin to deck, or to the inside circular stairway from cabin to the "passenger pilothouse," the structure hard aft on the skylight roof. As reward, in addition to a liberal fee, Mrs. Keyes made possible a

Cincinnati-New Orleans round trip for Grace and me, and entertained us at her Beauregard House residence with a dinner party (my tablemate was the wife of the president of Panama). Later, Mrs. Keyes celebrated the publication of "Steamboat Gothic" with a dinner party at the Sulgrave Club, Washington, D.C., which Grace and y.t. attended. Upon arrival I asked the gold-braided black doorman, "What gives at these parties?" a dumb remark, to which, wreathed in smiles, he replied, "When Mrs. Keyes throws a party it stays throwed." Ralph DuPae relates that the above scene was purchased from J. F. MacDonald of Portland, Oregon. Ralph thinks it may be a new one for collectors, and he's right as rain.



RALPH DuPAE found this picture of the cabin of the RICHMOND in the stereo card collection of J. F. MacDonald, Portland, Oregon, and remarks that it may be "a one and only." It certainly is the first and only glimpse we've seen of it. The photographer positioned his camera in the ladies' cabin, aimed toward the front. In the far distance we catch a glimpse of the celebrated oil painting titled "Richmond on the James." Capt. J. Stut Neal, who built and commanded the boat had roots in Richmond, the "Rebel Home," although later he became an Indiana hoosier. Much has been made of Capt. John W. Cannon's decision to name his 1866 New Albany-built side-wheeler the ROB'T E. LEE. The RICHMOND was built at Madison,

Ind. the following year, 1867, both boats designed for New Orleans service. Note the grand piano in the right foreground with a large Bible resting on top. Large Bibles were standard equipment on packets of the Western Waters even unto the end thereof. Too bad the photographer did not turn his camera around to depict the circular staircase which spiraled up to the "passenger pilothouse" perched on the skylight roof above. As you read of the RICHMOND (Way's Packets #4753) also glance at the description of the REVENUE (#4741) on the opposite page, where Capt. J. Stut Neal introduces the steam whistle (he was a double-ender and had seen, heard, then sketched a whistle on a trip East).



CINCINNATI'S STEAMBOAT ERA
HAS HIGH PRIORITY
S&D Assistance Sought In
Union Terminal Plans.

Sirs: As you may know, Cincinnati's Union Terminal is being converted into a major museum facility. In addition to housing natural history and science exhibits, the archives and research library of the Cincinnati Historical Society, and an Omnimax theatre, the new Museum Center at Union Terminal will be the site of the Historical Society's Greater Cincinnati History Museum. Since the Ohio River and river boats have had major roles in the history of Cincinnati, the Historical Society is dedicating a considerable amount of exhibit space to those topics. I think that you will be interested in the Society's plans for treating river history.

One of the largest elements of the first phase exhibits will be a recreation of Cincinnati's mid-nineteenth century riverfront. A section of the public landing will be lined with various building facades of the types that appear in such historic images as the 1848 Fontayne and Porter daguerreotype, Otto

Onken's 1849 lithograph, and the 1835 John Caspar Wild painting. Commission merchants offices, saloon, insurance office, coffee house, ship chandler's shop, and the Union Bethel waterfront mission will face the "river"--a circulating pool of water. A near life-size recreation of a typical mid-nineteenth packet boat will be tied up at the landing.

Constructing an 1850s packet boat indoors is no small task. Because of space limitations in both ceiling height and available floor area, the steamboat must be scaled down to a length of about one hundred feet. Nonetheless, the boat will still be large enough for museum visitors to board the main deck and get a sense of the character and layout of a river packet of that era.

Most of the main deck will be fitted out as authentically as possible, with features such as reproduction machinery and cargo. The interior of the boat will also contain an exhibit utilizing models, artwork, and river artifacts to explain the functions, evolution, and importance of nineteenth- and early twentieth-century steamboats to the growth and development of Cincinnati and Northern Kentucky.

The exhibit planners have not yet chosen a name for the boat. However, the name of a real boat will not be used as the museum's boat is not being designed to represent any particular packet. As the accompanying drawing shows, this steamboat's design combines features that were common to many boats of that period.

The present plan calls for a paddle wheel, turned by a concealed electric motor, on the side toward the landing. Inside the boat, the paddlewheel will

appear to be turned by a 22" x 4' reproduction of a fixed cut-off single stage steam engine; that engine will also be driven by the electric motor. The "steam" will come from twin 32" boilers. Other recreated fixtures on the boat will include a jack staff with night hawk, a wooden bitt, and an old-style capstan on the bow.

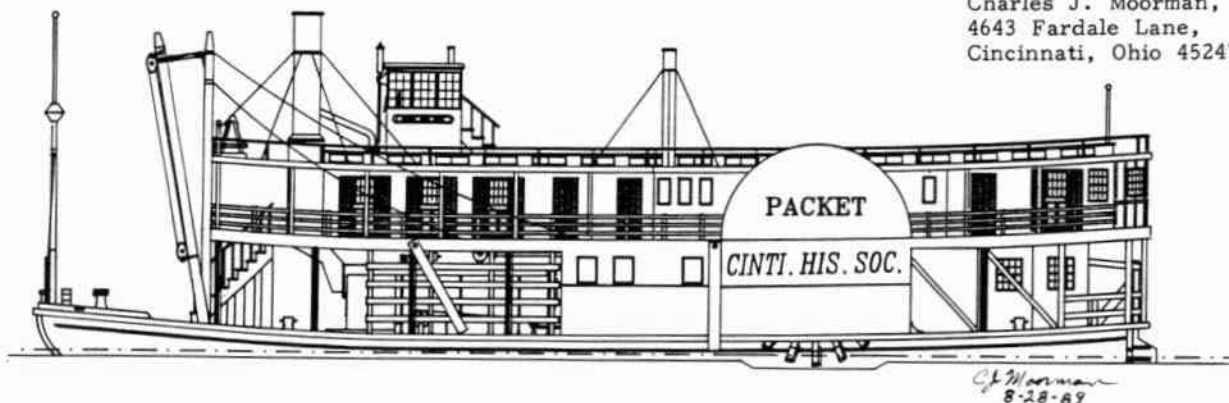
The boat and public landing will be augmented by several interpretive river history galleries focusing on river people, boat building and related industries, flatboats, keelboats, and early steamers. In future phases, exhibits on topics such as towboats and bulk cargo traffic, locks and dams, and recreation will be added.

Development of these exhibit galleries will be a major undertaking, requiring significant research and a wide variety of models, drawings and photographs, and river history artifacts. At present, the Cincinnati Historical Society's holdings in these areas, particularly in three-dimensional river history objects, are limited as the institution has never before attempted exhibits on this scale. Anyone who knows of appropriate materials that could be used in these exhibits, or who has items to donate to the Society's collections should contact the Cincinnati Historical Society at 513-241-4622.

The first phase exhibits, of which the recreation of the public landing is a part, will be open in the fall of 1991. To reiterate, the success of this monumental effort can be assured with your help.

Thank you for your consideration of this request. The Society will sincerely appreciate any assistance you may be able to provide in helping acquire artifacts to tell the story of Cincinnati's river history.

Charles J. Moorman,
4643 Fardale Lane,
Cincinnati, Ohio 45247



C. J. Moorman
8-28-89

JIM SWIFT HONORED

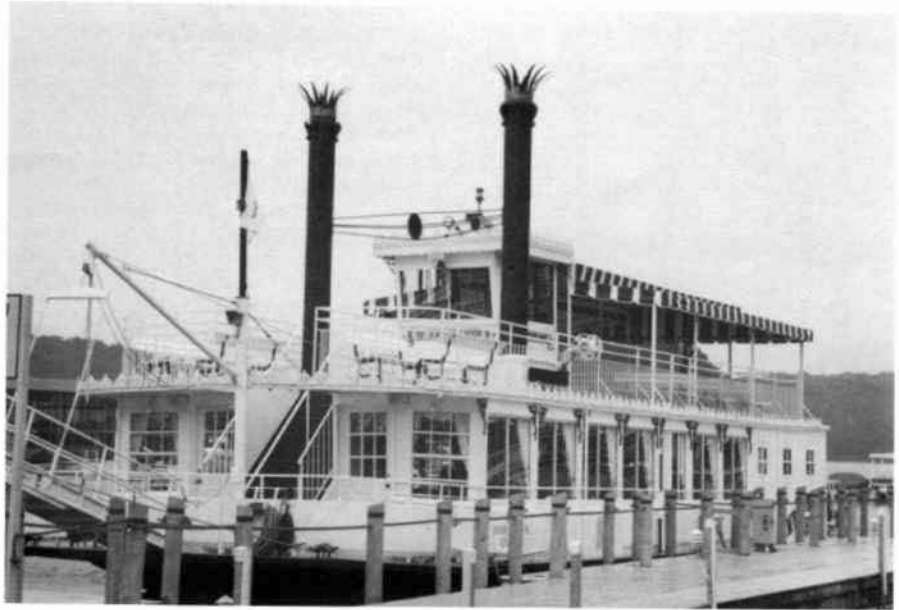
James V. Swift was presented with a Hall of Fame Achievement Award on Thursday, Sept. 21, 1989 at the National Waterways Conference in St. Louis. This is the highest award given to living persons by the National Rivers Hall of Fame based at Dubuque, Iowa.

Jim has racked up a passel of honors over the past few years, including the Commanders Award for Civilian Service from the Corps of Engineers, the Certificate of Merit from the U.S. Coast Guard, the Certificate of Appreciation from the National Association of Passenger Vessel Operators, the Plaque of Appreciation from the Golden Eagle Club, and the Distinguished Service Award from the St. Louis Mercantile Library.

Now 73, Jim still loads up a page of river history, often accompanied with rare photographs, for The Waterways Journal. He is a veteran S&D fan and once, as featured speaker, held forth on the career of Commodore Rollingpin. He told Jerry Enzler, who runs the show for the Hall of Fame, that his Dad was a contractor for the U.S. Engineers, and the Swifts lived in a houseboat which was moved from job to job. Jim dates his interest in boats back to "when he was about six months old."

That may be spreading the mustard a bit thick, but Jim would be our candidate, hands down, for knowing personally more river people than anyone alive and kicking. His tenure with The Waterways Journal included being the paper's business manager, advertising manager and v.p. He has knocked on doors from Corpus Christi to Minneapolis to Hermann, Mo. to Catfish Eddy, Pa. Nobody in the history of mankind has ever traveled on ALL of the "Western Waters," but Jim Swift has at least SEEN most of them.

Mary Virginia (Mrs. William P.) Heuser, 7850 Beneva Road #114, Sarasota, Fla. 33583, has joined S&D. Her article, "Riding the Packets" appeared in our September issue, telling her girlhood memories of riding the TELL CITY along the lower Ohio. Aged 92, this was her initial appearance in print.



JAMESTOWN QUEEN HAS LADY SKIPPER

Capt. Joey Claeys commands the new JAMESTOWN QUEEN on Lake Cumberland, Ky. In the lower picture she's on watch in the pilothouse, but really the picture doesn't do her justice. Woody and Bee Rutter remember her as captain on the VIKING EXPLORER in 1985 when Capt. Bill Bowell took the boat from Portage des Sioux to Mobile. Cap'n Joey was in charge of winter operations of the VE in Florida until Bill gave up on that. Cap'n Joey brought the JQ the 2,000 miles from Florida to her new home in the upper reaches of the Cumberland River. Biggest excitement was "hopping" Wolf Creek Dam, a flood control structure with no lock, forming Lake Cumberland. JAMESTOWN QUEEN was built at Dubuque Boat & Boiler in 1971, originally christened ISLAND QUEEN, for use on the plantation of John Gautier in Mississippi. She went from there in 1980 to Palm Beach, Fla. In March this year the boat was acquired by Webb Companies, Lexington, Ky., marina and resort developers. The name was changed to JAMESTOWN QUEEN to honor her new home port. Our thanks to John Byrd, Huntington, West Va., for the two pictures shown here.



MORE ON ANNIE LAURIE

Clyde K. Swift, 274 Newton Ave., Glen Ellyn, Ill. 60137 writes to enthuse about our photograph of the ANNIE LAURIE on the cover of our September issue. "My mother's name was Annie; her sister was Laurie; my sister's name was Bonnie and my own is Clyde," he relates.

"The ANNIE LAURIE picked up folks at Malta on an excursion down the Muskingum on July 1, 1892. On July 8 the McConnellsville Democrat reported: 'The new steamer ANNIE LAURIE brought down an excursion from Zanesville yesterday. She made her first trial trip from Marietta to Parkersburg last Friday and on Saturday started up the Muskingum, but some little problem in her machinery appeared. After reaching Luke Chute she returned to Beverly and started upriver Monday morning. Arrived at McConnellsville at 10 a.m. and reached Zanesville that afternoon.'

On July 12 the new boat handled an excursion from Zanesville to Parkersburg, with orchestra. At Marietta the watchman kept the bridge open one hour when she went through. "Should not be more than ten minutes," growled an editor.

On February 10, 1893, the light wire at the upper lock near the Stanberry Mill at McConnellsville had to be taken down to allow the ANNIE LAURIE to pass. She was the first boat out since the ice broke, having laid at Marietta since the latter part of December. A new paddlewheel was installed. She goes to Pittsburgh.

Feb. 24, 1893: ANNIE LAURIE down from Zanesville waiting for "weather." Capt. George Wallace is ill. She will pass McConnellsville each Tuesday on her weekly trip down river. Her whistle makes an unearthly noise.

June 10, 1893: The ANNIE LAURIE is on dock at Stockport and we understand will not run until the river is in better condition.

June 23, 1893: ANNIE LAURIE left Monday for Wheeling. [She will run in the] St. Louis trade on account of the break in Windsor Dam.

October 18, 1893: Will Richardson, the cool-level-headed daring boat pilot is home from the Low Lands of Mississippi travel and is sick at home with fever. ANNIE LAURIE is in the cotton trade out of Memphis.



Kurt and Helen Swan live in a riverside home along the Ohio at New Cumberland, West Va. on property which once was part of old Lock No. 9. Kurt, an avid photographer, pictures towboats and excursion boats which pass through the area. If one gets by in the night he and his wife Helen are apt to hop in their car and track new ones down at locks or landings many miles distant. They bring with them presents for the lock attendants and boat crews, for Helen specializes in cookies, pies and cakes, turning them out of her oven in prodigious quantities. We asked Kurt to take the above picture of Helen in action, and now share it with our readers.

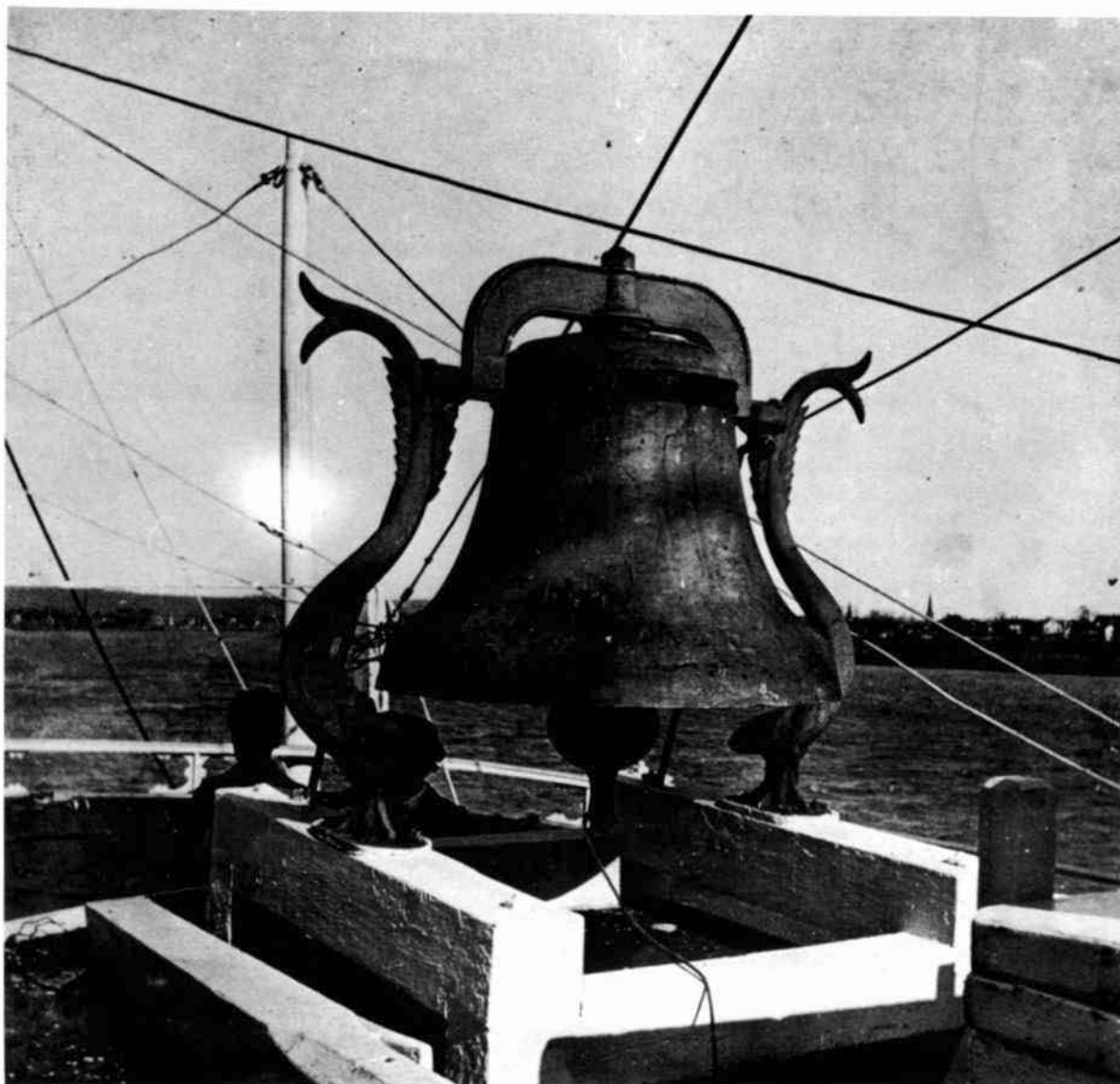
Her Cap'ns Dana Scott and Jake Clawson will remain in charge.

(Clyde Swift ends up his epistle with this note: "Thanks to C. W. Stoll for the Jesse P. Hughes diaries."

The National Trust for Historic Preservation has scheduled a two-day tour of New Orleans, followed by trip on the DELTA QUEEN, March 10-17, 1990, taking in Baton Rouge, St. Francisville and Natchez. Details available by contacting Special Programs, National Trust, 1785 Massachusetts Ave.

N.W., Washington, D.C. 20036. Phone 202-673-4138.

Aside from some rough handling which sloshed water from the toilets and knocked pictures from the walls, the Dick Rutter home in Alamo, Calif. came through the 7.1 earthquake intact. Dick was in Fremont at a job site when the jolt came, but drove home with but minor delays to find that his wife Pat had stood in a doorway intact as it says to do in the manuals.



ROOF BELL on the side-wheel CITY OF PITTSBURG (#1122) from the collection of S. Durward Hoag. Steve Hoag recalled that a gentleman named W. C. Hagan had kept a scrapbook, and this photograph was pasted in it. Steve took the scrapbook to his dark room and made this copy from the original in 1964. The original was dated 1899, the year the CITY OF NEW ORLEANS came to Marietta under her own steam. The upper works, engines and equipment were transferred to a new hull at the Knox Yard, Harmar, becoming the CITY OF PITTSBURG. This large bell, mounted on its fancy stand, probably dates to 1881 when the CITY OF NEW ORLEANS was built at the Howard Yard, Jeffersonville, Ind. As seen above, the bell is mounted on the fore end of the skylight roof. We have searched with a magnifying glass for the manufacturer's name or date with no success, and let's say that the ornate stand is decidedly unique, and seems too frail to support the weight of such a large bell. Our compliments to the foundrymen who cast those S-shaped side supports.

SOME RIVER LINGO EXPLAINED
IN NEW EMERGENCY NOTIFICATION
PLAN STUDY AT CINCINNATI

CINCINNATI authorities, conscious of an intermix of commercial barge traffic (45 million tons, involving 4,600 separate tows totalling 45,000 barges, 60% loads, in 1986, plus nine highway and railroad bridges to run; plus more floating restaurants than any other location in the country; plus 40,000 pleasure boats registered locally; plus barge traffic in and out of the Licking River; plus the sweeping bends within which this activity takes place--all of this and more, including high water, fog, etc.--combine to make of Cincinnati what pilots class as a difficult and potentially dangerous port to transit.

In developing an emergency notification plan, the Cincinnati Port of the Propeller Club of the United States, through its Port Committee, has drafted an extensive plan-procedure to deal with accidents where and when they happen. Vital to such planning, involving as it must, many persons not conversant with river terms, the following river dictionary is bound into the book of recommendations kindly furnished to the S&D REFLECTOR by William F. (Bill) Judd, of Judd Marine, Inc., one of the 18 members of the Port Committee. Incidentally, we also note on the Committee some familiar names; Alan Bernstein of B.B. Riverboats, C. William (Bill) Kinzeler of Columbia Marine Service, Inc. and Ben Bernstein of Benson's Inc.

BREAKUP TOW

To disassemble a tow either at the end of the voyage or inadvertently as a result of an accident.

BUOY LINE

The imaginary navigation line formed by two or more buoys marking a contour edge of a channel.

CONTROLLING DEPTH

The least available water in a navigable channel which limits the draft, or depth, of vessels.

COVER-TOP BARGE

A barge having hatch covers over its compartments and used for various dry bulk cargoes that need weather protection such as grain, fertilizers, salt, etc.

DAYMARK

An unlighted aid to navigation erected on the riverbank. It is are covered with reflective material and either diamond, square or triangle shaped.

DEADHEAD

A water-soaked wooden pile, tree or log that floats just awash in a nearly vertical position. A menace to small boats and to the propellers of large vessels. Also, a term used to describe a towboat returning from a trip without barges.

DRAFT

The depth to which a vessel extends below the water. Also, a crosscurrent which causes tows to drift to the right or left.

EDDY

Swirling water turbulence , for example, below a bridge pier where a swift current is passing through, or below a sandbar or point.

FALLING RIVER

The condition which exists when the river level is decreasing.

FLANKING RUDDER (BACKING RUDDER)

A rudder installed forward of the propeller, used for maneuvering when the propeller is turning astern, regardless of the direction of actual movement of the towboat.

FLEET

A mooring area for barges, usually being temporarily stored awaiting pick-up by towboats.

HOPPER BARGE

An open compartment barge used for dry bulk cargo that does not require protection from the weather, such as coal.

ICE PIER

A heavily constructed piling of concrete behind which towboats may moor to obtain shelter from running ice.

JUMBO BARGE

195 or 200 feet long by 35 feet wide, this common size may be used for any of the various types of barges.

LEAD BARGE

The head or first barge of a tow.

LEFT BANK

The left bank when observed facing downriver, as in "left descending bank." This side of the river is marked by red buoys, with white or red lights and red reflectors.

LIGHT BOAT

A towboat without a tow.

MAKE UP TOW

To assemble barges into a tow for a voyage.

MILE BOARD

A 12" by 36" board mounted horizontally above a shore aid to navigation and labeled with the river mileage at that point.

NORMAL POOL

The river gauge reading in feet above a reference elevation at which a section of the river is normally maintained behind the dam. **NOTE: For Cincinnati, this level is 25.4 feet (above the reference elevation 429.61 feet above sea level).**

NOTICE TO MARINERS

A bulletin of information to mariners issued by the Coast Guard by radio transmission, with printed follow-up.

POOL

That area of a river impounded behind a dam. A pool may extend for many miles between one dam and the next. **Cincinnati is in the pool created by Markland Lock & Dam, mi.531.5.**

POOL STAGE

Same as "normal pool".

RED FLAG BARGE

Commonly-used term for a tank barge, because of the requirement that it be marked with a red flag or flag-shaped sign.

RIGHT BANK

The right bank when observed facing downriver, as in "right descending bank." Navigation bouys on this side are black or green, with green or white lights and white or silver reflective material.

RIVER GAUGE

A fixed instrument which measures the height of the river at a certain location, and transmits the information to a central monitoring and forecast center.

SPUD

A heavy timber or pipe extending vertically through a well in the bottom of a boat or barge, used for mooring in lieu of anchors or lines.

STANDARD BARGE

A standard barge is 26 feet wide and 175 feet long and may be any of the various types. In spite of the name, this size is no longer the most common size used.

TANK BARGE

A compartmented decked-over barge used for all types of liquid cargo such as petroleum, chemicals, edible oils, molasses, etc.

TOW

One or more barges or other floating vessels tied together and pushed by a towboat.

The towboat "faces up" to the first barge or barges.

The barge or barges at the front, or "head" are the "lead" barges.

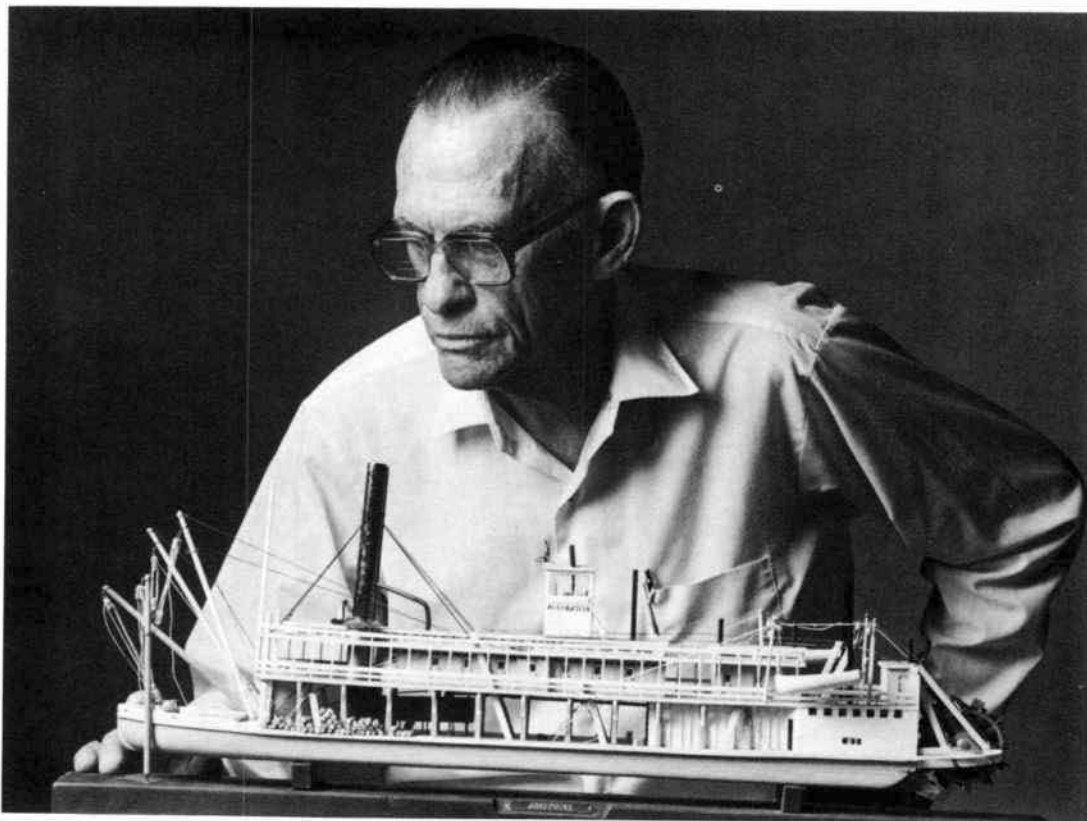
When a barge is towed alongside the towboat it is "on the hip".

A series of barges arranged end to end in a tow is a "string".

TOWBOAT

A "linehaul" towboat is a large boat powered by 1 to 4 locomotive-type diesel engines. Linehaul boats are used to push large tows from port to port on inland rivers.

Within ports, smaller boats called "harbor tugs" or "fleet boats" are used to move barges into and out of mooring areas ("fleets") and assist the linehaul boats in organizing their tows. **NOTE: Harbor tugs are the primary resource in any port for catching and securing runaway barges.**



Don Powers, retired railroad, artist and modeler, lives in Billings, Montana, head of steamboat navigation on the Yellowstone River, and it got that distinction when the JOSEPHINE arrived and departed from Hell Roaring Rapids, 483 miles up, in 1875. This picture shows Don Powers and his scale model of the JOSEPHINE which he recently completed. -Photo by Larry Mayer of the Billings Gazette.

RIVERBOAT GAMBLERS A' COMIN'

JOHN EDWARD CONNELLY, admiral of Pittsburgh's Gateway Clipper fleet of excursion boats, and of the PRESIDENT and related river craft at St. Louis, has for the past month almost monopolized the headlines in Davenport, Iowa. In that Mississippi River city Mr. Connelly is going hell-bent-for-leather with the objective of securing the franchise to exclusively operate a "gambling boat" or boats docking at the town's waterfront. When the Davenport city fathers stipulated that downtown improvements and a modern hotel were crucial, John Connelly bought the 70-year-old Blackhawk Hotel on East Third Street and announced he planned spending about \$1 million dollars to refurbish it. Almost in the same breath he indicated his plan to bring the PRESIDENT to Davenport, refitted with one-arm-bandits (slot machines) and the like. As we go to press, he's on page one, top fold, with his purchase of most of Davenport's downtown Von Maur block which formerly housed the Petersen Harned Von Maur department store. The objective is to erect there a modern 300-room hotel.

The city owns the adjacent riverfront property where the PRESIDENT would dock, and the city will consider proposals from interested developers and

announce their choice by November 15th.

St. Louis natives and officials have voiced vigorous protest at the idea of sending the favorite PRESIDENT upriver and basing her at Davenport. John Connelly mollified the outcry by saying he would provide a suitable replacement in case he wins the go-ahead at Davenport.

As this race goes for the home stretch, in second place is Bernard Goldstein, chairman of Alter Company, Davenport. He and Davenport Hammons are planning a 10-story Embassy Suites hotel in downtown Davenport. Mr. Goldstein, through his Steamboat Development Corp., also has proposed turning the former J I Case site in Bettendorf into a Mark Twain theme park that would include a hotel and a river docking facility. Mr. Hammons has built 92 Embassy Suite hotels nationwide and, in addition, has built office buildings in Florida, and is developing 10 golf courses nationwide that include hotels, offices and subdivisions. The Goldstein/Hammons team are catching up fast in this "gambling boat" race for Davenport's decision. Goldstein/Hammons has proposed building two 1,000 passenger boats based at Davenport.

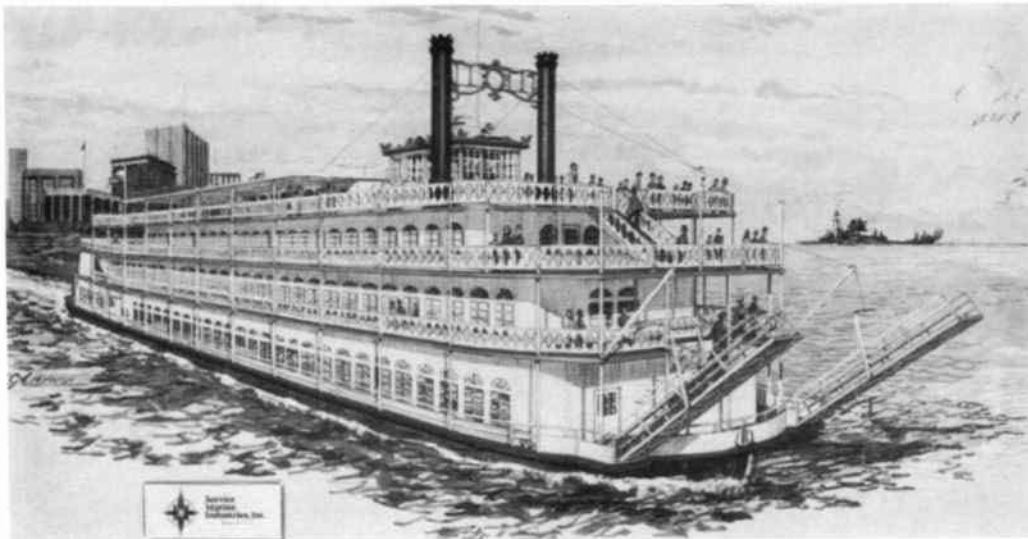
Frank Fried of San Diego, Calif., formerly with Delta Queen

Steamboat Co., is reported to have dropped out of the running at Davenport. Jumer Hotels Ltd. of Peoria, who had proposed a \$4.5 million Davenport Boat Works, at last reports has been angling for a Rock Island based river enterprise "not contingent on riverboat gambling."

The application period at Davenport is now closed. We appreciate clippings from Pat Welsh, Box 3671, Davenport 52808, and from Capt. William L. (Bill) Foley, Box 295, Andalusia, Ill. 61232.

This "riverboat gambling" fever has resulted, so far, in an advertisement appearing in Passenger Vessel News, Metairie, La., July-August 1989 issue. Service Marine Industries takes a full page to tout a 194-foot, 1100 passenger sternwheeler. "Move to the boiler deck," reads the blurb in part, "for fun and games. With 112 machines around the perimeter and a space for gaming tables in the middle, the deck provides for good passenger circulation, yet it has strict security. This deck has a bar and the casino office. It is served by the elevator that stops at all levels.

"Relax on the texas deck with a light snack and your favorite drink. You can try your luck at one of the 67 machines located here...."



SERVICE MARINE INDUSTRIES, INC., P.O. Box 3606. Morgan City, La. 70381 ran this full color painting in a full page ad appearing in Passenger Vessel News, Box 8662, Metairie, La. 70011, Vol. 1, No. 3. Larry Pearson is editor of this relatively new magazine which displays much savvy in composition and lay-out, same page size as our S&D REFLECTOR.

A RIDE ON THE DELTA QUEEN

The popular DELTA QUEEN had every stateroom engaged for a three-night round trip between Pittsburgh and Marietta, departing Pittsburgh on Sunday, October 1st at 7 p.m.

Patti Young phoned from New Orleans several days beforehand to alert Ye Ed that there had been a room cancellation. Did I want it? she asked. Does a duck swim!

Grandson Fred Rutter and I piled aboard to discover we had been assigned to Room 104 immediately behind the concession stand, one of the luxury rooms Capt. Tom Greene had added in 1947 during the extensive alterations at Dravo's Neville Island yard. Twin beds, all facilities, new fancy lights and two large plate glass windows looking out upon the starboard guard. Tom had predicted that these spaces would fetch good prices and would always be the easiest to sell.

My grandson Fred Rutter had not taken a trip on the DELTA QUEEN since he was seven years old (he's now 38) and so was first to arise and the last to bed, consumed with picture-taking and talking with passengers and crew. Such enthusiasm got granddad up on his hind legs in time for breakfast (7 to 9) every morning for orange juice, bacon-and-eggs, buttered toast and jelly, and too many refills of piping-hot coffee administered by waiter Alan Segrest, a quiet easy-moving giant of 31 years experience with DQ passengers. "Cap'n Way, you want the usual?" he asked the first morning after we had shaken hands. "Yes, Alan, if you please," and out came the two eggs up and light and the rest.

C.W. Stoll had arranged for seating in the diningroom at this round table far aft on the starboard side where Alan presides. C.W. and Lucy, Helen Prater and her daughter Lillian, plus Fred Rutter and y.t. joined there discussing the menu choices for luncheon and dinner, while the oval portrait of Lloyd Ostendorf's picture of Mark Twain beamed down from the aft bulkhead.

Capt. Gabriel Joseph (Gabe) Chengery, master of the DQ, was in seventh heaven here on the upper Ohio, being a

Pittsburgh native, appearing and disappearing between duties at all hours like Alice's Cheshire cat, so that even when he disappeared the happy grin seemed to pervade the premises. His pilots were Aug P. Schultz and Milford Lawrence. Milford asked, "Cap, how long since you steered a boat?" and while I was fumbling for an answer he said, "Get up there between the shafts and blow the whistle; I want to take your picture in action." So that's how the DQ got around Half Moon Bend on the upbound leg of the trip. Long ago I had resigned myself to retirement from steering steamboats and blowing steam whistles, but Milford made me do it. And I'm (excuse the French) damned glad he did it. Fred Rutter didn't get into the pilothouse under way due to an ironclad rule by Delta Queen Steamboat Company: no passengers while the boat is operating. But he did get an engineroom visit with chief Fred Klein, Jr. while the 10-foot stroke engines were strutting their stuff.

Fred Rutter and I were high hopes that Perry Moran and Patti Young would remain aboard for the trip (see elsewhere for the reception they came from New Orleans to attend at Pittsburgh) but such was not to be. They took a plane back to the Crescent City on the afternoon of Oct. 1st. But, and anyhow, the two of them delighted us with a visit to 121 River prior to the reception.

Passengers stretched their legs with shore stops at Marietta and at Wellsburg, West Va. The big news in Marietta was that the Hotel Lafayette, plagued with financial difficulties due to recent expansions and renovation, was in receivership by court order, although still operating as usual. Due to fog delay the DQ's arrival there was in the late afternoon, with but a handful of spectators (I counted nine) on the wharf. Jeff Spear appeared and corralled C.W. and Lucy for a visit to his new diggings on Second Street, Fred Rutter was off with his camera to capture the DQ in a gorgeous sunset, and I cooled my heels in a deck chair awaiting the dinner call. (Bee and Woody were in California). The Ohio River at Marietta looks odd since the highway bridge to Williamstown was torn down, only

the piers remaining.

Wellsburg, West Va., about the same size as Sewickley, boasts beginnings back to 1783, which is five years before Gen'l Rufus Putman and his New Englanders landed at Marietta, and 12 years before Wheeling got started. The town's daily evening newspaper, The Herald Star, also issues a Sunday edition, and the masthead proclaims "Serving the Valley Since 1808." In my BETSY ANN days Ora McCreary ran a wharfboat at Wellsburg to handle shipments of paper and glass, but the town was more noted as the Gretna Green of the upper Ohio River where eloping couples were encouraged and assisted through hasty marriages, a package deal from Courthouse to preacher, with the preacher's wife a willing witness. Only two days ago an S&D member, a local lady, reminded me that she and her first husband took this quick-fix at Wellsburg. The marriage parlors and wharfboat have long since disappeared, but lately Wellsburg has spruced up its landing place, buildings and streets, and the Big Event is the arrival of the DELTA QUEEN. Doves of Wellsburg residents fill the landing space, and are rewarded with conducted tours aboard the boat, from engineroom to pilothouse. The allure is like inspecting a space ship manned by tall invaders with small heads, an experience the youngsters will recount one day to their grandchildren. Matz Malone of The Herald Star and I sat in the boiler deck's main lounge as these visitors filed by us.

Capt. Dale E. Hohman of Pittsburgh's Gateway Clipper Fleet haunted the pilothouse day and night, posting up for an extension to his pilot's license. Last year he made the St. Louis-Pittsburgh go-around in the pilothouse of the PRESIDENT expanding his horizons. He lives at 203 Circle Drive, Bakerstown, Pa. 15007, not far north-east of Sewickley. He's an up-and-comer in this rapidly expanding passenger-carrying era.

There is no predicting who you'll see amongst the DQ passengers. Looming tall and handsome we found (by looking up) the smiling countenance of the retired postmaster of the Sistersville, West Va., Bob

Henderson. In 1963 my LADY GRACE was recruited to carry the U.S. Mail from Wheeling, New Martinsville, Sistersville and Parkersburg to Charleston loaded with first issue cancelled letters for the West Virginia centennial. Walter McCoy of Sistersville, the prime-mover of the project, recruited Bob Henderson to come aboard as official postmaster inasmuch as the handling of Uncle Sam's mail is not regarded lightly in Washington, D.C. A hitch developed when these thousands of letters, in boxes, left scant space for 6'4" Bob Henderson. Lester Kuehne of Sistersville volunteered the services of himself and his yacht to provide Bob with some leg room. So, nice and legal, with large painted U.S. MAIL signs displayed, and a letter issued to all lockmasters by the U.S. Engineers at Huntington, West Va. reminding them that the LADY GRACE had precedence of lockage due to her exalted status as a U.S. Mail carrier complete with postmaster, this 38-foot miniature sternwheel packet LADY GRACE and her satellite yacht caused minor disruption of towboat schedules down the Ohio and up the Kanawha. Mail trucks met the LADY GRACE at Charleston and Bob Henderson made the delivery. This reunion on the DELTA QUEEN was the first I had seen of Bob since that event.

This could go on like the babbling brook, and would, but all too soon it's "all ashore that are going ashore" and Ross Rogers, Jr. is awaiting in his car to deliver Fred Rutter and me back to Sewickley. But--a parting shot--Ross took the route down Neville Island where we saw the silent, partially dismantled shipyard of Dravo, and detoured to see the old lock-house of former Lock and Dam #2, Ohio River. The building has been completely renovated, like brand new, and soon will become a rather posh riverfront dining establishment. Most of these combination power house-office structures of the many wicket dams-and-locks have been completely razed. Ross and I got to counting the few that are left standing. Your ten fingers are ample to make the tally, with a few fingers left over.



SPEAKER of the evening and skipper of the ARABIA, Dave Hawley, at the tables displaying some of the relics recovered from the 1856 wreck found snoozing in a soybean field 45 feet deep in mud along the Missouri River. Jim Swift took the picture for The Waterways Journal and kindly furnished us with a print.

MUD ISLAND MUSEUM TO CLOSE AT MEMPHIS

We borrow the above headline from a news story in The Waterways Journal of Oct. 16, 1989, page 5, bottom of column 1. The story related therein has this to report:

Memphis, Tenn. -- The river museum on Mud Island here will be closed and dismantled under plans to change the character of the area, including the erection of a giant pyramid. Developer Sidney Shlenker says he thinks the museum is terrific, and if someone wants to move it to another site, he would be the first to join the effort. The museum would close next year to make way for about 10 attractions with a music theme. Roy Harrover, the museum's architect, predicted the decision would draw strong opposition. It has been billed as "the major river museum in the world" by some people, and in 1984 it won national acclaim by being selected by TIME magazine for its list of architectural achievements.

.. .. .
The story of Mud Island having been taken over by Denver's Sidney Shlenker, and the details of his proposed pyramid appeared in our Sept. issue, page 31, in an informative article sent in by Capt. Bob

Reynolds of the Memphis Queen Line. The Waterways Journal report, undoubtedly checked for accuracy, saying that Mud Island Museum will be closed and dismantled, is river news akin to the San Francisco earthquake.

Judy Patsch rode the trim sternwheeler COLUMBIA GORGE this past summer and found the two-hour trip most delightful, the scenery similar to the Upper Mississippi at La Crosse/Winona. Address for information: Box 307, Cascade Locks, Oregon 97014.

Capt. and Mrs. Gabe Chengery have removed from Natchez to a new home at 13582 Jackson St., Thornton, Colorado 80241. The new phone number is 303-452-6274.

Sirs: On a recent trip aboard the DELTA QUEEN, Helen Prater told us about S&D and how to join. Check is enclosed. We also met Helen's daughter Lillian and Fred Rutter.

Joseph J. Jiran,
P.O. Box 30,
Scotch Plains, N.J. 07076

Thanks, Helen. -Ed.

RECEPTION

Board chairman Nicholas Bachko and curator Frank O. Braynard of the American Merchant Marine Museum in Kings Point, Long Island, N.Y. were entertained aboard the DELTA QUEEN at Pittsburgh at a luncheon on October 1st, hosted by Perry Moran and Patti Young who flew in from the New Orleans headquarters of the D.Q. Steamboat Company for the occasion.

Mrs. (Helen) Bachko and Mrs. (Doris) Braynard accompanied their husbands. Perry Moran introduced Nicholas Bachko as the co-builder of the s.s. UNITED STATES, an honor he shared with Willaim Francis Gibbs. Frank Braynard was introduced for the major role he played in OpSail, the tall ships parade in New York harbor which electrified the '76 Bicentennial celebration, and his ring-leader part in the '86 Statue of Liberty Centennial. Frank Braynard also was recognized as a prolific writer of illustrated maritime books.

Invited guests included Capt. C.W. and Mrs. (Lucy) Stoll, Helen Hughes Prater and Lillian Prater Hubert; Capt. Gabriel Chengery, master of the D.Q.; Mrs. M. Pollard (Peggy) Rea of Sewickley; Betty G. Y. Shields of Sewickley; Fred and Mrs. (Nell) Way of Cleveland Heights; Fred Rutter and Capt. Ross Rogers.

Perry Moran then presented to Ye Ed an exquisite gold mini-model of the DELTA QUEEN. Board chairman Nicholas Bachko, in behalf of AMMM, presented Ye Ed with their Nathaniel Bowditch Maritime Scholar of the Year Award.

[This prestigious award by far is the most gracious and humbling literary award ever bestowed upon this scribbler since I flunked High School junior English in 1918. -Ed.]

Special greetings to one of the first-timers at our S&D meet on Saturday, Sept. 16, Ancella R. Bickley, 5370 West Kaken Circle, Cross Lanes, West Va. 25313. In our fifty years of S&D, Ancella is the very first of her black race enrolled as a member.

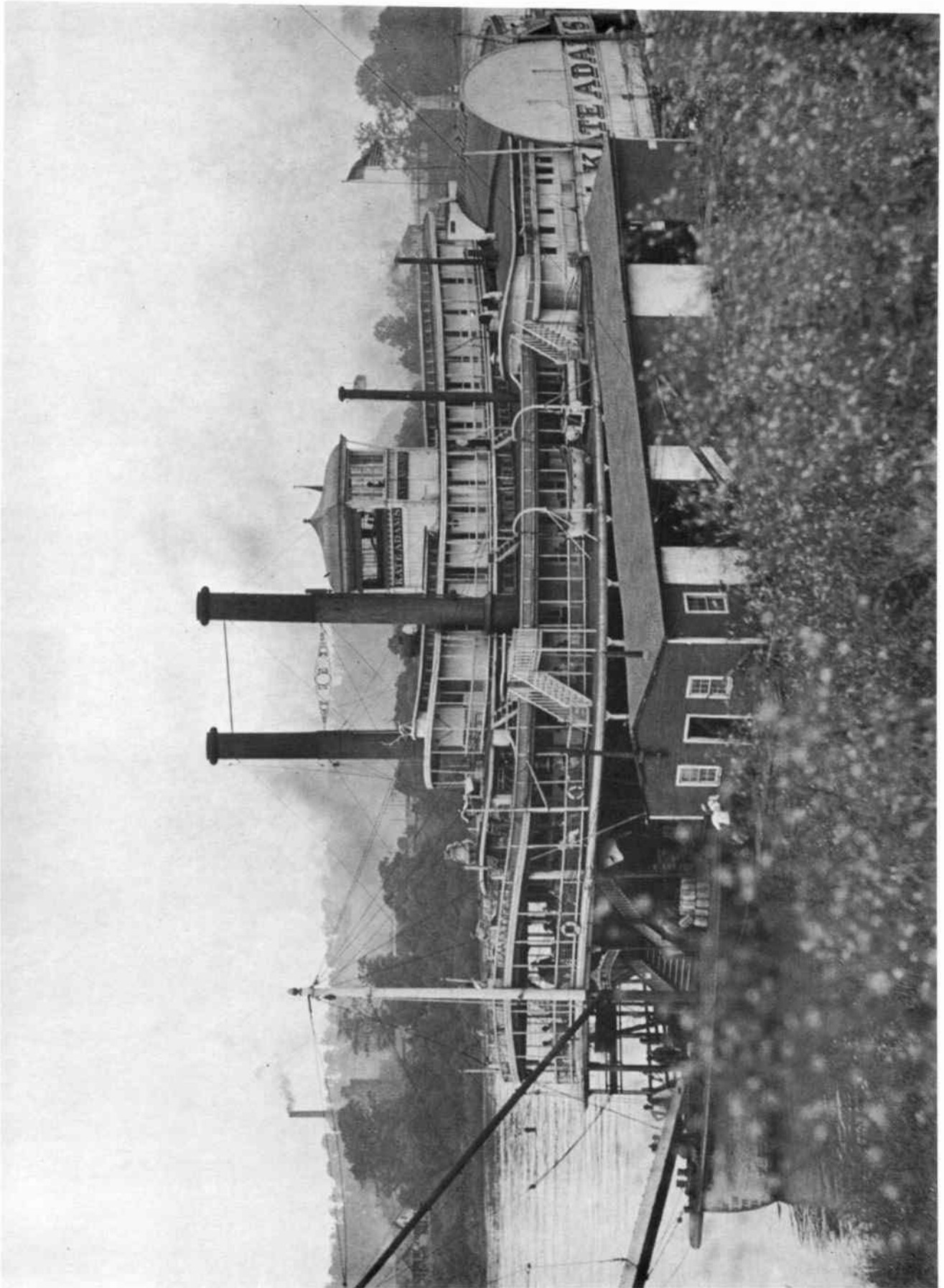


RECEPTION ABOARD DELTA QUEEN

Following Sunday luncheon, Oct. 1st, most of the group gathered on deck to say "cheese" for D.Q. Steamboat's photographer. The two D.Q. Steamboat v.p.'s Perry Moran and Patti Young rushed for a plane back to New Orleans, and hence are conspicuous by their absence. In a general sort of way, from the left: Nicholas Bachko, Fred Klein, Jr., Fred Way III, Fred Rutter, C. W. Stoll, Nell Way, Lucy Stoll, F. Way Jr., Capt. Gabe Chengery, Helen Prater, Lil Hubert, Doris Braynard, Ross Rogers Jr., Frank Braynard, Helen Bachko and Peggy Rea. Her ladyship D.Q. is moored at the foot of Wood Street in the Monongahela River at Pittsburgh.



ROOF BELL of the LONE STAR is displayed at the Buffalo Bill Museum, Le Claire, Iowa. On it is inscribed "Veasey & White, East Hampton, Conn. 1872." The LONE STAR, retired in 1967, was the last steam towboat to operate, and is preserved at Le Claire. -Photo by William R. Smith, Springfield, Ohio.



PICTURE OPPOSITE

When in doubt, run a picture of the KATE ADAMS, a perennial favorite. This one, from Bert Fenn's collection, shows her on the Ohio River at what looks to be Pomeroy, Ohio, taken in 1925 or 1926, the two years when the "Lovin' Kate" ran a summertime Pittsburgh-Cincinnati packet schedule. This 240-foot side-wheeler attracted enormous attention from the shore-dwellers and her steel hull and ornate cabin brought passengers to her in droves. Her main deck space forward of the boilers could handle more freight than either the competing BETSY ANN or GENERAL WOOD. When the roll is called up yonder, the KATE ADAMS on the Upper Ohio will rate prime billing as the most outlandish and unexpected events in Upper Ohio River history.

STEAMBOATING IN KANSAS

Sonie Liebler was at the Sept. S&D meeting with her husband Al, residents of Manhattan, Kansas, a town on the Kansas River which got going in 1855 when the steamboat HARTFORD, Capt. David Millard commanding, left Cincinnati loaded to the guards with Kansas Territory settlers, baggage and apparel, the "apparel" including a number of Cincinnati-knock-down-built frame houses. Captain Millard had something of the same where-there's-water-we-go where-there's-water-we-go optimism shared by western navigators those days. His 146 x 25 footer headed up the Missouri with a scant 3½ feet over the bars, did a left into the "Kaw," as Kansas River goes by locally, and still had 243 to go with his Cincinnati Kansas City Association, now depleted somewhat by cholera victims.

Sonie Liebler has produced a 24-page paperbound pamphlet detailing the results of her sleuthing on this story, leading to the demise of the HARTFORD (Way #2543) when she burned to the water line while ending this expedition, Oct. 10, 1855. She had been out of of St. Louis since the 3rd of May.

Every steamboat that ever ran has a real story that goes with it, and Sonie's little volume is an important case in point.

She did not advise us of the price she is asking for "That

Splended Little Steamer HARTFORD" but her address is 1612 Stewart Court, Manhattan, Kansas 66502, and tell her we see.t you.

Sirs: River people around here would love to see the PRESIDENT return as a gambling boat. It was last here in 1942.

Pat Welsh,
Box 3571,
Davenport, Iowa 52808

Sirs: I wish to complete my family genealogy - and I don't know where to start.

Can you advise and/or help me? Thank you.

Marie W. Brinkman,
265 Securidad St.,
Oceanside, Calif. 92056

=Marie's phone number is 619/433-3342. -Ed.

Dear Sir or Madam: I am interested in Mississippi Paddle Steamers eg old Showboats. My intension is to find as much information as Possible on Old Stern Wheelers and build a Radio Controlled Working Model. This being my Hobby. The Museums I have contacted in this Country Say they cannot be of any help. Your address was given me by the Walt Disney Company. The information I'm looking for would be in the form of pictures eg old posters or tourist post cards showing Shape etc or technical data Length Bow to Stern and Port to Starboard etc. would be of help May I thank you for any help you may be able to give and I hope to hear from you at your earlyest Conveinient time. Yours hopefully,

Barry J. Allen,
66 Highgate Road,
Sibley,
Loughborough,
Leicestershire,
England.



RECENTLY commissioned, the LAC du SAINT SACREMENT plies Lake George, N.Y. She was built by and is managed by the Lake George Steamboat Co., of which Capt. Wilbur E. Dow and son Bill are principals. She's 190 x 40, diesel-prop, and was designed on the lines of the Hudson River Day Line's former PETER STUYVESANT. She's allowed 1,000 for excursions, and comfortably seats 400 in the diningroom. Photo from Dean Color, Glenn Falls, N.Y.

BOOK REVIEW
Tender Loving Look
At the Modern Ohio.

Color photographs galore illustrate a new coffee table size book written by an accomplished newspaper veteran. The result is a spectacular tour of the Ohio River from Pittsburgh to Cairo uninterrupted by meals, fog, or the darkness of night.

The author is John Ed Pearce and the photographer is Richard Nugent, both of Louisville, Ky., and they have named their masterpiece "The Ohio River" plain and simple, for that's what it is all about.

When these gentlemen visited at 121 River while preparing the book, we gleaned from them only a faint idea of the scope of their enterprise, little suspecting they'd load it down with full page color spreads on some 200 pages of slick-stock. How many books have been named "The Ohio River?" - must be a half dozen, map books, history books, a travel book, and editions of Ben Klein's popular catch-all.

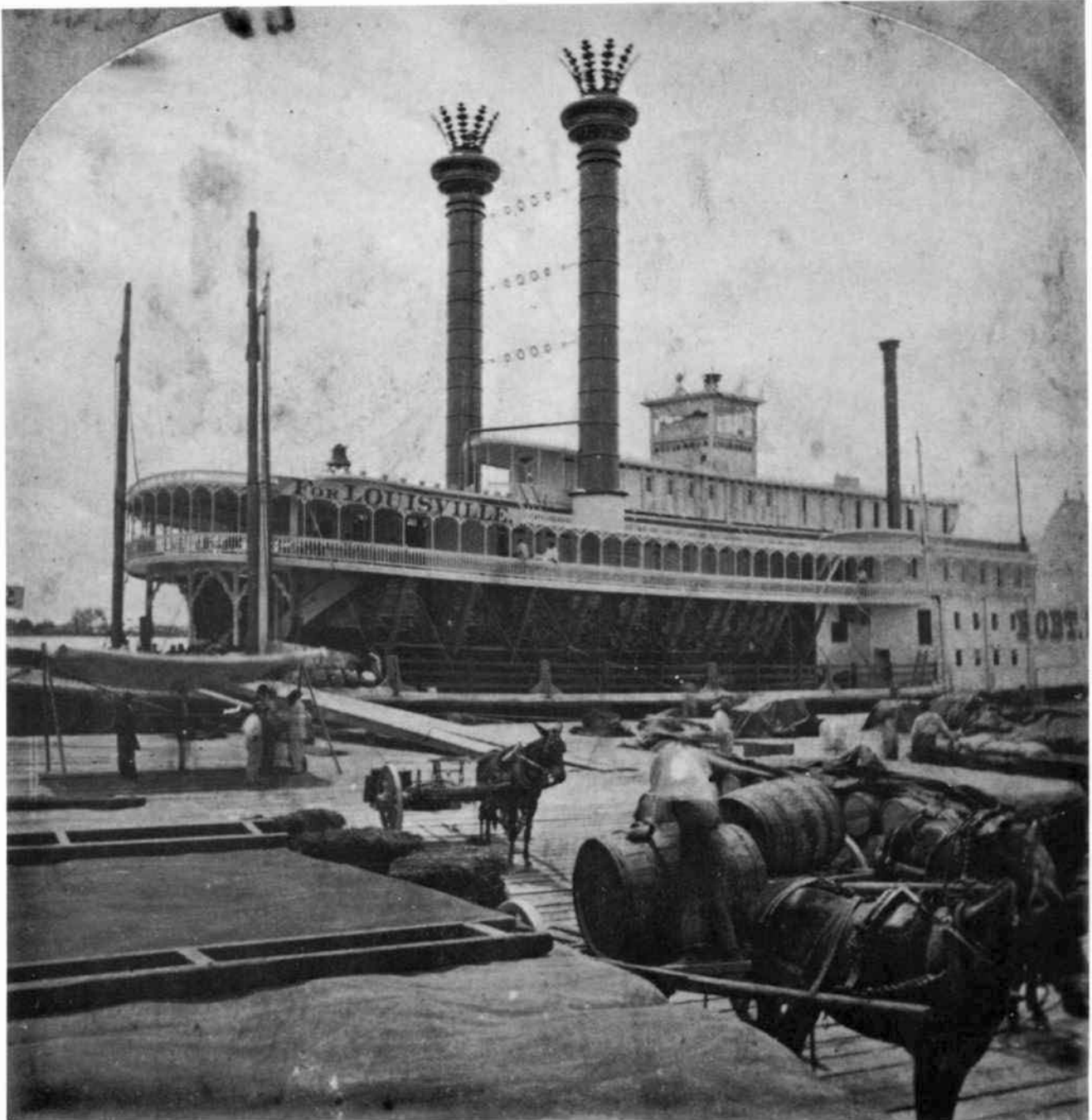
The University Press of Kentucky must have spent a young fortune on producing this one; not a map book, not a history book, not a novel, John Ed Pearce is primarily a reporter of what he saw and what people told him during the two years 1988-1989 while he and Richard Nugent prowled the Ohio by boat and car.

I was going to say that the pictures taken from shore are the most revealing, and maybe I'll still say it. Just turned to a black and white of the Petersburg (Ky.) Branch Hebron Deposit Bank, and flipped over to a superb color shot of the Roebling bridge at Cincinnati from shore, wow! what a shot. Some full-pagers are not captioned, which bothers us somewhat, but it is possible to devine their where-and-what by following the text.

THE OHIO RIVER is available at book stores and shops throughout the Ohio Valley. It also can be ordered directly from the publisher and charged to Visa, Master-Card, or American Express by calling toll free, 1-800-666-2211. Over the counter price is \$39.95.



DECKHANDS are still deckhands on the Ohio River A.D. 1989. Photographed in the rain by Richard Nugent of Louisville, and included in the new volume THE OHIO RIVER (reviewed in left column), copyright (c) by The University Press of Kentucky. Carrying lines on shoulder and snagging timberheads is part of the game.



MERRY CHRISTMAS from Dave Thomson, 10831 Roycroft St. #16, Sun Valley, Calif. 91362. The above is from a stereo card Dave picked up on his travels. The "racer" ROB'T E. LEE is pictured at New Orleans displaying a sign on her roof rail "For LOUISVILLE," which makes one wonder perhaps this was taken when she was being prepared for her race with the NATCHEZ. Her owner-commander Capt. John W. Cannon was advertising in New Orleans newspapers that the LEE was Louisville bound, then in a last moment decision headed her for St. Louis and immortal fame.

Is this a new find for picture collectors?

Dave poses the question, and we say "yes," to our experience at least.

Did the "racer" LEE ever get to Louisville? She made frequent spring trips to Louisville. On one occasion, the water on the Falls too low, she reshipped her freight and passengers from Portland, Ky. In April 1869 she brought to Cincinnati the U.S. First Infantry, bound for Detroit, and at the foot of Vine Street loaded aboard 792 hogsheads of tobacco consigned to New Orleans. Having no means of lowering her stacks for the suspension bridge, she did not get to Cincinnati's public landing; her "Tall Stacks" and lacey feathers were too tall for that.



HERE'S ONE for Jack Custer, and it comes from Bert Fenn's collection, via Ralph DuPae. Jack, are we right in our surmise that Bert's stereo card was taken at New Albany, Ind.? The stern signboard on the wrecked packet identifies her as the NASHVILLE of Cincinnati.

Next question: which NASHVILLE? Way's Packets lists two, both sternwheel, built at Cincinnati, 1860 and 1871. First one was dismantled 1869, and second one is reported still running 1877, fate uncertain.

Word was received as we go to press of the death of Helen Rose Stevenson on Thursday, October 26, 1989. As noted in our September issue, page 2, Helen had been in a deep coma for the past seven months, hospitalized in Danbury, Conn. She was a native Pittsburgher, and for many years was associated with the advertising firm of Ketchum, McLeod & Grove. Her enthusiasm for the river life was abetted by a relative, the late Capt. George Gibson, who took her for rides on the SENATOR CORDILL, GENERAL WOOD and other packets. When invited to join the "farewell trip of the W. P. SNYDER JR." to Marietta in 1955 she became the life of the party.

Helen was an accomplished writer and journalist, and did feature articles for the Wall Street Journal, among other respected publications. Much of her writing was slanted toward recipes and food, handling the H. J. Heinz account for her employer. Among her revered friends was the late Agnes Starrett of the University of Pittsburgh, who had helped Helen get her start.

Two daughters survive her, by a first marriage, Karen and Ronnie, and shortly after she married George (Jack) Stephenson the couple moved to a splended home and estate at 190 Chestnut Ridge Road, Bethel, Conn. 06801 in the summer of 1978 and have remained there since.

Her many friends in S&D will be saddened with the thought that Helen, during her seven months of illness, never gained consciousness.

Services were held in the Stephenson home on Saturday, October 28. We are grateful to Helen's sister, Mrs. Charles (Betty Jane) Sherwood, to her husband Jack, and to daughter Karen for keeping us informed.

Michael Blaser did us the honor of a visit to 121 River one fine October day. He presented us with a color print of one of his latest oil paintings, depicting Pittsburgh's harbor activity when the GREATER PITTSBURGH dominated the excursion business, even as she dominates his picture. The BETSY ANN, head on at the wharf, looks sound asleep, as she probably was, and the little towboat OLD RELIABLE is at the



R. Dale Flick, 1444 Burney Lane, Cincinnati, Ohio 45230 accepting a framed color enlargement of the W. P. SNYDER JR. taken by J. W. Rutter, in recognition of Dale's voluntary and meritorious fund raising campaign in behalf of the SNYDER's recent renovation. -Eileen Daily took the picture.

right, for some reason or another. For the past week or so we've had Mike Blaser's gift stretched out here in the hallway, pending framing, and river people see it (how can they miss it?) and immediately ask, "Is this a new Stobart?"

This repeated question is some clue as to the ability of this riverboat genius who gets his mail addressed to Western Rivers Publishing, Box 915, Bettendorf, Iowa 52722.

Our thanks to Charles Pearson, Coastal Environments, Inc., Baton Rouge, La. for information about photographer A. D. Lytle. Many of his photographs are preserved in the Hill Memorial Library, Louisiana State University, Baton Rouge.

Dear friends of the S&D REFLECTOR: Thanks for the copies of your magazine I received September 15th. It is a great pleasure to read them. My writing ability isn't up to par. In closing I ask the Almighty Master to shelter my friends on land or out on the rivers.

James W. Mellott,
Beaver Valley Geriatric
Center,
Dutch Ridge Road,
Beaver, Pa. 15009

=This hand-written "thank you" goes to the kind person, unknown to us, who sent a few back issues to Jim, a patient at the Center. -Ed.

TANGLEY CALLIAPHONE

The Tangley Calliaphone was invented and manufactured by Norman Baker in Muscatine, Iowa. This 43-note air calliope was introduced on the Upper Mississippi aboard Streckfus excursion boats, played by Fate Marable.

The instrument was mounted in the grand dance hall, a novel soft-sound imitator of the steam calliope on the roof.

Now we have received a letter and circulars from a young man, still in his 20s, who signs himself as Dave Miner, president of the Miner Manufacturing Co., 1201 Avenue H, Fort Madison, Iowa 52627.

Dave has this to say: "We are the only company dedicated to calliope production with several models in production and use. With only four employees, we are not large, but rather dedicated to the hand-craftsmanship of the highest quality."

Some years ago Dave's father, a retired jeweler, decided to build a calliope, found an original Tangley, and painstakingly reproduced it. Dave liked what he saw and heard, decided to drop a promising computer future, and spent three months building his first Tangley reproduction. Now he turns out about eight a month, making everything from scratch except the keys on the keyboard and the roll player which comes from a company in the East. Rolls can be purchased from distributors, ten tunes to the roll, priced about \$20 a roll.

Lately Dave has added a three-chimer air whistle, made of solid brass, to his listings. "This is what a riverboat should sound like," says Dave, "powerful, full voice of the steamboat's low moan gives 'character' to your vessel--very loud."

Dave has procured a copyright for his Tangley productions, a word adopted by Norman Baker in 1914 honoring Madame Pearl Tangley who worked with him in a mind-reading act during the early 1900s. Norman Baker of Muscatine was something of a character. He made air calliopes until 1930, once marketed a self-proclaimed cure for cancer, and dubbed Muscatine as the "Calliope Capitol of the World."

Maybe there is some truth to this assertion. Norman Baker sold one to the king of Egypt.

When the sultan of Turkey heard it play, he also ordered one for his harem girls.

The modern Tangley Calliaphone Excursion Boat Special 43-note, full automatic player air calliope has found its way to the expanding diesel age excursion craft. Dave Miner may be hiring some helpers one of these days soon.

Roy Emery, S&D member of Hanover, Ind., went aboard the DELTA QUEEN at St. Louis on July 31 and went to Chattanooga, returning to St. Louis August 14th. On a post card bearing a DQ cancellation Roy reports Gabe Chengery as master, Howe and Hargrove, pilots, and Fred Klein, engineer.



Harley Noland (left) now owns and operates the CLAIRE-E based at Marietta, and has found a willing pilot to keep him in the channel, Jeff Spear. Jerry and Lenora Sutphin complete the picture, taken by Keith Norrington at the S&D doings.

Jeff Spear's new residence at 106 South Second Street, Marietta, built in the 1830s, having resisted time and floods for these many years, now takes on a new challenge. Jeff lives upstairs where it's nice and warm and dry.



TUGBOAT ANNIE

--And now we're speaking of the famous Tugboat Annie who made her literary debut in The Saturday Evening Post. The first story appeared in 1931. Seventy-four followed, the last appearing in 1961.

In the words of her creator, Norman Reilly Raine, a Canadian reporter/film script writer, 2nd Air Force pilot, "Annie was large-framed, solidly built, with rugged, almost masculine features, and shrewd, quick blue eyes, and her movements had an elephantine energy that galvanized everyone with whom she came in contact. When she passed through a room, dust and odd bits of paper danced in her wake. And when she stood, with beetling brows and sturdy legs apart, the feather in her antequated bonnet nodding raffish defiance, she looked not unlike a blowsy but exceedingly combative bulldog."

Tugboat Annie piloted her sturdy tug NARCISSUS through heavy seas and many battles with her long time rival, Capt. Horatio Bullwinkle, master of the SALAMANDER. It was said that Annie knew Puget Sound as well as Mark Twain's Mr. Bixby knew the Mississippi River.

Raine's charming stories entertained millions in The Saturday Evening Post and countless more enjoyed Towboat Annie in the movies that starred Marie Dressler and Wallace Beery.

A book of Towboat Annie stories is available from The Curtis Publishing Company, 1100 Waterway Boulevard, Indianapolis, Ind. 46202.

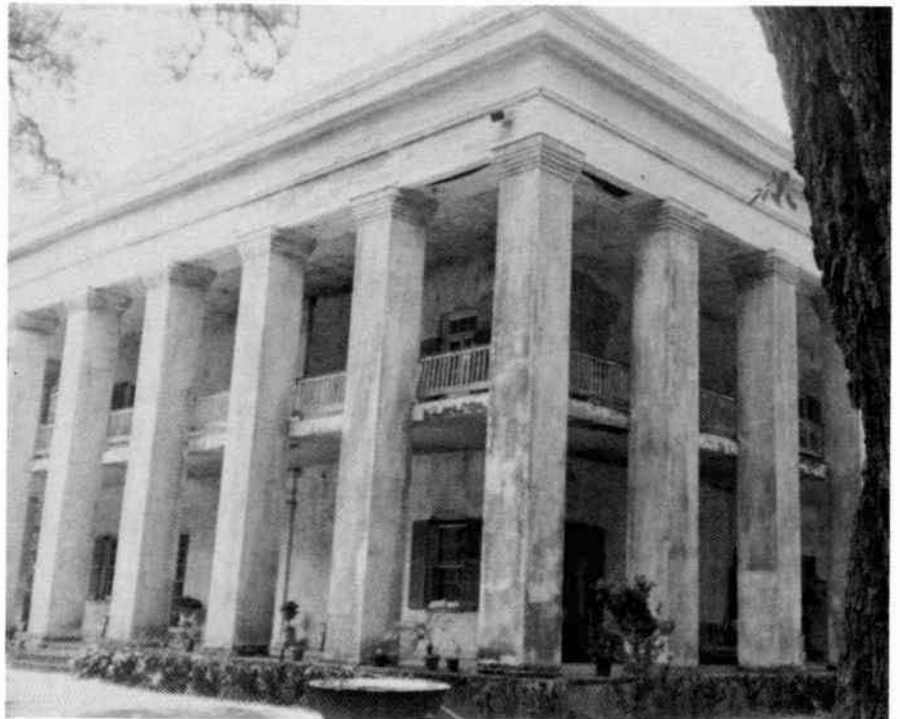
--We lift the above from TOWBOAT ANNIE'S RIVER GAZETTE, Vol. 1, No. 1, published from time to time by Falls City Riverboat Co., headquartered in Jeffersonville, Ind. Other than their excursion service, they operate Towboat Annie's Riverside Cafe. It's built on the steel hull of the old diesel prop CHOCTAW of the Warrior & Gulf Navigation Co.

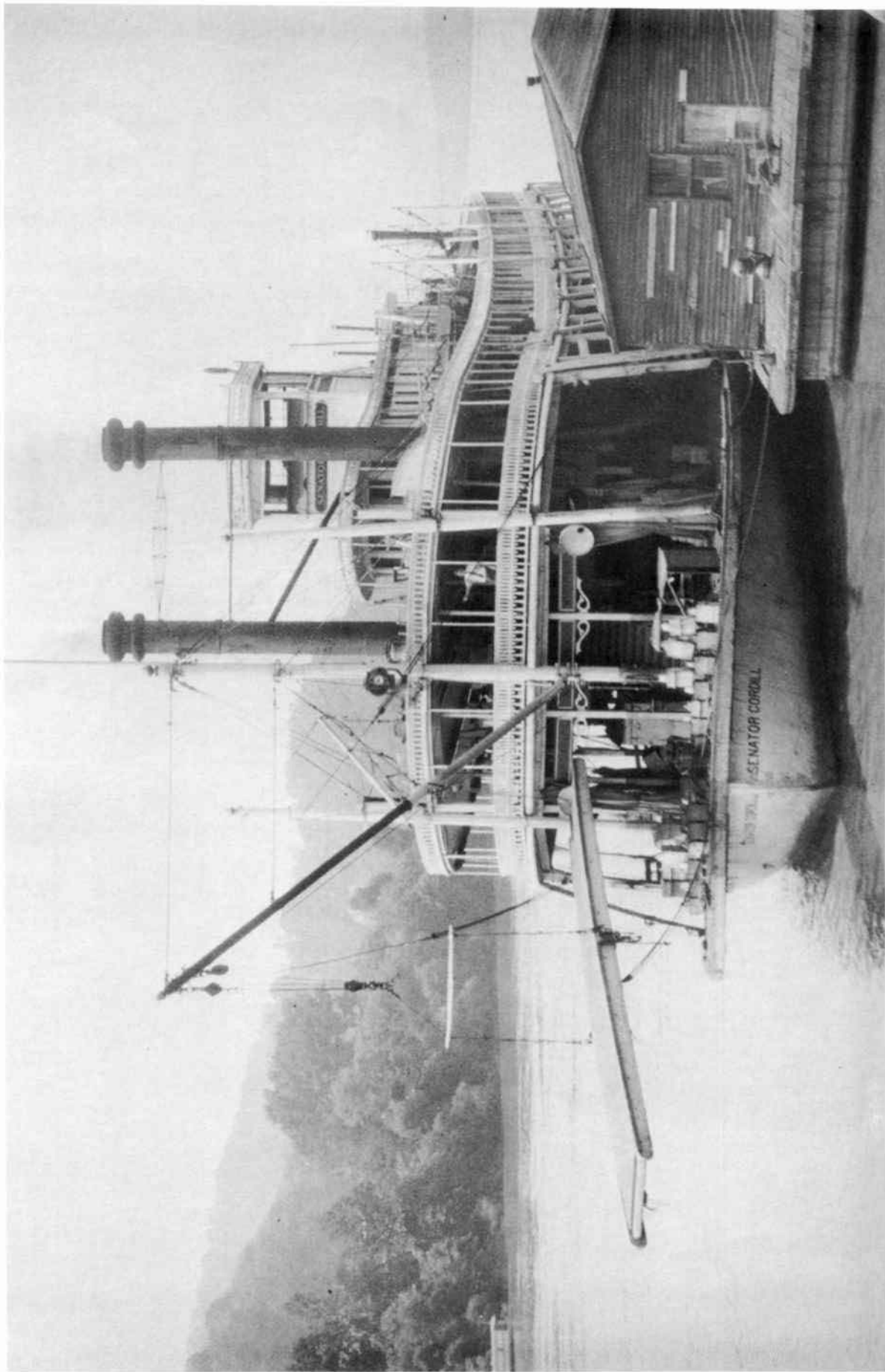
Sirs: Page 40, last issue, is the story of the STEEL CITY sunk opposite Vanceburg. The location is at Sandy Springs, not Silver Springs. I also enjoyed the picture on page 11 of the HARRY BROWN in the ice.

Lois F. Kidd,
1896 Pueblo Drive,
Xenia, Ohio 45385



OBJECT of their attention is Ashland Belle Helene, plantation home at Geismar, La. (below). Capt. Roddy Hammett (left) attended S&D with his mother last September. L. Jane Greene was in New Orleans four days in July when these were taken. Capt. Doc Hawley kept store on the NATCHEZ during S&D but was represented by his mom, Grace. Judy Patsch, who furnished these two pictures, does like a blackbird, New Orleans in summer, and flies back to Rock Island, Ill. when the school bells beckon.





RALPH DuPAE credits this one to Bert Fenn's collection and remarks: "Nice view of the SENATOR CORDILL." No doubt it dates 1925 or 1926, soon after she was lengthened at the Smith docks, Point Pleasant, West Va. Twenty-three feet was added forward of the boilers to give her a hull length of 193 feet. The CORDILL was

doing great-guns in the "huckster" Pittsburgh-Charleston weekly trade. This picture appears to have been taken at the Charleston wharfbat operated by Warren Burns, who also was a proficient Kanawha River pilot. The added length not only increased the boat's carrying capacity but made of her a steady, easily-steered packet.

MARGUERITE OUTMODED

SEATTLE, Sept. 15, 1989:- The PRINCESS MARGUERITE is a victim of old age and changing market demands. For 40 years the 368-foot steamer has plied between Seattle and Victoria, B.C. She was built in Glasgow, Scotland for \$4 million and replaced a ship of the same name that had been sunk by a German submarine during WW2.

A deep, mournful wail reverberated on Elliott Bay yesterday morning, signaling the final voyage, and the end of passenger steamship service in the West Coast.

The MARGUERITE's farewell whistle blast was answered by two bellowing tug boats that came to honor the steamship's 40 years. TV crews recorded the departure while the dock crew waved goodbye to an era.

B. C. Stena Line, a Swedish-owned company, bought the PRINCESS MARGUERITE last year in a \$6 million deal. The company also put a second ship, VANCOUVER ISLAND PRINCESS, on a new year-around run between Victoria and Seattle. Many customers in growing numbers prefer to take the faster passengers-only hydrofoil VICTORIA CLIPPER.

Outpassed, perhaps, but the venerable vessel can never be outclassed. Her skipper, Capt. Albertic de Kaninck, took a lingering look at her closely spaced rivets and her finely crafted teak decks. "Quality rarely found in ships today," he observed as he tied her up for an indefinite stay at the Belleville Street berth in Victoria.

-Thanks to Walt Thayer for clippings.

Sirs: I have read and re-read "King Coal's Highway" in the September issue. Did people really write like that in 1882? What eloquence! Steam described as "potent vapor;" "scape pipes mingling their snowy breath with the inky torrents that roll from the stacks." Pretty heady prose.

Doc Hawley's two letters (pages 24 and 42) are S&D classics. Readers should be favored with more from Doc's pen.

Thanks for a great S&D meeting and this memorable September issue of the S&D REFLECTOR.

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

BACK COVER PICTURE

Dr. Thomas H. Gandy of Natchez, Miss. writes us as follows: "This contact print I am sending you of the CHARLES P. CHOUTEAU is from the original glass plate made by local photographer Henry Norman. The pilothouse, texas and chimneys are different from those shown on the back cover of the September issue of the S&D REFLECTOR. I suppose these changes could have been made when the boat was enlarged in 1878.

"Andrew D. Lytle, the photographer who took your September issue picture, operated at Baton Rouge, and it well may be that his picture was taken there. Lytle became famous as one of our early photographic spies. During the Civil War occupation of Baton Rouge by Federal troops, he made numerous pictures of various Federal units lined up with all of their equipment, including artillery, and sold prints of these to one and all, and supplied prints to nearby Confederate forces."

Dr. Gandy confirms that the CHOUTEAU picture gracing the back page of our present issue was taken at Natchez, with the buildings across the river in Vidalia, La.

Since writing the CHOUTEAU description for the September issue, we have come upon a news item appearing the Pittsburgh (Pa.) Gazette, dated May 8, 1878: "Dispatches from New Orleans inform us that the CHARLES P. CHOUTEAU is enroute to St. Louis to be lengthened 60 feet and will be given accommodations for 50 passengers. She had a good trip out of New Orleans."

During the cotton shipping season of 1879 the elongated CHOUTEAU, Capt. W. H. Thorwegan, ran Memphis-New Orleans, as did the HENRY FRANK, JOHN A. SCUDDER and JAMES HOWARD.

In the season of 1881 the CHOUTEAU delivered a total of 76,950 bales of cotton to New Orleans, a record to that date for any boat in a single season.

According to statistics kept by New Orleans river editors, the record cotton cargo carried by the CHOUTEAU in a single loading came to 8,841 bales, this in the fall season of 1878 following her lengthening at St. Louis, at which time her iron hull measured 296'8" x 54 x

7'6".

The actual date when photographer Andrew D. Lytle took the picture which Dr. Gandy has furnished to us is uncertain. We have seen a framed print since writing the story in our September issue worded in ink: "At Natchez, Miss. on Dec. 4, 1878 with 7,818 bales." This now may be accepted as the right answer, but looks more to us like it's the 8,841 record load of 1878.

Meanwhile some of our readers who study these pictures minutely, are discovering a man perched at the top of the starboard stage mast in the September picture. Who is he, and how did he get up there?

William E. (Bill) Reed, the steamboat artist who's framed oils grace the walls of the Hotel Lafayette and the Ohio River Museum in Marietta, was doubly honored during September when prints of some of his river paintings were displayed in the Coraopolis (Pa.) Memorial Library, and also in the new quarters of the Sewickley Valley Historical Society.

Bill was born in 1903 in Coraopolis, son of Margaret (Wagner) and J. M. (Mac) Reed. The family includes a sister, Catherine Reed, who still lives in Coraopolis.

He and his wife Mabel moved from Pittsburgh in 1988 to make their home at 2701 Amhurst Road, Apartment 15-D, New Bern, North Carolina 28560.

William E. Reed was the subject of an extensive profile article in the Sewickley weekly "Herald," issue of Sept. 20, 1989, written by staff writer Mike May. Mike asked Bill how many river steamboats he has painted during his career, and Bill estimated "some 130." His favorite is the GRAND REPUBLIC, a painting which won him the popular prize at an Associated Artists exhibit in Pittsburgh.

Bill and Mabel's son Billy lives nearby in North Carolina. Another son, Harry, at last reports lived in Charleston, W. Va. Both sons are married with two children in their families.

Artist Reed is on S&D's Board of Governors.

A one-liner assessment of the week-end of Sept. 16 from Keith Norrington. "S&D was terrific."

