

# S&D

# REFLECTOR

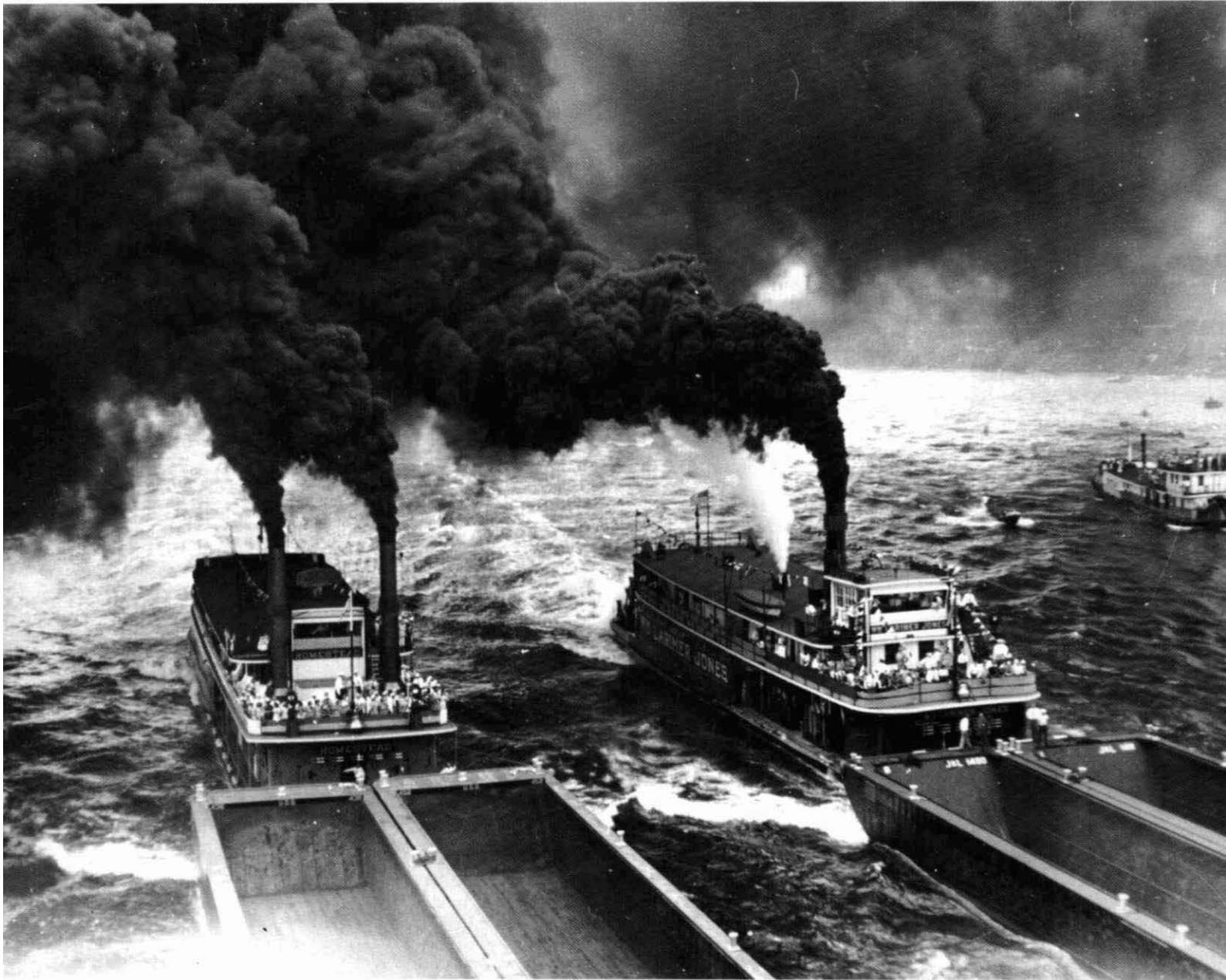
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 27, No. 2

Marietta, Ohio

June, 1990



**S**PECTACULAR TOWBOAT RACE at Pittsburgh in 1951, photographed by 13-year-old William N. Reed from the old Point Bridge spanning the Monongahela River. Contestants are the HOMESTEAD (left) and WM. LARIMER JONES. Finish line was at the Smithfield Street bridge, a tie. Pittsburgh's city officials, dedicated to cleaning up the city's atmosphere, frowned. A repeat in 1952 was cancelled

due to a steel strike, and by 1953 Pittsburgh was losing its "Smoky City" reputation and smoke-belching towboats were disappearing from its rivers. "Billy" Reed, who clicked the shutter for this never-to-be-repeated classic, is son of the late river artist, William E. Reed, whose passing was noticed in our last issue.

"NEW LOOK" AWAITS  
AT OHIO RIVER MUSEUM

Week-end of Saturday,  
September 15 Chosen For  
S&D's Marietta Meeting.

The installation of George Schotten's 24-foot-long model of the packet PIONEER (see story and pictures in this issue) is but one of the sweeping changes made this spring, all for the better, in the Marietta River Museum.

Director John B. Briley has put on a new show. "The placing of the PIONEER has caused a dramatic rearrangement of the first building," he writes. "The glaciation module in the first room is gone, and we have replaced William E. Reed's paintings with two we had in storage and Mrs. Thomas' gift of the Reed painting of the PHIL SHERIDAN.

"We have put up five Jesse P. Hughes paintings, brought out of storage, plus one of the TACOMA aground. We replaced some of S. Durward Hoag's framed photographs with other, earlier framed pictures.

In the third building we have featured original half-section hull models, including a graphic showing of how they were utilized, topped off with the one of the ECLIPSE, which was brought here aboard the DELTA QUEEN (it is 14'7" long) in 1947, gift of the late Paul Seabrook. Capt. John Beatty's exhibit of shipyard tools is now in the cases at the far end.

"To top it all, and thanks to S&D's J. Mack Gamble Fund, a 50" screen TV and video tape player now occupies the auditorium, and the movie "Fire On the Water" currently is showing."

S&D's Fall Meeting

Mark your calendar for the week-end of September 15th for the annual jamboree at Marietta. Make (or check) your reservations at the Hotel Lafayette (614/373-5522). Our long-time friend Bob Moseley is back on the hotel's staff after an absence dating back to 1983. An attractive program is in the making, which may (hopefully) include a ride aboard Jim Sands' VALLEY GEM.

- O B I T U A R I E S -

Harry Bridges, page 29  
Capt. Harry Hamilton, 20  
Carl H. Hatley, 20  
J. Raymond Samuel, 47  
Stanley W. Thoroughman, 20

MEETING UPDATE

Jim Sands has agreed to an S&D afternoon excursion aboard his VALLEY GEM slated for Saturday, Sept. 15th. Says Woody: "Jim will pick us up at the Ohio River landing in front of the Lafayette Hotel for a 2-to-5 ride on the Muskingum River. Jim will sell tickets in the hotel lobby Saturday morning and at the boat prior to departure.

Festivities will commence Friday evening with the usual get-together party at the Lafayette starting about 8. All members welcome, no charge, light refreshments. Be sure to register and get a name tag.

The Board of Governors will meet in the Lafayette at 9:30 sharp on Saturday morning. S&D members are urged to

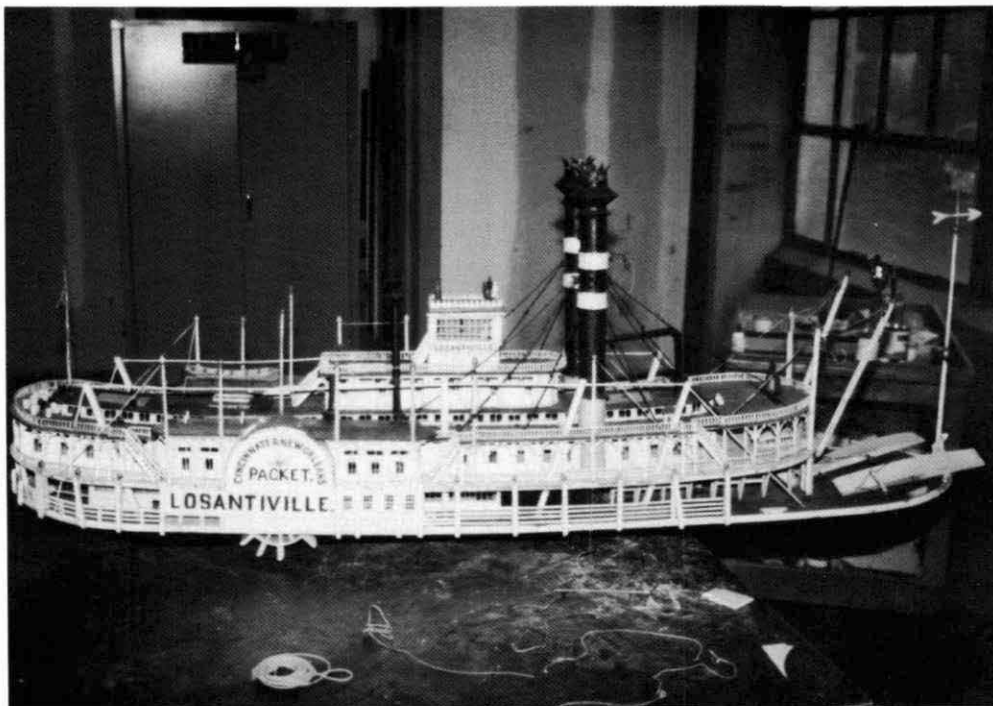
attend and participate.

Tickets for the noon luncheon and evening banquet will be available in the lobby of Lafayette, as well as tickets for the VALLEY GEM cruise.

At this writing the evening banquet program has not been firmed.

What speed did CHRIS GREENE and BETSY ANN make when they raced from Cincinnati to New Richmond, O. on Tuesday, July 24, 1928? Jim Wallen looked up the front page story by reporter Jack Hunter which appeared next morning in the Cincinnati Enquirer. "The starting gun was fired at 5:05 p.m. and the CHRIS was adjudged the winner at the finish line at 7:25 p.m., a time elapse of 2 hours 20 minutes over the distance of 22 miles," said Jack. The wickets at Dams 36 and 35 were lowered, with a fair current running.

The QUEEN CITY covered the same course in 1 hour 50 minutes on a regular business trip in December 1897.



This attractive model, owned by the Cincinnati Historical Society, is slated for transfer to the society's new quarters in the Union Terminal, that city. The LOSANTIVILLE, the early name for Cincinnati, appears to have been built by someone with steamboat know-how, although fictitious. John L. Fryant took this picture of it on a recent Cincinnati visit. Query: Anybody know who built it, or any facts pertaining to it? The Cincinnati Historical Society will be grateful.



Two pictures taken in the vicinity of Marietta, 77 years apart, bear striking resemblance to one another. Above is the packet H. K. BEDFORD, victim of heavy ice, as seen by Marietta photographer H. P. Fischer in February 1912 shortly above the location of old Lock and Dam 17, Ohio River.

To the right is Alan Gintz's prize sternwheeler (unnamed and never ran a trip) sunk in her moorings about two miles above Devol's Lock and Dam, Muskingum River, photo by J. W. Rutter in December 1989. Equipment to raise the craft was brought to the scene early this year but the attempt was postponed.



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## 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,  
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Sewickley, Pa. 15143

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## GENERAL JACKSON

Ten First Class Pilots  
Aboard to New Orleans.

The GENERAL JACKSON round-tripped from the Cumberland River to New Orleans and back during January and February, her initial introduction on the Lower Mississippi. The objective was a routine Coast Guard inspection at the Avondale yard just below Algiers, and while there the paddlewheel was rebuilt. She high-tailed it from Opryland, above Nashville, to the shipyard in 94 hours,

Capt. Edgar Allen Poe, master, had aboard as pilots Lawrence Keaton, Bill Howell and Harry Lewis, and steersmen were Paul Hinson, Jim Massey, Monte Lamb, Chuck Woods, Neal Rich and John Hartford, this making ten licensed pilots, something of a record. As John Hartford said later, "the art of pilothouse conversation was in full bloom."

Following her docking, she left Avondale at 9:40 p.m. January 31, Capt. Robert Powell having replaced Capt. Lawrence Keaton.

Stops were scheduled on the return trip at Natchez, Greenville, Helena, Cairo and Paducah.

Guests boarded for a look-see, then assembled in the cabin



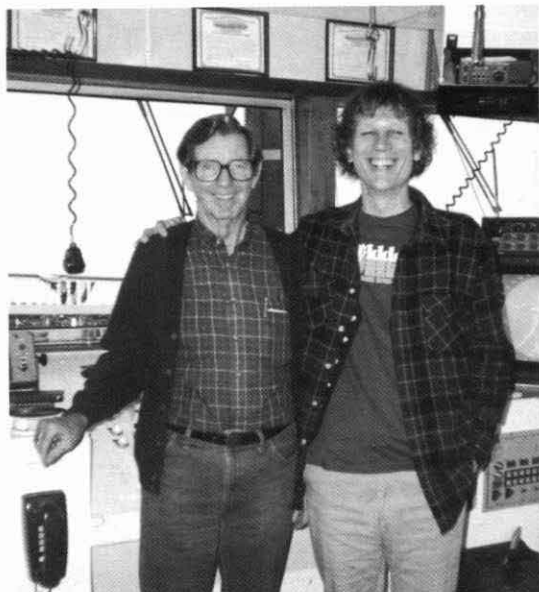
Capt. Edgar A. (Wamp) Poe recited "Jim Blusoe" at receptions enroute.

where Captain Poe presented the city's mayor with a large framed picture of the GENERAL JACKSON, and received in return a key to the city or a scroll. John Hartford then, banjo in hand, put on about a 25-minute show including calling upon Cap'n Poe to recite "Jim Bludsoe." Much handshaking all around, and then the GENERAL JACKSON went back to paddling up the river. Howard Brent played host in Greenville, and Jim and Rose Marie Walden in Helena.

Riding the boat on the downbound trip were Russ Jeffers, an Opryland regular entertainer on the JACKSON during the season; Les Leverette, Grand Ole Opry photographer; Susan Dorney, TNN camera woman, and John DeWitt who started WSM back in the 1920s as their first chief engineer, always a boat enthusiast, telling tales of riding the JAYHAWKER in the 1935 flood.

On the return the JACKSON met high water in the lower Ohio River (47 feet at Dam 53) and skinned under bridges with only a foot or two to spare. Finally was stopped just below Nashville by lack of clearance under the Fulton bridge. She waited out the flood at Haley's Harbor, Mile 180.1.

-Our thanks to John Hartford for details, and for the accompanying photographs.



Capt. Robert E. (Bobby) Powell, 1411 Highland Drive, Poplar Bluff, Mo. 63901 with banjo-pickin' John Hartford.



The GENERAL JACKSON adjusted quite resdily to the land of hanging moss. Here she is landed at Natchez on her return to Opryland, February 2, 1990.



## RIDING THE AVALON IN 1961

Almost 1,000 Girl Scouts and I Saw the Lower Mississippi For the First Time.

by James T. Swartzwelder

**C**APT. ERNEST E. WAGNER, master of the AVALON, seemed to have a sudden inspiration. "Jimmy, how about you signing on as one of the crew for the whole 'she-bang,'" he said. We were out on a moonlight at Pittsburgh and the pilothouse chatter had been about taking some 500 Girl Scouts from Memphis to New Orleans, and returning to Memphis with another group of Girl Scouts. This event was scheduled for the last two weeks of June and the first five days of July. "This thing will really be a 'she' bang," and he laughed uproariously, and so did everybody else. "Jimmy, you like to ride in the pilothouse, and I really want you along with us," he added. I had been riding the AVALON at every chance since my Dad and Mom took me on an excursion when I was 14, and now I was 22, and for the past five years Cap Wagner had allowed me in the pilothouse during trips. "Why yes, sir, I'd be honored," I think I said. "All settled; Jimmy you meet us at Louisville on June 17th." Two dates are indelibly carved in my memory--the invitation came on May 28, 1961 and I boarded the AVALON on June 17, 1961.

I wrote a log each evening.

LOUISVILLE, June 17, 1961:- At 5:30 this morning Mom had fixed me with a good breakfast at home, and I took a Yellow cab to

the Greyhound depot in downtown Pittsburgh, where I boarded a St. Louis-bound bus departing at 6:45. We swung across the Liberty bridge and two hours later crossed the Fort Henry bridge at Wheeling. Crossed the famous "Y" bridge at Zanesville and hauled into Columbus where I made a bus-change for Louisville. Crossed the Little Miami near Foster, O. and landed at Cincinnati at 3:30. Again crossed the Ohio into Kentucky and sped along U.S. 42, arriving at Louisville at 6 that evening. No suitcase--it had not been transferred at Columbus. Took a taxi to the foot of Fourth Street where--behold!--lay the AVALON, a floating birthday cake, hundreds of yellow border lights, loading passengers for a moonlight dance cruise.

Cap Wagner, "Doc" Hawley, the mate, and E. P. Hall, purser, welcomed me aboard. Cap told me my official status would be pilothouse watchman, which included calling the pilots at watch-time, tending the searchlight, lugging coffee and making myself generally useful. I was to be at the beck-and-call of Capt. Sylvester (Wes) Doss of Cincinnati, veteran of the ISLAND QUEEN, and Capt. Arthur J. (Red) Schletker of Ludlow, Ky., long with the U.S. Lighthouse Service and Coast Guard, promoted to become Lt. Commander aboard the GREENBRIER, a long-time friend of mine on the AVALON.

The "moonlight" was a fitting climax for this river novice who was still pinching himself to realize he actually was for the first time part-and-parcel of the crew of a real, alive steamboat bound for New Orleans, no less, assigned a texas room, surrounded by crew members, many of them so well known the length and breadth of the Mississippi System.

## PICTURE OPPOSITE

The AVALON at Louisville in June 1961 preparing to leave for Memphis and New Orleans. Photo taken by the author using a second-hand 620 folding Kodak, vintage 1920-1925. Jim's original negative was enlarged by William E. Reed. The AVALON, first named IDLEWILD, was delivered from Pittsburgh to Memphis, her first home port, in 1915. Today, in 1990, she is the BELLE OF LOUISVILLE.

RIGHT: Capt. Emory Edgington, in his early 90s, was pilot on watch at Pittsburgh the evening of May 28, 1961 when Capt. Ernie Wagner recruited the author for the Girl Scout trip.

Ed. note:- Jim Swartzwelder photos, this being one, will henceforth be identified by the initials JTS.





LOUISVILLE, June 18-19, 1961:- One of the deckhands, Glen (Roadrunner) Harness, went along with me this morning to the Greyhound terminal and picked up my suitcase, just in from Indianapolis. We walked back the twelve blocks seeing the sights, including the abundance of pretty girls for which Louisville is famed, most of them pacing the sidewalks with hurry-up determination to get where they had set out to get to, like Pittsburghers. Rivermen say Louisville is the most northern southern city, and it also is the most southern of northern cities. Glen and I took our own sweet time gawking and when we got back to the river chief engineer Urbie Williams was warming up the engines for an afternoon sight-seeing trip. The BRIAN LEE was upbound with three loads of gasoline from Lake Charles, La. with J. Loutz in charge and Capt. Clarence Stringer, pilot. They were bound for Pittsburgh with the Rebel flag boldly painted on her stack. Tied up above us was the 510 passenger barge CHAPERON owned in Cincinnati by Capt. F. H. Johnston. The pretty red-and-white 3200 hp JOEY CHOTIN was upbound with an Esso tow from Baton Rouge. During the matinee trip I took a picture of the SINCLAIR ST. LOUIS off-loading gas at the Stoll Oil dock. The compact IRON WORKER owned in Dallas, Tex. was working at the new bridge being built to join Louisville and Jeffersonville, Ind.

Upon returning from the afternoon trip Capt. C. W. Stoll came aboard and invited Doc Hawley and me out to his beautiful home, "Rock Hill," on the hilltop above Mockingbird Valley Road. He turned us loose with his steamboat picture collection, showed us a silver service engraved ROBT. E. LEE, and the diningroom crystal chandelier from the CHRIS GREENE. Perhaps real mockingbirds were warbling in the trees, but I was most absorbed in revelling over our host's river-oriented memorabilia.

Monday, June 19th was another beautiful day, and during the afternoon excursion I photographed the J. H. DUFFY, one of the first of riverboats to have air-conditioning. The BAYOU ORLEANS was bound for New Orleans at the Big Four railroad bridge, formerly named HARRY S. TRUMAN when she attempted to break the New Orleans to St. Louis speed record of the ROBT. E. LEE in March 1949. The JEFFBOAT was downbound for the coal dock at Uniontown, Ky. Veteran pilot Capt. "Bo" Allen visited with us this evening as we lay below the old Coast Guard life-saving station for the night.

OWENSBORO, KY., June 20, 1961:- Rounded out from Louisville at six this morning and headed into the Louisville and Portland Canal. We are on our way to Dixie! At noon we were entering the Oxbow Bends at Leavenworth, Ind., barreling along on a high fast river. We met Union Barge Line's EASTERN upbound with a heavy tow, running the willows along the Kentucky shore. Capt. Rees Lloyd blew us a salute. Capt. Red Schletker asked would I like to "steer a piece?" Moments of absolute glory seldom happen, and never one quite like this one. Not only was I steering a river boat, but a real, alive, trembling, stack-'scapin' Mark Twain steamboat,

stage-plank poised ahead, all of this preserved and projected into the modern diesel age!

In Chenault Reach the upbound BEN McCOOL was running the willows with Capt. James Gilder as master, with Capt. Damon Deal, pilot. We breezed by Tell City, Ind. and met the BAYOU LACOMBE at Lewisport Lower Light with Capt. Mason Peaden and Pete Morgan in the pilot-house. Five miles below Rockport we met the LUNGA POINT headed for Pittsburgh with 13 ore-loads and 9 OBL empties. We talked with Capt. Vernon K. Byrnside, her master, who said Capt. Elgin Nichols was pilot. The sun was about to set when we went by Owensboro, Ky., 12 and 3/4 hours out of Louisville.

As nightfall came we were in Evansville's great crescent bend. Below there, in darkness, a roving fog settled down to catch us as we met an upbound tow. Visibility about to the zero point the AVALON found herself turned around heading upstream. I went downstairs to bring up fresh coffee and met Cap Wagner coming out of his room. "Jimmy, did we just turn around?" he inquired, and headed for the pilothouse.

CAIRO, ILL., June 21, 1961:- The roving fog cleared and at midnight we were at Mile 864, six miles below Shawneetown. On this high water we ran the pass at Lock and Dam 50, and at 1:45 we were abreast of Cave-In-Rock, and at the mouth of the Cumberland River at 5:30 a.m., landing at Paducah at daybreak. Here we bid goodbyes to pilots Red Schletker and Wes Doss and, in their places, took aboard Capt. Tommy Dunn and Fred McCandless for



Capt. Arthur J. (Red) Schletker (left) and Capt. Sylvester (Wes) Doss stood pilot watches to Paducah, pictured aboard the AVALON by JTS. Cap'n Wes was third generation pilot in the Doss family; his grandfather, Sylvester Doss, lost his life in the side-wheel CITY OF PITTSBURG fire on the lower Ohio in 1902; and his father, Harry W. Doss, piloted the Coney Island excursion side-wheelers ISLAND QUEEN (1st and 2nd) based at Cincinnati.



the Mississippi River work. Got groceries and replenished our water supply, and then went on our way.

We arrived at Cairo at noon and landed for work on the paddlewheel. The Cairo gauge read 32.9 R, lettered in black on white background, attached to the floodwall. Cap gave me leave to explore ashore for about an hour, and to find him a newspaper. I sure enjoyed poking about the streets, shops and homes. This counterpart of Cairo in Egypt is pronounced Kay-row, like the corn syrup, and not Ky-row, this for reasons I was not able to learn and hence cannot supply. I did manage to find Cap his newspaper.

MEMPHIS, TENN., June 22, 1961:- Yesterday at 1:15 p.m. we had sailed away from Cairo and were entering the Father of Waters, leaving almost a thousand miles of Ohio River behind us, and where a right turn can take a boat to St. Paul or Minneapolis, or to Kansas City and Omaha; and where a left turn takes you 870 miles to New Orleans. Here I am, at 22, on a soft lounge chair on the upper deck of the AVALON, everything peaceful, camera on the ready to take pictures of towboats. The TOLTEC was at Quaker Oats Light with Capts. "Sonny" Ivey and Cuney Pittman piloting. It was a towboat parade this afternoon, meeting the LOLA H., SCOTT CHOTIN, HARRIET ANN, T. M. NORSWORTHY, CAROLINE and DIXIE STAR. The New Madrid gauge near sundown read 23½ R. At midnight we were at Cottonwood Point, a canopy of stars jeweled on a black backdrop. We made our arrival at Memphis at seven this morning as Capts. Wagner and Hawley staged a fire and boat drill before we entered the mouth of Wolf River to tie at Waterways Marine Service. There was much for the crew to do; the 485 Girl Scouts would come aboard about noon. The AVALON, being primarily a "dance" boat had no sleeping accommodations for such a population, nor did it have kitchen facilities for feeding the multitude. Fifty portable toilets came aboard and were lined up around the guards of the main deck. Cartons of paper plates came aboard, followed by breakfast milk, cereals and sweet rolls. Luncheon vegetables and salad meats and cold drinks would tide over until the evening meal was due, and this problem was to be solved by having the AVALON moored at city landing places, arranged beforehand, where a "host" delegation would greet the Girl Scouts and convey them ashore for prepared suppers.

Aboard came these girls in short green skirts and white blouses, representing five Southern states, and having each paid \$50 passage. Accompanying them were fifteen troop leaders and staff members and two registered nurses. A six by four foot deck space was assigned to each girl as her private territory for her sleeping bag. The AVALON's band members were sent ashore, their staterooms turned over for the use of the adult Girl Scout staff and others. Audrey Taylor, staff writer with the Memphis Commercial Appeal, arrived to cover the whole trip.

The Tenn-Ark-Miss Council sponsored an entertainment aboard this evening, the girls singing songs and dancing the "twist."

Let me record that amid the events of this



Capt. Fred McCandless came aboard the AVALON at Paducah and stood pilot watches to Memphis. He started out working on family-owned ferries at Golconda, owned in the H. G. HILL and DOROTHY out of Paducah, and towboated with the West Kentucky Coal Company.



Capt. Tommy Dunn came aboard the AVALON at Paducah and stood pilot watches on the Lower Mississippi, opposite Capt. Fred McCandless. Both pictures on this page by JTS.

day, standing on the barge we were tied up to, Capt. Doc Hawley asked "Do you know what you're standing on?" and then told me that the barge was the old hull of the KATE ADAMS.

GREENVILLE, MISS., June 23, 1961:- Some of the girls were awake at 5 this morning when the AVALON left from the foot of Beale Street, Memphis, with her 511 passengers. Capt. Fred McCandless had gone back to his home in Paducah, and Capt. "Cal" Tindle now was sharing pilot watches with Capt. Tommy Dunn. The Memphis gauge read 20.4 R. A gorgeous sunrise over old Fort Pickering greeted those girls who were conscious. Moored in the lower end of the U.S. Engineer's fleet I saw the old and decommissioned MISSISSIPPI, lately replaced. Today our pilots decided to take me on as steersman, or cub-pilot, so instead of meeting girls I was getting instructions of how to "read the water" ahead. The Girl Scouts meanwhile were attending art classes and other instructive activities, and some of them were assigned to the staff of "Mississippi Mermaid Memories," the daily newspaper they were publishing. Capt. Doc Hawley interrupted my budding pilot's career by dubbing me as a tour guide, along with Bill Willis. We toured groups of the girls about the boat delivering short discourses about this-and-that. Capt. Doc may have engineered this plan in his own self-defense. One girl later on was quoted as judging Capt. Doc "as the only good-looking thing around here that wears pants."

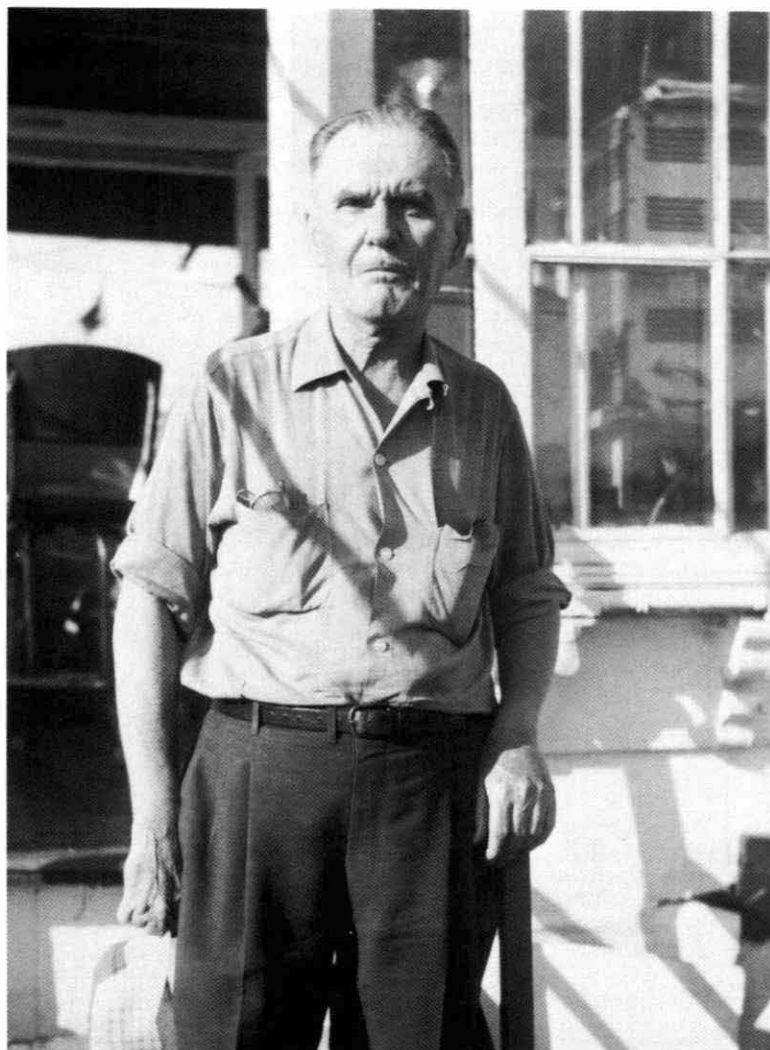
We were going by Helena, Ark. at 11 this morning with the gauge on the new bridge soon to be opened at 40 feet. At Old Town Bend we met the CODRINGTON and tow, then the GILDA McCOOL northbound with gasoline loads and empty grain barges, heading for Cairo. The veteran OLE MISS was in the crossing from Dennis Landing to Laconia Upper Light, Capt. C. W. Solesby and pilot Jack Childress aboard. At the new mouth of White River we met the FORT JACKSON, Capt. Ray Harvey, with Steve Doorlock, pilot, headed for St. Louis. The J. E. ALQUIST was upbound with a quarter-mile long tow, Capt. "Soapy" Johnson, with John Marlow, pilot. One rapidly learns that these crews are well acquainted, what with constant conversations by radio.

The H. F. DeBARDELEBEN III was upbound with a heavy single-string gasoline tow, Capt. Charlie Platte with pilot Willie Reeves. In Victoria Bend we met the DEFENDER headed for Memphis, Capt. Bill Dugan.

We landed at Rosedale, Miss. about 5 p.m., 146 miles below Memphis. It's been a long, hot day for 485 Girl Scouts who scampered ashore and walked the forest-lined road from the landing down into Rosedale where they were treated with baskets of fresh fried fish and trimmings. Cap Wagner sent me ashore to pick up channel reports from the lonely mail box nearby. Everybody back aboard and accounted for, we cast off at 7 o'clock, headed for Greenville, Miss., where we arrived at 11 tonight, a vast disappointment to our bright-eyed passengers who had been briefed that 500 Boy Scouts were to greet them there, but the hour was too late and the party had to be called off.

VICKSBURG, MISS., June 24, 1961:- The AVALON laid over at Greenville for the night and left there this morning at 6 o'clock, the local gauge showing 33 3/4 R.

We went by Lake Providence, La. at 10 this morning, 50 river miles below Greenville, the gauge reading 21 3/4 R. The GULF INLANDER was upbound in the crossing from Belle Island to Omega Light with gasoline loads from Houston bound for the Pittsburgh area. Just above Vicksburg we met the FRED W. OLCOTT in Centennial Cut-Off, and landed in the Yazoo River at Vicksburg alongside the SPRAGUE at 2 p.m. River here 27.0 R. Ten yellow school buses took the girls on a sight-seeing trip. Cap Wagner delegated me to go along on this tour as boat's agent, an assignment which permitted me to visit the Vicksburg National Military Park and the U.S. Engineer's Waterways Experiment Station. The Girl Scouts wound up at the local Y.M.C.A. for their evening meal, and I returned to the AVALON still reeling with the excitement of seeing the mini-scale model of the Mississippi River, every twist and bend from Cairo to the Gulf, the scale so precise that



Capt. "Cal" Tindle came aboard at Memphis and shared pilot watches with Capt. Tommy Dunn to New Orleans and back. JTS, photo.

water flowing down its channels simulates the real McCoy and can be regulated to predict flood crests and where they will happen, and when.

This evening "Gold In the Hills," a stage play, was enacted in the theater aboard the SPRAGUE, the girls hurling peanuts at the villain as he attempted to soil the virtue of an innocent maiden-fair, and much cheering when her honorable gentleman-friend came to her timely rescue. In celebration of the triumph the band struck up "Dixie," and, with the young voices of the girls joining in, one wonders and then believes that the charm of the Old South not only survives in the hearts of this new and modern generation of the Mississippi delta, but abounds and thrives.

The afternoon's tour of seeing Rebs and Yanks at rest in multitudes of Civil War graves, together in perpetual peace, shakes a body up, and "Dixie" becomes truly the national anthem.

NATCHEZ, MISS., June 25, 1961:- The AVALON was up and away from Vicksburg at 5:30 this torrid Sunday morning, with Natchez the next objective. Many of the girls had elected to take their sleeping bags out on deck for any cool breeze which might be wafting about. What they did not know, but were soon to discover, was that the engineers and firemen had cleaned boilers while alongside the SPRAGUE and, in raising steam again, had caused a canopy of black, greasy soot to rain from the stacks, settling on all things below, the just



AVALON and SPRAGUE at Vicksburg in 1961, photo by JTS, enlarged from the original negative by William E. Reed. In 1959 the SPRAGUE was brought to Pittsburgh for exhibition during the city's bicentennial celebration, a project including extensive repairs and alterations at Dravo's Neville Island, Pa. yard. Exterior changes included lettering her

name on the stern and engineroom bulkheads as they appeared in her coal-towing days. Following her return to Vicksburg that fall, she was taken to New Orleans in 1973 for hull work, and, back at Vicksburg, took fire on April 15, 1974, was extensively and fatally damaged, and pieces and parts of her are still exhibited at that city.



and the unjust alike, and this mantle now covered decks, sleeping bags, and the contents thereof. As these exposed girls came awake they rubbed their eyes in dawn's early light to learn their faces were ready for a minstrel show certainly not scheduled, let alone appropriate for this Sabbath morn.

Cap Wagner, Doc Hawley and the deck crew to the rescue, a bucket and mop brigade. All's well that ends well, as this episode did--eventually.

We landed at Natchez-Under-the-Hill at 11:30 this morning, the river 32 3/4 R, having made the 73-mile hop from Vicksburg in six hours flat. Along the hill of old Silver Street a half-dozen ancient brick buildings have outlasted what once was notorious as a rough and bawdy approach to the magnificence and splendor of mansions and estates. Our Girl Scouts and their leaders in Sunday-best paraded "up the hill," an impressive sight to see, for luncheon at the City Auditorium, followed by a garden and house tour, taking in palatial Stanton Hall, historic Rosalie, Bontura and Connelly's Tavern, then to supper at Tops Grill and prearranged church services.

During this respite a number of local black youngsters, attracted by the novelty of a steamboat, got the attention of the boat's amiable black cook, Mrs. Rollie Lollar, who loaded up a tray of sandwiches and sweets, and toted the banquet ashore to the willing and somewhat abashed guests. Doubtlessly today there are colored gentry and ladies residing in

Natchez who recall this delightful party of "steamboat food" served by one of their kind, a real steamboat cook, by the riverside.

This unique AVALON cruise was front-paged in the Memphis Press Scimitar, The Commercial Appeal, and in today's Natchez Democrat. Cap Wagner granted me leave to explore Natchez on my own, so long as I brought back a newspaper to him. In a drug store I asked how to go about seeing old homes. The lady in charge, learning I was from the AVALON, called a lady friend of the Natchez Garden Club, who promptly arrived to escort me. High in my hopes was a chance to see the home of Capt. Thomas P. Leathers, famed owner-master of the side-wheel NATCHEZ which in 1870 raced with the ROBT. E. LEE. My pleasant and willing guide brought me to "Myrtle Terrace," (every Natchez home has a name) and we stood at the ornate cast-iron gate entrance to the premises. This was it, although not open to tourists. We proceeded to Stanton Hall's white tall pillars, a mansion of the lush cotton era (built in 1851), admired the lavish interior, and in strolling in the gardens I happened upon a steamboat bell mounted out back on the patio. I was amazed to read the inscription: "Steamer BETSY ANN, 1899." Wow, and I did not know it was here! My friend Cap'n Way had operated this famous craft out of Pittsburgh after BETSY had served a southern career owned by lumber-merchant Rufus Learned of Natchez. The roof bell had been brought back for safe-keeping to its original home-town and surroundings.



The downbound Girl Scouts came ashore at Rosedale, Miss. and walked 1½ miles on a sandy, tree-lined road from the landing to a fresh-fish fry celebration. Rosedale (pop. 2,063) was served 1882-1924 by three consecutive side-wheelers named KATE ADAMS making twice-weekly trips from Memphis to Arkansas City (pop. 1,446) and Rosedale, handling freight, passengers and the U. S. Mail. -JTS photo.



We "did" Connelly's Tavern of Aaron Burr - Harman Blennerhassett fame. Then Rosalie's room and bed where Gen. U. S. Grant briefly resided amid rosewood trim, crystal chandeliers and massive window drapes. I plied my hostess for a look-see at Bontura overlooking the river, with beginnings back to 1790. My 2-great grandfather, Nimrod O. Swartzwelder (1821-1875) was a steamboat engineer 1847-1875. His father Philip had been a steamboat agent in Allegheny City, now Pittsburgh's North Side. Nimrod's mother was Amelia Ellmaker of Philadelphia. As I was growing up, "Bontura" was frequently mentioned in family conversations, Nimrod's mother's family named as a former owner of this typical Creole-style home in Natchez.

What a day! What a tour! What a lovely and willing tour guide! O yes, I must pick up a newspaper for Cap Wagner; the Natchez Democrat started business in 1865 and still is publishing.

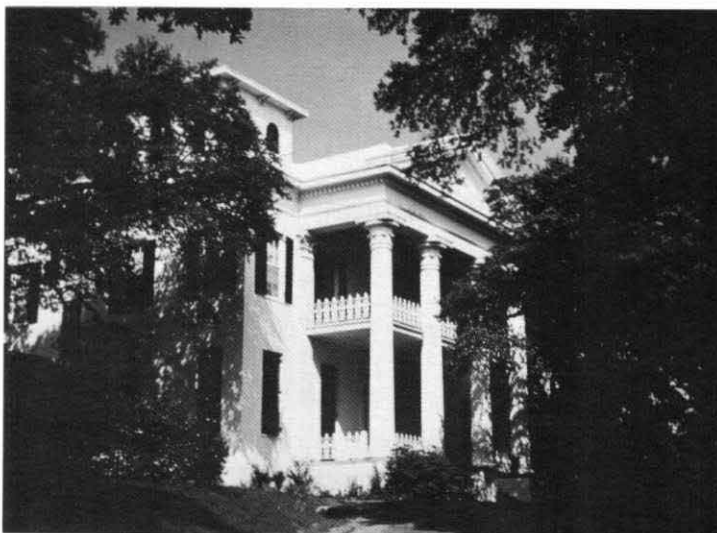
BATON ROUGE, LA., June 26, 1961:- We departed from Natchez at 5 this morning on the alert for a "strong right-hand draft" at Mile 315 where surplus water was being diverted into the Atchafalaya to lessen the flood burden in the New Orleans area. At 12:30 we were abreast the head of St. Maurice Towhead, Mile 274, in Pointe Coupee Parish, where the elegant J. M. WHITE (3rd) burned while loading cotton, climaxing with a spectacular explosion as the flames reached the packet's magazine in which a cargo of gunpowder was stowed. Pilots are reminded of such tragedies as the modern river unfolds, and talk about the details, in this case dating back to 1886. At Bayou Sara the stage was 32.0 F, the "F" caused by the diversion noted above. Met the MATEUR shoving a large tow of government quarter-boats and barges. Then met the ESSO TENNESSEE shoving eight loads of gasoline, hitched double-string, headed for Memphis. In the pilothouse were Capt. "Te-Jo" Decareaux and Capt. A. W. Ortis, master. Both had

served aboard the SPRAGUE, the closest approach to royalty towboating has to offer. At Mile 234.5 I took notice of Ben Burman Light, honoring the writer of fact and fiction river-oriented books. The arrival of the AVALON at Baton Rouge was logged at 4 this afternoon.

We tied alongside the 230-foot IOWA, former towboat now serving as a boat store. Our Girl Scouts in their white blouses and green skirts staged a "showboat" performance on the steps of the 34-story Louisiana State capitol building. Two hundred local Scouts playing host set up a picnic on the capitol grounds, a treat for their visitors passing through. Our girls put on pantomimes of Tom Sawyer and Becky Thatcher, and danced an impressive Can-Can number.

After inspecting the IOWA in company with our two pilots, I walked over to the ferry landing and rode the two steam ferries, one over and the other back, the CITY OF BATON ROUGE and LOUISIANA. Passenger space was segregated "black" and "white," and the Ken Griffin show's van was aboard in connection with the making of an LP recording, later released with the title "Cruising Down the River." The Baton Rouge gauge showed 23½ F.

NEW ORLEANS, LA., June 27, 1961:-



Lovely Stanton Hall at Natchez, pictured in 1961 by JTS, and where, on the premises he "discovered" the roof bell of the BETSY ANN.



Cpts. Tommy Dunn (left) and Ernest E. Wagner pictured aboard the AVALON during the Girl Scout cruise of 1961 by JTS. Capt. Doc Hawley recently listed for us Lower Mississippi pilots with whom he has boated, including Tommy Dunn and C. A. Tindle. The others: Robert Zang, Fred Hill, Phillip Ritchie, David Stein, Howard Tate, Joe Gale, Charles Felig, John Graham, Eugene Hampton, Sewell C. Smith, Lexie Palmore, Harry Fitzgerald, Marvin Levert, Orren Russell and Ben Bennett.

Departed Baton Rouge at dawn for the last leg of our journey. The girls are now buying AVALON uniform caps at the concession stand, asking our crew members to autograph the white tops. "Makes me feel like a movie star," smiled watchman Bill Willis. Ocean-going cargo ships, taking advantage of the 40-foot minimum channel depth, and flying flags of many countries, are in constant view. Beyond the levee on the starboard side Cap Wagner pointed out the famed Oak Alley plantation mansion hiding behind its double row of ancient trees. At Grandview we overtook the HARRIET ANN hitched to 25 grain loads, then the ocean freighter FAROS upbound. Cap'n Doc Hawley pointed out the fluted columns of the 1850-built San Francisco mansion, and the tall white smokestack of the Godchaux sugar refinery at Reserve. Once known as the "sugar coast" we see the Colonial Sugars docks at Gramercy; then the Bonnet Carre Spillway, the modern safety-valve through which floods are diverted to Lake Pontchartrain for the safety of New Orleans. At St. Rose we met the CITY OF GREENVILLE northbound with a petroleum tow, Capt. Calvin French, master, and Capt. Willard Wyatt, pilot. A mile behind her came the ocean tanker FAUNUS carrying Middle East crude to a Louisiana refinery. We met the tug THREE JACKS hitched into two loads of Texas crude. Right on her heels came the TRIPLE POWER with barges of crude, Capt. Russell Cowell, master, and my good friend Capt. Sewell Carter Smith, pilot on watch. The ocean freighter CITE' BROVIR was upbound loaded deep to her Plimsol marks. At the Avondale ways lay the U.S. Navy's guided missile destroyer USS SEMMES (USS 18) and the new freighter DEL ORO nearing completion. Below the Huey P. Long bridge, at another Avondale yard were the towboats DELTA CITIES and MIDWEST CITIES in for servicing, then the POINT LANDING VI upbound with grain barges. In this final 10-mile stretch are the docks and warehouses teeming with commerce in cotton, bananas, coffee, fruit, grains. I snapped a

picture of the ANCON, first ship through the Panama Canal (Aug. 15, 1914) and then came the real treat, the side-wheel PRESIDENT upbound with a harbor cruise. Capt. Curran Streckfus exchanged with us the New Orleans harbor salute: three longs on her whistle, answered by three longs from us; then one long from the PRESIDENT and one long from us. We had arrived!

It now was 7:30 p.m. and we docked at the Governor Nicholas Street wharf. Our Girl Scouts held a farewell party aboard tonight, and remained aboard for their departure early tomorrow morning.

NEW ORLEANS, June 28, 1961:- Shortly after six this morning while the crew was having breakfast on the main deck just forward of the engineroom we heard a girl's voice calling, "Doc, are you down there?" We had a temporary 12-foot ladder rigged from the main deck up to the wharf-level, and coming down this ladder was mini-skirted Betty Blake, clinging rung-by-rung, the AVALON's tour director based in Cincinnati. Safely on deck she greeted the crew, and the crew greeted Betty. For all the world she looked like one of the Girl Scouts.

Cap Wagner and Doc Hawley had cut out a section of dancefloor bulkheading and thusly had a gangway rigged across to the dock-level. Our female population breakfasted at the old French Market, delighted with the fresh powdered doughnuts, French coffee and milk, and were off from there for sight-seeing.

New Orleans is strictly up to advertising. I hoofed it this morning through the French Quarter, goggle-eyed at every turn; boarded a bus for a tour, crossed to Algiers on the ferry-boats ALGIERS and NEW ORLEANS. The ex-GORDON C. GREENE, now the RIVER QUEEN, was at the foot of Esplanade being visited today by the Girl Scouts who will be boarding the AVALON for our return voyage to Memphis. I rode the St. Charles Avenue forest green and salmon pink trolleys with their flip-flop cane



Cap Wagner pointed out the double row of live oaks overspreading the approach to Oak Alley from the river to the mansion in the far distance. -JTS photo.

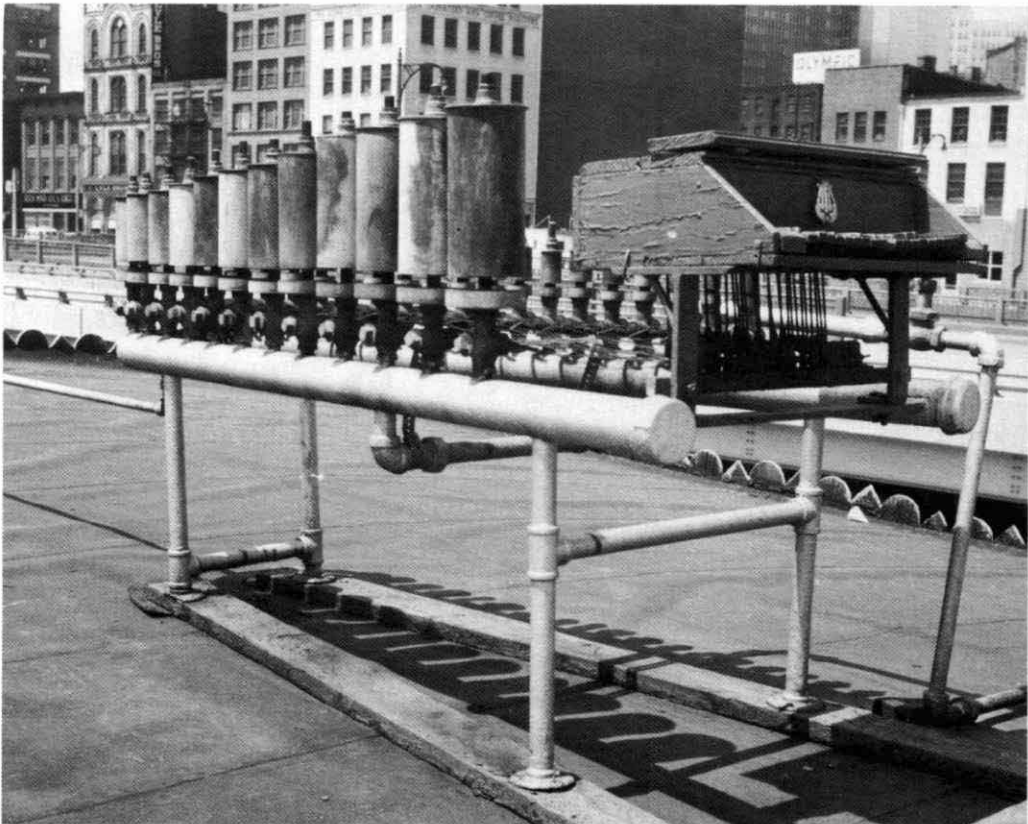


Jackson Square, focal point of the New Orleans' French quarter, with three-spired St. Louis Cathedral flanked by the Cabildo (left) and Presbytere, are landmarks. -JTS photo.



Cap'n Doc Hawley playing calliope on the AVALON in 1961 with Cap'n Ernie Wagner listening with a critical ear in the background. Doc, in addition to his duties as mate, played "steam music" for the Girl Scouts. One year later at public sale this instrument was sold to Ernest J. Wilde of Cincinnati who sold it to Capt. Gabriel J. Chengery. Cap'n Gabe moved from Natchez to Thornton, Colorado last year and packed the calliope along. It was manufactured by the Thomas J. Nichols firm in Cincinnati.

-Both photos by JTS.





seats and opened windows.

Thanks to Cap Wagner I was included on the invitation list to the St. Mary's Italian Gym this evening where the Girl Scouts lionized Cap Wagner, decked out in his dress uniform. New Orleans mayor deLesseps Morrison presented the key to his city, and Cap Wagner was given a cape and dubbed King of Mardi Gras. What a day! What a day! -And at midnight tonight the AVALON will be departing with a new quota of Girl Scouts tucked on board.

BATON ROUGE, June 29, 1961:- Cathy Foster and Jeanne Schnerder, two Girl Scouts who had been aboard on the downbound trip were still with us. They had signed on as cook's helpers. The Carrollton gauge read 9.8 R. A head count reveals that we have 490 girls with us for the seven days upbound to Memphis.

The AVALON plodded some sixteen hours against the muddy waters from New Orleans and now is moored at Baton Rouge, the fragrance of snowball magnolia blossoms pleasingly evident as the warm and soft twilight descends. "Soft" air is a description particularly noticed by northerners. Down here the usual pace seems a bit slower; the languid atmosphere in keeping, if not a contributing cause. Conversely stormy weather is apt to be extremely violent; cloudbursts laced with funnel-clouds and Gulf-inspired hurricanes losing ferocity as they resist landfall. Our scouts had ample daylight to tour the State

Capitol, the governor's mansion, and to learn the story of Louisiana's Huey P. Long.

ANGOLA, LA., June 30, 1961:- Up and away from Baton Rouge at sunrise this morning, working our way by the Standard of Louisiana's vast refinery covering 2,100 acres, largest on the North American continent. Most of the end-products are barge or ship-loaded to destination. At Profit Island on the rising river we left the normal channel and headed up through the "chute," thus shortening the distance from seven miles around to about four. This fascinating detour places the pilot on his own initiative; no buoys, daymarks, or other aids to navigation. A pilot must broadcast his intention well beforehand by radio, to prevent surprise meetings with downbound traffic. This time-saving tactic is usually confined to upbound boats on a rising river to better the chance of wiggling free should a sandbar interfere. We came through in fine style, in some places quite narrow with trees reaching out well beyond the banks.

Today's destination was the Angola ferry landing where our tourists visited the Louisiana State Penal Farm, first time any one of them had seen such a place. I tagged along for my initial visit also to observe convicts garbed in black and white laboring on a highway project.

This evening Cap Wagner had a visitor who came to the boat donned in shirt and shorts. One of his legs above the knee was gashed to the bone. The gentleman shrugged away the wound by explaining that he had been wrestling



While the Girl Scouts were aboard, officers and crew of the AVALON ate their meals at two tables placed in the forward end of the engineroom (foreground). -JTS photo.



with a seven-foot alligator playing for keeps.

Anyway, today's attractions are not featured on conducted tours.

NATCHEZ, July 1, 1961:- We remained at Angola last night, Cap, Doc and others of the crew gabbing about this eventful voyage, out on the head of the boat. Thousands of tiny mosquitoes whined about despite the "bug off" we applied to ourselves, and at about midnight we conceded defeat and retreated indoors. Got under way again at daylight.

Shortly below the Natchez highway bridge I took a picture of the old sternwheel transfer boat JAMES Y. LOCKWOOD, now replaced by the modern diesel NATCHEZ which was landed nearby. This Sabbath day "our girls" invaded the serenity of Natchez, enlivening the sedate old homes with their chatter and enthusiasms, and attended evening church services.

VICKSBURG, July 2, 1961:- Last night we lay at Natchez, departing upriver at dawn today, Monday, which our girls in good family tradition observed as wash day. They strung clothes lines between stanchions on the texas deck where blouses, shorts, bras and panties flapped and dried in the warm breezes.

After mooring alongside the SPRAGUE at Vicksburg the girls "did up the town" and suppered this evening at the local Y.M.C.A. The performers at the SPRAGUE's theater staged "Gold In the Hills" to an appreciative audience, winding up the day's events with a flourish.

GREENVILLE, July 3, 1961:- The AVALON resumed her journey at 4 this morning, most of our feminine population sound asleep. Since leaving Baton Rouge a great deal of my time has been spent in the pilothouse, steering for Capt'ns Cal Tindle and Tommy Dunn. How lucky can a beginner get! These hundreds of miles of monotonous tree-lined shores are rare catnip as we slide by them at 8 mph, each bend and turn loaded with bewitching history of ancient steamboats and Civil War engagements. The upsurge of modern river commerce is mind-boggling, and seldom day or night are there less than two or three tows in view. Occupied with the concentration of piloting I no longer "log" these passing towboats,

accepting them as decorative touches as our pilots busy themselves on the radio agreeing upon passing arrangements, or shooting the breeze with brethren of the piloting profession. They have turned the vast solitude of the Mississippi into a continual house-party, thanks to modern radio.

Ten yellow school buses were at Greenville awaiting our arrival and the Girl Scouts enjoyed this thriving metropolis which has geared itself to the operation, building and repair of towboats and barges. Hard to believe that in 1927 flood waters were up to the second stories of downtown buildings, the city literally drowned for ten weeks. At 7 this evening we again were on our way.

HELENA, ARK., July 4, 1961:- A hot, hot Fourth, and some interesting barge traffic to relate. Below Sunflower Cut-Off we met the SUPERIOR herding 20 loads of rye, barley, oats and grain. Below Old Town Bend the ALLIED-ASHLAND was upbound with a double-string of Louisiana crude, her tow 1,070 feet long, 20,000 tons of petroleum. In the chute of Island 63 the loaded tow of the BULL DURHAM, upbound, was aground, with the KAY D to the rescue. The steam dredge BURGESS was working in Old Town Bend with a pipe-line on pontoons strung out half-way across the river, Capt. Thomas D. White in charge of his 62-man crew.

Capt. Doc and I went aft on the texas to put up a new flag honoring the Fourth. "I thought I'd seen everything," breathed Doc as he peered to the deck below. Six of the girls were stretched out in what they thought was a location of complete privacy taking a complete sun-tan. "Now I have," he added. Did we get the flag hoisted right-side-up? Now, going on thirty years later, seems to me we did. We met the HARRIET ANN for the fourth time in these two weeks. "Golly," exclaimed a deckhand, "How many of these HARRIET ANN's are there?"

The governor of Arkansas was in Helena today to cut the ribbon for the opening of the new highway bridge across the Mississippi. The small sternwheel ferry BELLE OF CHESTER was making her final crossings to Trotters



Old Warren County, Miss. courthouse at Vicksburg where General Grant ran up the Union flag in 1863. The venerable landmark now houses eight rooms of exhibits of southern culture and the Siege of Vicksburg. -JTS collection.

Landing.

National Guard troops and trucks were on hand as we landed to show our girls around the town, followed by a cookout and celebration in the local town park.

MEMPHIS, July 5, 1961:- One hour after leaving Helena we were ½-mile below the mouth of the St. Francis River; six days seven hours out of New Orleans. The ROB'T E. LEE did it in two days flat. We overtook the CECELIA-R shoving an oil tow from Houston. The pretty green and white RAPIDS CITIES was downbound for the Gulf Coast. Overtook the ESSO-LOUISIANA at Josie Harry Towhead with a single-string petroleum tow bound for Memphis. At 5 this evening, shore lines secured, the AVALON was "all fast" and this once-in-a-lifetime incredulous adventure was successfully concluded, back in Memphis, no hits, no runs, no errors. The girls departed in a vast

parade extending from the river to the top of the vast expanse of levee, all present and accounted for. Before departing they had staged a ceremony and had dubbed Cap Wagner and Doc Hawley as honorary Girl Scouts, their ultimate tribute.

Next morning bright and early I was on my way by taxi and bus back to Pittsburgh. The AVALON was readying to cast off for St. Louis to handle excursions booked by Betty Blake, the boat's 30 year old brunette raised in Carlisle, Kentucky, performing her initial river-related job. This Girl Scout go-around was Betty's first spectacular achievement, an excursion boat tour without precedent, and which turned out as the harbinger of other "impossible" feats culminating in the saving of the DELTA QUEEN, faced with retirement due to an unfortunate law enacted by Congress. I always think of her, backing down that 12-foot ladder at New Orleans.



**D**IXIE SHOWBOAT PLAYERS aboard the SPRAGUE at Vicksburg in 1961 feature the Can-Can girls in the presentation of Gold In the Hills. Dr. Walter E. Johnston of Vicksburg was prime-mover in bringing the SPRAGUE to his city in 1948, following the boat's retirement from active service. -Picture from the JTS collection.

Sirs: One picture that caught my eye in the March issue is the GOLDEN EAGLE on page 6. The "why" and "when" I know not, but the "where" is Chattanooga without a doubt. I was aboard the DELTA QUEEN in 1968, the first time she went to Chattanooga, a trip made possible by the completion of Nickajack Dam.

By then the paved landing in the picture was much the same. The large brick building at far left was still there, although the trees had grown up around it, partially obscuring it. The incline rails or track running down the slope were gone in 1968, but the concrete piers at the river's edge were still there. In fact after the head-line was made fast, the DQ settled back against the upstream one. At the time I saw them, due to the change in the pool level, both piers were a little further out in the water. Paul Underwood and John Thomas said that packets tied there, and freight was handled over the tracks to and from the warehouse.

That was quite a trip, getting up into the Tennessee above Hales Bar, most interesting and very beautiful. Others in the crew included Tommy Utter, Albert Kelley, "Doc" Carr, Brucie Edgington and many of the old colored deckhands.

Larry Walker,  
10552 Breedshill Drive,  
Cincinnati, O. 45231

Capt. Robert D. Ashley advises us that a visit to the Middleport (O.) Hill Cemetery reveals that Major John B. Downing, subject of an extensive article in our last issue, is buried there. The Major was born in 1834 and died in 1914. Also in the Downing plot is the Major's wife, Romanine Miller Downing, 1849-1916; also the Major's parents, Rodney Downing, 1802-1886, and Maria Black Downing, 1806-1870.

Capt. Ashley also advises that a direct descendant, Rodney Downing, now 92, lives in Middleport.

Alert readers may also have noted in our last issue, page 15, col. 2, that Major Downing was one of the first to apply to the Steamboat Inspectors at Cincinnati in 1853, the first year U.S. licenses were granted, for his initial papers.

Cap'n Ashley also has placed at our disposal a write-up from "The Harris History," authored by C. H. Harris, in which is featured a photograph of the Downing family home in Middleport, O., an imposing two-story brick with third-floor dormer windows. The story relates that Major John B. Downing was born in Rutland, O. in 1834, son of Rodney Downing, and grandson of Samuel Downing who came to Ohio from Maine in 1815. He floated a raft with his family from Pittsburgh and landed at Gallipolis where he remained three years and then settled in Scipio Township, Meigs County, O., this in 1819 when Scipio Township became a part of Meigs instead of Athens County. He was a zealous Methodist, a Sunday School superintendent and the first school of the township was built on his farm. He was the father of six sons and a daughter.

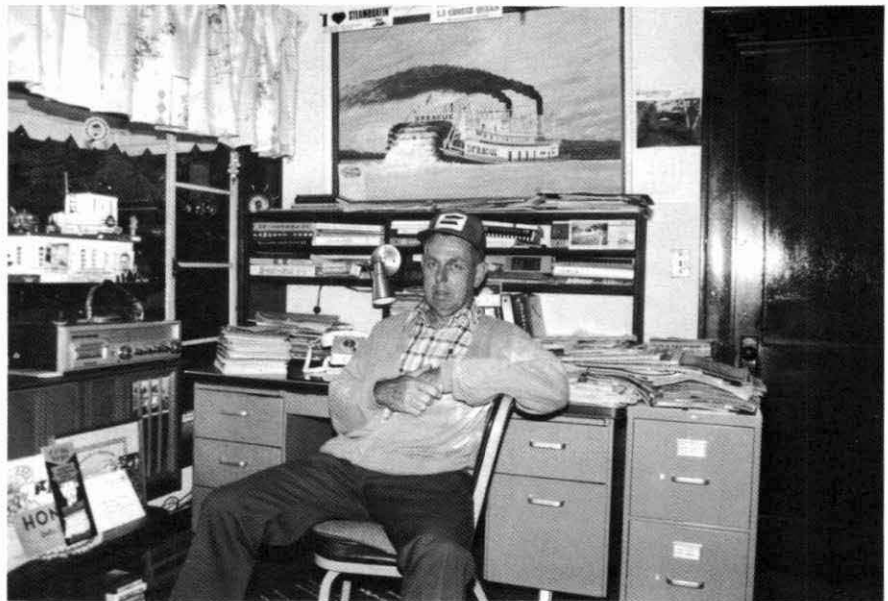
One of his sons, George, was a blacksmith, a lieutenant of militia and was known as the strongest man in southern Ohio. Rodney Downing, another son, was born in Maine in 1802 and became a merchant at Rutland. He built flatboats and shipped food stuffs to the South and built a steamboat for the New Orleans trade named GENERAL HARRISON. [Ed. note:-

Historian Harris relates that this steamboat was built on the bank of Leading Creek (which enters the Ohio at Hobson, below Middleport, and supplies no date. This may have been the hull for the WILLIAM H. HARRISON, completed at Wheeling in 1862, a sternwheel towboat 111 x 24 x 4, first owned by John W. Garrett, president of the B&O Railroad--just a guess]. Rodney Downing also served as Meigs County clerk of courts for 12 years. He moved his family to Middleport in 1847, and was a local preacher in his latter years.

Columbia Downing, another son of the settler, was long-time mayor of Middleport, long a magistrate, a county commissioner and served in the Ohio legislature. He later lived in Brunswick, Ga. where a monument to his memory is said to still grace the main street, recognizing his civic service.

Major Downing's hair became white when he was 21. He was educated in Marietta College, and owned two violins made by Stradivarius.

Author Harris notes that Rodney Downing, now 92, is son of John B. Downing (Jr.), son of the Major. John B. organized and was president of the Citizens National Bank in Middleport and served on the Middleport city council for 22 years.



Larry Geisler runs the Valley Boat Docks at Duffy, O., easily recognized by those who pass along Rt. 7 and see the long nameboard MONONGAHELA on his shop. He is a charter member of S&D with the distinction of never having attended a meeting. Kurt Swan pictured Larry in his home office this past October. That's an original oil of the "Big Mama" in the background.



Stanley W. Thoroughman died at Grand Haven, Michigan on Tuesday, February 13, 1990 of Lou Gehrig's disease. He was 73.

Stan went on the river with the U.S. Engineers and later joined the Coast Guard and became skipper of buoy tenders based at several river locations and also on Gulf and East Coast locations. After retirement he returned to the CG in a civilian capacity as chief of the bridge branch.

A native of Augusta, Missouri, Stan Thoroughman was well liked, and was noted as an ambassador of good will. When he was chief of the bridge branch Stan was with the Second Coast Guard District, St. Louis.

#### VIRDIN-VERDIN

Sirs: In re your item on page 16, March issue:

Mis Culpa, Mis Culpa,  
Mis Maxema Culpa  
E ovir I ixcipt aftir C  
Thes yahoo nivir claemid  
to bi pirfict!

Jemmy Swift nivir onci compla-  
ined sinci 1981. Thi endixir es  
sorry. Et shall bi Verdin from  
now on.

-Alan Batis

#### WHEN A STEAMBOAT IS FIRED UPON SHOULD THE CAPTAIN FIRE BACK?

Point Pleasant, West Va.,  
March 24, 1907: addressed to  
Mr. Robert P. Gillham, general  
manager, Campbell's Creek Coal  
Co., Cincinnati, Ohio:-

The shooting at the Gillham  
[ROBERT P. GILLHAM] on March  
17, p.m., by the men at Neville  
[Ohio] while the boat was pass-  
ing there with tow during the  
high water, brings up some  
points as to our liability and the  
legal status of our position in  
running a boat during a  
dangerous period of high water,  
if any of the crew had been hit  
and injured or killed by the  
shots from Neville.

In the Gillham's case Tom  
[Capt. Tom Wright] lamed him-  
self and our side by stopping  
the boat and backing back to  
where he could get a closer  
range to return the fire. He  
assumed he did right and that  
in any case the Co. [C.C.C.  
Co.] would be legally liable for

any damage to crew by reason  
of the boat - he being ordered,  
to start the boat up the river  
at a dangerous period of high  
water.

When a man's household goods  
are nearly afloat in his house in  
high water and a passing steam-  
boat makes swells that upset his  
stuff and throw it into the  
water, he naturally feels  
aggravated, has cause too, and  
is liable to try injure some one  
whom he thinks caused his dam-  
age. My neighbor at Point  
[Point Pleasant] lost his piano  
other day by its tipping off a  
scaffold he had it on, because a  
little packet ran close to his  
house and her swells tumbled  
the piano off into the water.

In the Gillham's case, Tom  
being legally an agent of the  
Co. where would we stand had  
any of the crew been injured.  
They were innocent and were  
run into danger by the Co's  
agent.

E.A.B.

[Capt. E. A. Burnside,  
manager of river transporta-  
tion.]

Capt. Harry A. Hamilton, Sr.  
died on Sunday, March 18,  
1990, in his sleep, at a hospital  
in Corbin, Kentucky. He was  
85.

Cap'n Harry was well known  
and highly regarded, and held  
an all-tonnage license from the  
Monongahela River to New  
Orleans. Much of his piloting  
career was with Standard Oil of  
Louisiana and the Ohio Barge  
Line, U.S. Steel affiliate. He  
was born and raised in the  
vicinity of Owensboro, Ky. and  
spent his later active river  
years tripping on the DELTA  
QUEEN. His last watches were  
as master of the BELLE OF  
LOUISVILLE.

He is survived by his wife,  
Emma Rose Hamilton, of  
Louisville, Ky.; a daughter,  
Mrs. Rosalie Routt, of  
Indianapolis, Ind., and a son,  
Dr. Harry Hamilton, Jr., a  
physician of Corbin, Ky.

Services were held in St.  
Mark's United Methodist Church,  
Corbin, conducted by the Rev.  
William Price. "Amazing Grace"  
was sung by Rosalie Routt.

Burial was in Sunset Hill Cem-  
etry, Rockport, Indiana.

-Details courtesy of C.W. and  
Lucy Stoll.

Cincinnati, O., April 1, 1907:  
addressed to Capt. E. A. Burn-  
side, Point Pleasant, West Va.:-

Regarding Tom's shooting  
scrape on the Gillham with the  
men on shore during high  
water. We think Tom ought not  
go back, to shoot at his man  
the next time. Of course he  
has a right to defend himself.  
He should not go near any  
houses in going up the river,  
that are liable to be hurt by  
the steamboat swells. He should  
keep out in the middle, if  
necessary, in a case of this  
kind.

Yours very truly,  
Rob't P. Gillham,  
General Manager,  
The Campbell's Creek  
Coal Co.,  
Mercantile Library Bldg.,  
Cincinnati, O.

Carl H. Hatley, one of the  
regulars at S&D annual meetings,  
died in Cincinnati, aged 83, on  
Thursday, March 15, 1990.

Carl joined S&D in 1945.  
Woody Rutter and y.t. met him  
in the summer of 1946 in  
Cincinnati. Somehow Carl had  
learned that the two of us were  
bound for Mobile and New Or-  
leans in an 18-foot outboard  
skiff. He came roaring down  
the wharf grade in his '34 Ford  
to see us off on this off-beat  
project. One year later Capt.  
Tom Greene took the DELTA  
QUEEN to Dravo's yard, fresh  
from California, and shipped up  
Carl as a volunteer deckhand.  
Carl and his wife Marie, who  
died in 1989, were avid pleasure  
boaters and once lived aboard a  
scow moored at Bellevue, Ky.  
where they witnessed the fatal  
loss of the towboat G. W.  
McBRIDE in 1942.

Born in the East End of Cin-  
cinnati, just off of Eastern  
Avenue, Carl since boyhood had  
been a steamboat watcher, play-  
ing around the coal docks oppo-  
site Coal Haven.

Woody Rutter delivered the  
main Index for the forthcoming  
Way's Steam Towboat Directory to  
the publisher, Ohio University  
Press, on April 16th. "The  
Index manuscript weighs just  
over two pounds, a stack of  
paper 7/8 of an inch high,"  
reports our co-editor and  
compiler.



## LETTER FROM LEXIE

Sirs: The photo on page 46, last issue, of the R. T. BRYARLY, could easily have been taken in Texas, not Louisiana. The "river" shown is obviously very narrow, smaller than the Red. I am probably the only S&Der to recognize this picture on sight. I have even done a color sketch of her wending her way through Caddo Lake.

Also I think both pictures (pages 45 and 46) are of the R. T. BRYARLY. And just what, exactly, is going on, page 46? Notice that a line is out, but there is no sign of civilization on shore or of a gangplank. It could be a turning operation such as was necessary to get larger sternwheel boats around narrow, hair-pin bends on Big Cypress. Just a thought.

And on page 45 why couldn't the tree limb in the cotton have been snagged, jerked right off of a tree hanging out over the water? That picture could have been taken at Shreveport, I suppose.

I also think both photos are of the R. T. BRYARLY.

I am slowly starting to uncover more pictures of boats that ran the Red River trade, passing them along to Ralph DuPae, but they are not the most outstanding photos. Hopefully, some of them will be "the only known photo" of some that came up here to Jefferson. Some few I've found predate Way's Packet Directory. One wild-cat boat was built in Texas and never documented. Over 200 are known to have visited Jefferson, so I have a long way to go in the photograph department.

I am slowly but surely putting together my River Museum. I have a place down by the river to put it which is quite unique. It is the site of an old cotton warehouse which burned in 1973. The present building occupies about 1/3 of the foundation of the old building. The remainder of the site is a sort of courtyard with an old railroad car in the middle of it.

I am begging for artifacts, junk, odds and ends of a river nature. I will go and get the stuff. I will even buy it if the budget allows. I particularly need:- a pilotwheel, a model, ratchet, bell. I already have some rarities. This will be a

river/steamboat museum, owned and operated by an unrepentant river rat with a Coast Guard license, not an interior decorator. It will be educational, practical, hands-on, and will ultimately include a working steamboat as one of its exhibits. "Kids" will be allowed to toot the whistle and ring the bell and smell the smell. Have a nice spring.

Lexie Palmore,  
630 Windsor,  
Tyler, Texas 75701

A fledgling bimonthly, "Seaways," devoted to maritime history and research, is headquartered in Salt Lake City, Utah. The second issue, March-April 1990, features an excellent article by S&D's John L. Fryant detailing how-come and how he created his first-rate 1/4 inch scale model of the "racer" ROBT. E. LEE for the Mississippi River Museum, Mud Island, Memphis. Many illustrations accompany John's story.

Sample quote:- "All of the cabin structures on the model were plastic. The bulkheads were made of 1/8" clear plexiglass sheets. These were overlaid with a layer of 1/32" white styrene sheet into which the door and window openings had been cut. The cabin doors and shutters were cast in dental acrylic powder using an open RTV mold. This powder is used in the repair of dentures and is activated by dripping methyl methacrylate into it. I had made the mold myself by first modifying some model railroad door and window castings and gluing these to a flat plastic sheet. A box was built around this and the RTV rubber poured over it, resulting in a perfect open face mold. I could cast ten doors and shutters at a time, greatly speeding up the very repetitive part of the construction process."

John Fryant says it took him a little better than two years to complete his ROBT. E. LEE. "The project was a spare time effort, involving a maximum of about 25 hours per week for both research and fabrication."

John supplies no estimate of how many of these hours were squandered in sitting there admiring and dreaming and swooning.

Plenty I'll bet.

Ye Ed caught the model bug at the age of 15 and, in the family workshop, using scrap lumber, nails, and a broom-stick (for the stacks), hammered together the MABEL W., named for his mother. No plans, and the only cash expenses were for five-and-dime half-pints of enamel and brushes. Being cursed with a hyper imagination this sternwheel packet, with Texas, grew into a fantastic "bird house" model useful only at the top of a pole to attract wrens and bluejays, but I saw it as a triumph of reality, and there's where I found out that the hours spent making it grow were rewarded by an equal number of hours admiring each step of progress.

John Fryant's detailed discussion will prove quite helpful to those who contemplate building model steamboats of museum quality. "Seaways" answers correspondence addressed to P.O. Box 27593, Salt Lake UT 84127-0593. Fryant's "Modeling the ROBT. E. LEE" appears in Vol. 1, No. 2. The title page does not quote a price for single issues.

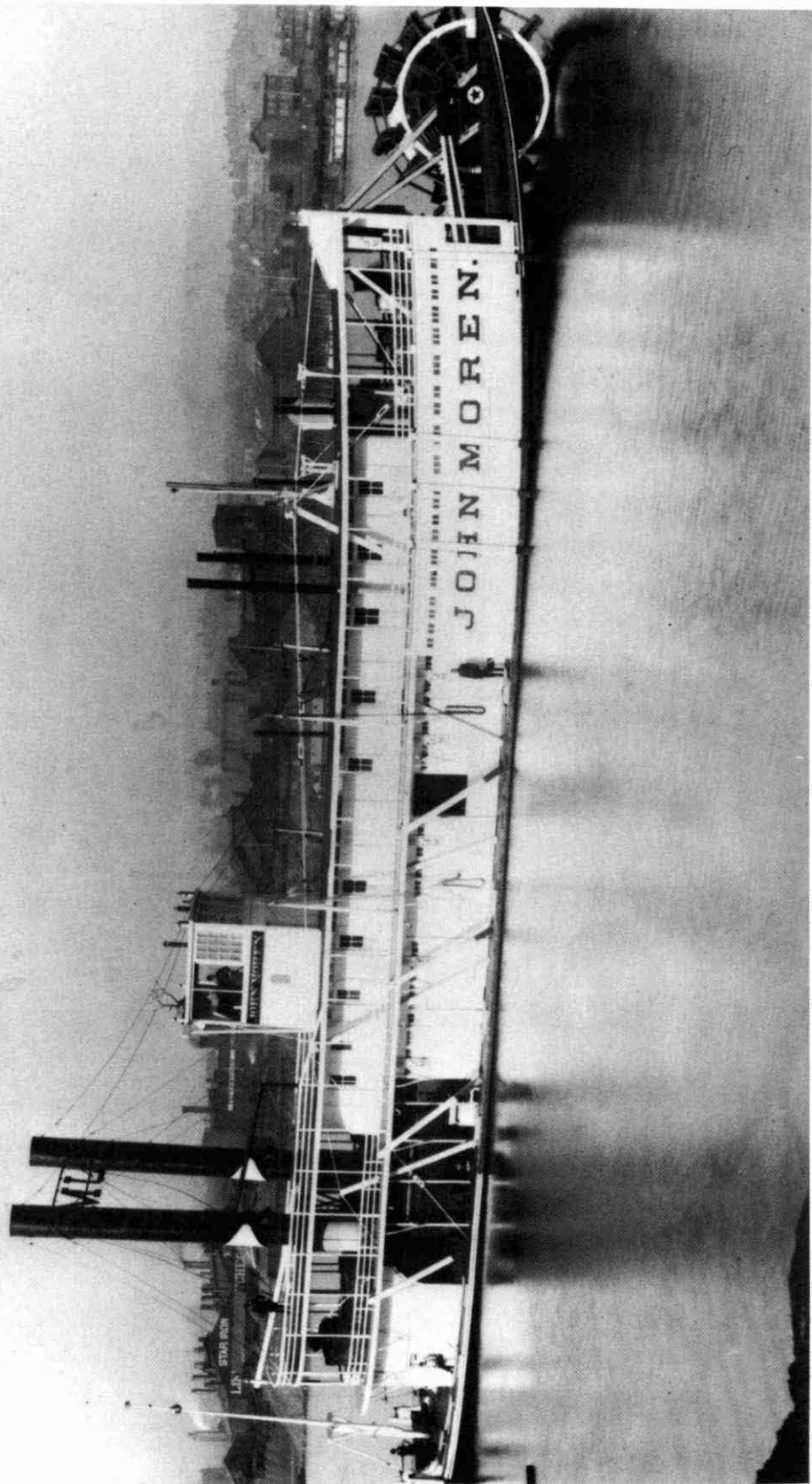
Sirs: Let us go back to July 24, 1928, a summer day at Cincinnati. There were two steamboats lined up, the BETSY ANN and the CHRIS GREENE. A shot was fired and the race was on up the Ohio River to New Richmond, O. Both sides of the river were lined with thousands of people shouting for both boats. I remember watching this race.

Can you tell me where the BETSY ANN was built, how did she get her name and how big was she and what happened to her? Did she have the golden antlers at one time? Where did the custom come from? Is there a picture of her available?

I read about you bringing the DELTA QUEEN from California to Cincinnati.

Ken Pauly,  
505 Taylor Ave.,  
Bellevue, Ky. 41073

=Next time you visit in Cincinnati visit the Public Library at Eighth and Vine and ask for Mrs. M'Lissa Kesterman in the Inland Rivers Section. She will refer you to a book, "Log of the BETSY ANN," and provide answers to your other questions.  
-Ed.



See page 23, col. 1.

## PICTURE OPPOSITE

The original print from which this portrait of the JOHN MOREN was made is marked "photo by James H. Homer, Oct. 30, 1891." It was taken along the Ohio River, left bank, at Pittsburgh. It comes to us from our West Coast steamboat picture sleuth, Dave Thomson, 10831 Roycroft St. #15, Sun Valley, Calif. 91352. Dave does not say how this picture wandered to California, and maybe doesn't know, but Capt. John Moren died at San Francisco in 1912, perhaps a clue.

In our March 1990 issue on page 29 we show a picture of the STELLA MOREN, and told some of the details of the Moren family. They built the JOHN MOREN at Brownsville, Pa. in 1885 and she burned at Cairo in 1906, so she's a bit too early for our recollections. Her high pressure 18's- 7 ft. stroke engines wound up on the packet STEEL CITY (ex-VIRGINIA) and were still on her when, as the GREATER NEW ORLEANS, she was dismantled at New Orleans about 1930.

Friday the 13th proved a jinx in April for the ex-267-foot-steam dredge SAINTE GENEVIEVE.

In 1985 the federal government awarded the immense dredge to the safe-keeping of the city council of Davenport who had visions of transforming it to become a floating river museum and restaurant. Since then, Davenport taxpayers have spent \$350,000, and private donations account for another \$100,000. A non-profit group, Friends of the Ste. Genevieve, struggled to raise funds.

On Friday the 13th, 1990, the Quad-City Times front-paged the news that the Davenport city council was debating whether to send a letter to the federal government requesting a transfer of the dredge's ownership.

The across-the-page headline read, STE. GENNY May Get The Boot.

Our thanks to Pat Welsh for clippings.

A dresser drawer in the Howard Museum was stuck. Jack Custer unstuck it. Presto, the famous KATIE (Way #3244) was not built at the Howard Yard. "She's a Barmore boat," says Jack. "More later."

## THE HONSHELL CONNECTION

Nannie Kelly Wright was born Nannie Scott Honshell in Catlettsburg, Ky. in 1856, daughter of Capt. and Mrs. Wash Honshell, and died in Ironton, O. in 1946.

About a year ago the Lawrence County (Ohio) Historical Society opened its new headquarters at 506 South Sixth Street in Ironton with a reception keynoted by opportunity to visit and view its extensive collection of Nannie Kelly Wright memorabilia. Among the guests were James A. (Jim) Wallen and his daughter Lucy.

"We were particularly interested inasmuch as Mrs. Wright had been the neighbor and friend of our Ironton relatives," says Jim. "When the hostess of the occasion mentioned that Nannie was the daughter of Capt. Honshell my ears perked up. I must have known this at one time but had sure forgotten it. She also said there was a relationship with the Davidsons of South Point, and the Crawfords, which also I did not know."

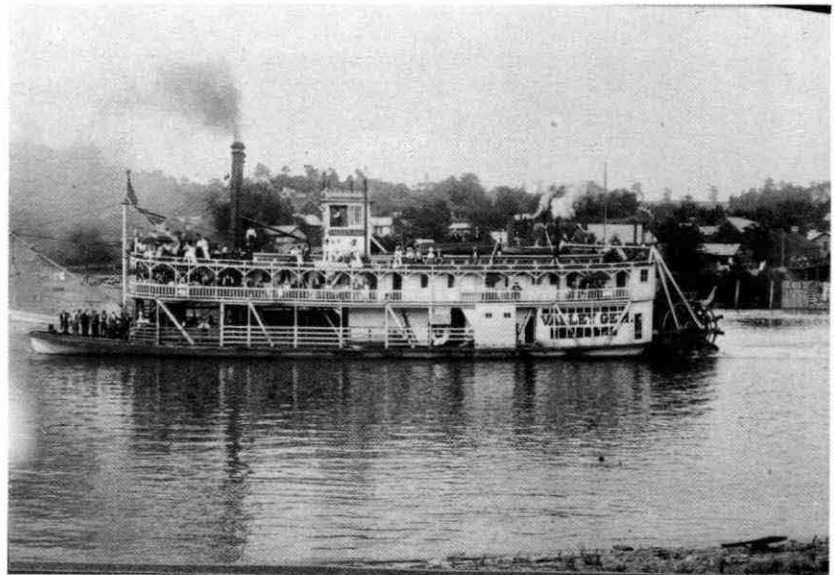
Nannie was quite a celebrity in her time. Upon the death of her first husband, whose name was Kelly, Nannie took charge

of the family's iron manufacturing business and was enormously successful. She entertained lavishly at her home in Ironton and became a world traveler. She made three trips around the world, crossing the Atlantic fourteen times. She was presented to King Edward VII in London and visited in the White House in Washington.

In addition to mastering the art of mixing ingredients for manufacturing iron, Nannie was a gourmet cook, collecting recipes which are now published, embellished with comments.

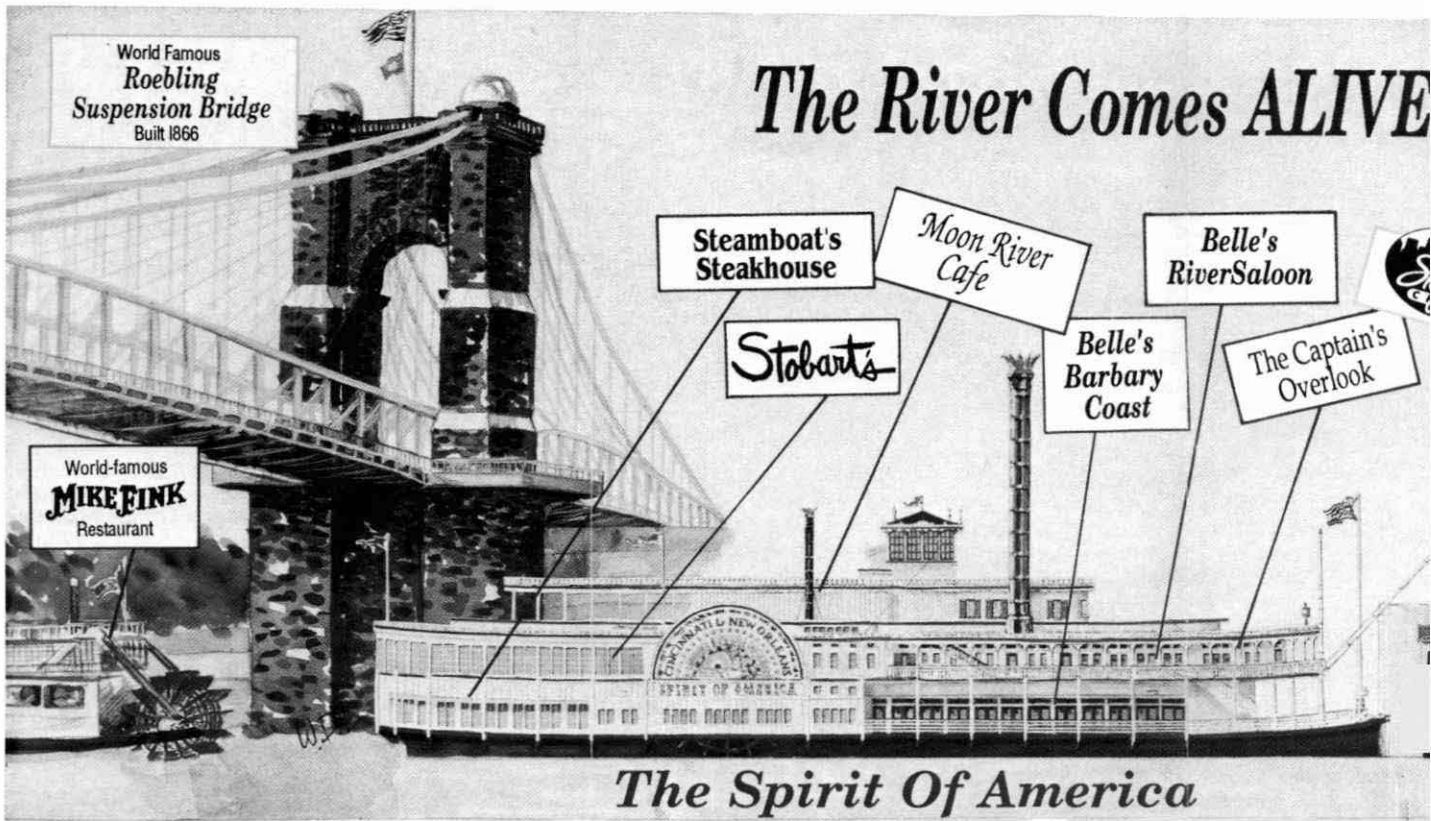
Jim Wallen says the two homes in Ironton where Nannie resided are still there, one on South Fifth Street and the other on South Sixth Street. The new headquarters for the Lawrence County Historical Society on South Sixth is where the Rev. John Rankin lived his last years, the noted abolitionist of Ripley, Ohio, whose home there perched on the hill is known as "the Rankin house."

Among S&D's prized possessions was a framed portrait of Capt. Wash Honshell which for years hung on a wall of the river museum in Campus Martius. Since reading Jim Wallen's letter, Ye Ed has been informed that the portrait, removed to storage some years back, cannot be accounted for.



Cap'n Jim Sands' VALLEY GEM at Marietta is named for this steam packet VALLEY GEM, built in Marietta 1897 for the McConnellsville-Zanesville trade (Way #5535). She carried a "Valley Gem" piano made in Zanesville, donated by the piano company with the proviso that the boat be named for the piano. -Photo courtesy of Galen Finley, mayor of McConnellsville, from an original negative. J. W. Rutter made the print. The photographer in all likelihood was Clarence G. Brooks, McConnellsville.





**T**HE "NEW LOOK" at Covington, Ky. will be operating this summer, spearheaded by Ben Bernstein, who operates the MIKE FINK floating restaurant (far left) and BB Riverboats (far right). Stretched between is the new SPIRIT OF AMERICA housing Steamboat's Steakhouse, decorated with riverboat treasures; Stobart's, deluxe diningroom honoring John Stobart and featuring his latest oil painting; Moon River Cafe, jazz and Dixieland in the Texas; Belle's



Barbary Coast, gambling casino with play-money; Belle's River Saloon, dance-hall-night-club two stories tall and the Captain's Overlook, "coziest bar east of the Mississippi." The Wharf contains Skyline Chili, featuring five styles of the chili taste that made Cincinnati famous; Pizzi-Hut, the world's first afloat; T.G.I. Friday's, the world's first afloat; The Retail Corridor, line-up of unique shops; City Lights, night club with three-story ceiling; "TCBY Yogurt, living up to its slogan "The Country's Best;" The Sand Bar, outdoor patio - dining and dancing, and Howl-At-The-Moon

Saloon, twin pianos.

Partner in the project is Gary Wachter whose Island in the Wharf helped design the project.

The photograph is S&D's treasure chest of early March construction in the SPIRIT OF AMERICA head-upstream work, and the double-page layout.

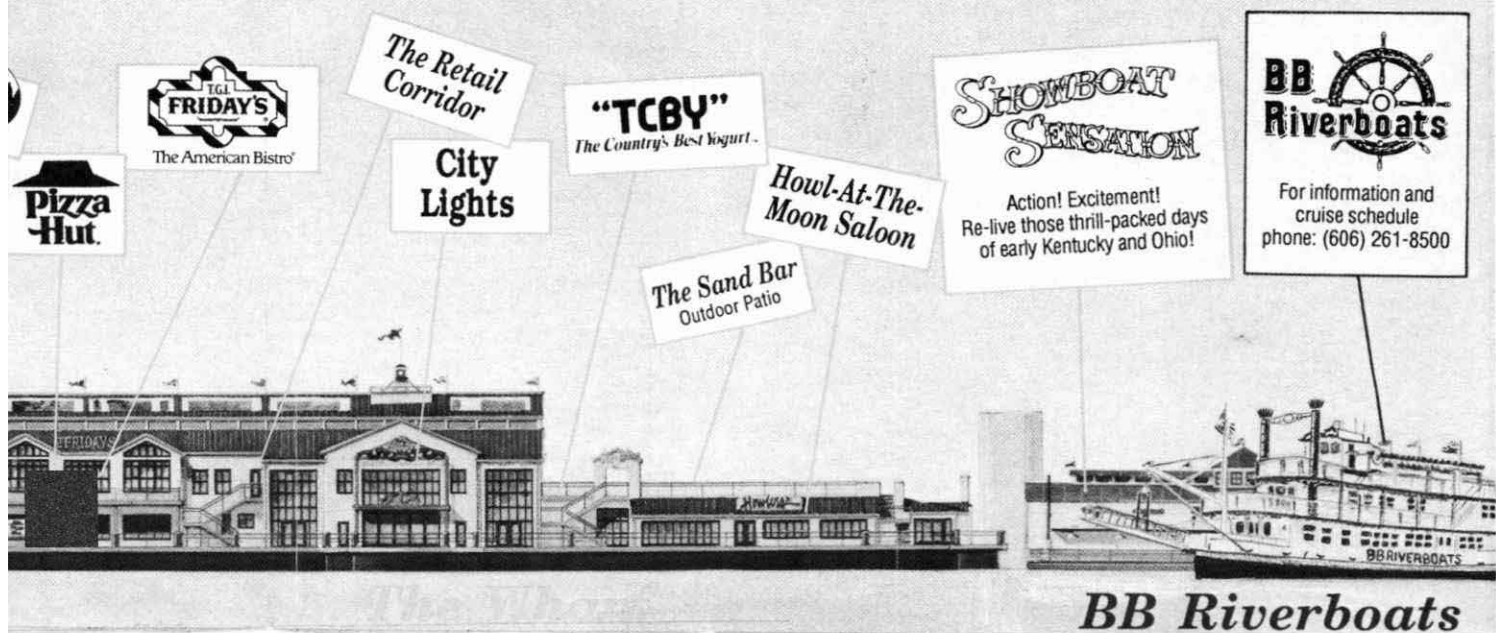
A full-color



Stobart's

Belle's RiverSaloon

# With Excitement at Covington LANDING!



**BB Riverboats**



grand fueling  
 1-million project  
 Cincinnati archi-  
 tect-owned Coney  
 Island, and who  
 were taken by  
 Perry Walker, in  
 a year showing  
 progress. The  
 ship was berthed  
 at most of the  
 piers turned facing  
 down in the  
 above.  
 The future has been

released by Covington Landing  
 River Center, P.O. Box 862,  
 Covington, Ky. 41012-0862.

At press time we have received  
 a color photograph from artist  
 John Stobart of the painting he  
 has just completed for the SPIRIT  
 OF AMERICA's plush diningroom  
 which will honor his name. The  
 painting is a glorious view of  
 Roebling's suspension bridge in its  
 beginnings, the piers up, cables  
 stretched, and the iron work just  
 started. The piers were started  
 in 1856 and the opening was  
 delayed until 1867, work  
 interrupted during the Civil War.



## GAMBLING DECISIONS

Operators On the  
Upper Miss Make Up  
Their Minds.

**C**APT. DENNIS TRONE, operator of the steam-powered sternwheeler JULIA BELLE SWAIN and the elegant diesel-driven TWILIGHT on the Upper Miss, finds himself embroiled in the "gambling boat fad" which, within the next year, threatens the future of his style of excursion-boating.

A staff reporter from the Chicago Tribune, Wes Smith, called on Dennis and published the interview in the Tribune's Sunday, March 8th issue. "Riverboat gambling is not riverboating," said Dennis. "To these river operators who get into riverboat gambling, I say Beware, Beware."

Cap'n Trone, 59, is a native of Beardstown on the Illinois River south of Peoria. He also co-owns the TALISMAN, running excursions on the Sangamon River at New Salem State Park. Dennis spent six years on U.S. Navy destroyers off China. The Trone family joined forces to build and operate the JULIA BELLE SWAIN and in 16 years he and the family have catered to excursions. Currently both the SWAIN and TWILIGHT cater to sight-seers on two-day cruises between Le Claire, Iowa, and Galena, Ill., 85 miles upriver. Last year his Mississippi River boats carried about 15,000 passengers, most of them "young retirees," at about \$185 each (meals and lodging included) on these combination riverboat-bus tours.

"Now, when traveling through Nevada, I have put a few coins in slot machines for the fun of it, so I am not a prude on the issue," says Dennis. "But as far as I am concerned, gambling is a social ill that makes money flow from the disadvantaged to the advantaged.

"Right now we personally identify with the boat and we personally identify with the passengers, and a gambling boat can't be run that way," Dennis Trone said.

Says staff writer Wes Smith of the Chicago Tribune: "Trone realizes that he is gambling his own future. He is not at all certain that an excursion boat offering only good food and a slow perusal of the shoreline can

compete with floating casinos offering Las Vegas odds and entertainment. Trone believes the riverboat gambling concept is also flawed from a business perspective. He predicts that the acceptance of riverboat gambling will logically lead to the next level, casino gambling, and that anyone who pours millions into a gambling boat stands at risk to lose out one day to casinos on land from which the customers can come and go as they please.

"I may be making a bad mistake on this, but that's my stand and I'm gonna stick with it," concluded Dennis Trone.

## On to Dubuque

**O**UR ROVING Chicago reporter then called upon Robert Kehl at Dubuque, operator of Robert's Riuier Rides which last year served about 225,000 passengers on its three boats.

Kehl, 55, a restaurateur who turned riverboat dinner cruise captain in 1973, initially fought the passage of Iowa's riverboat gambling legislation with as many hands as he could get on deck. He feared it would bring in huge corporate operators that would force him, and his family-owned business, off the river.

Unlike Dennis Trone, however, once Bob Kehl realized the legislative battle was lost, he surrendered.

"I think it was just a good business decision," said Bob. "There were some people around the state who said I was wishy-washy, or they asked why I'd changed my mind.

"I would have preferred not to have gambling," he said. "but once it passed, if I hadn't gotten the license, I probably would have been forced out of Iowa."

Kehl, whose wife, two sons and daughter also pilot riverboats, is selling two of his three excursion boats and shutting a branch operation in the Quad Cities.

His restructured business will be built around a new, 387-foot, 3,000 passenger riverboat casino under construction in Florida. It will feature four decks with three casino areas, 520 slot machines, 26 gaming tables, a 930-seat restaurant, an 800-seat showroom, a gift shop and a children's play area.

In the boat's first full season of operation, he estimates it will carry 388,000 passengers at prices ranging from \$26 to \$40

each, depending on the cruise.

"It will be the largest boat on the Mississippi," Bob Kehl said. "We decided if we were going to do this, we were going to do it right with 4½ hour cruises, Las Vegas-type entertainment and full meals served on china plates.

By the time his gambling operation opens in the spring of 1991, Kehl will have more than \$15-million invested in the new boat and its landing facilities, even though the Dubuque gambling license is awarded for only three years at a time.

"Basically, we had it made in Dubuque," he said of his family's excursion-boat operations. "Then they passed a law and put us out of business, so we made up our minds to go with it and put all of our eggs in one basket.

"I have found out that there is no security in anything. I wish all those small boat companies out there across the country who think that riverboat gambling is going to be great for them would realize that it is going to be a sad day for them," he said.

Kehl, who with his wife, Ruth, was named co-small-business person of the year in 1986 by the U.S. Small Business Administration, harbors a certain wistfulness over the developments. "We had a nice family business before, with cruises for kids and dances for teenagers and dinner cruises for 15- through 80-year-olds," he said.

"This gambling business will be completely different. Everything is very controlled, which I guess I can understand because they want to keep the Mafia out of it. But we lost what was a nice family business."

Downriver from Kehl and Trone, the 400-passenger QUEEN OF HEARTS plies the Mississippi from a base in Moline, Ill. It is operated in conjunction with a floating restaurant, "The Jubilee On the Boardwalk." Both are owned by Joe Schadler, another restaurateur-turned-river-cruise-pilot.

Schadler has operated his dinner cruise business for just two years, last year serving about 100,000 patrons. Unlike his fellow excursion boat pilots upriver, he said he embraced the concept of riverboat gambling from the beginning.

"I think it is a great opportunity," he said. "This is not



going to be high-stakes gambling; it is going to be entertainment. It is an excellent opportunity to build a tourist market for this area and to create a lot of jobs and spinoff businesses and create a large cash flow. I don't feel that it will be trash at all."

Schadler lobbied for the legislation and now anticipates getting the gambling boat license for Moline, Ill. He has already made plans for the construction of a 1,000-passenger gambling boat, though he declined to estimate his planned investment. It may be a roll of the dice to get into the excursion boat game, he said, but no more than for most other potentially profitable businesses.

"I used to operate fast food restaurants," Schadler said, "and when I opened up a hamburger place, there was no guarantee that some guy wasn't going to come in across the street with a competing business. There are no guarantees in anything you get into."

-Our thanks to Dr. Michael Shinkle, 100 Skyline Drive, East Peoria, Ill. 61611 for clippings.



Bernard Goldstein

His name appears in four of the boxes above.

Bernard Goldstein is one of the "Who's Who" of the rivers - that's who he is. A reporter recently asked the same question and tabulated this answer:- He was born in Rock Island, Ill. He received his BA in 1949 and his law degree in 1951 from the University of Illinois. He was admitted to the Iowa Bar in 1951.

He married Irene Alter in 1949. They reside in Bettendorf, Iowa. They have four children, Jeffrey, Robert, Kathy and Richard.

Mr. Goldstein joined the Alter

Company in 1950, serving as secretary-treasurer until 1964, when he was elected executive v.p. He became president in 1973 and chairman in 1980. He also serves as an officer and/or on the board of other affiliated companies, including Alter Barge Line, Inc., Alter Trucking and Terminal Corp., River-Gulf Grain Co. and Green Bridge Co.

He is a past president of the Quad-Cities Jewish Federation and is a member of the Davenport Rotary Club, Davenport Chamber of Commerce, Quad-City Development Group, the Institute of Scrap Recycling Industries, Water Resources Association, and the Propeller Club.

-And who are the Alters? Since you've asked:

Alter Trading Corp. Processes and deals in scrap metals, employs over 200 people in plants or sales offices in Davenport, Des Moines, Council Bluffs, Cedar Rapids and Dubuque, La Crosse, St. Paul and New Orleans. A fourth of their sales are to overseas buyers. The firm was founded at Davenport in 1898.

Alter Barge Line, Inc. Traces its roots back to 1960. It is 12th largest river hauler in the U.S., operating seven towboats and over 400 barges on

the inland waterways. Alter Barge and related terminal operations employ 200.

Alter Trucking and Terminal Corp. Sixty trucks in the "lower 48" states.

Builders Sand & Cement Co. Sand, gravel, ready mix and building supplies. Employs 27. A Davenport firm with roots back to the 1850s. They became associated with the Alter group in 1981. Builders owned the LONE STAR, last operating steamboat on the Mississippi System, and now preserved at Le Claire, Iowa.

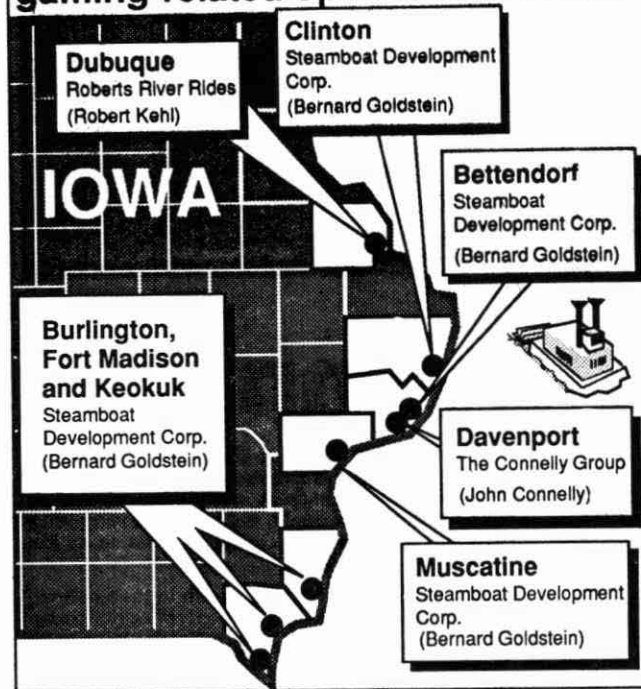
Blackhawk Fleet, Inc. Operates LADY LONE STAR and seven other switch boats in the Quad-City and Muscatine areas. Operates a boat and barge repair facility at Buffalo, Iowa. Employs 60.

River/Gulf Grain Co. Began as a grain merchandiser in 1985. Large grain purchaser in Iowa for export sale and domestic markets. Employs 20.

Green Bridge Co. Formed in 1988 to purchase the former J.I. Case plant in Bettendorf, Iowa. The 100-plus acre site fronts the Mississippi River for nearly a mile.

Steamboat Development Corp., formed in 1989. Plans to build two casino-excursion boats, each

## Developers selected for gaming-related operations in Iowa



QUAD-CITY TIMES

## RIVERBOAT GAMBLING

by Your Editor

ON ANOTHER PAGE in this issue is a story headed "Gambling Operations," in which Capt. Dennis Trone, in an interview with a writer from the Chicago Tribune, is quoted as saying "To those river operators who go into riverboat gambling, I say Beware, Beware." Last year at S&D we heard Wilbur Dow express himself as he spat out the words "Gambling Boat" with a distain equal to President Bush's noxious reaction to broccoli.

In the summer of 1930 I was running the BETSY ANN in the Pittsburgh-Louisville trade, and in the forward passenger cabin I installed two one-arm bandits (slot machines) one for quarters and the other a nickel a pull. These machines were owned by a Cincinnati crew who sent an agent aboard, periodically, to unload the cash into two equal piles, one pile for the owners of the equipment, and the other for me. At bedtime and at port and way landings the machines were routinely removed, covered, and kept in the concession stand. On each round trip BETSY's share of the take was usually enough to pay the cost of the coal bill. On one occasion I handed my 5-year-old son Fred III a nickel, no holds barred, to spend as he chose. He put it in the nickel machine and pulled the crank. Loud wailing. Nothing came out. To this day he retains an aversion for one-armed-bandits. So who am I to talk?

In the summer of 1944 Capt. Tom Greene operated three slot machines in what he called the "Rumpus Room," or "Uncle Tom's Cabin," on the main deck, set 60-40 (60% for the boat, 40% for the customers) and on a trip to St. Paul the owner-editor of The Waterways Journal, Donald T. Wright, sold a subscription (\$5) to a

passenger, bragged of his triumph to his wife there in the Rumpus Room, and Pearl grabbed the five-spot, exchanged it at the bar for quarters, and 15 minutes later the sub money was history. Cap'n Tom handed Pearl a roll of quarters "on the house" so's she could continue exercising her arm. Tom often displayed such liberality to passengers. Tom's mother, Capt. Mary B. Greene, devout Presbyterian as she was, never chanced a quarter in those machines, not to my knowledge, nor a nickel, either.

In the last several issues of the S&D REFLECTOR a good bit of space has been devoted (or wasted?) on the very current trend for introducing expensive and elaborate river passenger boats now building, or in the design stages, featuring slot machines and gaming tables. Our Davenport friend, Pat Welsh, sends us headline front page newspaper accounts. We read every word of this avalanche of news coverage with a zest undiminished since in 1912 when Pittsburgh daily papers (there were five) headlined the doings of a local shovel-factory millionaire, John W. Hubbard, as he plunged into the packet business, then in the doldrums, lock-stock-barrel, and admittedly he did not know a timberhead from a fantail. One of his boats Mr. Hubbard financed was the PRESIDENT (ex-CINCINNATI) which now is being prepared on a big scale for riverboat gambling.

Slot machines on steamboats have been known to backfire. During my High School days the excursion steamer HOMER SMITH ran regular day trips between Pittsburgh and Sewickley. Our town's lady magistrate, Margaret (Maggie) Morgan, got hep to the fact there were slot machines aboard, gobbling up nickels and quarters, while the boat was moored at our waterfront attraction, Walnut Beach. Maggie recruited Allegheny County cops, staged a raid, emptied the "take," smashed the machines and rivered them. As Dennis Trone says, Beware, Beware.

2,000 capacity, one to operate Bettendorf-Clinton-Muscataine, and the other to serve Bettendorf. Each in the \$7 to \$8 million cost range, named DIAMOND LADY and EMERALD LADY.

Steamboat Southeast, Inc. This firm dates 1989 to build a casino-passenger boat, same class as named above, tentatively named GOLDEN LADY, to service Burlington-Fort Madison-Keokuk.

## OTHER BULLETINS

Sioux City, Missouri River Associates, affiliate of Fried/Schegan & Associates of San Diego, plans a \$6-million excursion-casino boat for the Missouri River, the name to be selected in a contest.

Robert and Ruth Kehl have awarded the contract for their 2,000 capacity boat to Patti Shipyards, Pensacola, to be named DUBUQUE CASINO BELLE.

The state of Mississippi has legalized riverboat gambling effective April 1st last. The

measure requires that vessels be at least 150 feet long, be certified to carry at least 200 passengers, be licensed by the state to conduct gambling games and that passengers be charged a \$3.50 boarding fee, to be shared by state, county and city governments. The Mississippi Tax Commission will regulate the industry. Gambling activities permitted under the law are blackjack, roulette and slot machines.

Patrick Fahey, president of the Delta Queen Steamboat Co., told the Propeller Club in New Orleans that the DELTA QUEEN and MISSISSIPPI QUEEN will not become gambling boats.

D. James Jumer is completing plans for the SPIRIT OF ROCK ISLAND, 750 passenger gambling-excursion boat. Marine architects Dejong & Lebot, Jacksonville, Fla. are doing the work. She will be larger than originally announced, and will be 176 by 48 feet. She will have a

large casino on the main deck, and the boiler deck will contain restaurant and lounge. Also Jumer will operate a ferry between Rock Island and Davenport, named W. J. QUINLAN for a former ferry which plied that route.

Jumer's Boat Works, big in Peoria, had originally hoped to settle in Davenport for this new operation, but questions about several key issues scuttled the project there.

This gambling boat mania now is the talk of the rivers nadir to zenith. New Orleans is getting ready for it, and during this past week Pittsburgh's press and TV have alerted their audiences of plans afoot by Gateway Clipper's John Connelly to get on the band wagon locally.

Most interesting immediate river prospect at Pittsburgh for the moment is the arrival of a real submarine.

CHARLES CASON'S MODEL

The three pictures on this page celebrate the completion of an accurate model of the ISLAND QUEEN (Way #2800) crafted by Charles Cason, 70 Grant St., Ft. Thomas, Ky. 41075.

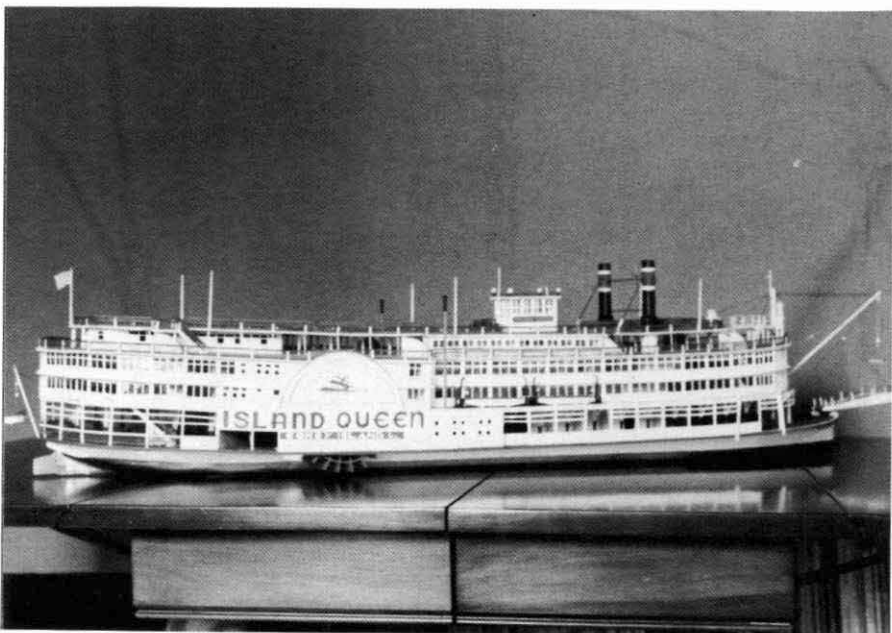
"When I was a little boy of four or five years and the ISLAND QUEEN was brand new, I would get out a piano roll box and top it with a lid from our fancy sugar bowl (the pilothouse) and become the mighty pilot shoving it around the floor. When we boarded at Cincinnati my disappointment was acute when our scheduling placed us aboard of the ISLAND MAID! I so wanted my ride to Coney Island to be on the big, fat and beautiful ISLAND QUEEN.

The model I recently completed is 1:96 scale, making her 43 inches from the tip of the stage back to and including the stern yawl," he says in a letter accompanying the photographs.

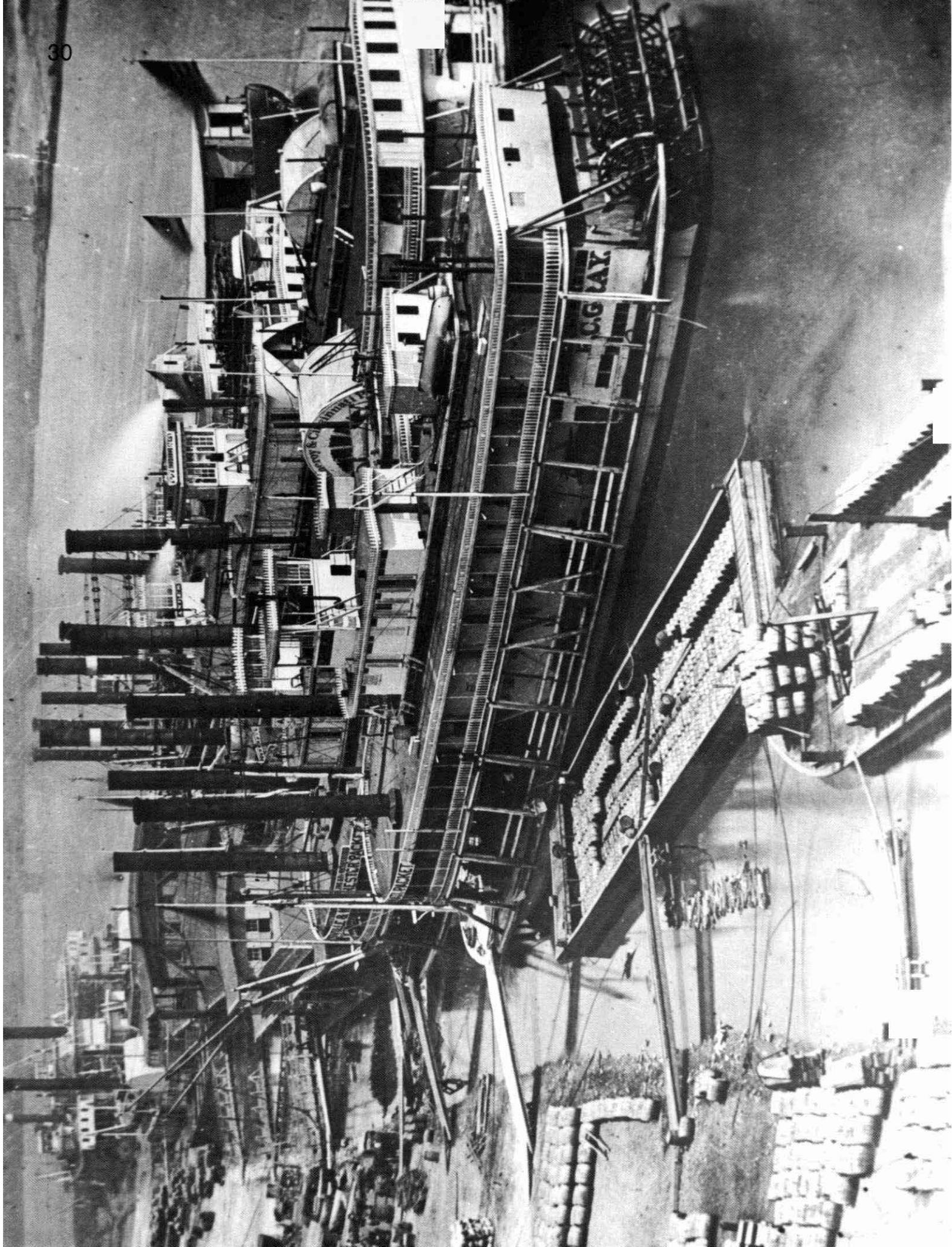
Harry Bridges, the long-time controversial waterfront dictator of California, died at his home in San Francisco, aged 88, on Friday, March 30, 1990. Readers who have followed the adventures recounted in the book "Saga Of the DELTA QUEEN" will recall that the greatest problem encountered on that voyage from California to New Orleans came when Harry Bridges' union stepped in at almost the last moment before the DQ's departure from Antioch, Calif. and refused to permit the chartered tug OSAGE and crew to hitch the towline until a complete union crew of eight, captain to cook, manned the DQ on her sea voyage.

All water over the dam at this late date, and we bring it up now as a pat example of the power wielded by Harry Bridges.

Charles T. Jones, president of Amherst Industries, Inc., Charleston, West Va., amazes us periodically. We now learn that for the past four years he has been, and is, a trustee of the Mariners' Museum, Newport News, Virginia.







## PICTURE OPPOSITE

CINCINNATI'S Public Landing, once the busiest place in town, now is devoid of river traffic. The DELTA QUEEN and MISSISSIPPI QUEEN occasionally stop in to pick up or discharge passengers, but have moved their headquarters from Cincinnati to New Orleans. The focus of river activity now is across the river in Covington (see centerspread, pages 24-25).

This scene, just above the Roebling suspension bridge, looking upstream, dates in the early 1870s when Cincinnati preferred to be known as "the Queen City of the West," but more often was dubbed "Porkopolis," the leader in meat-packing. Barreled salt for the purpose was brought by barge (two appear in the foreground) and packet from Pomeroy Bend and the upper Kanawha River.

The R. C. GRAY (Way #4631) was a "tramp packet," built in 1866 at Shousetown (now Glenwillard) Pa. and when this picture was taken she had been about everywhere; Pittsburgh, St. Louis, St. Paul, Little Rock and Fort Smith. Next to her is the side-wheeler OHIO NO. 4 (Way #4281), and about at the center is the ANDES, white collar on each stack, (Way #0251). At the top, in the distance, the Louisville & Nashville Railroad bridge is dimly visible, built 1871-1872.

Sirs: I've been sitting here at the store [Riverview Antiques] reading the latest S&D REFLECTOR and, as usual, have learned a good bit. (Can't you just hear C.W. Stoll saying "I didn't realize you could learn.") C.W. continues to keep me fascinated with those Capt. Jesse P. Hughes diaries. At times I can almost picture what's happening. Some really good news here in Marietta:- Bob Moseley is back with the Lafayette Hotel, as of January 1st.

Jeff Spear,  
106 S. Second St.,  
Marietta, O. 45750

=C.W. apologizes for not sending ms. for Cap'n Hughes slated for this issue. Jeff, Catherine Remley and y.t. will be calling on C.W. and Lucy at Rock Hill, Mockingbird Valley Road, for the annual B/L - DQ Louisville boat race May 2nd. -Ed.

Our thanks to Robert D. Ashley, 49567 S.R. 338, Racine, O. 45771 for an item from The Daily Sentinel, Pomeroy, O., dated December 12, 1989. Julie E. Dillon, staff writer, discusses the whys and wherefors of the name "Pomeroy."

Here, all of these years, we'd been confident in the belief that the town's name was French for "king's apple," like French for potato is "pomme d'terre." But no, Samuel Wyllys Pomeroy was a real person, born in Hartford, Conn., 1764. As a lad he played in the shade of the famous Charter Oak in grandpa's front lawn, and hence the Charter Oak coal company and tippie so long associated with Pomeroy.

Early in the 1800s Sam bought some land warrants from Revolutionary soldiers, including acres fronting on the Ohio River about five miles, from Kerrs Run (where we coaled the BETSY ANN twice-weekly) and Leading Creek (Hobson Station, below Middleport). He made these purchases sight unseen, and not until 1825 did he sally west to inspect them. On November 30, 1833, in Cincinnati, Clara Pomeroy, daughter of Sam, joined hands in matrimony with Valentine Horton, Pomeroy coal merchant, and the name Pomeroy for the town was adopted.

## RIVER WATERCOLORS

"Watercolor Paintings of the Ohio [River]," an exhibition from the Watercolor Societies of states bordering the river, are on tour. The 18 selections may be viewed at these locations and dates:-

GALLIPOLIS French Art Colony, June 1-23.

MARIETTA Campus Martius/Ohio River Museum, June 30-July 31

PITTSBURGH Fort Pitt Museum, July 28-Aug. 18.

SISTERSVILLE Townhouse Gallery, Aug. 25-Sept. 15.

WHEELING Oglebay Institute, Sept. 22-Oct. 13.

COVINGTON The Behringer-Crawford Museum, Oct. 20-Nov. 10.

OWENSBORO Brescia College, Nov. 17-Dec. 8.

CAIRO Public Library, Dec. 15-Jan. 5, 1991

CARBONDALE, ILL. Southern Illinois University, Jan. 12-Feb. 2.

EVANSVILLE Museum of Arts and Sciences, Feb. 9-June 2.

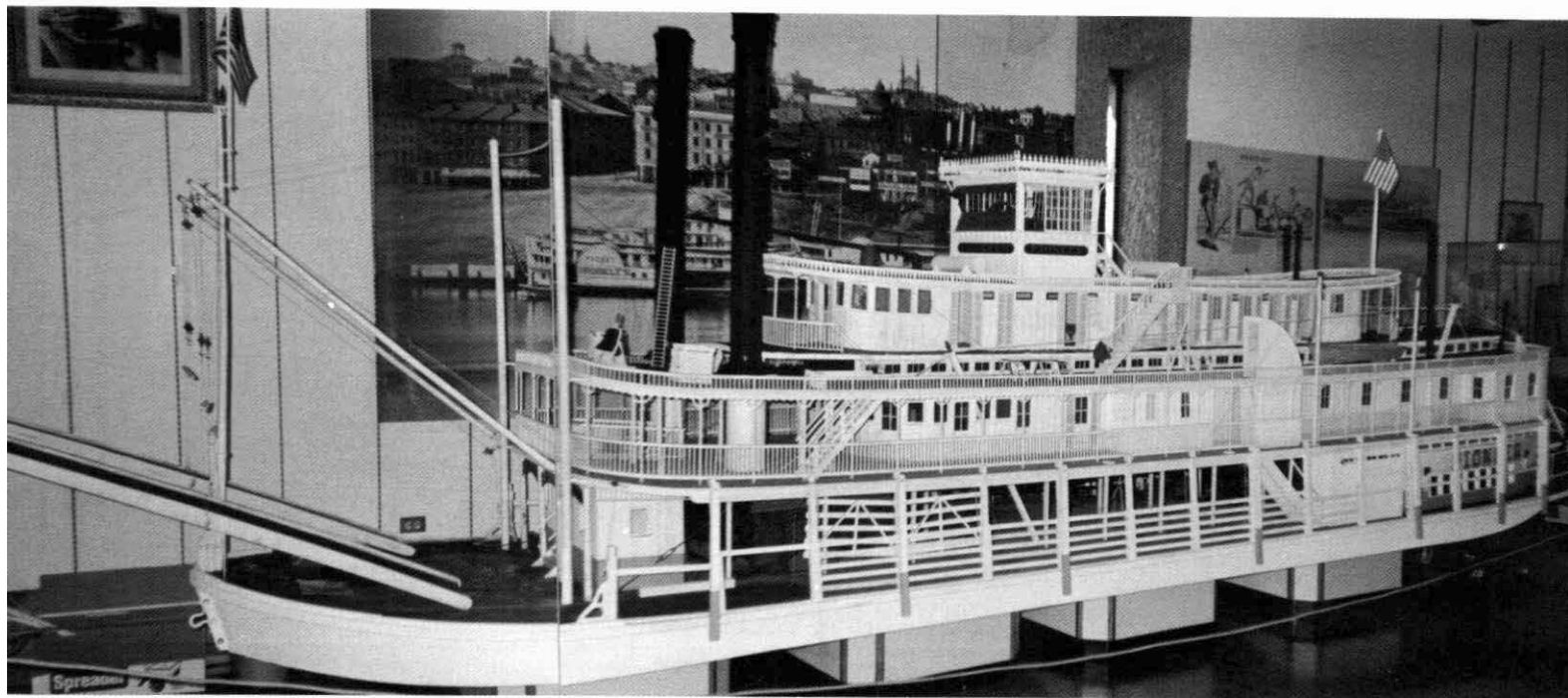
An exhibit catalogue picturing all 18 selections in full color is priced \$5, postage included, from ALWAYS A RIVER, 1500 North Delaware St., Indianapolis, Ind. 46202.



Clue: His initials are K.E.N.

This 14-year-old, a long way from home, is pictured at St. Louis 22 years ago this June. That fall the S&D REFLECTOR printed a letter from him:- "I have set up sort of a museum. I visited Miss Ruth Ferris this past summer aboard the BECKY THATCHER II at St. Louis and her Midship Museum is excellent. Keith E. Norrington, 135 Adams St., New Albany, Ind. 47150."





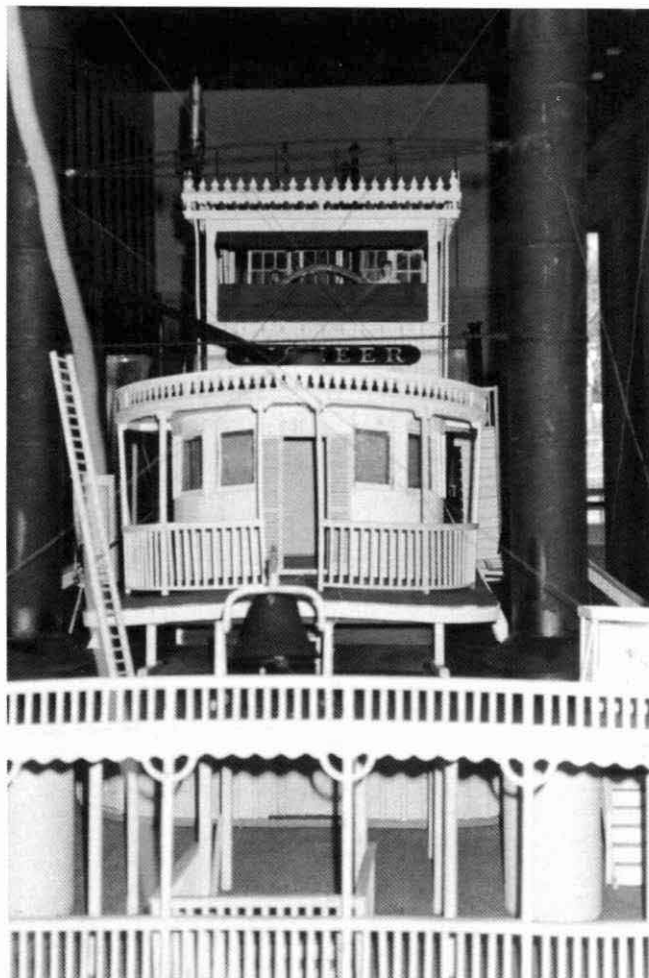
TRANSFER OF SUPER  
STEAMBOAT MODEL TO MARIETTA  
POSED SOME PROBLEMS

George Schotten's  
24-foot, 1,000-pound PIONEER  
Installed in Ohio River  
Museum, Gift of  
Muriel Schotten.

by J. W. Rutter

For those who were on hand at the S&D meeting in September, 1972, it will always be known as, "That time when George Schotten came down the river on that little packetboat." The afternoon meeting had been held at the Marietta Boat Club property up along the Muskingum and the group had just finished the picnic lunch of baked ham, potato salad, swiss cheese and beer when a shout went up from several looking up the river. Rounding the bend was the reincarnation of the Tennessee River packet ALABAMA with builder Schotten sitting out on the forecastle upon a folding chair, just a fraction of an inch above the spark plug on top of a Briggs and Stratton engine.

Only a few of the observers had heard George mention that he had brought a model boat to the meeting and only one or two had learned from Muriel Schotten that George had spent the night sleeping beside his boat up at the launching ramp. The model was accurate in every detail with the domed pilothouse perched on top of





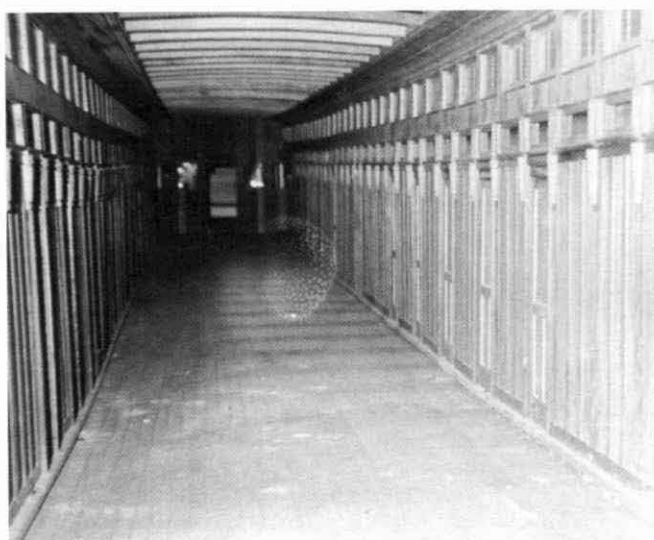
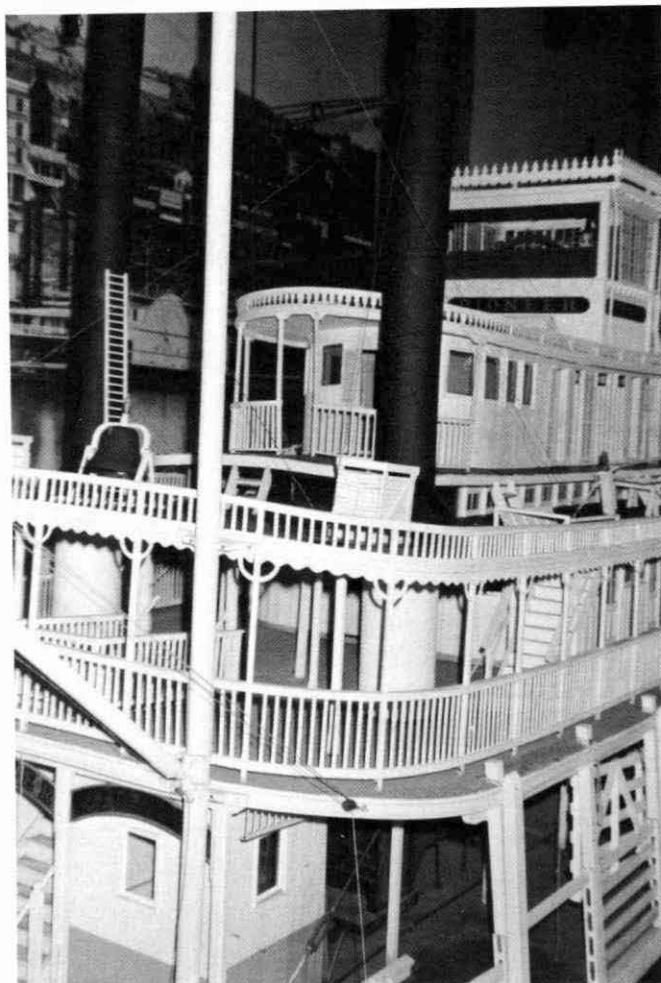
the cabin skylight roof, twin stages out front, the pitmans driving the sternwheel, 24 feet overall. Cheers and applause went up from the crowd now lining the river bank but pilot George looked straight ahead as he watched his marks, rounded to and came by again headed up the river, a stellar performance.

Although the Schotten model bore a strong resemblance to the ALABAMA (Way #0096) built at Pt. Pleasant, WV in 1912 it was really a composite incorporating the design features of a typical southern packetboat of the 1900-1920 period and was named PIONEER. George had been working on the PIONEER for two years before its first appearance at the S&D meeting and he continued to refine it over the years. In 1973 the PIONEER again appeared at the S&D meeting, now with a texas and a new pilothouse, looking like the SENATOR CORDILL (Way #5080) when new at the Howard Shipyard in 1902. At the time of George Schotten's death in 1987, the PIONEER was in a state of disassembly with paneled bulkheads for the main cabin completed but not installed, bunk frames in the texas rooms on the port side and pots and pans hanging on the wall of the pantry on the boiler deck. Bits and pieces from the PIONEER were scattered about the garage where the boat was stored but no plans have been found to indicate what other refinements George might have contemplated for his masterpiece.

One evening in September, 1989 I received a call from Muriel Schotten up in Hubbard, Ohio with the announcement, "Woody, I'm going to sell this house and George's boat will have to go, even if it has to be chopped up." Alarm bells went off! The PIONEER had to be saved!

Various attempts to find a permanent home for George's unusual masterpiece had resulted in repeated failures. "We should know about our new building in a year or so," apologized one museum. "We have a professional design staff working on our plans and they feel the model is too big," concluded another. "Our plans for renovation are incomplete," said a third.

Faced with the need for immediate action, I considered temporary space in our garage in Marietta. It was then that John Briley offered temporary storage space in the basement of Campus Martius Museum, a solution providing a nice warm place to work on the restoration. Then came the best-of-all news. The Ohio Historical Society in Columbus sanctioned changes



The finished cabin of the PIONEER, paneled and with wall sconces beside each doorway, not unlike the QUEEN CITY. Note that George laid a scale floor, and each of the carlings is curved and fitted into matched slots. The pity is that this work of art can't be seen except dimly through the stern windows.

in the Ohio River Museum to accommodate the PIONEER.

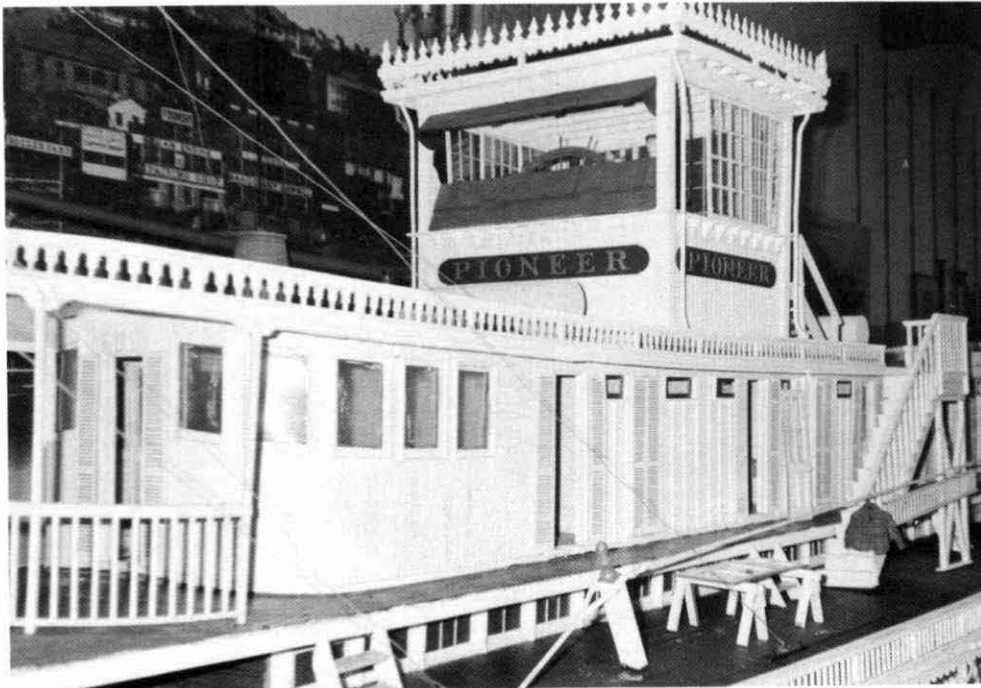
Little did we know what we were in for when John Briley and I set out for Hubbard, Ohio in the dark of the early morning of October 31, 1989. We were driving a one-ton pickup, the property of William "Bill" Drayer, operator of the Marietta U-Haul outlet. Bill loaned us his personal truck to save the PIONEER since U-Haul didn't rent pickup trucks. The fancy pickup, complete with four doors, upholstery fit for a Cadillac, stereo, a TV antenna and enough running lights to outfit an excursion boat was certainly plush but drank fuel at an astonishing rate (8mpg.) as we headed north.

We arrived in Hubbard shortly after 9:00 and began bundling up the PIONEER for transport to Marietta on its own trailer. The trailer hadn't been out of the garage for years and the wheels were well sunk into the gravel of the garage floor. The tires held air when pumped up but looked a little questionable. The trailer, complete with hogchains and gilt acorns, had been designed just for the PIONEER but the wooden frame had sagged somewhat over the years. Still, if we took it easy, we should be able to retrace our route over the interstates back to Marietta; had to get back before dark since the lights on the trailer didn't work. The Texas

and skylight roof plus jackstaff, masts, etc. were stowed in the back of the pickup. The model had been shrouded in a car cover and well tied up to hold it all together, and we were ready to set off by 1:00 pm.

All went well but only for about two miles. The springing on the trailer was a little weak for the weight it was carrying and the wooden frame was just a might limber but it followed along behind until we reached a high-crowned railroad crossing on the main street of Hubbard, then the trailer hitch came undone. Fortunately, the safety chains held the tongue of the trailer and the PIONEER didn't go sailing north on Main Street but the incident raised a question about how safe this outfit would be at 50mph on the highway. As the threatening clouds blowing in from the west arrived and it began to rain it was time to have a sandwich and a cup of coffee while we rethought the wisdom of our proposed route back to Marietta on the interstates. All those 18-wheelers whizzing by at 70mph in the gathering gloom of a wet fall day were intimidating.

We were parked with the other trailer trucks in the McDonald's off of I-80 and studying the map for a way around Youngstown when there came a tap on the window. The driver of the Frito-Lay rig

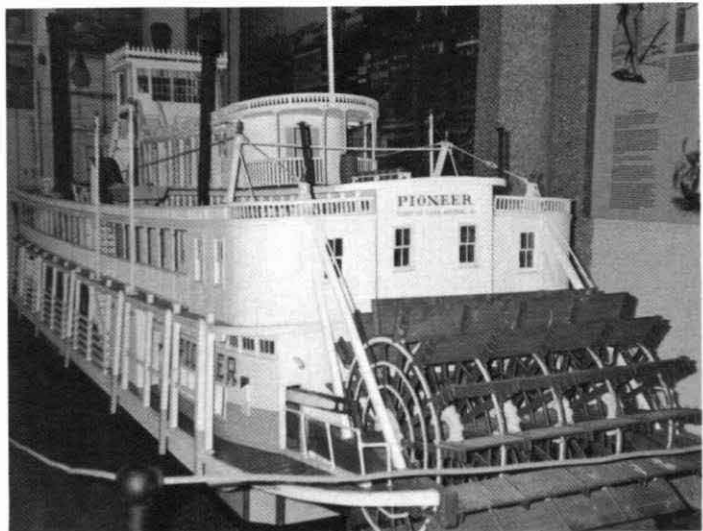


parked next to us, Ed Douglas, was curious about the boat and what we were going to do with it. Jokingly, we suggested that Ed throw the PIONEER into the back of his trailer and take it to Marietta for us since we didn't relish going up onto the highway. We had a laugh but Ed said maybe he could find a driver over in the large truck terminal across the road who might be going to Marietta. The rain was now coming down harder and traffic was running with headlights on. In a few minutes Ed Douglas was back; several drivers had responded to his CB inquiry and someone would surely have room for that boat and take it down for us, "for a price"

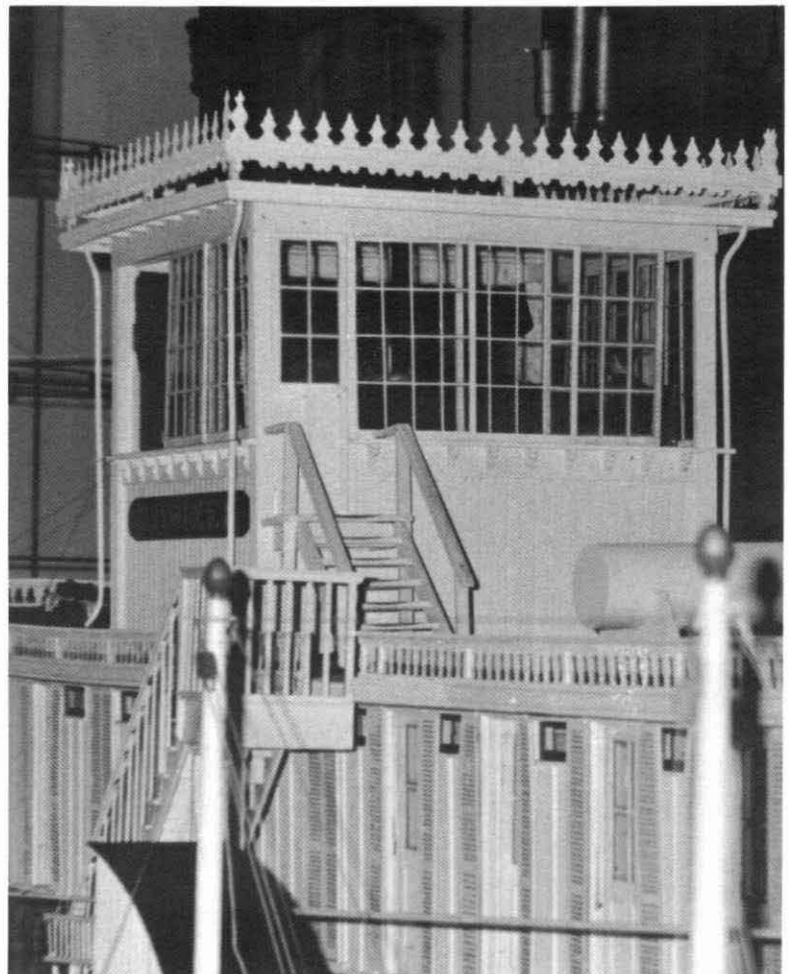
For the rest of that very wet afternoon John and I learned about the trucking business under the guidance of Ed Douglas. There must have been 150 rigs in that parking lot and our "rig" was attracting a lot of attention as word spread that we were interested in getting the PIONEER to Marietta, "for a price". Ed didn't have to move his load of potato chips until 4:30 and was taking a great interest in getting the boat model to Marietta. As various offers came in over the CB radio Ed guided us through the maze of equipment to a "freightliner", an "anteater", a "coal box", "low boy" etc. in the jargon of truckers and offered evaluations such as, "This guy is trying to rip you off." Several drivers did have enough space with their loads for the PIONEER but the problem came down to loading and unloading; we estimated the weight at about 1,000 pounds.

After the three of us were well soaked from the constant drizzle, Jeff Loomis came along to see what all this CB conversation was about. Jeff had been trying to sleep in the cab of his rig while waiting to unload steel the following morning. "I have a 20 foot trailer with ramps at home and a pickup. I'll have my wife bring it down and take you to Marietta tonight; she can be here from Jefferson in an hour, easy." We looked at Ed: "That should handle it and this guy looks O.K."

A deal was struck and Jeff went into the phone booth to invite his wife to hook up the trailer, gather up the come-along, tiedown chains and ratchets and take a pleasant little drive 50 miles down to Hubbard on a dark, wet evening. While the three of us stood in the rain, Jeff was in the phone booth a long time. "What do



An extra bucket plank had been added to each of the buckets, so George possibly had plans to run the boat again. Each set of planks is held by U-bolts and six nuts on each of the five wheel arms. There are 18 buckets. Woody had planned to restore the bucket planks to the original scale size, but lack of time prevented.





you think Ed?", I asked. "His wife doesn't want to do it," was the reply. But, eventually, Jeff emerged and announced that his brother-in-law, Dave Baird, had been prevailed upon to leave the supper table and participate in the expedition. Ed Douglas had been a real help to two neophytes and wished us a good trip as he went back to his Frito-Lay rig with its load of 10,000 pounds of chips to be delivered to Ashtabula that night. John and I retreated to the restaurant to get warmed up and further our education in the trucking business; each booth was equipped with a phone and almost every patron was calling someplace as soon as he gave his food order.

About 8:00pm, as promised, the pickup truck with 20 foot trailer and Dave Baird at the wheel appeared. The ramps were fitted, the come-along attached and the PIONEER manhandled up onto the trailer, lighting being provided by the spot lights of one of the interested truckers. Jeff and Dave knew just how to lash the load to the trailer and the strain taken on those ratchets assured that nothing was going to move.

John and I followed along to watch if any pieces of the PIONEER began to take flight as the convoy moved up onto the interstate and proceeded at 55-60mph. This was all in a day's work for Jeff and Dave. At the stroke of midnight we rolled into the parking lot at Campus Martius and in an hour had the PIONEER unloaded and secured under a large tarp. The only loss was the cover which had protected the model from the rain; the plastic had mostly disappeared in the breezes from passing trailer-trucks but then the rain had stopped before we left Hubbard.

Over the winter, the PIONEER was cleaned up and reassembled in the basement of Campus Martius. The new cabin bulkheads, complete with wall sconces, panels and dark finish like in the QUEEN CITY, were installed and the carlings fitted just as George Schotten had planned. What is unknown is how George intended that the finished cabin be seen since the only view is through the small stern windows; maybe that section was to be left off. There was considerable to be done to remove the accumulated grime but repainting was held to the minimum. When first built, George had left the PIONEER outside one winter just to let it weather, saying, "A model shouldn't look clean since the working boats never were." A washroom bulkhead



The PIONEER enroute down St. Clair Street from Campus Martius to the Ohio River Museum. The professional movers engaged to make this final transfer were nervous about damaging the paddlewheel and asked that it be removed. George Schotten's trailer, complete with hogchains and decorative acorns, was used.



The texas, pilothouse, stacks and wheel were put back in place after the model was delivered to its new home in the Ohio River Museum. S&Ds with long memories will recall George Schotten's big-scale diorama of the VIRGINIA (of cornfield fame) arriving at Marietta, a triumph of realism even to smoke and waves. George displayed this illusion to an afternoon S&D gathering in the basement of Campus Martius Museum. Nobody we've talked with since seems to know how it was engineered, a combination of artistry, motion, shade and shadow. George also will be remembered for the whistle treadles he supplied for the TELL CITY's pilothouse.

had to be built to cover some of the machinery that drove the pitmans, 15 windows had to be replaced and several doors reworked but, in several sweeps of the Schotten garage, most of the pieces to reassemble the model had been found.

One curved section of railing at the front of the Texas was missing. Jim Stephens, retired professor from Marietta College and spark plug of the Marietta Rowing and Cycling Club, offered to build the section of railing. "I used to make scenery for model railroad layouts. This won't be any trouble at all," said Jim. Then he looked closer and decided that the top and bottom rails had been cut rather than bent to the curve. And, each vertical piece (stile?) was tenoned into the top and bottom rails rather than glued, the top railing being three pieces. Three weeks later, Jim appeared with the section of railing, a faithful duplicate of George's work, with the comment, "That was more of a job than I thought. How did that guy ever make all those yards of railing?"

During the winter, Bill Reynolds of the museum staff remodeled the first building of the river museum by rotating an exhibit wall 90 degrees, removing a large pentagon shaped case with an exciting display relating to glaciers and installed new track lighting. Having some respect for the weight of the model and the problems of lifting it over the entrance railings at the museum, a local moving company was hired for the transfer from Campus Martius. All went well and seven or eight stout backs plus rolling dollies moved the PIONEER into its new home. On the wall near the model is a large framed photo of the SENATOR CORDILL, taken by Bill Pollock at Belleville, WV on August 6, 1920, so the observer can see the similarity.

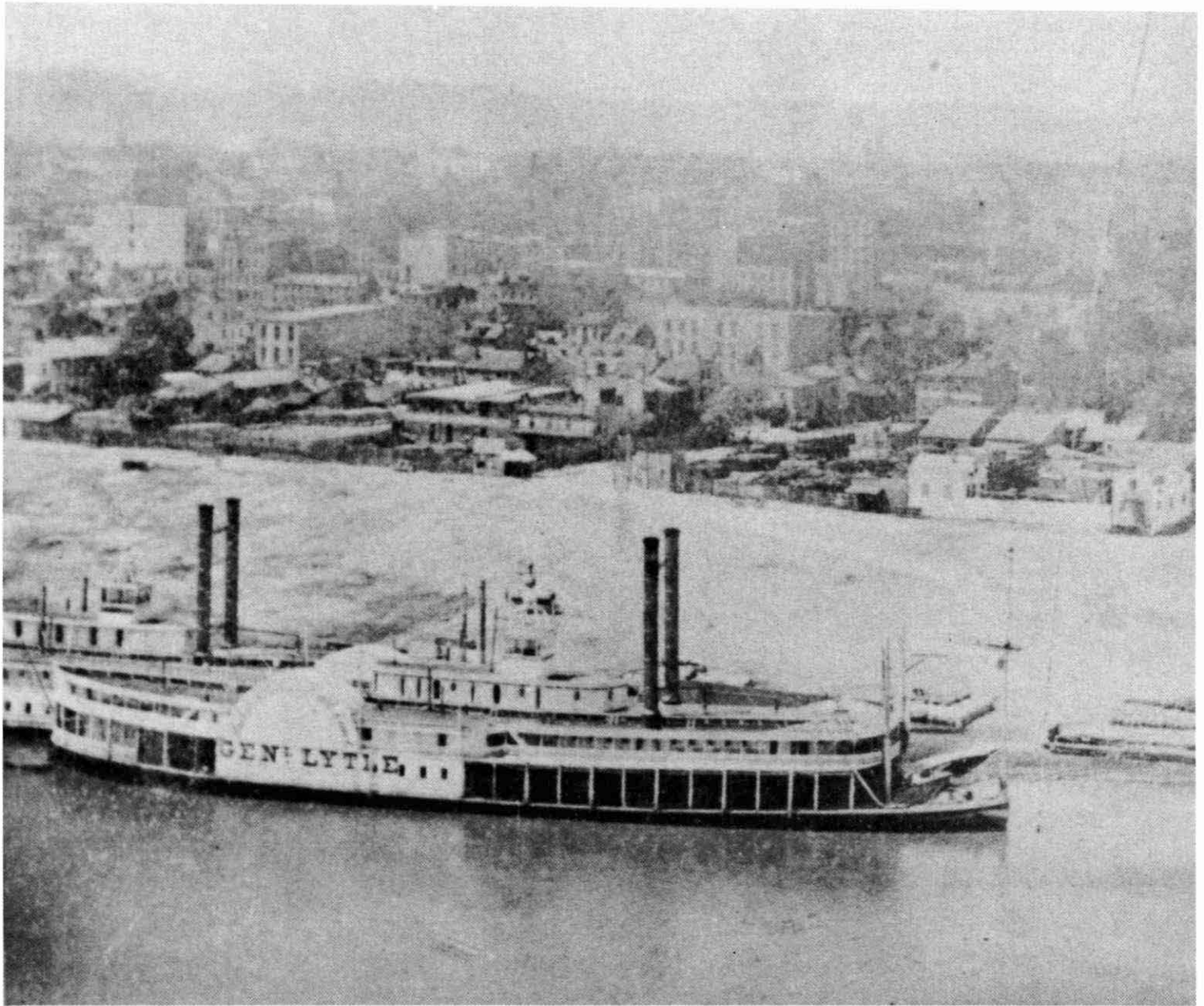
Oh yes, I almost forgot, the PIONEER has a ghost. At some point in its travels, at Hubbard, Marietta, or Evansville, a watchman signed onto the PIONEER's crew, one Thomas Felinus. While cleaning out the hull, the corpse of Thomas was discovered, having died at his post, in the line of duty in pursuit of interlopers and maybe stowaways. Appropriate services were held with interment in Marietta. Watchman Felinus' spirit is still in the engineroom and a close listener might hear his padded tread over the decks on moonlight nights.



A tight squeeze on the ramp leading to the front door of the Ohio River Museum. Six strong backs and three two-by-fours lifted the model up and over the railing.



At last the PIONEER, named for Marietta, the "Pioneer City," is in its place. Since this picture was taken Woody has put her together again and she looks as shown on the first page of this story. In addition to Muriel Schotten, Ohio Historical Society and S&D are grateful to John Briley, Woody Rutter, truckers at Hubbard, O. and the Campus Martius crew for assistance. Credit also goes to Woody for all of the photographs shown on these pages, and for the belated burial of Thomas Felinus who perished in the line of duty because he had the curiosity of a cat.

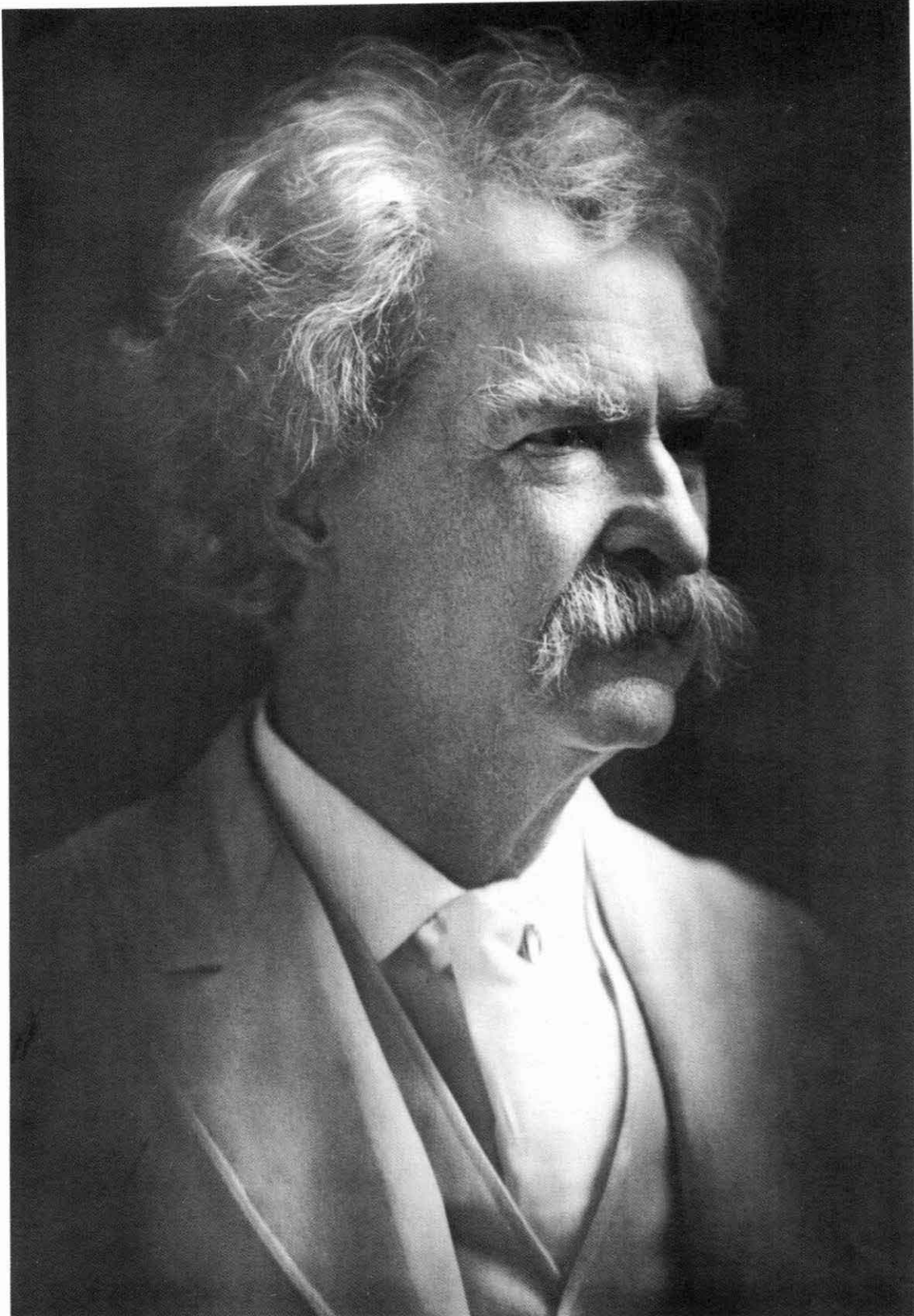


**L**LOYD OSTENDORF, skilled artist and famed for his collection of Abraham Lincoln pictures, sends the above and says: "This is a one-half of a stereoview of the famous riverboat GENERAL LYTLE, with the interesting history recounted in Way's Packet Directory. The original was made at Cincinnati by Cincinnati photographer J. W. Winder in 1864."

Also noted on the original mount is a notation saying that the LYTLE is at the landing at Covington, Ky. We question this. If such is the case the LYTLE and her partner (unidentified) are moored headed downstream. Due to the altitude we'd almost guarantee that photographer Winder was on a pier of Roebling's suspension bridge for his vantage point. The cables were hung shore to shore in

'64 but the floor only had starts from each pier, work suspended during the war. We invite opinions as to whether we're looking at Covington in the background, or is this at the foot of Vine Street, Cincinnati? The U.S. Mail Line Co., owner of the LYTLE, used the Vine Street landing in 1864. As to the identity of the side-wheeler at the left, our nomination is the GENERAL BUELL, built at Jeffersonville by the Howards in 1862. The LYTLE was built at Cincinnati in 1864, same date the picture was taken, and the only picture ever we have seen of her with these smokestacks. A boiler explosion in 1866 wrecked her from wheelhouses forward to her office in the forward end of the main cabin. She was towed to Cincinnati by the BUELL and rebuilt.

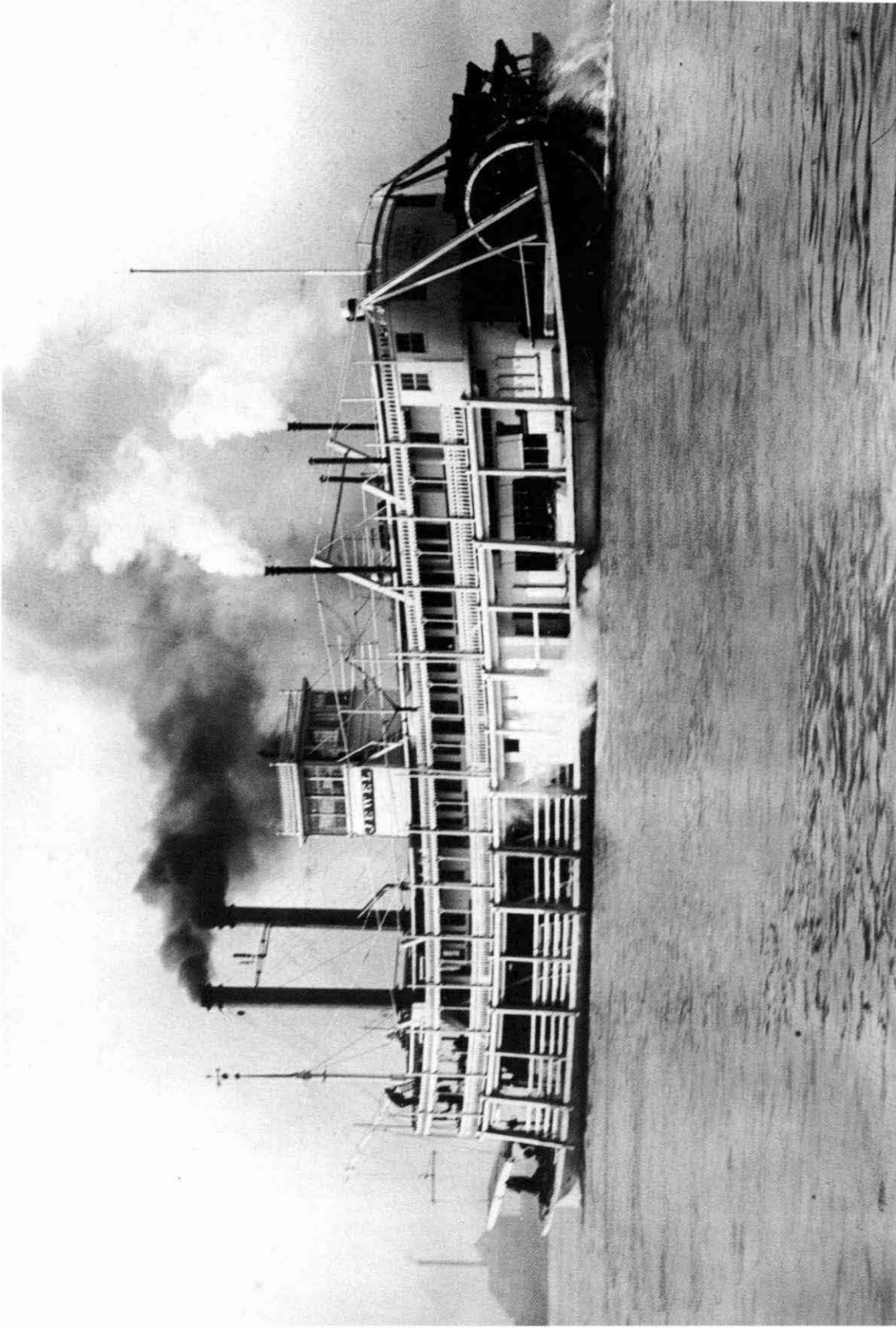




Samuel Langhorne (Mark Twain) Clemens

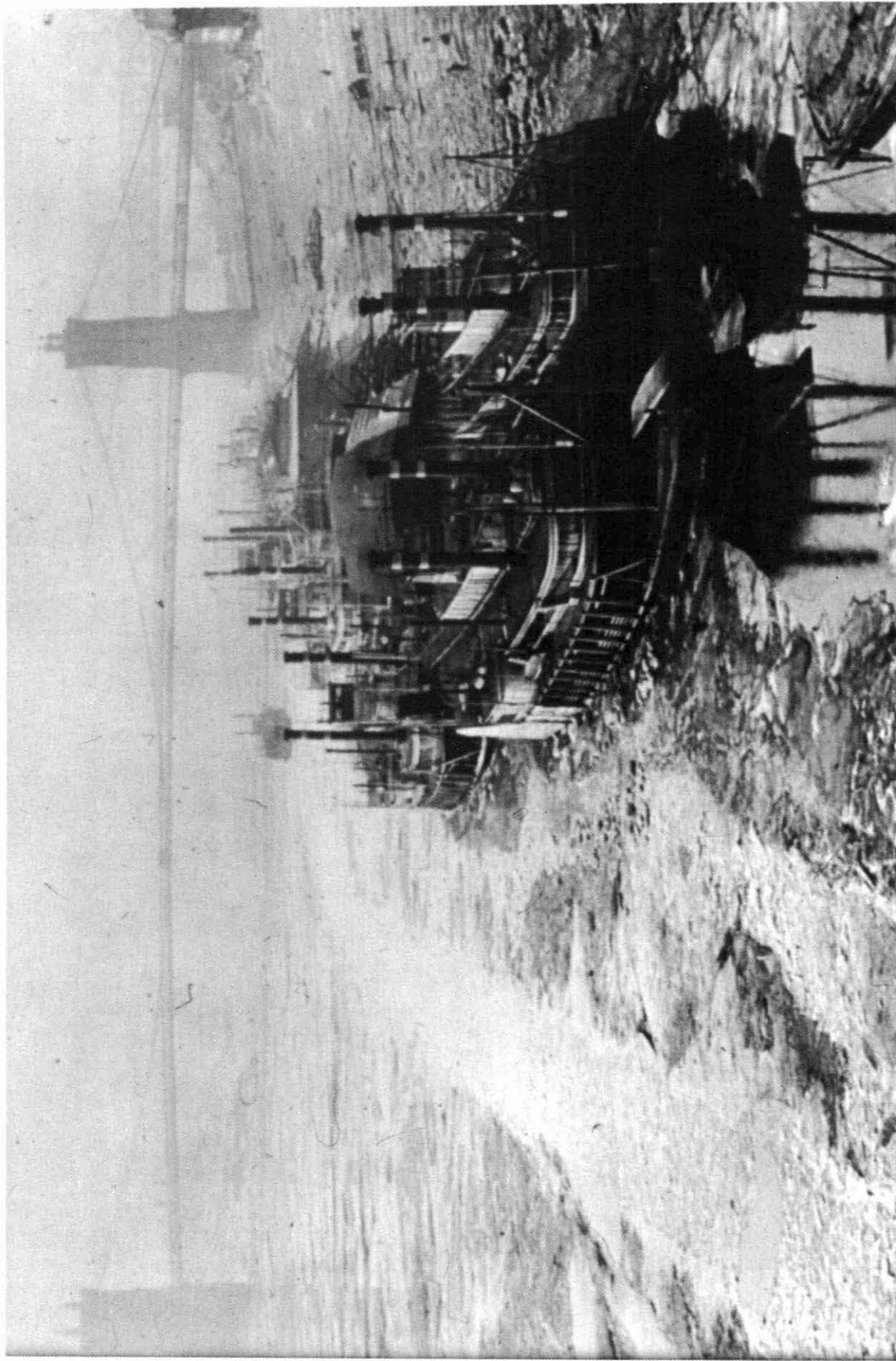
1835 - 1910

Photograph by A. F. Bradley, from Dave Thomson's collection. Clemens was born in Florida, Missouri, and the only S&Ds we know about who have visited there are C.W. and Lucy Stoll. Only person we knew who heard him lecture was my Grandmother Nicols, then art instructor at the Steubenville (Ohio) Female Seminary. -Print from the Murphy Library. La Crosse, Wis.



**T**HE MURPHY LIBRARY at La Crosse, Wis. credits this portrait of the JEWEL (Way's Packets #3014) to Bert Fenn's collection. She ran the 11-mile trade, Evansville-Henderson trade 1893-1909, owned by Capt. James B. Thompson, native of Clarington, Ohio, who removed to Evansville in 1885 and died there, 92, in 1934. He also

owned the fast ROYAL (Way #4860). The Wheeling short-traders JEWEL and ROYAL were named for these Evansville locals. Capt. Thompson commanded the LA MASCOTTE (WAY #3321) when she exploded and burned in 1886. The tall stack in the hazy distance (left) is on the Evansville Water Works in the bend above town.



**D**ATED 1893, this picture of the Cincinnati waterfront recently showed up as an example of "extreme low water" before locks and dams, a whole fleet of steamboats stranded ashore. Dorothea Frye scouted around and found for us this print from the original negative. The date, probably right, was misinterpreted. What we see here is an ice-clogged Ohio River. The white lane running from bottom left to center is solid pack-ice, giving the illusion of being the shore-line. Those steamboats, far from sitting on dry land, are

floating at ease, although their owners and crews are apprehensive about what's coming next. The photographer was on the Central Bridge, aimed downstream, with Roebling's suspension bridge in the smoky background. Nearly all (maybe all) of these boats are wearing double white collared stacks, owned by the White Collar Line which in 1893 served routes on the Ohio and Mississippi from Pittsburgh to New Orleans. Too bad they cannot be identified.





**M**ISSOURI RIVER landing at Chamberlain, S.D., undated, but likely taken in the early 1880s. This was sent to us by Ralph DuPae, based at La Crosse, Wis. where he can drive across the Mississippi on U.S. 90, stay on it, and get himself to Chamberlain. Ralph attributes this picture to the George V. Allen collection, taken by a photographer named Troth. The boat in the left foreground is the GENERAL MEADE (Way #2259) hanging on to the stern of the NELLIE PECK (Way #4140). Outside of NELLIE is the

GENERAL TERRY (Way #2279) and the other two boats in the picture are unidentified. We surmise that the single-stacker is one of the Kountz Line fleet, inasmuch as Commodore Kountz was a great hand at innovative, off-beat packets. The GENERAL MEADE with her stacks set close together, a Kountz-owned packet, was powered with tandem compound engines, a curiosity in the region. The boat moored at the tip of the point, far right in the distance, possibly may be the local ferry. Comment is invited.

Newsweek's issue of April 16th devoted eleven pages of story, pictures and maps to an examination of the Mississippi River. The story is titled "Troubled Waters," and the full-color front cover depicts Huck Finn and Jim rafting it down a placid blue stream littered with three floating oil drums and a white plastic oil jug. The cover captions read:

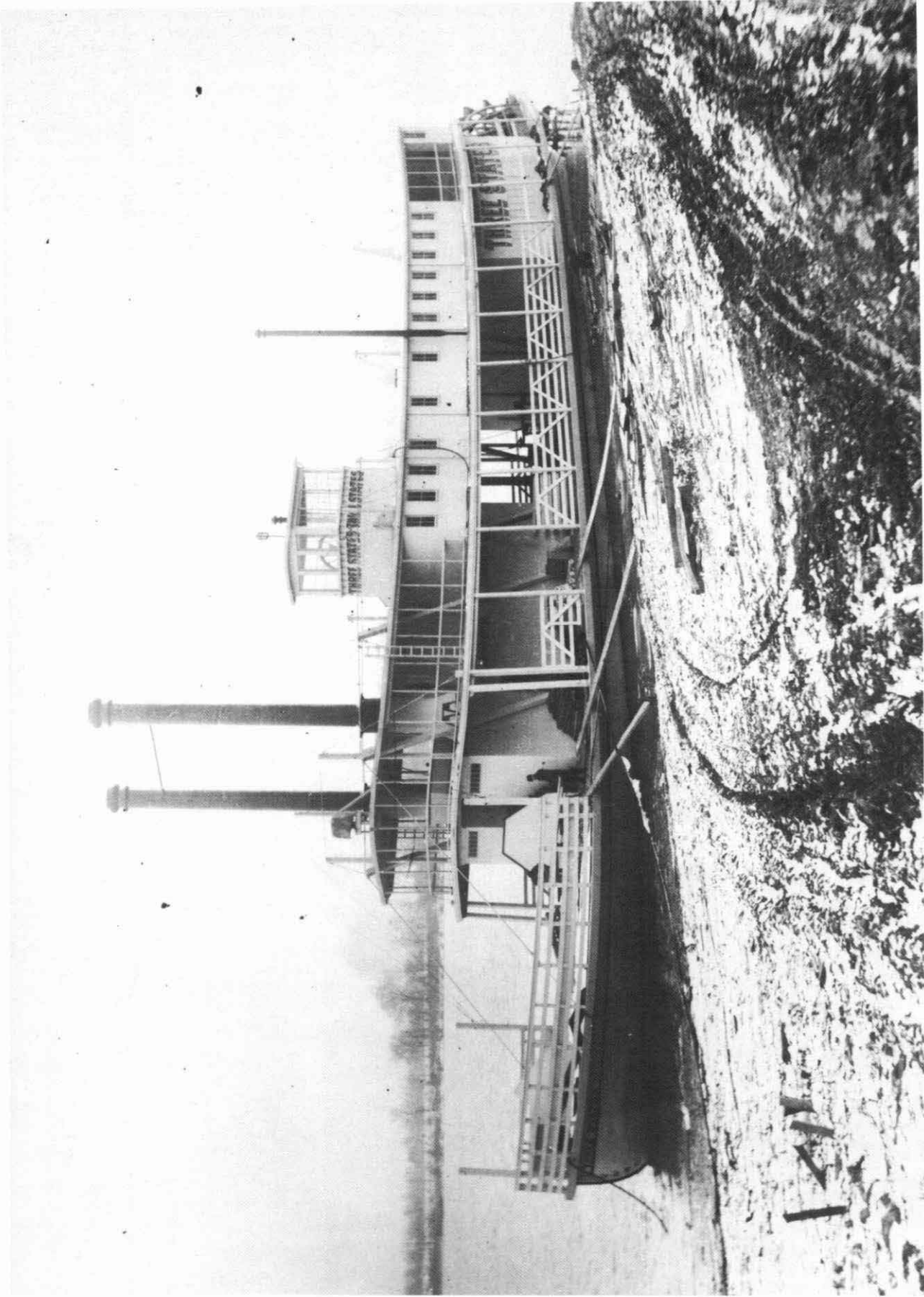
EARTH DAY '90  
Life on the  
Mississippi  
Huck's River Faces All  
of the Nation's  
Environmental Problems

The lead paragraph is pretty majestic, thunder in the hills presaging the storm about to break. We quote:

"Lo, the mighty Mississippi! Most sibilant of river names, from the Algonquin 'Father of Waters' (unless it was the Ojibwa 'Great Water' or the Chippewa 'Big River'). The aorta of North America, stretching 2,344 (U.S. Army Corps of Engineers) or 2,552 (state-park sign at the headwaters) miles from the cold heart of Minnesota to the fingers of the Delta. Like blood, a drop of the 100 trillion gallons that flow down it annually reveals our most secret vices and ailments: the ravages of erosion, telltale ribbons of sewage, alien chemicals bristling with polysyllable menace. Somewhere along its shores, virtually every environmental problem known to civilization can be seen, except for the destruction of the

whales, and if the Mississippi had whales, they'd be in trouble there, too. But the river still lives, even in some ways, healthier now than when the first Earth Day dawned on its rippling face 20 years ago. The Mississippi! Where else would you go to take the pulse of America?"

Newsweek's scouts were delighted with the eagles along the Upper Miss, more since the heyday of the Eagle Packet Co. They were disturbed that Mississippi River water is not potable. They do not say why everybody quotes Mark Twain, why boats are named for characters from his books, nor why precious few Americans have waded through Twain's crowning triumph, "The Adventures of Huckleberry Finn."



This is one of the THREE STATES ferryboats built by Howard (Way #s 5383, 5384, 5385) and Ralph DuPae opines it to be the 1904 edition (#5384) as it seems to be the longest. Photo by James E. Howard, courtesy of the Howard Museum collection. Way's Directory falls to notice the final disposition of two of these ferryboats, and

Seems to us Edna Ferber rode one of them when writing "Showboat." -Yes, of course she did, in November 1924, on the third of the name, piloted by Capt. John Hacker. Read all about it in S&D REFLECTOR, Dec. 1981, page 2. Easy as pie; just looked this up in our beautiful Index, thanks to Alan L. Bates.

the final disposition of two of these ferryboats, and

## JERRY SUTPHIN'S SHOW

The March Meeting  
Of the O-K Chapter

by James A. Wallen

**H**UNTINGTON'S Gerald W. (Jerry) Sutphin, who has one of the outstanding collections of steamboat photographs and memorabilia, exhibited some of the best of it in a slide show given before the spring meeting of the Ohio-Kanawha Branch of S&D the afternoon of Sunday, March 11th, in the Mason County Library at Point Pleasant, West Va.

Jerry began with that initial, unique trip made in March of 1944 by the steamer ARTHUR HIDER moving a tow of barges loaded with 30 frame houses owned by the government, for use at Army Camp Breckenridge near Uniontown, Ky. Particularly interesting to this audience were views of the railway tracks, supported by wooden trestles, on which the houses were lowered down to the river bank for loading on the barges, and a shot of this unusual tow passing Cincinnati. It was the first of two such tows that successfully delivered the houses. Jerry obtained his pictures from the Huntington contractor who was in charge of the job.

There were several views of the JIM WOOD in distress as it came to rest on the lower guide wall at old Lock 33, Ohio River, in November of 1917. As Jerry pointed out, one of these views demonstrated dramatically the flexibility of wooden steamboat hulls. In another scene, we saw the JIM WOOD at Sand Creek bend in 1904.

The steamer J. C. RAWN of the Ohio River Dredging Co. was seen aground in a cornfield and then as she was gradually being lowered through a series of ponds back into the Ohio River across from Gallipolis, in February of 1937. The final shot in this group was of the wrecked RAWN after a boiler explosion had destroyed the entire forward part of the towboat while she was at the Huntington landing in December of 1939.

Some memorable scenes which were new to many of the viewers were of the batwing packet THEALKA away up to the falls of the Tug Fork of the Big Sandy in April of 1907, the C&O ferryboat at Portsmouth, O. in

1877, the LEROY at a bank landing, the big Streckfus excursion side-wheeler J.S. on the Ohio River, and one that was particularly good was that of the cabin of the TOM GREENE with tables set and ready for meal-time.

The Catlettsburg, Ky. landing was a scene that evoked considerable interest for the number of steamboats there.

Jerry had some other surprises, too, including advertisements in the form of fliers, cards and folders for such well-remembered packets as the TELEPHONE, SHERLEY, QUEEN CITY, JEWEL, LIZZIE BAY and GOLDEN EAGLE. A card advertising the KATE ADAMS when she was in the Pittsburgh-Cincinnati trade listed a price range of from \$17 to \$25 for a round trip, taking a whole week and including staterooms and meals. And there was a folder for the Liberty Transit Co. boats in the very early 1920s.

For those from Huntington there was a good view of the sternwheel ferry CITY OF HUNTINGTON that paddled back and forth across the Ohio River between there and Chesapeake, O. for many years.

Also well-known towboats that appeared were the SPRAGUE, JASON, J. D. AYRES and CHARLES T. CAMPBELL.

At the beginning of the presentation, J. W. (Woody) Rutter explained two large, framed photographs on either side of the viewing screen. One was of the steamer CRESCENT leaving Pittsburgh with a coal tow in 1904, this picture from the collection of the late Capt. William S. (Bill) Pollock. The other was a close-up showing the sternwheel of the packet model PIONEER, a model that can be seen in the River Museum at Marietta. The figure of the engineer standing out there on the fantail oiling the crank helped to give such an appearance of reality that many thought at first glance that it was the photograph of an actual steamboat sternwheel.

In the course of his talk Jerry explained that being addicted to the collecting of steamboat pictures and items of history was just as severe as an alcohol or tobacco addiction. However, the results of Jerry's addiction were most enjoyable, as his slides proved.

The meeting was opened by Capt. Bert Shearer, after which

Jim Bupp gave the invocation and clerk Suellen Gunnoe gave the financial report.

Capt. Charles Henry Stone reported progress on the project for a river museum at Point Pleasant, and announced the next meeting for Sunday, June 10th, with the program to be in charge of Woody Rutter of Marietta, Ohio.

Attractive and tasty refreshments for the Point Pleasant meeting were provided by Jean Stone and June Ashley.

A nominating committee was appointed to bring a list of candidates for the June 10th meeting.

## JAMES Y. LOCKWOOD

Larry Walker has recently seen some pictures mailed from Holland. Turns out that the former towboat JAMES Y. LOCKWOOD after a pillar-to-post career as a restaurant near Chicago, then in Buffalo, and more recently in New York has been jumped across the Atlantic and now serves patrons in Holland. Larry says she has been much hashed up in the latest "restoration." "What a mess!" exclaims Larry. "One thing for sure, I wouldn't care to be aboard in a high wind--looks mighty top-heavy."

Our December 1989 issue shows color photos on the front page of the DELTA KING. In the top view, moored across the Sacramento River, is the passenger steam sternwheeler ELIZABETH LOUISE. This boat is the only U.S. Coast Guard inspected steamboat west of the Mississippi carrying passengers for hire.

Her owner, Hal Wilmunder, is installing new and larger engines on her to work a larger paddlewheel.

The old engines are 10's- 3 ft. stroke, rotary valve, originally made and installed on the Big Sandy "batwing" ANDY HATCHER, thence to the sawmill boat RAY, thence to the towboat W. F. SMITH (later COP-R-LOY, DETROITER). They have powered the ELIZABETH LOUISE since 1980.

The available wheel shaft is flanged for 20 buckets. Contact:-

Harold Wilmunder,  
Box 491,  
Carmichael CA 95608.



## SHEET VII.

## STEAMER "ELK."

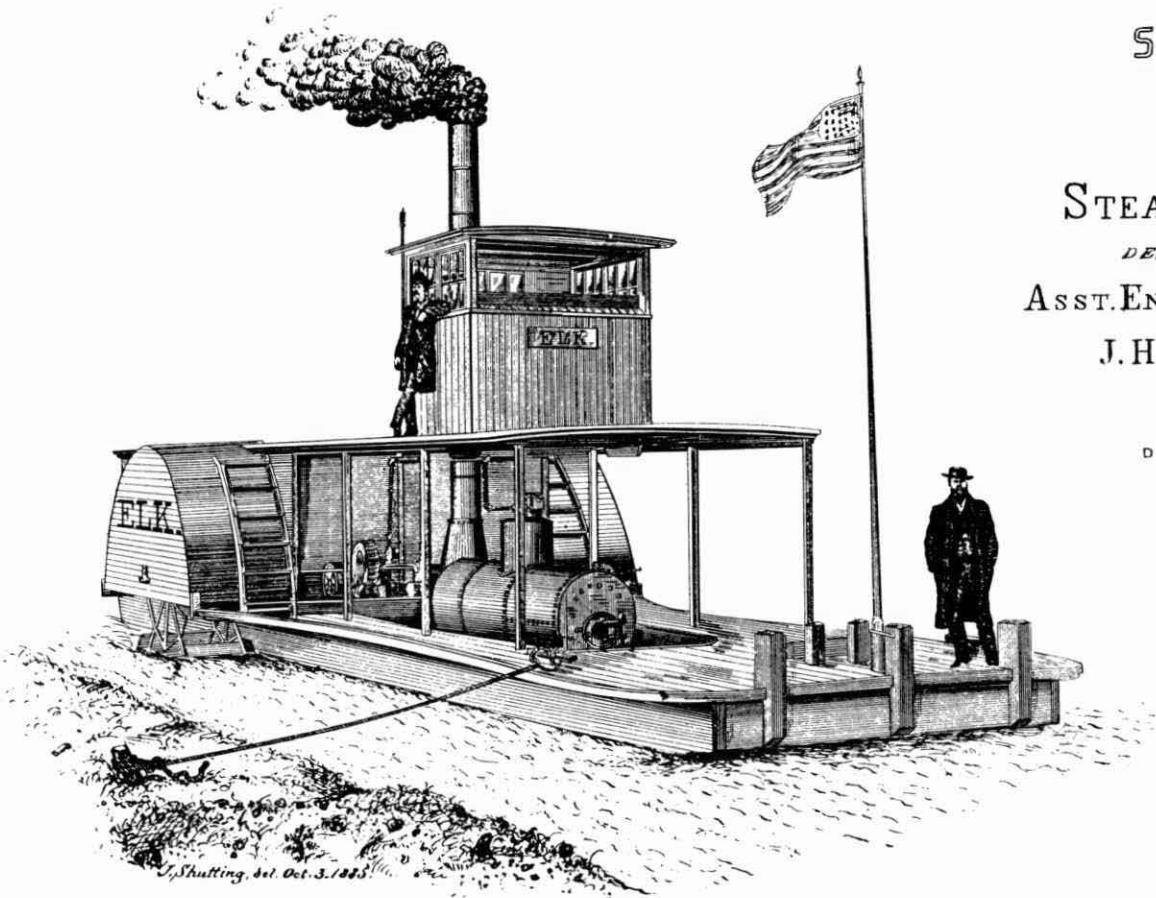
DESIGNED BY

ASST. ENGRS W. A. TOMS,

J. H. MAYHEW,

et als.

DEC. 1884.

*Boiler.*

Fire box pattern, 20 H.P.  
 36" Diam. 146" long. 45 tubes  
 2 1/2" diam. Fire Box 49" x 25"  
 H Ex1 pt2 v2 49 1

*Engine.*

Double Cylinder 8" x 10" 18 H.P.  
 Rev. of Engine. 4 1/2 to 1 of Wheel.  
 Shaft of Steel, 3" diam. 20' long.

*Hull.*

Length over all 60'. Beam 11' 9"  
 Depth of Hold 5'. Draught (light) 12"  
 Diam. of Wheel 9'. Buckets 12" x 42"

**E**ARL F. OLSON, P.O. Box 37, Norris, Tenn. 37828 sends the above picture of the U.S. Engineer's side-wheel towboat ELK, built for use during the construction of the Elk River Shoals canal and Muscle Shoals canal, Tennessee River, in 1884. The ELK, sketched by J. Shutting, and dated Oct. 3, 1885, appeared in Major W. R. King's contribution to the Annual Report of the U.S. Engineers for 1885.

In respects this craft has much in common with the Big Sandy's "batwingers," and might be classed as a "refined" version, inasmuch as the side-wheels are enclosed in paddle-boxes.

Even with this touch of ostentation, the ELK drew but 12 inches light.

Major King's report is headed "Improvement of Tennessee and Cumberland Rivers in Eastern Tennessee and Kentucky" in Appendix BB.

This illustration also shows up in Leland Johnson's "Engineers on the Twin Rivers," page 128. Leland, in a letter to Earl Olson, says he knows of no actual photograph of the ELK except for a glimpse of her smokestack showing over a lock gate.

One would surmise, in case of a driving rain-storm, everybody high-tails it to the pilot-house.

The St. Louis Post-Dispatch sent along staff writer-artist Dan Martin to cover them on the recent trip of the GENERAL JACKSON to New Orleans. The result was a page-length story titled "The World According to Wamp," in their Wednesday, February 28th issue, illustrated with a good likeness of the boat's skipper, Capt. Edgar Allen (Wamp) Poe and his show-boat.

When asked about his nickname, Wamp had a ready answer.

"When I was young, I was prone to be wild, just like a wampus cat."

Now 59, he was born in Grand Tower, Ill. "It doesn't matter if you're a nuclear physicist in Grand Tower--there ain't no job for you. You either got to be a farmer or work on the river."

Other Wamp Poe quotable quotes:-

"I'm here because I want to be."

"I told my daughters, 'You're half Poe, so you're half right. I'm full Poe, so I'm always right.'"

Or, as he watches a 25-barge tow of loads downbound, "That pilot has to know what he's doing - Bush and Gorbachez standing watch together couldn't help that pilot right now."

The February issue of "River-iew," issued by our Middle Ohio River Chapter of S&D, Fred Rutter, editor, is a 6-pager. Dues are now \$5 for individual or family, payable by June 30, 1990 to Sandra Custer, 2316 Northwestern Parkway, Louisville, Ky. 40212. Members are required to belong also to the S&D parent group. Officers for the ensuing fiscal year will very likely be a shoo-in.

The nominating committee has recommended the following:

Jack E. Custer, president  
Barbara Hameister, 1st v.p.  
Fred Rutter, 2nd v.p.  
Sandra Custer, secretary  
Lucy Stoll, treasurer  
Jim Schenk, Board at large  
Frank Prudent, Board " "

The membership meeting was held at Maysville, Ky., April 20-21.

An original picture of the PARGOUD loaded with cotton (back cover Sept. 1989 issue, wrongly identified as the CHAS. P. CHOUTEAU) has come to light in the Capt. William S. Pollock collection. The printed caption reads:- STEAMER PARGOUD, New Orleans and Greenville Packet, J. W. Carlton, Master. Arrived in New Orleans Dec, 29th, 1886, 5,662 Bales Cotton, 546 Sks. Cotton Seed. 242 Feet Length, 42 Feet Beam, 8 Ft. Depth Hold.

In scanning the first-issue license holders listed in our March 1990 issue, page 15, S&D member C. A. Montague, Jr. of Ashland, Ky. noticed the name of W. J. Montague. Some researching reveals that William J. Montague was born in 1824, so he would have been 29 in 1853 when licenses were first required and issued. Doubtlessly he had been piloting for some time before that.

William J. was older brother of Thomas H. Montague who lost his life in the burning of the FASHION (Way #2019) in 1866 near Baton Rouge. The father of these two pilots was Dudley S. Montague, brother of William W. Montague who was great-grandfather of our correspondent. C. E. Jr. says "I suppose this gives me some right to claim membership in S&D."

=Anybody who helped build a steamboat on a mountain-top needs no other qualification.  
-Ed.

Capt. Wm. H. Tippitt advises that the old side-wheel shafts shown on page 16, March issue, are from the JAMES LEE (Way #2924). "She had been renamed DE SOTO (Way #1520) prior to her loss in ice at Memphis," says Bill Tippitt.



"Moonlight At 8:30" is the title of a book yet unwritten and probably never will be. Jerry Sutphin sends this nostalgic reminder of the era when steam excursion boats were wandering nomads. The AVALON is at Huntington.

J. Raymond (Ray) Samuel, steamboat fan of New Orleans, died on Monday, April 16, 1990 of a heart attack. He was 75.

We are indebted to Capt. Doc Hawley, master of the NATCHEZ, for newspaper notices. Doc recalls meeting Ray for the first time when, in 1959, Ray and Leonard V. Huber visited aboard the DELTA QUEEN at the old Governor Nichols wharf, calling on Capt. Jesse P. Hughes. "He was a good friend and I'll sure miss Ray Samuel," writes Cap'n Doc. "Among other things, Ray and I deposited the ashes of Ben Lucien Burman at Algiers Point, as he wished done."

A well known lecturer, Ray was repeatedly invited aboard the DELTA QUEEN on VIP charter trips. He was co-author of "Tales Of the Mississippi," and he and his wife, Martha Ann, wrote "The Great Days of the Garden District."

During the 1960s, Ray Samuel was senior v.p. of the International City Bank, and also was honorary vice consul for Great Britain. Queen Elizabeth II made him Honorary Member of the British Empire.

Touring New Orleans with Ray Samuel was a liberal education. He frequently stopped his car at points of interest and his guests were taken a-callin' to meet his friends. He knew his way around in the Plimsohl Club, the Petit Theatre du Vieux Carre, the Louisiana State Museum, the Louisiana Historical Society, Louisiana Landmarks Society, the Royal Society of St. George, and so on. He got his Phi Beta Kappa at Tulane. As Cap'n Doc says, we'll sure miss Ray Samuel.

Other than his wife Martha Ann, he is survived by two daughters, Cynthia and Stephanie Samuel. Following an overflowing memorial service, burial was in the Hope Mausoleum, New Orleans.

-Our appreciation to Capt. Doc Hawley, Perry Moran and Ross Rogers, Jr. for assistance. Perry Moran adds: "The passing of Ray Samuel is a sad and tremendous loss. He leaves literally thousands of friends here in Louisiana; a beautiful person inside and out."

#### THE BACK PAGE

S&D on Saturday, September 16, 1972 - 18 years ago - was treated to the demonstrations of three working model steamboats, two of them paddling around in the pond at the Ohio River Museum, the J. M. WHITE and IDLEWILD. The third-and largest-was a sternwheeler named PIONEER, maneuvered on the Muskingum River with a full crew aboard (1), George Schotten (builder, owner, captain, pilot, engineer & deckhand combined) seated on the forecandle.

As the S&D REFLECTOR told the story in its next issue (Dec. 1972):-

"Thursday afternoon we visited at Campus Martius Museum where Catherine Remley showed us a picture of a 20-foot model boat loaded on a two-wheel trailer. It was the handiwork of George Schotten of Hubbard, Ohio. I knew George, and his wife, Muriel, Ye gods, who ever heard of a steamboat model 20 feet long! Catherine called them up. George was at work but Muriel answered. She said she didn't even know there was an S&D meeting going on, but that she would get hold of George right away.

That evening Muriel got me on the phone. George had decided to bring the model to Marietta, but there was no trailer hitch on the car and the trailer needed work, but they were coming.

Friday morning I went to the new offices of the Marietta Times to write for them an S&D news story, and took along with me the picture of this 20-foot model Catherine Remley had provided. "Fine, fine," said editor A. Y. Elliott, and 4½ hours later that 2-section, 28-page paper was on the streets and taken to homes. The PIONEER took front page, 3-column top billing and the S&D story was alongside, carried to page 14.

Friday evening after paying a call aboard the new ROBIN D at the landing, Grace and I were back up the hill, corner of Front and Greene, when here comes a car with a big river packet tagging behind it. George and Muriel had arrived with his 20-foot model PIONEER. Well, it's too stupendous to be a model. It's the real thing, only little. Looks for all the world like the ALABAMA when she was

first built at Point Pleasant in 1912, no Texas. George said he first built it with a Texas, but he decided later to take it off. Now he's hankering to put it back on again. So the immediate question is where do you park a 20-foot model in Marietta for the night?

The rear parking lot at the Lafayette seemed best. But the overhead gate bar was too low--would catch the stacks. So we decided to make a wrong-way entry via Post Street, which meant getting another overhead bar removed and a STOP gate opened, which takes a key and some doing, but we did. There in the floodlights was the PIONEER not much the worse for her highway joy-ride. The wind had blown off the top of the pilothouse but George had made a screeching road stop to save it--but the whistle and top ornament had suffered. f

Lady Grace and I were in room 327 facing out on this parking lot. Every 15 minutes all night Lady G peered out to make sure no souvenir-seekers were meddling, or even had a remote idea of meddling. I still believe she was somewhat disappointed that no opportunity offered for a school-teacher clapping of her hands.

Saturday noon while the S&Ds were picnicking on the premises of the Marietta Boat Club, here came the PIONEER down the Muskingum, George aboard on a camp-stool placed on the forecandle. He had launched her at the new ramp up the Muskingum above the Fair Grounds. He made a graceful turn down by the W. P. SNYDER JR. and brought her up on the shore side of the Boat Club docks (see picture, back page, taken by S. Durward Hoag).

This was the only voyage the PIONEER ever made, and at this fall's S&D meeting you will visit the famous boat on display in the Ohio River Museum, Marietta. Read Woody's story in this issue (maybe you already have) of how it came to wind up as it did, for boys and girls of all ages to view and examine.

Ann H. Peterson, 9182 Vincent Circle, Minneapolis, Minn. 55431 says the picture of the forward cabin of the MORNING STAR (March issue, page 40) "is excellent." Ann says she is a great fan of Capt. Walter Blair, the boat's owner-master.







STEAMER AVALON  
PORT OF CHARLES, MO.

AVALON

CHARLES



See page 23, col. 1.



World Famous **Roebling Suspension Bridge** Built 1866

# The River Comes ALIVE with Excitement at Covington LANDING!

World-famous **MIKE FINK** Restaurant

**Steamboat's Steakhouse**

**Moon River Cafe**

**Belle's RiverSaloon**

**Stobart's**

**Belle's Barbary Coast**

**The Captain's Overlook**

**Skyline Chili**

**Pizza Hut**

**T.G.I. FRIDAY'S**  
The American Bistro

**The Retail Corridor**

**City Lights**

**"TCBY"**  
The Country's Best Yogurt

**The Sand Bar**  
Outdoor Patio

**Howl-At-The-Moon Saloon**

**SHOWBOAT SENSATION**  
Action! Excitement!  
Re-live those thrill-packed days of early Kentucky and Ohio!

**BB Riverboats**  
For information and cruise schedule phone: (606) 261-8500

*The Spirit Of America*

*BB Riverboats*

**T**HE "NEW LOOK" at Covington, Ky. will be operating this summer, spearheaded by Ben Bernstein, who operates the MIKE FINK floating restaurant (far left) and BB Riverboats (far right). Stretched between is the new SPIRIT OF AMERICA housing Steamboat's Steakhouse, decorated with riverboat treasures; Stobart's, deluxe diningroom honoring John Stobart and featuring his latest oil painting; Moon River Cafe, jazz and Dixieland in the Texas; Belle's

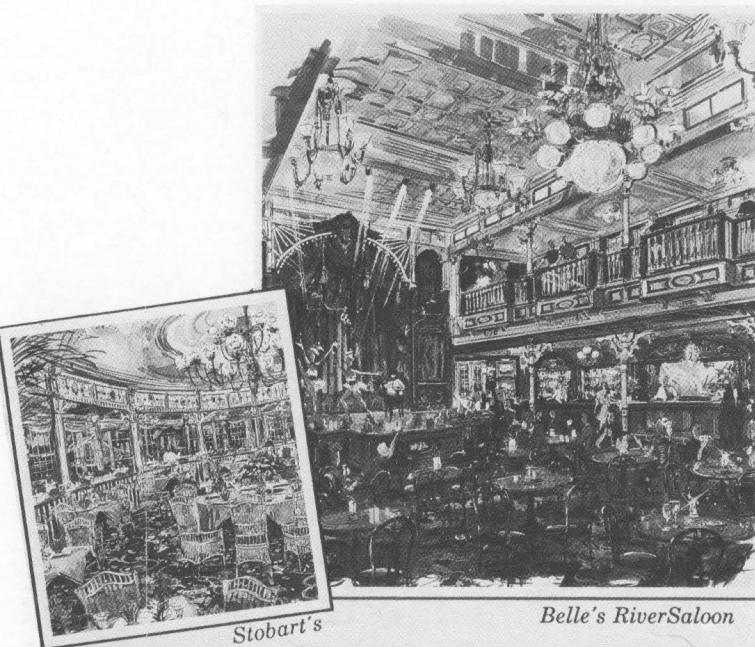


Barbary Coast, gambling casino with play-money; Belle's River Saloon, dance-hall-night-club two stories tall and the Captain's Overlook, "coziest bar east of the Mississippi." The Wharf contains Skyline Chili, featuring five styles of the chili taste that made Cincinnati famous; Pizzi-Hut, the world's first afloat; T.G.I. Friday's, the world's first afloat; The Retail Corridor, line-up of unique shops; City Lights, night club with three-story ceiling; "TCBY Yogurt, living up to its slogan "The Country's Best;" The Sand Bar, outdoor patio - dining and dancing, and Howl-At-The-Moon

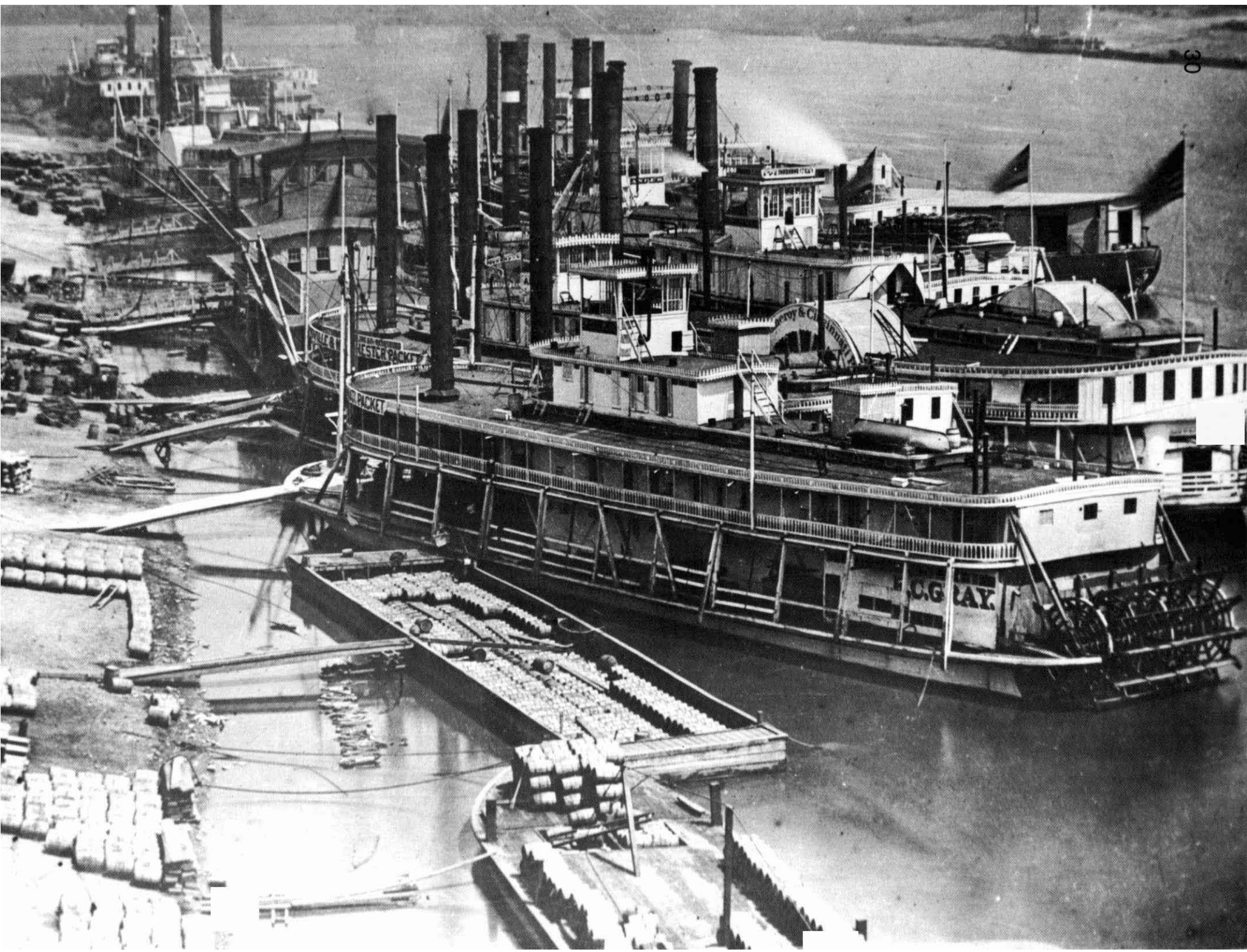
Saloon, twin baby grand dueling pianos. Parter in this \$11-million project is Gary Wachs, Cincinnati architect whose family owned Coney Island in the 1920s, and who helped design King's Island. The photographs were taken by S&D's treasurer, Larry Walker, in early March this year showing construction in progress. The SPIRIT OF AMERICA was berthed head-upstream for most of the work, and then was turned facing downstream as shown in the double-page lay-out above.

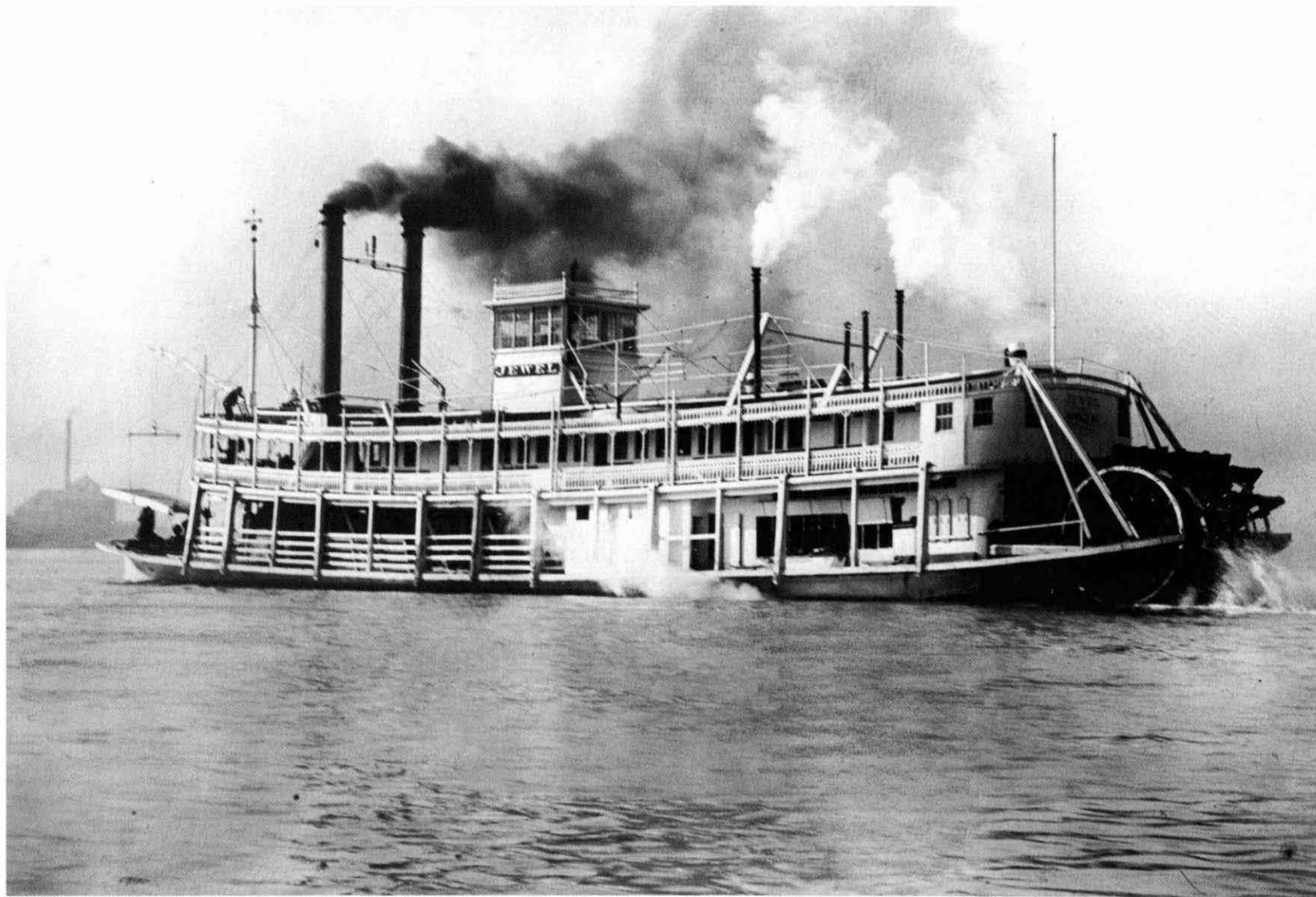
released by Covington Landing River Center, P.O. Box 862, Covington, Ky. 41012-0862. At press time we have received a color photograph from artist John Stobart of the painting he has just completed for the SPIRIT OF AMERICA's plush diningroom which will honor his name. The painting is a glorious view of Roebling's suspension bridge in its beginnings, the piers up, cables stretched, and the iron work just started. The piers were started in 1856 and the opening was delayed until 1867, work interrupted during the Civil War.

A full-color brochure has been









**T**HE MURPHY LIBRARY at La Crosse, Wis. credits this portrait of the JEWEL (Way's Packets #3014) to Bert Fenn's collection. She ran the 11-mile trade, Evansville-Henderson trade 1893-1909, owned by Capt. James B. Thompson, native of Clarington, Ohio, who removed to Evansville in 1885 and died there, 92, in 1934. He also

owned the fast ROYAL (Way #4860). The Wheeling short-traders JEWEL and ROYAL were named for these Evansville locals. Capt. Thompson commanded the LA MASCOTTE (WAY #3321) when she exploded and burned in 1886. The tall stack in the hazy distance (left) is on the Evansville Water Works in the bend above town.





**D**ATED 1893, this picture of the Cincinnati waterfront recently showed up as an example of "extreme low water" before locks and dams, a whole fleet of steamboats stranded ashore. Dorothea Frye scouted around and found for us this print from the original negative. The date, probably right, was misinterpreted. What we see here is an ice-clogged Ohio River. The white lane running from bottom left to center is solid pack-ice, giving the illusion of being the shore-line. Those steamboats, far from sitting on dry land, are

floating at ease, although their owners and crews are apprehensive about what's coming next. The photographer was on the Central Bridge, aimed downstream, with Roebling's suspension bridge in the smoky background. Nearly all (maybe all) of these boats are wearing double white collared stacks, owned by the White Collar Line which in 1893 served routes on the Ohio and Mississippi from Pittsburgh to New Orleans. Too bad they cannot be identified.

