

S&D

REFLECTOR

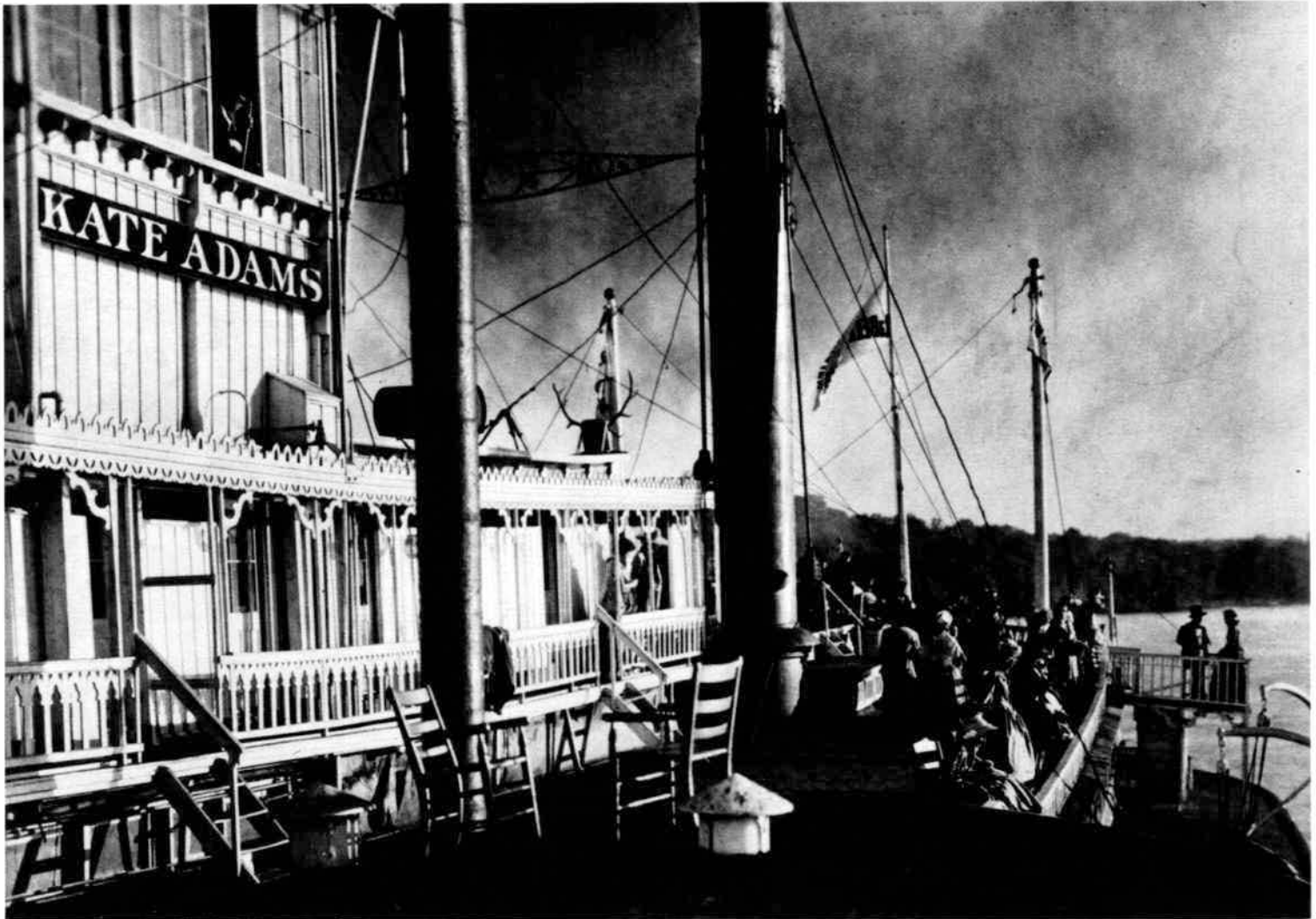
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 27, No. 3

Marietta, Ohio

September, 1990



ONE LOOK at upper left identifies the boat beyond all question, the lovin' KATE ADAMS (Way #3217) but (and this is a big BUT) another look provides proof aplenty that this exceptional picture was made in the fall of 1926 when she was temporarily renamed LA BELLE RIVIERE for the filming of "Uncle Tom's Cabin." The movie people went to Memphis and went to great pains to alter the boat's exterior to conform with the appearance of an antebellum side-wheeler. All of the wire railings originally hemming her deck spaces were removed, and were replaced with old-timey scroll-sawed fancy wooden rails, and the tops of the stanchions dyked out with top bracketry. These alterations are visible here on the texas. Also the stack tops, and the tops of the 'scape pipes were feathered, and her swinging stage removed (swinging stages first appeared on the rivers

about 1870). Not changed was the fanciful spreader-bar between the stacks, judged authentic for Uncle Tom days, but the stack-lowering hinges and counterweights, added of necessity when she ran Cincinnati-Pittsburgh in 1925 and 1926, weren't tampered with. The upright batten-strips on the side of the pilothouse were movie-made, and what floors us is how-come the KATE ADAMS nameboard is displayed. Another photograph of LA BELLE RIVIERE's starboard side shows the temporary name installed. The flag run up on the forward jackstaff (which also was a movie addition) says LA BELLE RIVIERE on it. The actors wandering about are in period costume, and wish we could positively identify the officer looking from the opened pilothouse window, probably Capt. Gus Phillips.

Many thanks to Dave Thomson of Sun Valley, Calif. for the photograph.

Sirs: I loved Jim Swartzwelder's story of the AVALON in the June issue. It brought back so many memories. When based at Cincinnati Mickey and I first met Capt's Ernie Wagner, Doc Hawley, Red Schletker, Bo Allen, and purser E. P. Hall. I didn't meet Betty Blake until she joined the Greene Line. I hope Capt. Gabe Chengery notices the AVALON's calliope - I have the little lyre from above the keyboard - Doc gave it to me when the boat was sold down the river.

Woody's article about the PIONEER is fantastic. What an undertaking! George Schotten would be proud and Woody deserves a medal for all his work.

You are right about the GEN'L LYTLE picture not being taken at the Covington landing.

I have read Alan Bates' new book, "Do It Yourself" and thought it just wonderful. Couldn't put it down or stop talking about it.

Doothea Frye,
520 Probasco,
Cincinnati, O. 45220

=This is first we've heard of Alan Bates' new book. Hope to review it in the December issue. -Ed.



PLANS FOR S&D MEET SHAPE UP

ACCENT THIS YEAR has been devoted to the 100th anniversary of the Delta Queen Steamboat Company, which dates its inception, and properly so, to the start of the Greene Line in 1890 when Capt. Gordon C. Greene brought the H. K. BEDFORD to Pittsburgh. Hence S&D has asked Perry Moran of D.Q. Steamboat to be our featured speaker at Marietta on the evening of Saturday, September 15th to climax the centennial in our Marietta-Newport area where the Greenes and Greenwoods began their river adventures.

Festivities will begin Friday evening after supper with a reception in the Lafayette Hotel honoring the Greene clan. The party will be informal and all S&D members are cordially invited.

On Saturday morning, 9:30 a.m. sharp, S&D's Board of Governors meets in the Lafayette to conduct the annual business meeting of the association. Plenty of space is available for S&D members who may speak from the floor. This will be followed by a special S&D luncheon at the hotel. The VALLEY GEM will be awaiting at the Ohio River wharf for 1:30 p.m. departure for sight-seeing on the Muskingum, including passage through Devol's Lock.

The Saturday evening banquet at the hotel will be handled buffet style, so that choices may be selected, with assistance offered by the hotel crew in getting plates to the tables. This plan, developed successfully by D.Q. Steamboat Co., works handsomely.

Those wishing to visit the newly renovated Ohio River Museum may depart from the VALLEY GEM directly to the Museum; a stop will be made at the W. P. SNYDER JR. for the purpose. Chief attraction is the lately installed super-model PIONEER, brought from Hubbard, O. and restored as told in our June issue.

A bulletin will be available at the Lafayette's main desk detailing information about tickets for the Saturday luncheon, boat ride and banquet.

The Ohio University Press plans to have available Saturday a number of copies of the long-awaited WAY'S STEAM TOWBOAT DIRECTORY for sale, which the co-authors Ye Ed and Woody Rutter will be glad to autograph.

HUGH MacMILLAN
STAGES A SURPRISE

Starts a Barge Line With
Purchase of St. Louis
Tourist Fixture,
CITY OF ST. LOUIS.

The Waterways Journal, June 4th, sprung the following exciting news:-

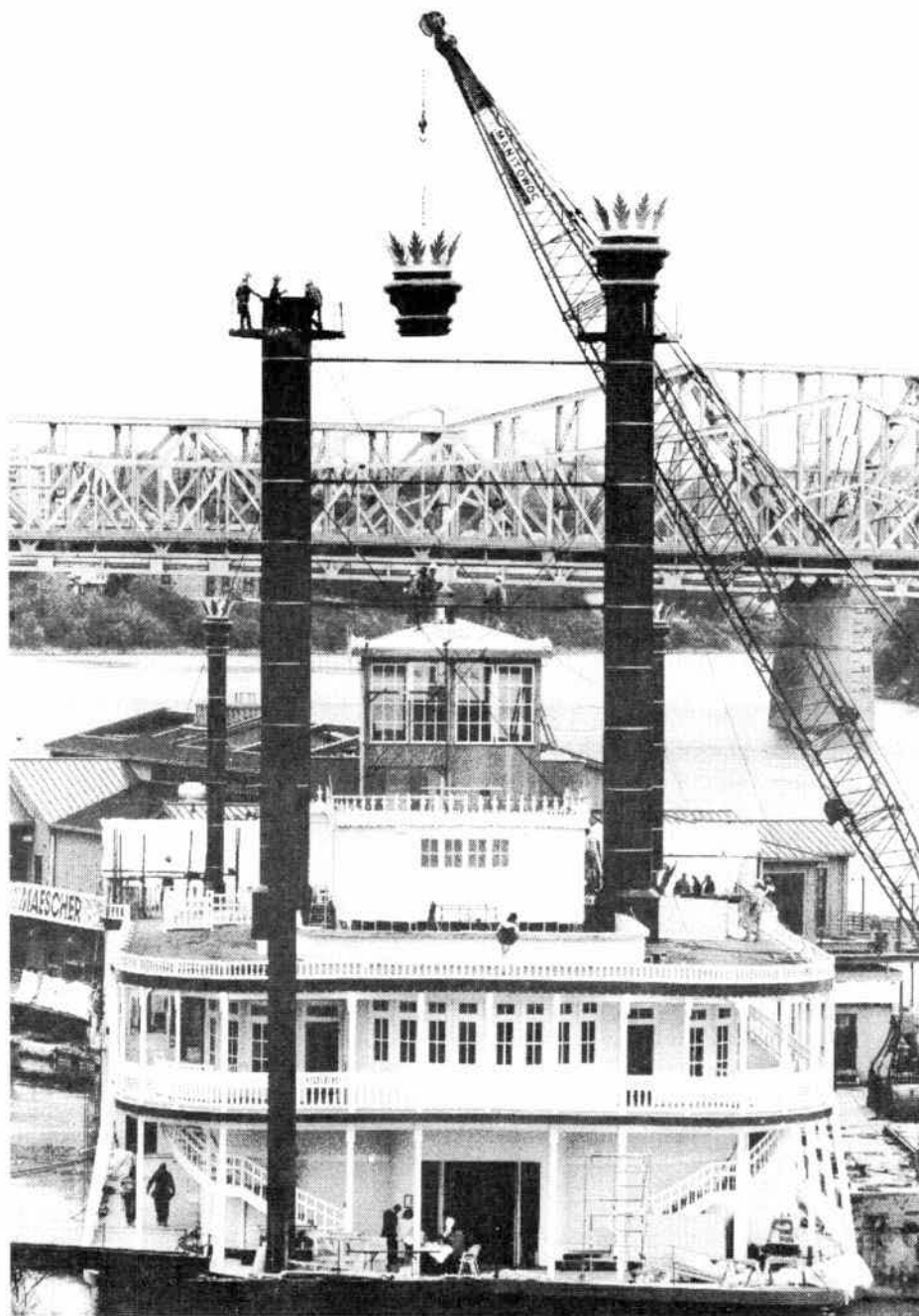
Hugh Mac Towing Corporation of Fort Lauderdale, Fla., a new company organized by the past head of Cargo Carriers, has bought the former Cargo Carriers' towboat JOHN H. MacMILLAN, JR. from Eagle Marine Industries, St. Louis.

Hugh Mac was formed by John H. (Hugh) MacMillan III, son of the vessel's namesake and grandson of the man who founded Cargill in 1865. Cargill, headquartered in Minneapolis, is one of nation's largest privately-held grain companies and the parent company of Cargo Carriers.

Eagle laid up the triple-prop towboat after buying it in 1983, sold the main engines, and used the boat as a tourist center on the St. Louis waterfront, where it was known as the CITY OF ST. LOUIS. The boat was advertised for sale in the Feb. 12th issue of The Waterways Journal. The sale was consummated May 23rd.

In announcing the purchase, an excited MacMillan told the WJ "the number one team is back on the river." Hugh MacMillan's associates at this point are Capt. J. B. Terrell of New Orleans, formerly port captain of Cargo Carriers and currently a consultant; Bill Lefkowitz of Fort Lauderdale, a long-time friend and personal advisor; and Neal Adams, another ex-Cargo Carriers' employe who is port engineer. The operating base of the new company will be in New Orleans. The JOHN H. MacMILLAN, JR. is the first of many boats and barges the company plans to buy.

In past issues, S&D RELECTOR has carried stories originated by Hugh MacMillan III. On July 22, 1955 Christopher Way MacMillan arrived on this planet at Hillsboro Beach, Fla.; the



A 5-foot high sheet-iron crown is hoisted into place atop the second decorative smokestack of the SPIRIT OF AMERICA restaurant and nightclub at Covington (Ky.) Landing on Wednesday, May 2, 1990. The stacks rise 105 feet above the Ohio River and 76 feet from the top deck of the riverboat replica. The project is part of the \$20 million River Center development. The above appeared in the May 4th issue of the Cincinnati Enquirer, furnished kindness of Dorothea Frye.

middle name selected to honor Ye Ed.

Christopher Way MacMillan has been chosen to christen the JOHN H. MacMILLAN, JR. at the Avondale Yard, Harvey, La. at a date to be announced.

- O B I T U A R Y -

Beckett, Robert W., page 46.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 27, No. 3

Marietta, Ohio

September, 1990

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

RENEWALS

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

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

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

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

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

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

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

Officers:

Ruth Ferris, honorary president
9381 Parkside Drive,
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Capt. Frederick Way, Jr., president
121 River Ave., Sewickley, Pa. 15143

Capt. C. W. Stoll, senior v.p.
405 Mockingbird Valley Road,
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Guntersville, Ala. 35975

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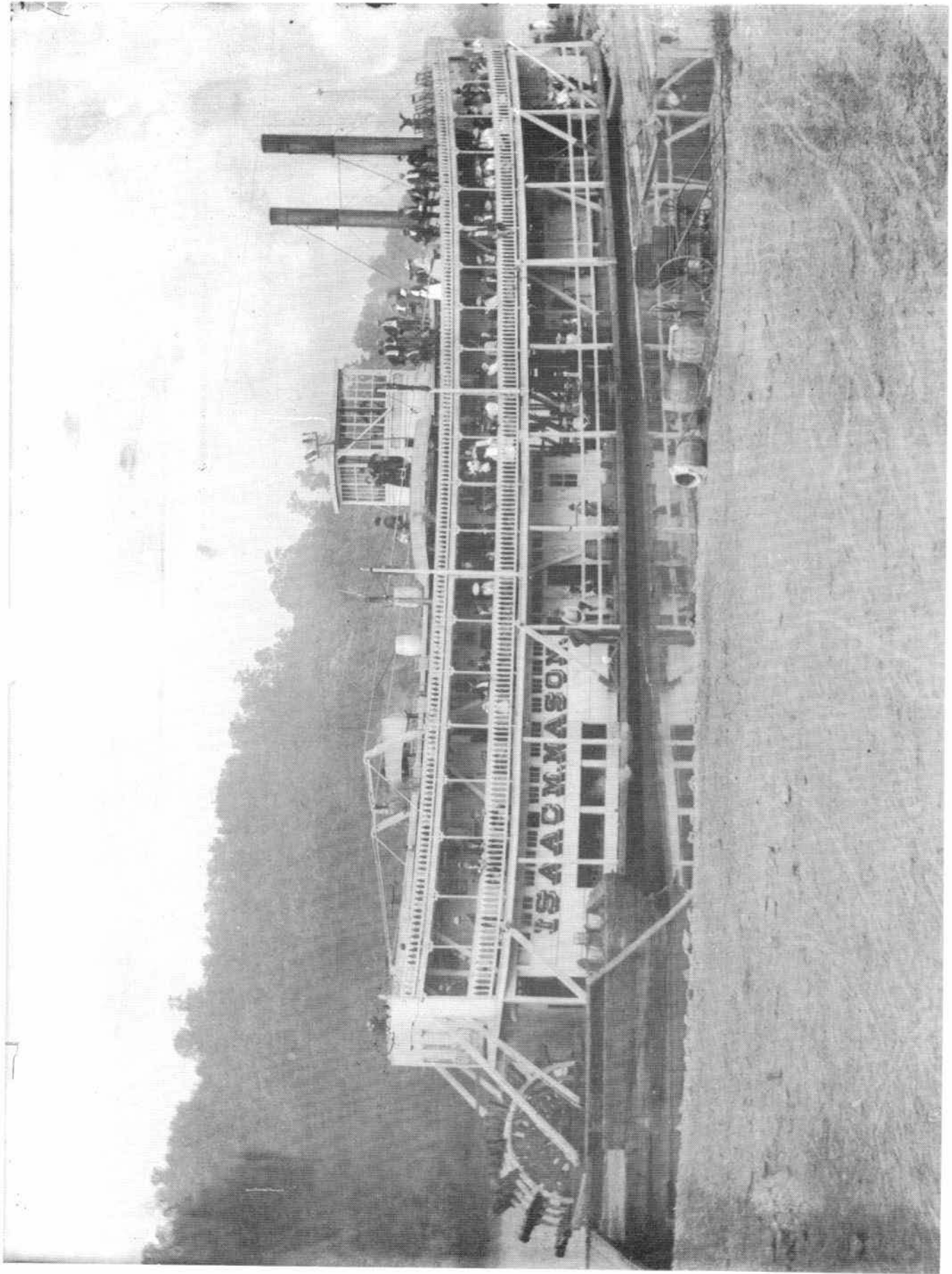
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M'Lissa Kesterman, library ass't.

Ohio River Museum

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Ed Hill, curator
Ralph DuPae, photo research



See page 6, column one.

PICTURE OPPOSITE

This issue contains the story of a boat builder on the Monongahela River at West Brownsville, Pa., Andrew Axton. While preparing the article we received in the mail this photograph of the ISAAC M. MASON, one of the Axton boats. It comes to us from Lloyd Ostendorf of Dayton, O. and is made from the original glass plate negative. The MASON is #2784 in Way's Packets, and here we may amplify the description therein.

About 1912 at my father's Pittsburgh Sand & Supply Co., located on the Ohio River at Baden, Pa., the boiler on the hoist, where the sand and gravel was transferred from flats to rail cars, exploded with force sufficient to send it aloft and deposit it on the eastbound main passenger tracks of the Pennsylvania Railroad. This was no small boiler - a big multi-flue horizontal job, and with it went the fragments of the corrugated metal building on the river bank which contained it. The hoist engineer, who was swinging his loaded clamshell at the moment, made a nigh-miraculous escape to safety, and the fireman had turned on the water supply injector and departed, expecting the worst.

The railroad officials at

the adjacent Conway Yard brought the wreck train to the scene and cleared the tracks. The next immediate need was a source of steam to operate the hoisting machinery. My dad's partner, Joe McDonald, knew Capt. Thomas F. McCleary, and arranged with him to bring his towboat ISAAC M. MASON to Baden for the purpose. During the several weeks during which a new boiler was brought from Erie, Pa. and installed, and the hoist shed rebuilt, I spent a day at Baden and was aboard the ISAAC M. MASON, so can report that she did not look like the boat in this picture at that time. Captain McCleary had changed her upper works to "pool style" and the pilothouse was forward of the boiler deck cabin. This was the first steam towboat ever I set foot upon, what had started out as a packet built at the Andrew Axton yard.

\$2,000 TOWBOAT

Earl Olsen sends along further details of the tiny towboat ELK shown on page 45 of our June issue. U. S. Engineer Major W. R. King had this to say:-

"This little steam-scow is the type of a very useful and economical kind of light-draught tow-boat, several of which have been built and employed on the river improvement of this

disrict.

"The dimensions of the boat and machonery are given on the drawing and I beliee her performance in towing barges will equal any light-draught steamer of her size and cost in these waters.

"The boiler is of the ordinary locomotive pattern, and the engine is a Linger-wood hoisting engine, the shaft of the boat taking the place of the axis of the winding-drum, and a light frame of angle-iron and wood neing substituted for the usual cast-iron bed plate.

"The engine makes about four and one-half revolutions to one of the main shaft, which gives a piston speed equal to that of direct connected engines with 45 inches stroke.

"The entire cost of the boat, including engine and boiler, in running order, was \$2,000, but the boiler was not bought for this special use, and in other cases the engines also have been 'picked up' from the stock on hand bought for other purposes but no longer needed."



The NATCHEZ is quietly celebrating its 15th anniversary at New Orleans. Capt.

Roddy Hammett says, "fifteen years already!"

**CAPT. FREDERICK WAY,
WILL YOU RETURN YOUR ENTRY
AND WIN THE \$1,000,000.00?**

**CAPT. FREDERICK WAY, YOU'LL BE
SO RICH
YOU CAN DO
ANYTHING YOU WANT!**

Personalized come-on to encourage new subscribers to TIME received in the morning mail. The S&D REFLECTOR dangles no such bait, nor will we in the foreseeable future.

Let us take this opportunity to stress our appreciation to our members of S&D and its two branches for their continual enthusiasm and support.

BROWNSVILLE'S
FAMOUS BOAT BUILDER

Written for the
Pittsburgh Dispatch

Brownsville, Pa., Dec. 12, 1903:- In naming his fine new towboat, which recently was put into commission on the local rivers, Capt. E. Bert Gribble pays a delicate and well-earned compliment to a man who is famous among the men who know the waters of the Western rivers, and who is looked up to as an authority wherever the whistle of a steamboat is heard on the inland streams of the country. The ANDREW AXTON was so called in honor of the man who designed and built her, as he has designed and built many others well known in the local harbor, and, in fact, on all the waters adjacent to the Ohio and Mississippi rivers.

Wherever the smooth surface of the waters has been rippled by the advent of a steamboat upon the Western rivers two families of famous boat builders are known, the Pringles and the Axtons. Three generations of these families have helped to make these names famous and have brought to the old town of West Brownsville a goodly share of her fair fame. The boat yards at this little town are known throughout the course of all the streams which traverse the valleys of the Western country and also in the South American republic of Columbia, in which a great deal of attention is being attracted at the present time.

More than three-quarters of a century ago the pioneer John S. Pringle began to build from the immense trees, that then lined the banks of the Monongahela, the transports that carried civilization and commerce to the unsettled wilderness of the great West. For more than half a century the veteran builder continued in the business he had established, and constructed hundreds of boats, of all kinds, from the barges propelled by hand to the more modern steamboats. Many im-



ANDREW AXTON.
One of the Monongahela pioneer boatbuilders

provements in construction and design which he made are still the standards to which steamboats and other craft are judged and built, and his name stands out very prominently in the history of the construction of our inland merchant marine. Packets and towboats designed by John S. Pringle are still known and spoken of by the rivermen, many of whom served on some of them and distinctly remember them for their excellence both as to design of hull and machinery.

When John S. Pringle died in 1879 the control of the boat yard passed to his son, J. D. S. Pringle and Andrew Axton, his son-in-law. From that time to 1883 the business was run by the two men jointly, and then Mr. Axton retired from the firm, only to come back to it two years later, when Mr. Pringle quit the business. Since that time Andrew Axton and his son, Thomas M. Axton, have conducted the business. During Mr. Axton's connection with the boat yard the firm has built 92 steamboats of all descriptions. The list of these boats shows some of which are and have been well known on the local rivers for years and which are still doing excellent service. Others have passed out of existence, having met their fate in some tragic manner, while still others have been retired to the bank, to make room for better and more up-to-date vessels. Most of them have changed owners since they were built, the towboats

having mainly been bought up by the Monongahela River Consolidated Coal & Coke Company when it was organized by the combination of the various river coal interests a few years ago. The complete list of steamboats by this firm since 1879 follows:-

1879: H. M. GRAHAM, C. W. BATCHELOR, EAGLE.

1880: STELLA, ALARM, I. N. BUNTON, EARL (a Mississippi cotton packet), MARK WINNETT, MAGGIE, JOHN LOMAS.

1881: JENNIE CAMPBELL, COMET, S. L. WOOD, LUD KEEFER, DANIEL KAINE, J. M. BOWELL, LULU WOOD.

1882: LIZZIE TOWNSEND, WILLIAM STONE

1883: CLIFTON, GAYOSO, EUGENE

(At this point Mr. Axton retired and the business for nearly two years was conducted by Mr. Pringle alone, during which time the following boats were built:

1883: FRANK GILMORE, I. N. BUNTON NO. 2

(In 1885 Mr. Pringle retired and Andrew Axton, with his son Thomas M., took charge of the yard and have continued the business ever since. In the list which now follows will be found some of the best towboats and passenger steamers known to the Western waters. Many rivermen declare positively that no man in the business can design and build a boat so well as "Andy" Axton).

1885: ADAM JACOBS, VOYAGER, JOHN MOREN

1886: STELLA WILDS, JESSIE BERGER, OLLIE NEVILLE

1887: BENNETT, RALPH (for Corfew, N.Y.), GEORGE WOOD

1888 CHARON, R. M. BLACKBURN, LA REPUBLIC (for the Magdalena River, republic of Columbia), JOHN O. PHILLIPS, T. M. BAYNE, ED DAVISON, CHARLIE STONE, PROGRESS

1889: TRANSIT, LA REPUBLIC NO. 2 (for Magdalena River, Columbia), GEORGE ROBERTS

1890: WEST END, TINSIE MOORE, LENI LEOTI, REX (for Corfew, N.Y.)

1881: M. D. WAYMAN, LAURA, VOLUNTEER, LULU PRINCE, I. N. ROSS, CYCLONE

1892: SUNSHINE, JOHN W. AILES, HARRY NO. 2, LYDE H

1893 ISAAC M. MASON, ROBERT JENKINS, PACIFIC NO.

2, NELLIE HUDSON NO. 3
 1894: BERTHA, FALLIE,
 FLORENCE BELLE, RELIEF,
 CLIPPER
 1895: JOHN N. HARBIN,
 TORNADO
 1896: FRED HARTWEG

This was the last boat launched in the old Pringle yard. At this time Axton & Son purchased ground in the lower end of West Brownsville and erected a new yard. Shortly afterward and before any more boats could be launched the entire plant was destroyed by fire, on Sept. 29, 1896. The firm immediately began to rebuild and just 61 days after the fire the keel of another steamboat was laid.

1897: HARRY BROWN, SILVER STAR (yacht for Cincinnati)

1898: I. C. WOODWARD, LUCILLE NOWLAND, ADMIRAL DEWEY, ROBERT MCKINLEY, VULCAN

1899: R. L. AUBREY, CHARLOTTE, INDEPENDENT

1900: W. C. JUTTE, W. H. FLINT, ELEANOR, WILL H. ISOM (for Seattle, Wash.)

1901: P. M. PFEIL, T. J. GARLICK

1902: COLUMBIA, PROGRESS, JOHN F. KLEIN

1903: J. O. WATSON, CLYDE, J. E. LEONARD, ANDREW AXTON

This list of steamers shows a large number of boats which are well known on Pittsburgh's rivers. There are some, as stated before, which have had tragic fates. The towboat EAGLE, one of the first built, was burned in the Pittsburgh harbor a few years ago, together with the towboats GEORGE ROBERTS, also built by this firm, and the TWILIGHT. The GEORGE ROBERTS was rebuilt and is now the STELLA MOREN. The steamer EARL, built in 1880, was used as a cotton packet on the Mississippi, and was destroyed on that river in an explosion of her boilers. The JOHN LOMAS, after the death of her owner, was sold and placed in the Ohio River trade. One Fourth of July she came in collision with the packet SCIOTO, sinking the packet and drowning 50 of her passengers.

The I. N. BUNTON was wrecked near Davis Island Dam and drowned her engineer. The LUD KEEFER was

upset in the Pittsburgh harbor some years ago, and the J. M. BOWELL was overturned near Fayette City during a windstorm. Persons were drowned in both of these accidents, but the boats were afterward fixed up. The DANIEL KAIN was destroyed by fire at Paducah, Ky. and the LULU WOOD burned at Glenwood, Pa. The steamer GAYOSO sank in the Mississippi, near Memphis, and became a total wreck. The RALPH was used as a cotton packet on the St. Francis River and sank in that river. The side-wheel COLUMBIA, one of the later boats, was burned at her wharf at Pittsburgh last year, but has since been rebuilt.

While these boats have met tragic fates, as stated, there are many still afloat which bear testimony of the skill of the workmen at South Brownsville, in the Axton yards. Some of the boats have changed their names in the years that have passed since they were turned out of the yards, spick and span and new. Among them are the LOMAS, which is now the R. B. KENDALL, and in service on the Kanawha River. The R. M. BLACKBURN now is the HARRY P. JONES; the JOHN O. PHILLIPS now the WILMOT, and the GEORGE ROBERTS now the STELLA MOREN.

For 15 years past the firm has maintained a floating drydock in connection with their yards at West Brownsville. By means of this dock they have built new hulls under many steamboats, and many extensive repairs to many more. A fact worth recording in connection with the construction and launching of all these boats, is that not a single accident has ever occurred which has caused serious injury to any of the workmen, or serious damage to the boats themselves. Another feature is that the boats are launched "end on," instead of sideways, as is the case of most shipyards along the rivers. The launching of a new steamboat is always a gala occasion for the people of the rural districts in which the yards are located. Crowds of

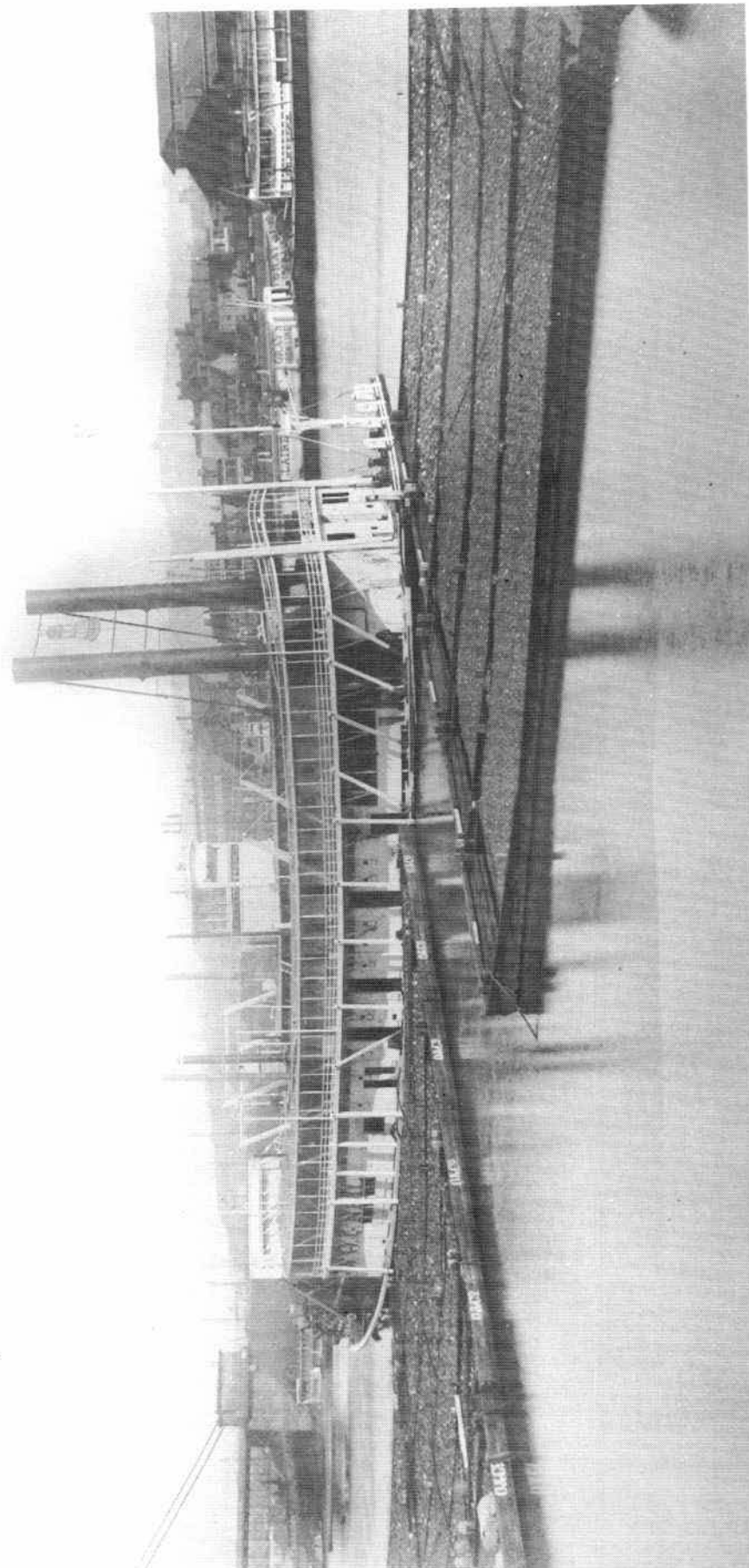
country people gather around the yards and river banks, as the workmen "wedge up" the new boat, and place her on the greased ways, and watch her gracefully slide into the water which is to be her permanent home.

The boats built in this famous yard represent an enormous sum of money invested, the distribution of which has enabled hundreds of workers to provide the necessities and a few of the luxuries of life for their families through many years. The Axtons themselves, particularly the old gentleman, the head of the firm, dislike what is known as popularity, yet by their gentlemanly manner and businesslike methods they have attained a great share of this popularity and are highly spoken of by all who know them. For two decades they have maintained and increased the reputation of West Brownsville boats. At the present writing the senior member of the firm, Andrew Axton, is a hale and hearty old man, who not only commands the respect of all who work with him, but their devotion as well.

Ed. Note: This concludes this unsigned news story. Andrew Axton was struck by a train and died of his injuries in July 1906. His namesake towboat ANDREW AXTON burned under way down the Monongahela near Duquesne, Pa. in January 1906, the crew rescued by the tug JOHN DIPPEL. Capt. John F. Klein bought the wreck, took it to Parkersburg, W. Va. and transformed it to become the towboat VOLCANO, first of the name.

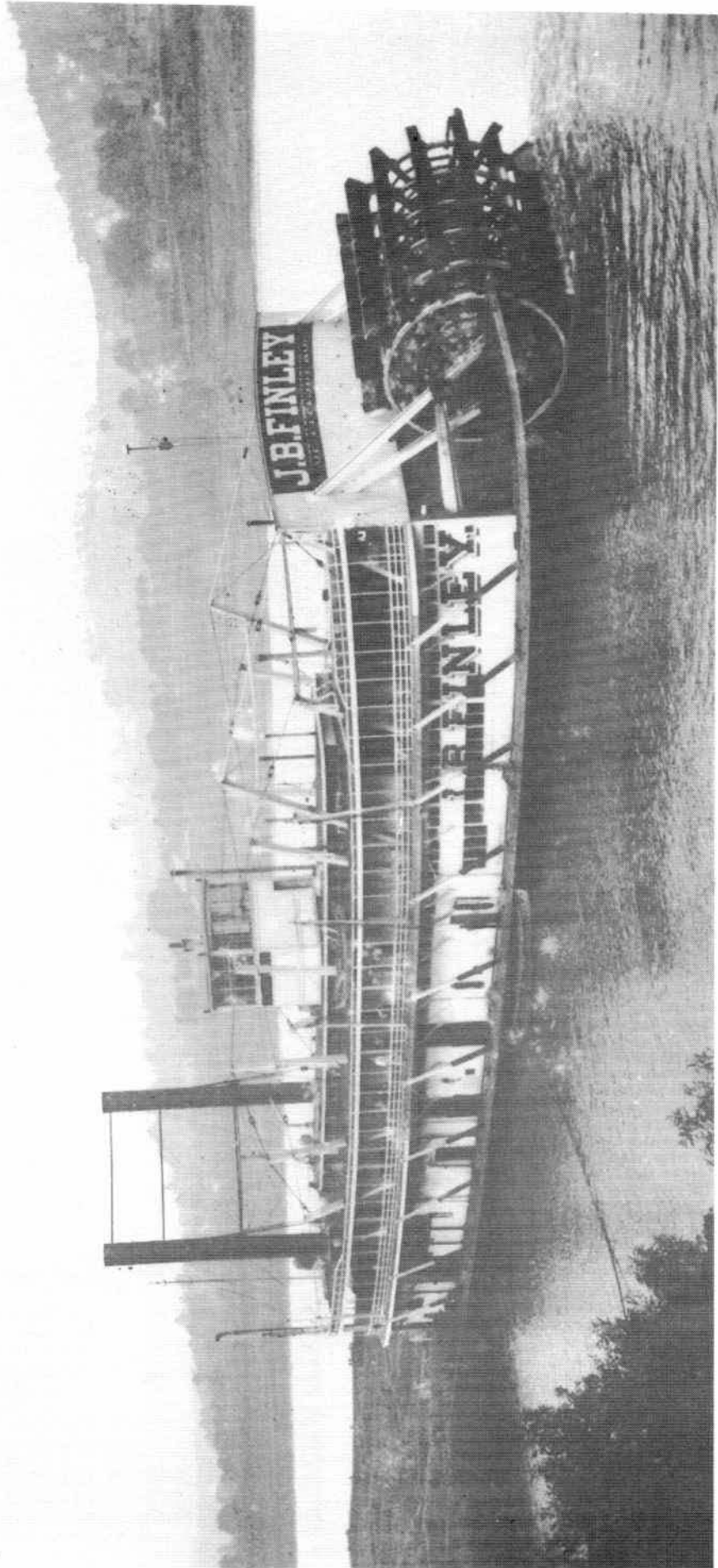
The loss of the packet GAYOSO errs. She became the PARK CITY on Green River, and later on the Kentucky. This issue on another page contains a good photograph of her crew as PARK CITY.

Capt. John R. Neeld retired at Pittsburgh as U.S. Inspector of Hulls in February 1895 and was replaced by Capt. John M. Phillips, late master of the IRON QUEEN. Salary was \$2,000 per annum.



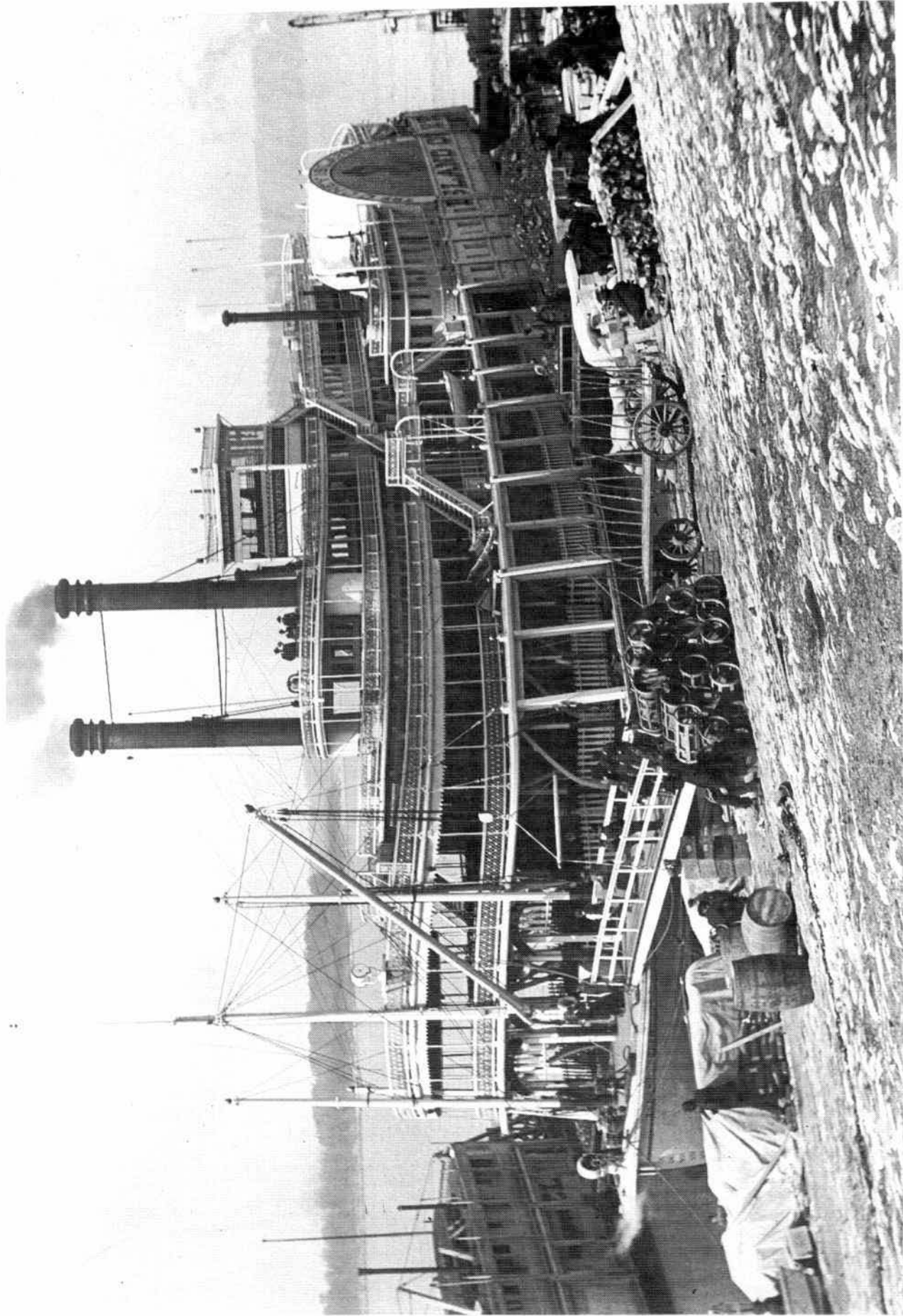
With Way's Steam Towboat Directory completed, thought this issue should display a few famous coal-pushers. The W. W. O'NEIL, the only towboat with 12-foot stroke high pressure engines, is harbored at Pittsburgh in the Monongahela River. The old Point Bridge shows at extreme left, and at extreme right is the LUD KEEFER, partly visible, only photographic glimpse of her we've seen. Both KEEFER and O'NEIL were built in 1881, the former at

the Axton yard, West Brownsville, and the O'NEIL at the Pittsburgh Boat Yard Co., Sewickley. The loaded coalcoats in the foreground are awaiting a "coalboat rise" to start them on their way to southern markets, the headlogs marked in white paint O&C followed by a number. A large model of the O'NEIL was exhibited in Paris, at the Chicago Fair in 1893, and at St. Louis in 1904.



The J. B. FINLEY was the only major-size coal towboat to have arch-style hogchains, supplemented by the usual wheel braces and chains. The hull and cabin work was done at Elizabeth, Pa., whereupon she was towed to Marietta, O. for her machinery. This meant taking her up the Muskingum, through old Lock No. 1 to the Marietta Manufacturing Co. The HARRY BROWN had been there several years prior for the same purpose. The FINLEY was built for the Pittsburgh Transportation Co., a budding new concern headed by J. B. Finley, banker of Monongahela, Pa., and first was named TRANSPORTER. These events transpired during the formation of the

Monongahela River Consolidated Coal & Coke Co. (the "Combine") and when the new boat arrived at Pittsburgh for the first time she had been renamed J. B. FINLEY, honoring the first president of the Combine. A gala dinner was staged aboard at Pittsburgh in June 1900. No details were provided on the original picture from which this produced. She is tied to shore with empty coalboats somewhere on the Upper Ohio, and the scenery across the river is too indistinct to pick up clues of the location. Might be at Middleport, O. (and might not be). This is one of Ralph DuPae's gems.



From the collection of Bert Fenn comes this early-on view of the ISLAND QUEEN (first-way #2799) taken at Evansville, Ind. Built at Cincinnati in 1896 for Coney Island service, the first excursion boat built expressly for that type of service. She innovated wire railings and sported an extension of the stem-piece on the bow with a fancifully carved adornment, same as was placed on the VIRGINIA at the same yard the year before. Thanks to the Murphy Library for print.

From the collection of Bert Fenn comes this early-on view of the ISLAND QUEEN (first-way #2799) taken at Evansville, Ind. Built at Cincinnati in 1896 for Coney Island service, the first excursion boat built expressly for that type



PATTIE YOUNG, DQ Steamboat's darlin' public relations v.p. (seated at left) sends this wonderful picture taken at Covington, Ky. during Virginia Bennett's (she is standing) bench dedication, the details of which are expanded in this issue. Jane Greene is seated at the right, and her brother Gordon stands with Virginia. Only thing missing is the nice iron bench which Virginia had saved from the CHRIS GREENE but it's visible in another picture herein. Ye Ed looks happy, and he was.

EARLY SPRING RAMELE

Adventures Along the
Upper Ohio River.

by the Editor.

JEFF SPEAR and I salute spring by driving from Sewickley to Louisville for the annual DELTA QUEEN-BELLE OF LOUISVILLE race in early May. This year we did it again, with, as usual, no lack of interesting trimmings.

Jeff is the pilot and he does not deviate much from the channel he selected some years back. This means paralleling the Ohio River on Ohio Rt. 7 with a lunch stop at Fly, O., home cooking by-the-river daily except Mondays. This was Monday. So we crossed the bridge to New Martinsville to discover the Court Restaurant, opposite the Wetzel County, W. Va. court house. Excellent discovery. I got to telling Jeff about Capt. J. Orville Noll who ran a three-story brick hotel at the landing and owned the big white frame home across the roadway. One summer Orville rented that home to Gloria Swanson and her husband, the French count, and a real showboat was moored at the wharf, making a movie. Orville Noll ran the VALLEY GEM up Monongahela River in 1917, and in the ladies' cabin had her Zanesville-built "Valley Gem" piano. Jeff surprised me by saying that his brother owns a Valley Gem piano. On a wall in Jeff's Marietta home is a cast-iron stair tread marked BETSY-ANN (I don't know how come the hyphen, but it's there) made and installed on the BETSY by Orville when he was captain of the BETSY.

We recrossed the bridge to Ohio Rt. 7 and made a left at Duffy, O. to go calling on Larry Geisler who lives in a pretty home down by the river and runs the Valley Boat Docks moored off his front yard. Larry has been batching it since the death of his parents, runs his dock and home solo, and has taken time off for the past 13 years to attend the annual Sternwheel Week-End at Marietta. He got started there by riding with Gene Fitch, and since Gene and Claire sold the CLAIRE-E he has invitations galore to ride with others, and knows just about everybody. Longest trip Larry ever made from home was

to Chicago in 1950. In our June issue we ran a recent picture of Larry seated at his desk with an oil painting of he SPRAGUE in the background. It's a good one, when you see the coloring, and he told us it was painted by Ernest C. Smith of East Liverpool. O. Lordy, I had almost forgotten about Ernie Smith - he came calling at 121 River one time about 40 years ago. Larry persuaded Ernie to paint him an oil of the towboat MONONGAHELA, Larry's favorite boat, and it also hangs in his office. Larry has one of the large pilothouse nameboards from the MONONGAHELA mounted on his shop, and aimed toward Rt. 7. One time I was taking the (big) LADY GRACE to Marietta and Larry Geisler crewed me down there, through old Lock 1 in the Muskingum, and we tied her alongside the W. P. SNYDER JR. Steve Hoag invited us to the Lafayette for supper, and J. Mack Gamble was there, too, having come down to drive Larry back to Duffy. That's where Larry learned about rare roast beef, but that's another story, ending up when Larry lugged it home in a doggy bag so's his mother could cook it.

Arriving in Marietta we drove to Acme and Kenwood and dropped off the pages and pictures for the June issue of the S&D REFLECTOR. Bob Richardson requires that we have the material to him 30 days prior to publication date, so here we were slapping it down on his desk one day early, for this was April 30, albeit too late to see Bob, who had gone home shortly before our arrival. There is a finality about transferring to the printer these 48 pages and pictures, hard to describe. For three months these 48 pages grow from being blank sheets of cardboard into magazine pages, always fluid and subject to frequent alterations, and now, of a sudden, the whole thing is silent, inert, frozen - for better or for worse it has entered the realm of machinery and printer's ink, to spew out as an end product. Sort of like sending a youth to college, the parent wishing he might have done better during the growing-up years.

Spring comes to Marietta about two weeks earlier than up in Pennsylvania where I live. Shade trees in full leaf everywhere as Jeff drives us along suburban streets. Neat green lawns have already had

three cuttings, and mine at 121 River hasn't had its first. We stop in at 613 Washington to find Jeff's father, John, stretched full length on a couch, knocked flat following several extractions which required a potent pain-killer. John didn't much care whether school kept or not until he heard Jeff and Joan (Jeff's mother) talking about arrangements for a supper party at Jeff's house. Suddenly John opened wide his eyes and announced, "I'm hungry; I'll be there."

-And John was there.

Jeff's house is at 106 South Second Street where he can see the Ohio River flowing by. He occupies the second floor, and has the first floor rented out to two ladies. Last time when their rent came due they paid him off in pennies. Excellent supper, and our dental patient staged a rapid recovery. Among the guests was Catherine Remley, retired curator of Campus Martius Museum. Tomorrow morning she will join Jeff and me for the excursion to Louisville and come-what-may.

ON TUESDAY, MAY 1st Jeff and I picked up Catherine Remley at her home, 324 Muskingum Drive, headed down Rt. 7, skirted Athens, and this method landed us at a small restaurant in a small town, Peebles, O. We discovered this combination about eight-ten years ago and now it's standard practice. Crossed the Ohio at Coney Island into Kentucky with all the miniature cedar trees o'er hill-and-dale, and before you could say Jack Robinson we were winding up the winding lane to Rock Hill. Every time we do this, the distance seems shorter; this time about a 6-hour drive.

First person we saw was Ralph DuPae out for a stroll around the Stoll mansion. "What on earth has happened to him!" cried Catherine. Ralph's left arm was in a sling.

Ralph had foreseen this question calling for details 60 or 80 times in the next 48 hours so he had copies run off of a story from his home-town La Crosse (Wis.) Tribune, issue of Thursday, April 19, story by writer Pat Moore, illustrated.

The JULIA BELLE SWAIN, Capt. Dennis Trone in charge, started up the Mississippi on her first spring trip with some invited guests aboard, two of

whom were Ralph and John Hartford. They tied up the first night after leaving East Dubuque at Lansing, Ralph sleeping on a mattress on the cabin floor and in a sleeping bag. Early next morning, Tuesday 17th, Ralph awakened up and decided to go to the galley for a bowl of chicken soup. Two side-by-side doors, one down to the galley, and the other via iron ladder to the boiler room, were his choice, and Ralph took the wrong one. He fell 5½ feet easy as a breeze, broke his left shoulder, dislocated a bone in his left forearm and, in his words, "banged up an ankle."

The JULIA BELLE steamed up to La Crosse, a matter of about 4 hours running, Ralph keeping as comfortable as possible on chicken soup laced with aspirin tablets.

When the boat landed at Copeland Park there in La Crosse, Ralph was transferred to the Lutheran Hospital for major and minor repairs. John Hartford was at the hospital with Ralph for better than four hours.

The news article concluded by saying Ralph is 65 and has been collecting river pictures for 21 years, the total collection now approaching 40,000 negatives.

He had driven solo to Louisville, arriving shortly before we saw him "taking the air" on the Stoll driveway.

HARDLY NEWS at this late date that the DELTA QUEEN won the race. She was rolling her wheel at 18½ rpm all the way up to Six Mile Island and back, breezing along easily, professionally and quietly. Capt. Gabriel J. Chengery was master, and Capt's Norman Hillman and Adrian Hargrove were the pilots. Every stateroom was occupied by tourists who had boarded at Memphis and were enroute to Cincinnati. In addition she had booked a limited number of fans for the race at \$100 a throw, and treated them to a buffet spread in the Betty Blake cabin area. Jeff and I had been provided with boarding passes courtesy of Delta Queen Steamboat Company--and used them. Upon boarding we were greeted by Connie Fox, first assistant to Patti Young of the New Orleans office, a great addition to the staff. Cap'n Gabe gave us the run of the boat, and Jeff saw

Frank X. Prudent and Vic Canfield and that's about the last I saw of Jeff. A special friend of mine, Alie Thompson, of Sewickley, had boarded at Memphis with friends, so we shared a table on the forward upper deck, braving what had turned out to be a rather chilly afternoon with a few drizzles. This was Alie's first boat race at Louisville and she was a mite confused about the etiquette, or lack thereof, when the BELLE scooted across the river at the start, the starting gun boomed completely off schedule, why the B/L had the advantage of tug help in getting turned, and we didn't, etc. Such antics have developed over the quarter-century since these annual pre-Deby races started. The DQ's band, tooting there on the roof nearby, created so much static I finally gave up my shouted explanations, no loss, really, for true explanations do not exist.

Over on the B/L Capt. Mike Fitzgerald and crew were confronted with a rather unique problem. The safety valves on the boilers would not properly seat and, like leaky faucets, blew precious steam into the atmosphere. Despite this affliction, she maintained a good steam pressure, and was rolling a good wheel. In all the commotion we did not have opportunity to visit with Capt. Fitzgerald, but enjoyed Capt. Kevin Mullen's TV performance Wednesday noon. Capt. Joseph L. Hughes was sharing pilot watches on the B/L. The Courier-Journal story next morning made much of a rivalry between Hughes and Hillman; Hughes 68 and Hillman 71. Incidentally, Mrs. Hillman rode the DQ and rooted for her husband, of course.

Ardent DQ fan and S&D member Philip C. F. (Chad) Smith of Bath, Maine, showed us pictures of his diorama of the DQ's bar which he created in miniature. We urged him to bring this to our last S&D meeting when he and his wife Meredith attended, but Chad didn't wish to risk transporting it. What a shame, say we, but maybe he's right.

On the upbound leg of the race the twin prop diesel towboat SUSAN C. McBRIDE tailed the DQ. She looked quite familiar, so we looked her up in Dan Owens' Inland River Record. Why, of course! She was Ashland Oil's TRI-STATE which

was entrusted to my command in the early 1940s before radar was introduced to pilothouses.

Missing from the festivities this year was the CLARE E. BEATTY, but we were pleased to see Capt. John L. Beatty, down from Warsaw, Ky., looking quite chipper.

On the downbound leg of the race, all doubt removed about the DQ being the winner, I tried my luck with the barbequed spare ribs (excellent!) seated at a small table near Betty Blake's portrait. Writer Gerald Ryan of the Courier-Journal was on his hunkers, pad and pencil, trying to get me to reveal that the race was rigged (hell no, Gabe Chengery was out to win). The interview over with, and me mopping grease, a gentleman seated nearby, balancing a loaded plate in his lap, said he had overheard, and asked was I really Cap'n Way? Pleading guilty, he said he lived in Tell City, Ind. and was neighbor to Bert Fenn. Well, well. I think his name was Mr. Zirker. My notes got stained with barbeque sauce - small paper napkins are not much good with spare ribs. Events of this sort are commonplace aboard the DQ, and add a great deal to the fun of mingling with the passengers.

I missed the customary ceremonies following the race, at which the golden antlers are formally passed along to the "winnah, sah." This wake was held up the hill, out of sight from the decks of the DQ, due, no doubt, to the threatening weather. There were not as many spectators along the shores, or at the following formalities, as in past years. Not outdoor weather, for one thing, and then, face it, these two steamboats have staged this performance for 25 years running. The B/L had aboard a sell-out of spectators aboard. In fact Capt. Mike Fitzgerald made headlines in the Courier-Journal by complaining that his B/L was too heavily loaded with humanity. -Each at \$100 a throw, we may add. Maybe most folks were watching on TV.

RIVER PEOPLE never tire of river talk. At the Stoll party following the race at Rock Hill there is plenty of it, and the variety is infinite. Charles F. Lehman (American Commercial Barge named their 5,600 hp. towboat CHARLES



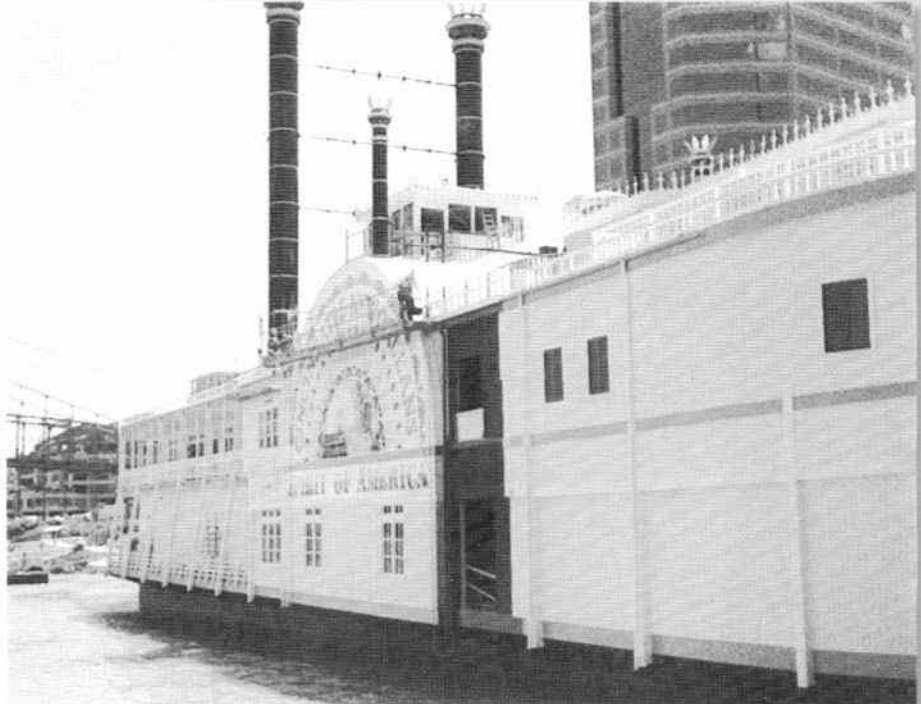
Alan Bernstein hosts two special ladies on what Larry Walker describes as a complete tour of the SPIRIT OF AMERICA and Covington Landing. "He took a lot of his valuable time to do this, and his pride in the complex is certainly justified." Under his wings are Dorothea Frye (left) and Ethel Walker. Date is July 8th. Vantagepoint is on the outside deck of Covington Landing with the famous Roebling suspension bridge for background.

Patricia A. (Patti) Young, v.p. of Delta Queen Steamboat Company, pictured by Larry Walker at Covington, Ky., attending the dedication of Virginia Bennett's bench. The attention-getter at left is Cori Reade holding one of the youngest S&D members, and Ye Ed, being a mere man, pleads guilty of not knowing the name or gender--shame on me!



Virginia Bennett's BIG DAY, the formal presentation of her CHRIS GREENE bench, was shared for a few moments as she and Ye Ed posed for a Larry Walker picture. Too bad this is not in color---Virginia looked quite perky in a red jacket and dark green skirt, and gave a short and interesting address to her many well-wishers.

Sign painter at work on scaffold, having about completed the lettering and fanciful decorations appearing on the starboard paddlebox of the new SPIRIT OF AMERICA. The semi-circular section reads CINCINNATI & NEW ORLEANS, the boat's name stretched across below. Alan Bernstein hopes to take her out to midstream for an over-all set of pictures when he turns her around to fit into the Covington Landing complex.



In the foreground from the left are Jane and Tom Greene, children of the late Capt. Tom R. and Letha Greene, and the uniformed officer is Capt. Gabriel Chengery, master of the DELTA QUEEN. Standing behind, center, seems to be William F. Judd (a guess) and so who's the lady behind Jane. We're going to have to train our volunteer photographers to get names when group pictures are submitted.

Jane Greene and Dale Flick on the port guard of the DELTA QUEEN the day following the Cincinnati and Covington ceremonies. All three pictures on this page thanks to Larry Walker.



LEHMAN for him in 1972) said he is keenly bothered about the lack of available information about the pioneers who fostered barge line beginnings, what fired them up, which ones were gifted with genius, which ones were not, etc. His curiosity about these persons includes those who predated the Combine, as well as those who consolidated that show in 1899. Research on their boats and barges is fairly ample, so now let us focus on the who's who is his plea. Charlie Lehman is not bemoaning; he is doing something about it. He is rooting out people facts. Wow! what a story that will turn out to be! So happens that Jack E. (Sprague) Custer was seated there in the music-room being nice and quiet, and if he was looking a bit skeptical he had ample reason, seeing how Jack has combed heaven and earth for years trying to track down such information about Peter Sprague, a story of frustration which someday soon we hope he will unload in the columns of the REFLECTOR.

This music-room harbors two grand pianos. C.W. Stoll gave us the surprise of the evening when he flat-out refused to play, announcing that he had sworn off such performing. Some day I'll kick pipe-smoking with similar finality. Some day, I said. Helen Hughes Prater took up the slack, and with a reason. Years ago Helen listened to Homer Denney playing calliope on the ISLAND QUEEN, a repertoire which always included one special selection, almost like it was his theme song. Helen learned to ape the piece, sat at one of those grands and played it, calliope-style, note for note, trill for trill, Homer Denney style. Of course I recognized it - just as everybody who heard Denny recitals would know it. We asked for an encore, so Helen did it again. "Now," she said, "what's the name of that piece?" I told the truth for once; I said I didn't know. Neither did Helen know. Even C.W. didn't know. Helen volunteered to make a tape and send it to Doc Hawley. If Doc doesn't know, we aim to launch a national alert.

--And where o where were Jerry and Lenora Sutphin? These two habitually arrive from Huntington bearing gifts from the Sutphin kitchen for the starved and needy, prepared

and served by Lenora, and spiced with Jerry's wit. Seems that Jerry got a call to appear in Parkersburg at practically the last moment, work before pleasure. Lucy Stoll detailed Jeff Spear to slicing two hams using her electric slicer with a round razor-sharp blade. Jeff counted his fingers when done, and still fetched up with ten. Fred Rutter, enrolled in an evening engineering course, was not present due to sheer will power, which he did not inherit from his grandfather. I begged off from the dinner table a/c aforesaid barbecued chops. Instead, I drooled over Ralph DuPae's latest picture finds and selected some likely ones for the S&D REFLECTOR. Not exactly true when Lucy lured me with the dessert I downed a dollop or two, or three. Nice visit with Alan and Rita Bates. Alan appeared by default--a band he plays in had a fortunate cancellation. He and John Hartford are cooking up a project, of which more anon, if it jells. Keith Norrington appeared and disappeared with good and worthy reasons I'm sure, Bert Fenn left early to get back to Tell City, taking his recent retirement in good stride.

Next morning at breakfast Lucy said, "You know, next year I'd like to throw one more really grand river party and invite everybody, and I mean everybody just once again."

RAINED most of Thursday with distant rolling of thunder but let up for evening dinner at a relatively new and likely Italian restaurant, Mama Grisanti's, at Dupont Circle, designed for family trade and liberally patronized. C.W., Lucy, Catherine Remley, Helen Prater and I licked our plates clean, and plenty of daylight was left for a Lucy Stoll tour of new mansions and developments on the ridge back of Rock Hill. "Turn up this driveway to the right, C.W." "It's private, Lucy." "I know, I know, but it's all right; I've been up here." For a nation up to its armpits in the quicksands of debt, somebody please tell me the source from which such material ostentation springs? The vicinity of my hometown of Sewickley is blossoming with new and expensive estates, not seen since the steel barons outrivaled one another with castles and acres of formal gardens a

century ago.

Back at Rock Hill, Lucy had other surprises. She loaded up her tape-player, and here was Capt. Ernie Wagner telling firsthand his harrowing experiences when the ISLAND QUEEN exploded and burned at Pittsburgh on September 9th, 1947. That recording, plain as the day it was made, will make anybody sit up and take notice.

Next came a tape of Betty Blake's talk at the S&D banquet on the evening of Saturday, Sept. 15, 1979. Obviously I had been wool-gathering there at the speaker's table. Now, thanks to Lucy's tape, we know full well that Betty outdid herself in presenting one of the best, if not the best, talk in S&D experience. Little wonder she received a rising ovation. Little did Betty or her audience suspect that about two and a half years later this gorgeous bundle of feminine energy would be at rest in Georgetown, Ky., a victim on cancer, April 13, 1982. She was barely 51.

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Jeff, Catherine and I had a date with the DELTA QUEEN at Cincinnati on Friday morning, May 4th. Rain fell in increasing torrents on that 2-hour drive from Louisville. Then it abruptly stopped as we parked on the Cincinnati wharf to be greeted by Ann Zeiger.

"Hi, Ann; thanks for stopping the rain."

"That's hardly my department; you're late; the show is over."

Ceremonies for welcoming the DQ to Cincinnati for the 100th anniversary of the Greene Line had sort of dissolved in puddles, but we weren't dismayed. If the spirit of Cap'n Tom Greene was hovering around, probably in a yellow slicker, he'd be saying "Come on, come on; the welcome mat is out and the roof doesn't leak much."

Well, sure, sure. Here were Patti and Marta Young, Perry Moran, Gabe Chergery, and a Greene family convention; Mary and Dick Stewart, Jane, Gordie--hey, there's Harry Louden. Hi, Dale Flick!

Yes, we had missed the ceremonies. Sheltered in a canvas tent set up on the levee, Cincinnati's vice mayor, Peter Strauss presented a framed oil portrait of Letha Greene, to be hung in style aboard the DQ. Perry Moran and Gordie Greene

accepted with touching remarks, and then the heavens wept. The torrential rain and accompanying wind dumped a pool of rain collected in the sagging canvas on Mary Greene Stewart. Perry and Patti herded the participants aboard the DQ. Meanwhile Dick Stewart, figuring to get Mary in a dry place, started his car, slammed the door with the engine running, and locked his car keys in the car. Dale Flick to the rescue with an umbrella and wool stadium blanket, and he and Mary boarded the DQ with the others. The wharf police had no luck getting Dick's car opened. The AAA was called, and they did the trick. Mary, apparently no worse for the experience, took Dick uptown to work, and was on hand for a show over in Covington about to be related. I did not see this presentation so there may be a few flukes in the telling. Nor did I see Letha Greene's portrait. Nor the vice mayor.

When we arrived at the DQ the downpour had ceased and Patti Young waltzed us to the Orleans Room, plying us with hospitality, brunch and coffee. Bill Judd popped in and asked, "You're going over to Covington to see the new boat, surely?"

"Well, with this rain and all--"

"Never mind the rain; this is a must--they just raised her stacks; I'll phone over and tell 'em we're coming. Fact is, I'll go over the bridge and tell 'em."

I could scarce conceal my excitement--first glimpse of the SPIRIT OF AMERICA, the J. M. WHITE of 1990.

Bill Judd was back in nothing flat--he had radio'd over from a work boat at the landing, and Alan Bernstein would be awaiting with a big wide umbrella.

Jeff asked an obliging wharf policeman how to get on the suspension bridge. You'd better know where you're headed to in modern downtown Cincinnati; one wrong turn and you're off on a rocket trip to Dayton, Columbus, or Rising Sun. No sweat, and Roebling's old bridge is painted blue. The big umbrella was red, and big. Alan Bernstein is big, and when he smiled "Welcome!" he said it so's the world could hear him.

The Indiana farmer looking at his first giraffe at the circus, and muttering, "they ain't no

such thing!" turned a phrase completely apt in this case. Never in the wildest of my imaginings did it seem possible that today, right now, Jeff and Catherine and I would be gazing at a full-scale, majestically proportioned side-wheeler such as would have tickled the pants off of Captain John W. Tobin. All gleaming white, there she floated. There simply ain't no such thing, but there, bigger than life, she floated proud.

Exploring the multitude of decks and deck spaces with Alan Bernstein was sort of like seeing the emptiness of the Grand Canyon, lots of space and nothing in it. Carpenters and workers swarmed, cutting, fitting, drilling. Piled on several decks were supplies of poplar lumber, white, Grade A, knot-free. I've always been a push-over for fresh-cut boards, the look, feel and scent. But Alan was going on about a girl on a flying trapeze who would swing in great arcs in this enormous interior universe.

A bit later and toward the stern: "Now this is the Stobart room and right here is where John Stobart's new oil painting is to hang. Wait here now, I want a picture of us standing here, and you tell John Stobart you got here first--before the picture."

Well did I know about the picture, for John had been phoning me from Florida about some of the details, a beautiful day-time depiction from the Covington side in Civil War days, work on the suspension bridge at a halt (Cincinnati did not want the Rebs to cross the bridge and take their city) and the ferryboats still running.

We came forward on the hurricane roof along by the big side-wheel housings and tall 'scape pipes. These 'scape pipes are about right for my ol' BETSY ANN's smokestacks, no kidding, and just as ornamental. When we got up near the starboard smokestack I asked Jeff to grab hold of me. "I want to look up at the tops and not risk getting dizzy," I explained.

For years and years in looking at J. M. WHITE pictures, I've envied people 1878-1886 who stood on her roof and looked up just as I was doing now in 1990. Stand aside Niagara Falls and your MAID OF THE MIST flock; give me this experience for the ultimate U.S. thrill.

When first I visited in the pilothouse of the SPRAGUE I could almost see eagles around the overhead carlings. That was a mistake. "Steady as you go," said Jeff, "You're doing o.k."

What we saw this day was a boat under construction, still shy of her interior amenities. This is being written, remember, on Friday, May 4th.

So Alan didn't need his big umbrella. Jupiter Pluvius must have installed a new washer. We hiked it over to the MIKE FINK, the goose that laid the golden egg for the Bernsteins. Alan seated us for a noon luncheon and then went on an all-points search for his father. Customers streamed in, most of them businessmen, and then's when we noticed that many of them were crossing through the FINK to dine in the addition, moored riverward, a large floating dininghall almost doubling the table capacity.

The fabled Ben Bernstein, Alan's father, the spark-plug of all of this Covington waterfront renaissance, is an extremely affable bundle of energy, and a cartoonist would draw him running off the page with a ghostly character, labeled FATE, far in the rear, out of breath, unable to catch up. Commodore Ben was table-hopping at the moment, apparently knowing everybody, and with something to say to each of them. "Enjoy your lunch," he smiled, "and remember we have a date up the hill at one o'clock." He was off in four directions at once.

The "date up the hill" was fantastic. Commodore Ben mopped the wetness from a newly placed iron bench, painted very green. "Try this out," he commanded. River people appeared as if by magic, all focus directed to one very special lady, Virginia Bennett, donor of the bench, who lives nearby at the Harbour House apartments. Virginia, a dyed-in-the-wool river personality, had cabbaged this bench from the CHRIS GREENE. So fine and dandy; now it graces the overlook park, adjacent to the bronze likeness of Capt. Mary B. Greene, and the new SPIRIT OF AMERICA in full view. Across the Ohio at the Cincinnati landing was the DELTA QUEEN, preparing to depart with her annual sell-out Louisville Derby fans. Nonetheless, Cap'n Gabe and Patti

Young were standing with us for Virginia's bench dedication. -Plus all of the Greenes, and Betty Blake's best friend, Dorothea Frye, and Larry and Ethel Walker. That ol' green bench sure did get a send-off, and Catherine and Jeff and I are grateful beyond words to Bill Judd, the Bernsteins, the DQ people and Virginia Bennett and the weather-man. When we got in Jeff's car it rained all the way to Marietta, aftermath of the storm system which had deluged and flooded the Arkansas, Red and Trinity rivers in the southland.

By unanimous vote we passed up Athens and Belpre and slogged to the Lafayette for supper, three passenger pigeons returning to roost in familiar surroundings, and were greeted by Bob Moseley in the diningroom.

Next morning there were two sights I was itching to see, as Teddy-B said to Teddy-G. I was reluctant to overload Jeff, who was doing all the driving, but he waved his arms. "Come on, come on; we'll do it up brown," and off we went to the Ohio River Museum to see George Schotten's super-model of the PIONEER. The reader has seen the pictures and story in the June issue, but mere words and pictures cannot convey what awaits actual visitation. Hats off to Muriel Schotten, John Briley and Woody Rutter. Every nook and cranny of the museum since last September is alive with improvements. The W. P. SNYDER JR. gleams, and the TELL CITY's pilothouse is a crown jewel. I was trying to imagine what J. Mack Gamble would say to all of this. Probably "pretty nice," which, from him, would be what Semper Fidelis was to John Philip Sousa.

Speaking of music, Jeff Spear's new apartment contains an old upright from the Stevens Organ and Piano Company, once located in Harmar near the Knox Boat Yard. There was a time when Marietta homes were not complete without a Stevens in the parlor, but the 1913 Flood ended that era.

We paid our respects to Alan Gintz's new sternwheel boat, unnamed, teetering at a sunken angle (see JUNE REFLECTOR) in the Muskingum. Advance directions of how to reach the site are advisable. Alan spent over seven years of thought and work and sweat and t.l.c. on this attractive creation and was

so, so near to its completion when disaster struck. Were I the underwriters I'd call it a wreck and pay off the claim. But, knowing Alan, a guy of stubborn resolve once he gets his mind set on something special, the end of this story is not yet told. Meanwhile Jeff and I stood on that wet, muddy bank and bled for him.

Jeff drove me home to 121 River that Saturday afternoon, to an empty house and a yard high in overgrown grass. "It's been real fun," he said, "and now I've got to get back to Bill Dorsey and Riverview Antiques."

The cellar was dry, no mice in the kitchen. The front door bell rang, sure sign of a stranger, and there on the porch was a 14-year old lad, new on the block, asking did I need a lawn-cutter. His name

was Matthew, and his Dad was agreeable to his using the family power mower. Matthew's immediate ambition was to buy a tennis racket.

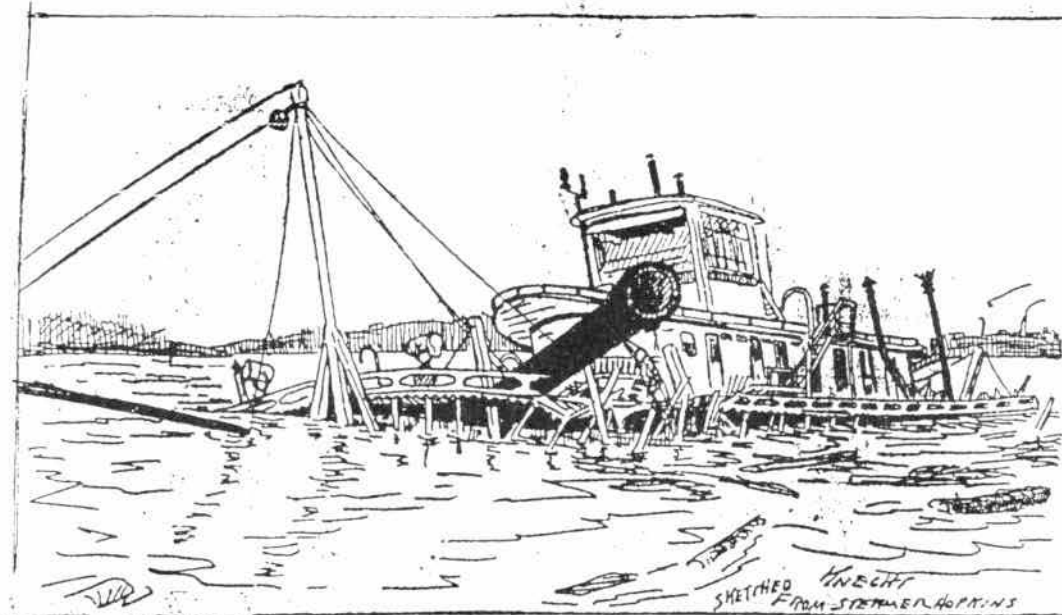
Some mortals work to run a DELTA QUEEN, or build a SPIRIT OF AMERICA, or for creating a private sternwheeler which sinks before its maiden trip, and they all had to start someplace, and nothing wrong in spending two hours of honest sweat at the age of 14 for a fund for a \$135 tennis racket.

The noise of the mower and the gorgeous scant of fresh-cut grass filled the sunset hour or so. The neighborhood certainly looked improved. Matthew had said, "What ever you think is right," and I probably overpaid him.

End of my story.



Sort of figures that Capt. Mary B. Greene would wind up 1990 with a bulging scrapbook had she survived to see her statue in Covington, Ky. and a full year of plaudits in Delta Queen brochures, press releases and receptions for her family. Our thanks to Lee Haynes for the picture.



VIEW OF BOWLING GREEN DRAWN BY ARTIST K. K. KNECHT FROM THE JOHN S. HOPKINS

THE ABOVE pen sketch appeared in the January 22, 1916 morning Evansville "Courier," front-paged with a hot news story captioned BOWLING GREEN SINKS AT WHARF. Hot news indeed; the sinking happened at midnight Jan. 21-22. We are indebted to C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 for remembering a photograph of this accident we ran twenty years ago in the Mar. 1970 issue, the caption ending "Who can shed light?" inasmuch as our files contained no mention of what looked like curtains for the BOWLING GREEN.

So here we have it, thanks to Leonard Schlempp. The BOWLING GREEN had been withdrawn from the Evansville-Bowling Green trade about a month, awaiting dock repairs, moored at the Evansville wharfboat. Watchman Dick Wittman telephoned Capt. Tom A. Williams, officer of the Evansville and Bowling Green Packet Co. at 11 p.m. reporting that the steamer's hull was filling. Captain Williams alerted crew members aboard the JOHN S. HOPKINS nearby. Before steam could be raised to operate the siphons, the BOWLING GREEN took on an outboard list and sank, water nearly to the roof. The Ohio River was at a high stage and the stricken packet came to rest on the graded public landing. The stacks fell, that on the port side fully visible, and the other lodged on the forecastle. Capt. Edgar Williams, who had been master of the boat, told reporters that the bursting of a water supply line was the probable cause. Inasmuch as the high water was abating, the owners decided to postpone raising operations until more normal stages uncovered the lower decks. After repairs she again plied Green and Barren Rivers until the night of March 31, 1920 when she was wrecked at South Carrollton on the Green.

JESSE P. HUGHES DIARIES

-1908-

by C. W. Stoll

The GREENLAND had been laid up at Point Pleasant since Oct. 31 undergoing repairs. The CRICKET and CHILO had been idle during the holidays. The KEYSTONE STATE was at Pittsburgh, the QUEEN CITY was just off of the marine ways at Cincinnati, being readied for a Mardi Gras trip, and the VIRGINIA and TACOMA ushered in the New Year upbound in their regular trades from Cincinnati following a rather spectacular start described in our March issue.

Cap'n Jesse, commanding the TACOMA, dropped his boat in at Point Pleasant on Jan. 2nd for rudder repairs, and then took her to Pomeroy to load 140 barrels of salt to be delivered at Cincinnati.

Newsworthy items logged by Jesse during the following week or so:- U.S. inspectors Clark and Thomas, following a formal investigation, suspended the license of Cap'n Ike Argo for his part in the collision of the HENRY M. STANLEY with the government dredge at Gallipolis the previous September. The Lee Line's GEORGIA LEE resumed her Memphis-Cincinnati trips, following an absence since the spring of 1907. The VIRGINIA's engines failed to back in making the landing at Reedsville, O. and plowed up a liberal slice of real estate.

[Ed. note:- The VIRGINIA, with off-beat compound engines made in Zanesville was apt to cut such capers. Capt. Will Kimble, purser at the time of this Reedsville incident, impressed upon me that pilots, in killing out headway, never aimed her toward anything solid or susceptible to damage. In this instance the overwrought pilot, while the injury to the VIRGINIA was being assessed by the carpenter, paced, fists clenched, in the main cabin forward of the boat's office, shouting, "They can't blame this on me; I rang to back and she failed to qualify!" I've heard this expression "failed to qualify" on several occasions since, and maybe this is where it started. The injury was minor.]

On January 25th, slush ice

running in the Kanawha, the towboat W. B. CALDERWOOD and loaded coal barges, grounded in Scary Chute. The TACOMA pulled on the barges for an hour and got them released. This page of Jesse's diary is headed "Cold, cold," When the TACOMA left Cincinnati on Feb. 1st "the cold wave flag was flying" and next day's diary entry is headed "COLD, COLD -5 degrees."

Next day leaving Maysville at 4 p.m., ice had locked around the TACOMA, and not until much cutting, and use of dynamite, was she freed. She proceeded up the river, all traffic at a standstill, to Pomeroy and Hartford and returned to tie in below the Point Pleasant wharfboat, holding steam. The GREENLAND and GREENWOOD were tied in the Kanawha at Henderson.

On Feb. 8th Jesse took the TACOMA around to the docks at Point Pleasant "to get some sheeting fixed."

[Ed. note:- After having brought his boat 161 miles up the ice-choked Ohio, the mileage from Maysville to Hartford, I would assume that the "sheeting" Jesse refers to is the iron plating spiked to the hull's bow-section over the wood planking. Had Jesse exposed his boat to great danger in making this run? Knowing Jesse, I'd say not, even though traffic was suspended by reason, as he states, "the heaviest floating ice of the season."]

The winter of 1908 came to a successful conclusion. Rains in northern headwater tributaries set loose the Allegheny River ice, a spectacular bowel movement taking two or three days to float those rock-hard bluish-casted chunks, bank full, to pass a given point, even Cincinnati. The TACOMA was back in her trade when this happened, and Jesse saw the OTTO MARMET, WINIFREDE, JAMES MOREN and TOM REES NO.2 waiting it out near Vanceburg on Feb. 12th. The QUEEN CITY left Cincinnati for Pittsburgh on the 15th to load for the New Orleans Mardi Gras. Jesse noted that this was the QC's first sign of life since the summer low water of 1907. The TACOMA started meeting the Allegheny ice when above Crown City, and waited it out at the head of Straight Ripple. He noted having met the GREENWOOD downbound from Charleston to

Cincinnati at Ashland, shy of her whistle which had been nipped off by a bridge in the flood at Charleston.

[Ed. note:- When first I rode the GREENWOOD in the fall of 1919, she was wearing a three-barrel whistle, two of them from the HENRY M. STANLEY and the third with a pedigree unknown to Capt. Gordon C. Greene. How those two from the STANLEY survived the fire at Gallipolis is sort of miraculous, but Cap'n Greene said it was so. The three made a good combination, deep and very steamboaty. Then in 1929 we cracked our BETSY ANN whistle and it was wailing like a wild banshee (pretty awful) so we sent it up to the Frisbie shop in Cincinnati for brazing. Capt. Chris Greene rummaged around on the Greene Line wharfboat and loaned us a one-barrel job, one of the STANLEY components which had been on the GREENWOOD until she met her everlasting in collision with the CHRIS GREENE. I said "Thanks, Chris," and Ray Gill, our engineer, got up on top of BETSY's pilothouse with it and added it to the two BETSY ones which weren't cracked. Hey, this was nice, N I C E! We made two round trips to Pittsburgh with this BETSY ANN-HENRY M. STANLEY-GREENWOOD trio, everybody asking what had happened to BETSY's voice, her feminine soprano now tinged basso-profundo. Chris made me give him back his whistle after Frisbie had made the repairs. Frisbie's had done a good job and the BETSY went back to being a sweet-voiced southern belle.]

The high water crested with 51.3 feet at Cincinnati on Feb. 20th, and on the 22nd the TACOMA, upbound on the Kanawha, found backwater up to Red House, 31 miles. Next day at West Columbia she met the QUEEN CITY downbound on this flood for the New Orleans Mardi Gras. Feb. 24 was "clear and warm, prettiest day of the new year." The following evening, leaving Cincinnati, the TACOMA had aboard 30 hogs, 40 horses and two carloads of cattle. It would be interesting to know where all of this livestock was bound, but the diary doesn't say. High water continued into the second week of March. On the 13th the TACOMA was at Gallipolis when the QUEEN CITY, loaded with barrels of New Or-

leans molasses, psssed up for Pittsburgh. The "new" packet OHIO (AVALON renamed), in charge of Capt. William E. Roe, was at Charleston on the 30th.

The GREENWOOD was in trouble--broke a cylinder timber and was tied at Guyandotte. Jesse took the TACOMA to the scene, arranged help from the towboat CATHARINE DAVIS and, one on each side, they towed the disabled boat to Point Pleasant for repairs, and Cap'n Greene asked Jesse to superintend the work.

This meant taking off the engine from the broken port cylinder timber, and then the GREENWOOD was hauled out on Gardner's docks. Both timbers were replaced, the stern rebuilt, the wheel rebuilt, the sheet iron on the bow replaced and the pillow blocks reset. This task used up all of April for Jesse, and it was not until May 8 that Gardners completed the new paddlewheel. Steam was raised on Sunday, May 10.

Jesse noted in his diary during the progress of this dock work what he was seeing in the Point Pleasant harbor. He spent Easter with his family in Catlettsburg. The Eisenbarth-Henderson showboat, now towed by the MOUNTAIN STATE, showed at Point Pleasant on April 25. Price's NEW SENSATION showboat was briefly on the docks April 28 and then departed in tow of the CHAS. B. PEARCE to show at Chesire, O. The ISLAND QUEEN took an excursion out of Gallipolis on May 5, and next day at Point Pleasant.

Now that the GREENWOOD was back on the track, Cap'n Greene and Jesse had a huddle and decided to lay up the TACOMA and give her a good going-over. They parked her at the Gallipolis wharf where the GREENLAND was called in to help roll the paddlewheel out on the bank. Next day the stacks were taken down, and all fenders and loose lumber removed. On May 12th the boiler furnace was torn out. All lumber was removed from the paddlewheel. The old boilers were cut up and removed. Whereupon the KANAWHA towed the denuded TACOMA to Gardner's docks at Point Pleasant where she was hauled out on May 16th. There she stayed until June 10th.

Jesse noted his 32nd birthday on Sunday, June 7th. Also that day the GREENWOOD ran two

excursion round trips, Gallipolis-Pomeroy, departing Gallipolis at 7 a.m. and back at noon; then back up at 3 p.m. and return at 10:30, the weather "pretty hot." On the 15th June the GREENWOOD towed the TACOMA from the Point Pleasant docks to Gallipolis for her new boilers to be installed. Aboard for the ride were Jesse's wife Telia, their young daughter Lillian, and Telia's father, Capt. Vaughan.

While the boilers were being placed on the TACOMA, Jesse crossed from Gallipolis to the wreck of the HENRY M. STANLEY and brought back the throttle, a pitman and some pipe. Another crew, led by George Barton, took off the boilers and mud drum. Jesse's father-in-law, Capt. Vaughan, returned to Catlettsburg on the ORIOLE, and Telia and Lillian on the CARRIE BROWN, both boats Gallipolis-Huntington locals. Jesse went back to the STANLEY wreck for one more try, and got the other pitman, the dynamo, and other jewelry. Later he got the light engine. These were loaded on a flat and brought to the TACOMA. The new boilers were tested on July 18th and next day steam was raised, and Jesse started her off for Cincinnati, "everything starting off good." The EVERGREEN now was on the Point Pleasant docks.

(Ed. note:- Students and professors of transportation economics will be scanning these lines searching, rather vainly, to understand wherin the profit lay for Capt. Gordon C. Greene with such constant repairing, new boilers, machinery accidents, out-of-service time-loss, etc. on rivers frozen half the year and too dry to run the rest. If Cap'n Greene ever walked into the Merchants National Bank at Point Pleasant and asked for a loan I've never heard of it. If he gave notes to the Gardners I've never heard of it. If he left bills owing I've never heard of it. Once he told me that his recipe was first of all to be a first class son-of-a-bitch. But how, if this be so, did he retain loyal employees through the better parts of their lives at wages hardly ample to sustain them? Once he told me he constantly dreamed about his boats at night. A syndicate once tried to buy his Greene Line at a fancy figure. Next morning he told the spokesman, "I've

decided no thanks; what would I do without these boats to think about?"]

Low water in August. On the 24th the TACOMA backed in alongside the upper island at Manchester at 1 a.m. until daylight when she found herself aground. the GREENLAND came along at 5 a.m. and helped get her off, but got herself stuck until 3 p.m. Going upstream the next day the TACOMA took three hours getting over the same place. On the 26th with the river 3.1 F at Portsmouth it took her two hours to get over Bonanza Bar at 3 a.m., then she stuck on Greenup Bar at 6 a.m. and did not get off until 10:30 a.m. She was at Riverton at noon but turned back at Ashland and waited on the GREENLAND, took her crew and passengers, reshipped her freight on the GREENWOOD and headed back downstream. The GREENLAND laid up at the foot of Guyan, while the TACOMA proceeded downstream on the 27th and got hard aground at Brush Creek at 7 a.m., not getting off until noon. She rubbed hard and "jumped" over Manchester Bar, stuck again in Woodhouse Chute at 4-Mile, finally getting off at 6 a.m. on the 28th, and went down and laid up outside the Greene Line wharfboat at Cincinnati. But the GREENWOOD made it in that afternoon, loaded, and left at 10 p.m. with a big trip.

At this point the TACOMA entered the Coney Island trade, leaving Cincinnati at 8 a.m. and again at 11 a.m., 1:45 p.m., 4:30 and the last trip at 8 o'clock, arriving at Cincinnati at 10:45 p.m., handling 3,895 passengers on Saturday, Aug. 29th.

Next day she resumed her regular run, leaving Cincinnati at 8 a.m. She encountered some delay at 4-Mile but found a stage of 6½ F at Portsmouth, falling fast above, and lots of fog. The GREENLAND raised steam and went to Point Pleasant. But on Sept. 2 the stage at Portsmouth was down to 3½ F and next day the TACOMA turned back at Ashland and rubbed at Hanging Rock, Greenup, Jeannette Shoals and stuck one-half hour at Bonanza Bar. The Portsmouth marks showed 3.1.

On Sept. 4th the TACOMA was back in the Coney Island trade for two days. The ISLAND

QUEEN laid up and on the 5th the TACOMA brought the last park visitors back to Cincinnati having left Coney at 11 p.m., closing the season.

The TACOMA was laid up at the ice piers on the Kentucky side opposite the mouth of the Little Miami. The GREENWOOD was chartered to run Cincinnati-Louisville, and as a last resort, Jesse and purser Dave Scatterday ran the CRICKET, towing a flat ahead, all the cargo they could take, and made it up to the foot of Manchester Islands, the river at Wheeling standing at .3 ft., lower than ever recorded. Next they tried it to Portsmouth, and made it with frequent groundings and some boiler trouble. Jesse was nursing a sore tooth and begged off when they got to Cincinnati to see a dentist. Capt. Charles N. Hall replaced him on the CRICKET. The dentist Jesse consulted was Dr. Mrs. Haar, sister of Capt. Mary B. Greene. The Capt. Charles N. Hall just mentioned later became master of the ISLAND QUEEN (2nd).

The dentistry required three days, during which Jesse boarded the Sedamsville street car and rode down for a look-see at the new Fernbank Dam (No. 37) then in final stages of construction.

[Ed. note:- Downtown Cincinnati to Sedamsville is four miles, and thence to Fernbank is seven more, all within the city's corporate limits. Street cars (C. L. & A.) ran from Sedamsville to Lawrenceburg and Aurora, from whence there was a stage connection to Rising Sun. When you got to Rising Sun the sun set, far as public transportation was concerned, except for ferry service across to Rabbit Hash. The roughest trolley ride I ever made was in 1919, riding that Sedamsville relic, a four-wheeler, Cincinnati's Toonerville trolley. There was no sane method of getting from Cincinnati to Madison in 1908 except by steamboat.]

Jesse survived his trolley ride and got back on the CRICKET to wind up in Catlettsburg. On Sept. 28th Catlettsburg had its first rain in 42 days. Jesse, Telia and Lillian visited with relatives in Murraysville.

As another way to enjoy a vacation Jesse and a couple of cronies went skiff riding there at Catlettsburg, poking down an oar in the visible rocky bottom to find a channel depth of 18-20

inches in places. He had done the same stunt up at Murraysville, finding 12 inches in the channel at Belleville Island "and the water very swift."

[Ed. note:- During the last two weeks of October 1908 Cap't Greene and Jesse spent 12 days taking the COURIER from Cincinnati to Point Pleasant for docking. Why they attempted this 204-mile journey with a boat drawing 2½ feet up the bone-dry Ohio River is not explained. C.W. Stoll presents the day-to-day details extracted from Jesse's diary. In 1908 there was an adequate docking firm at Cincinnati which Cap'n Greene avoided as though it didn't exist.

Here's what he and Jesse did instead.]

They left Cincinnati with the COURIER at 3 p.m. Oct. 16. They got over the bar at Sciotoville the next day, the river falling. Laid up for the night at Rocky Branch, and ran on to Greenup the next day, and got on a rock. They got off at 10 a.m. with 2 feet over the Greenup sand. Laid up the boat in the bend above the government light and sparred her out. River continued to slowly fall, but a slight rise came on Oct. 26, so next day they got steam and left at 10:45 a.m. They got over Guyan before dark and laid up at 7 p.m., having met the VAL P. COLLINS, WINIFREDE, R. J. ARMSTRONG and tow, J. M. BOWELL, ROBT. P. GILLHAM, light, and the ORIOLE. The following day they arrived at Point Pleasant at 9:30 a.m., river falling. The crew went to Gallipolis on the EVERGREEN and Jesse went to Catlettsburg on the ORIOLE, arriving at 7:30 p.m. for his wife Telia's 27th birthday.

Jesse stayed home over election day, William Howard Taft vs. William Jennings Bryan. (Jesse didn't confide which way he cast his ballot).

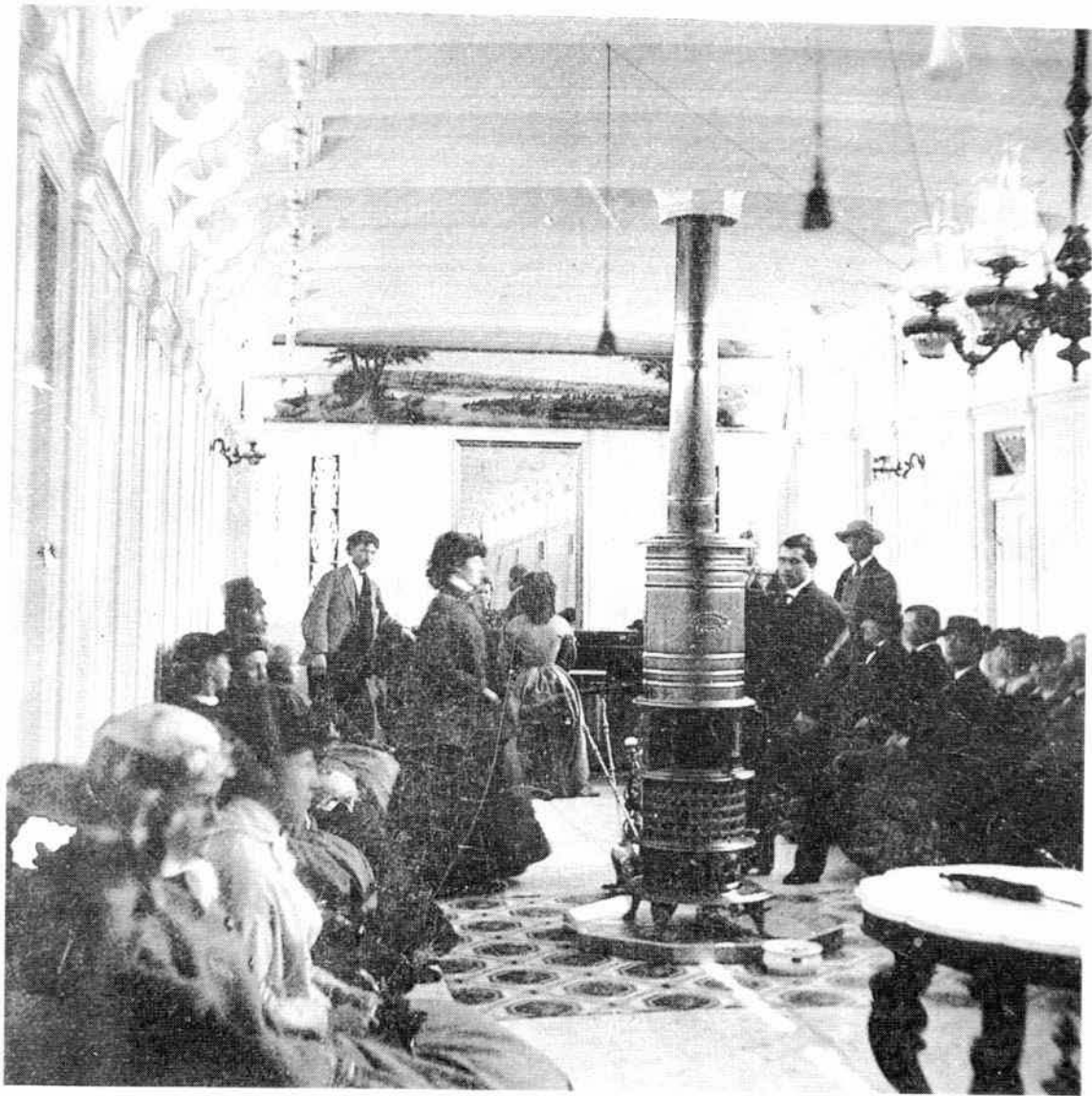
Jesse helped skin the GREENLAND over the sand bars to Cincinnati, where she was unloaded and laid up with the TACOMA and GREENWOOD at Brown's Landing (on the Kentucky side, opposite the mouth of the Little Miami River's mouth).

The CHILO for Chilo, O. was the only Greene Line boat running. Jesse helped as relief pilot for Charles Hall and Drew Edgington. This went on until

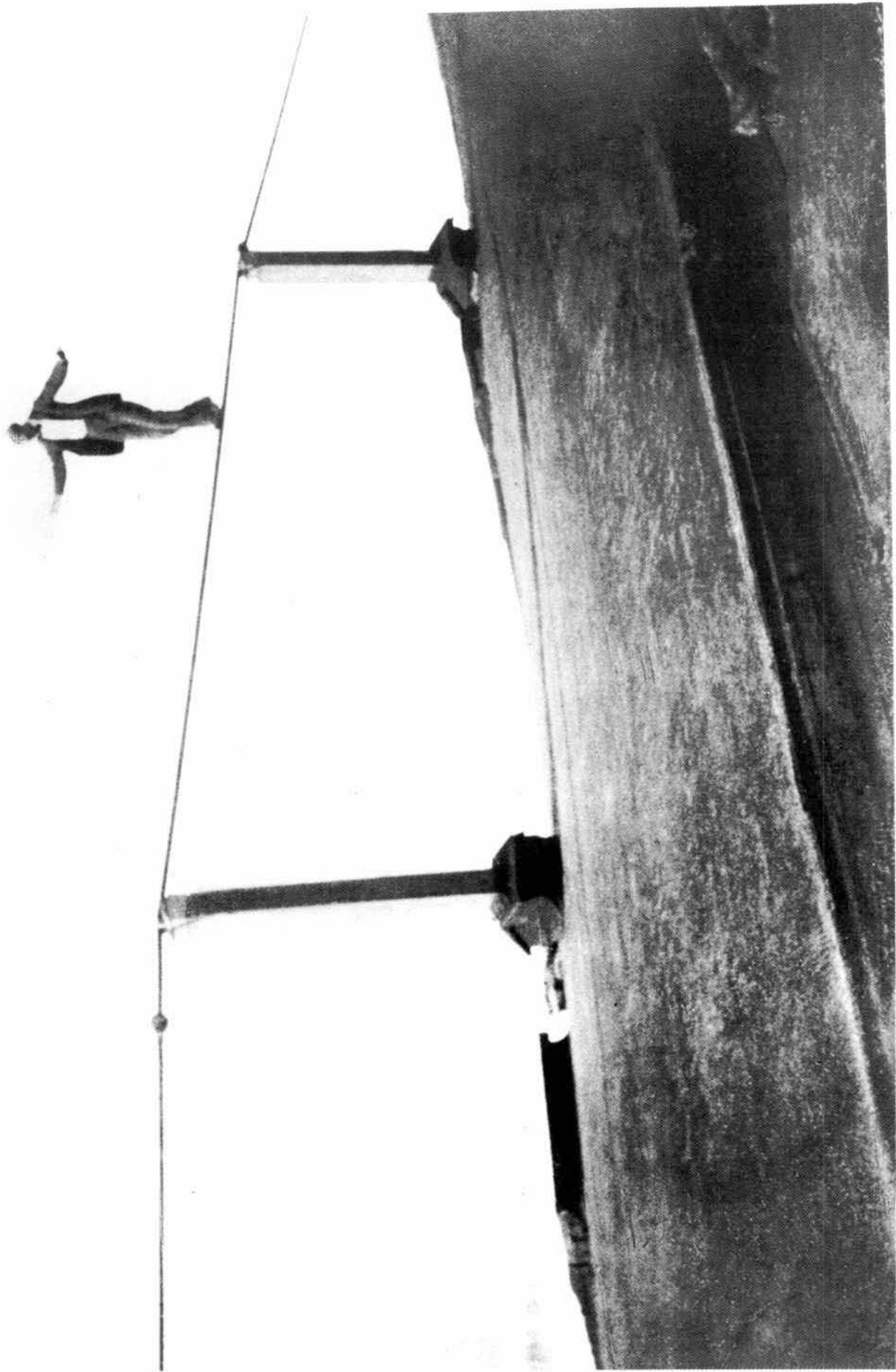
Dec. 10 when steam was raised on the GREENWOOD, the river stage having improved, and Jesse went pilot on her. The river gradually improved, bringing back into operation the GREENLAND and lastly the TACOMA on Dec. 15 with 7 feet on the Cincinnati marks and falling. Jesse made one round trip with her and then was forced to lay her up again at Cincinnati. On Dec. 21 a rise from the Allegheny moistened a few sand bars and the TACOMA was out and prowling once again, returning from Pomeroy on Christmas eve with 650 barrels of salt and 87 hogsheads of tobacco. On Christmas morning she was upbound at Augusta. As though Divine Providence had bestowed a Yuletide gift to long-suffering rivermen, the river had water in it, and the TACOMA met twelve Kanawha River towboats and tows downbound with loaded coal barges, the WINIFREDE leading the parade.

On the 28th the OHIO (ex-AVALON) was at Cincinnati, having just entered the trade to Pittsburgh, Capt. Edwin F. Maddy in command, and Capt. Charles Knox, purser. The TACOMA stayed ahead of her all the way to Pomeroy, in fact not meeting her until on the way back at Swan Creek. New Year's Eve found the TACOMA again upbound (with a light trip), the river at 11 feet and more water reported coming out of the Kanawha.

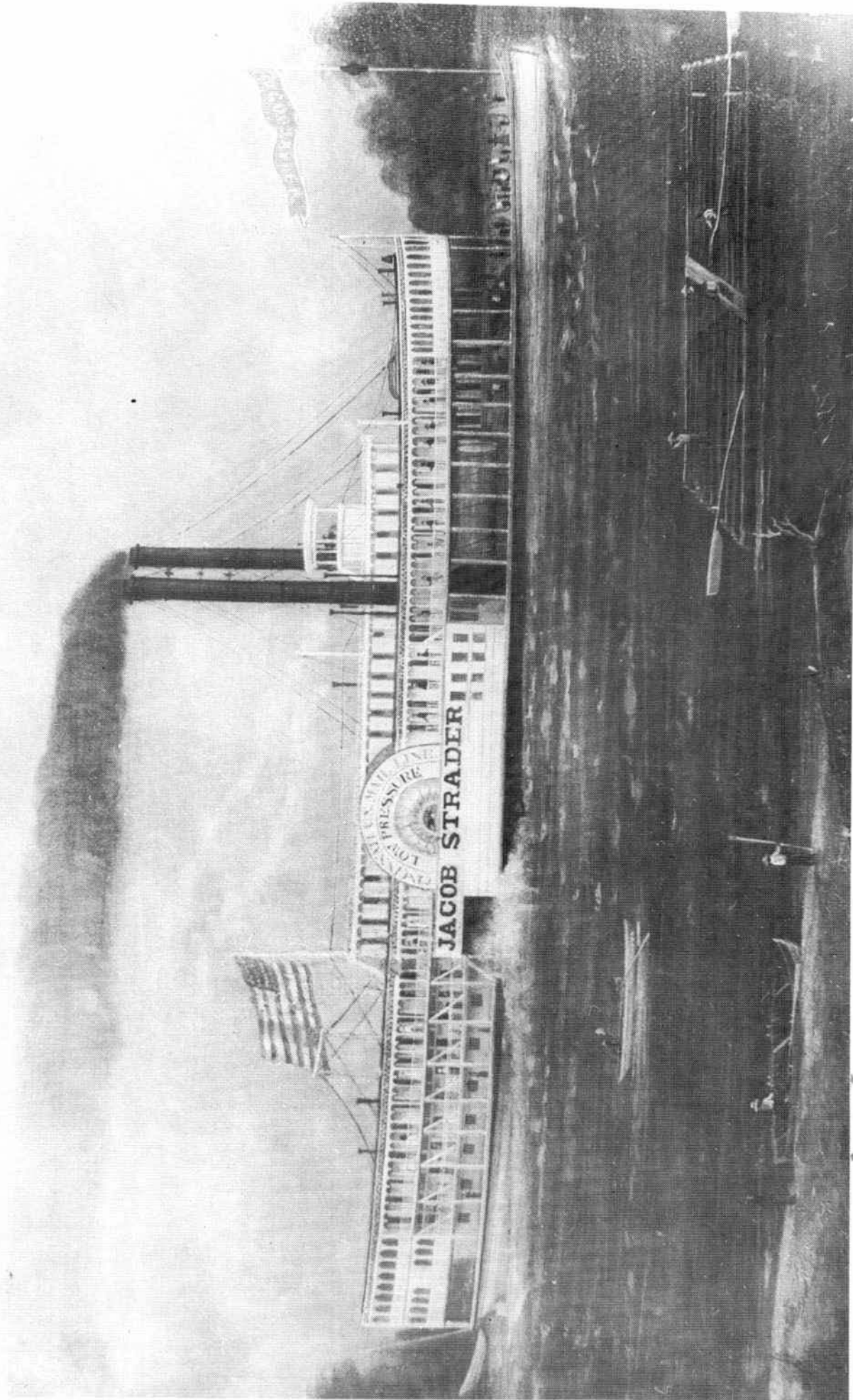
[Ed. note:- Thus ended A.D. 1908, the upper Ohio almost literally "frozen half the year and dry the rest." The Pittsburgh & Cincinnati Packet Line took bankruptcy on August 8th, with Capt. James A. Henderson appointed receiver. This blue-ribbon firm, dating back to 1878, had not attempted to run their KEYSTONE STATE during all of 1908; their QUEEN CITY made a Mardi Gras trip but did not run P&C all year, and the VIRGINIA spent most of the year "choking the willows" at Marietta. The Combine had the Pittsburgh harbor choked with loaded coalboats and barges anticipating the usual Thanksgiving rise, which got lost up a clogged rainspout, nor were they to send south from Pittsburgh any coal at all during December. Was Cap'n Greene justified during 1908 in getting all of his old steamboats readied for better times ahead? Keep tuned to this station for further adversities and triumphs.



LADIES' CABIN of the side-wheel MINNEAPOLIS (Way #3944) built at Wheeling (hull and framing) and completed at Pittsburgh in 1869 for the Northern Line on the Upper Mississippi. The photographer and date are not provided, but this is an exceptionally clear photograph for so early a time. We may speculate that the lady seated on the stool at the piano, her back toward us but her face visible in the mirror, is accompanying the soloist in black standing by the stove. Another guess is that the male audience to the right has been recruited for the purpose of making the picture. Several of the men have failed to remove their hats, a serious breach of etiquette in this female domain. The gentleman standing at the left is there to turn the pages of the sheet music, a chore necessary even unto the present enlightened age. Our performer seems garbed for cold weather, but the coal stove is not fired up, and there is a fly swatter on the marble-topped table, right foreground. And why, pray explain, is there a spittoon parked on the carpeted floor next the stove tray? A mustachioed gent wearing an odd headpiece is seated at the far rear, right, and he looks like Mark Twain. If he is Mark Twain the date is in May 1882, when he rode the MINNEAPOLIS from Hannibal to St. Paul. -Thanks to Dave Thomson for the picture.



Modern grain barges evolved from wood "model" barges, many of them 230 x 39 carrying 1,400 tons loaded to 7 feet. A single fore and aft hogchain system provided stiffness. This one was in tow of the H. M. HOXIE when Capt. John Long was master for the St. Louis & Mississippi Valley Transportation Company. The acrobat is not indentified but he proves that hogchains have been walked.



PICTURE OPPOSITE

Thirty three years ago your editor was presented with the photograph of the JACOB SIRADER shown on the opposite page. It was made from an oil painting of the boat hung in the home of Mrs. Frank S. Connelly of Warsaw, Ky. Mrs. Connelly was the great-granddaughter of Capt. John Blair Summons, long-time master of the SIRADER, and Mrs. Connelly passed along the information to us that the painting (artist unknown) was presented to Captain Summons during his tenure as the boat's master and was displayed in the forward cabin.

Thirty three years is a while ago, and we figured it was high time we included the work of art in the S&D REFLECTOR inasmuch as it is a faithful representation of the great boat's appearance when new. Built in Cincinnati she entered the Cincinnati-Louisville trade on June 7, 1853, taking the place of the BEN FRANKLIN, and she became the sister boat of the TELEGRAPH NO. 3 in U. S. Mail Line service. The wording on the paddlebox reads CINCINNATI U.S. MAIL LINE, LOW PRESSURE, JACOB SIRADER. You will notice that her two big boilers (each 11 feet diameter by 38 feet long) were placed forward of the stacks, contrary to the usual custom. Her engines were each 60 inches bore by 10 foot stroke, condensing. The hull was 347 x 38 x 8, the biggest lot of lumber ever to run regularly in the L&C trade.

Those who save their back issues are urged to turn to our March 1966 issue, page 16, there to behold another oil painting of the JACOB SIRADER executed by our talented Dorothea Frye, commissioned by Jack and Joan Strader, and presently hanging in their home at 3650 Clifton Avenue, Cincinnati. Jack is great-grandson of Jacob Strader. We do not recall whether or not Dorothea Frye had access to the older painting shown here, but she must have, for the positioning of the boat is identical, and the details agree, even to the raft in the foreground.

Dorothea used an actual background, journeying to Sugar Creek bend in the Ohio River to capture the detail of the Indiana hills, the SIRADER upbound.

We have seen Dorothea Frye's original oil in the Strader home and are always impressed with its lifelike quality and coloring. Not so with the Capt. John Blair Summons original, as we never have had opportunity to visit at Warsaw, Ky. and hence do not know whether or not it still is there, or, in case Mrs. Connelly has passed on, what disposition was made of it. We do know that Mrs. Connelly 33 years ago also was in possession of an oil portrait of Captain Summons.

Information has come to us that Capt. John Blair Summons died on March 3, 1858 after 47 years of boating. Services were held in the old Spencer House, Cincinnati, which fronted on the public landing. Burial was in Spring Grove Cemetery.

Jack Custer's discovery in a dresser drawer that the famed KATIE (Way #3244) was built at the Barmore yard, Jeffersonville, Ind. (June issue, page 23) persuades us to expand upon David S. Barmore.

He was born in Cincinnati and got much of his shipyard savvy during a five-year association with the yard at Madison, Ind. His first business venture was a partnership with Samuel King in 1855. After several years David Barmore started his own yard at Jeffersonville, which he continued for 15 years, with an output estimated at 800 hulls.

Among the prominent steamboats turned out at the Barmore yard were the following:- JESSE K. BELL, JULIA, J. C. SWON, BELLE LEE, GRAND ERA, KATIE, W. P. HALLIDAY, MARIA LOUISE, BRADISH JOHNSON, CAPITAL CITY, WM. J. LEWIS, MARY HOUSTON, NEW MARY HOUSTON, ATLANTIC, MINNETONKA, JACK FROST, EAGLE, WADE HAMPTON,

CHARLES B. CHURCH, M. J. WICKES, SOUTH WESTERN, BELLE OF ST. LOUIS, W. S. PIKE, EMMA C. ELLIOTT.

In the early 1890s Barmore purchased the Madison (Ind.) Marine Ways where he built the A. L. MASON, STATE OF MISSOURI, STATE OF KANSAS, EXPORTER, HARVESTER, ST. JOSEPH and others. He concluded his boat-building career by selling the Madison yard to the Howards in January, 1901.

A post card with Helvetia stamps, dated 29-6-90:- Just a note to tell you every issue of the S&D REFLECTOR seems better than its predecessors. I do appreciate the way you select the material & tell the yarns. Almost every issue brings me news of places & people familiar to me. Our travel plans do not include the USA this year. We stayed here near Zurich last week. Best to you, Bill Carlin.

-Purr, purr. Ed.

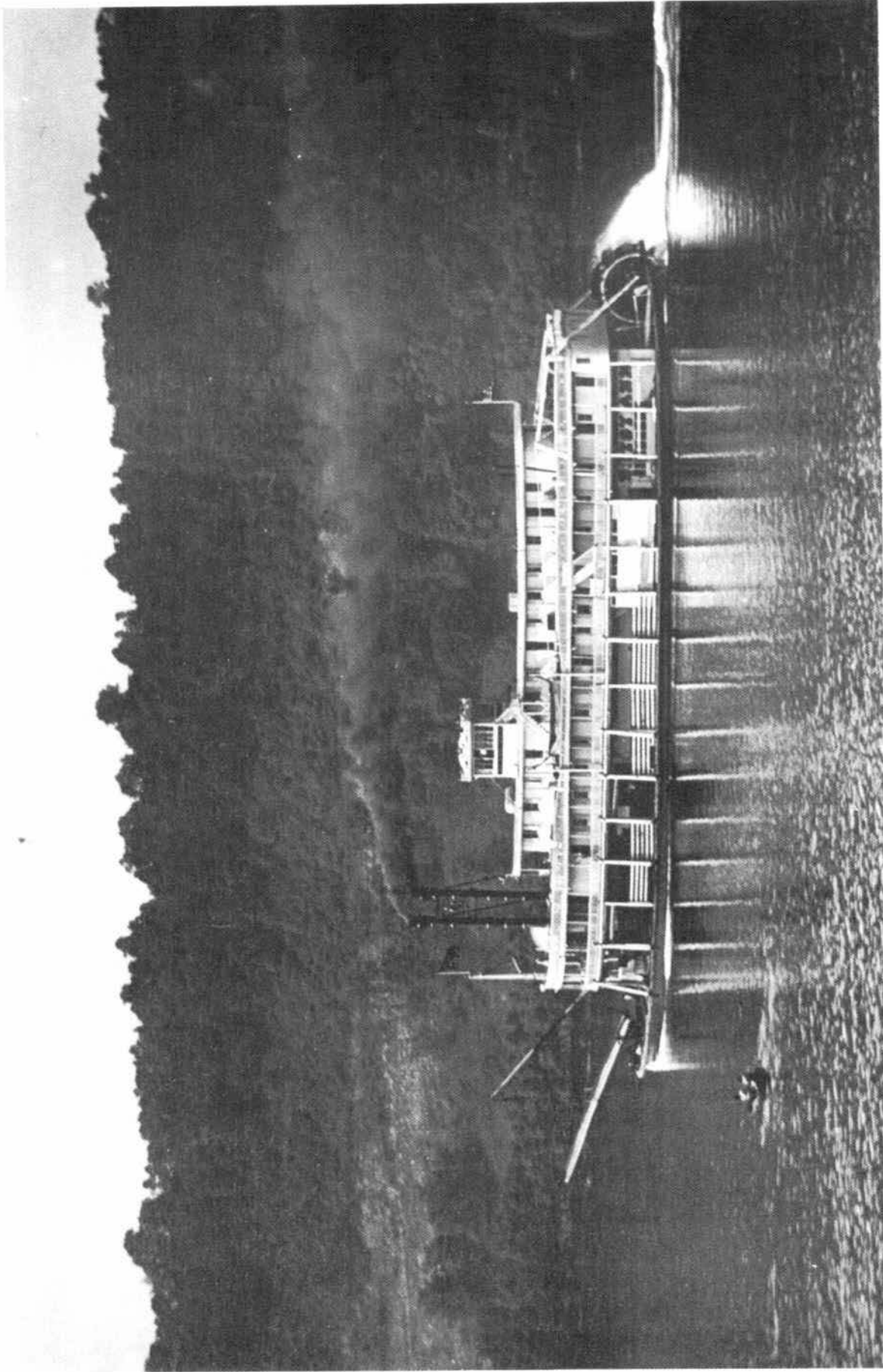


A flooded Ohio River greeted S&D's Middle Ohio River Chapter when they met aboard the MIKE FINK at Covington on Feb. 26, 1977. The line-up, from left: Jack Custer, Greg Goldstein, Sandie Miller (now Mrs. Custer), and speaker of the evening Andy Anderson. As these lines are written MOR is aboard the DELTA QUEEN on a big bash Cincinnati-Nashville, and Ye Ed, Fred III, Nell, Woody and Bee are booked Pittsburgh-Cincinnati aboard the MISSISSIPPI QUEEN, a fortuitous opportunity inasmuch as this issue of the S&D REFLECTOR will be dropped off at Marietta to Richardson Printing.



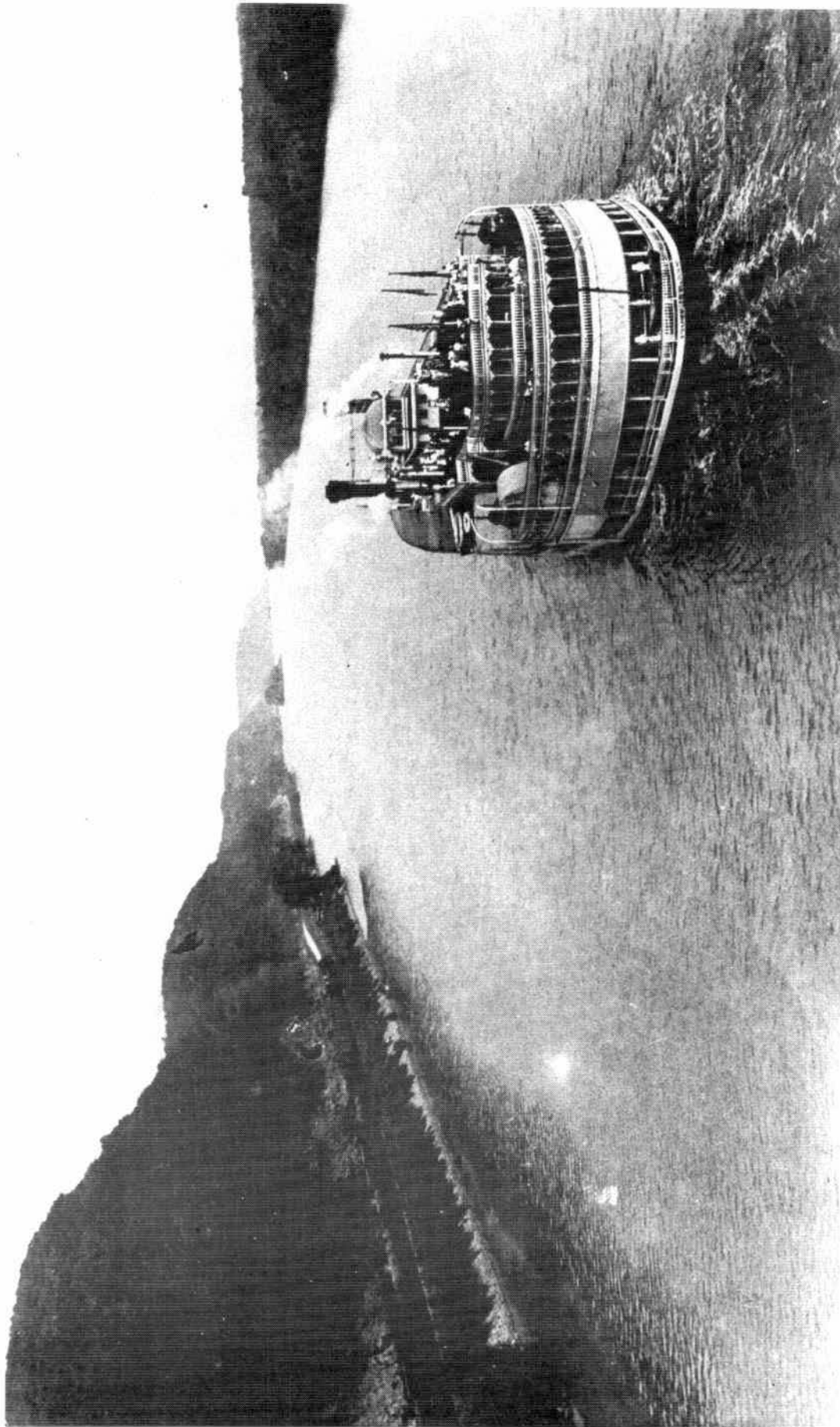
This flaring stairway predates the DELTA QUEEN by five years, placed on the CAPITOL of the Streckfus Line, leading from the main deck to the full-length

ballroom, everything brass, spit and polish. Photo from the Streckfus archives, thanks to our Library friends at La Crosse. Photo by Murphy



Id RETROSPECT seems to us that the BETSY ANN looked pretty sharp when we engaged photographer Hubert M. Flora to take this picture at Madison, Ind. in June 1930. She was just off the Madison Marine Ways and was enroute to Cincinnati to run her last formal race with the TOM GREENE, and then entered the Pittsburgh-Louisville tourist trade, which included two Louisville-Kentucky River excursions to Lock One (she was too big for the lock). While on the Madison ways two bottom hull plates were

repaired, and the Howards made me a poplar gold-leafed anchor to hang between the stacks and screen doors for the forward cabin entranceways. Meanwhile our own crew painted the boat top to bottom. Hubert Flora had retired from photography but dug out his 8x10 plate camera to take this shot, which muralist Dean Cornwell later used in making his oil for Early Times whiskey full page advertisements. This print comes from Ralph DuPae.



THE SIDE-WHEEL, J.S. of the Streckfus Line was the most graceful and imposing creature they ever operated. This striking view of her was selected for display in the REFLECTOR solely on its merits, and with no supplementary information as to where it was taken. Looks like the Upper Mississippi, doubtlessly from a bridge. It was aboard the J.S. that Ye E. made his debut as a side-wheel pilot in June 1934, coming on watch at midnight to relieve Capt. Jesse P. Hughes until 6 a.m. Jesse and I came aboard at Huntington, West Va. and took her to Parkersburg, running a Galli-

polis-Point Pleasant-Tenney go-around enroute, plus an afternoon matinee and evening moonlight at Parkersburg. Capt. Verne Streckfus (the elder) was master, and Capt. Jim Brasher kept a watchful eye to help me get used to looking out over acres of tarpaper docks and roof blocking pilothouse vision ahead, behind, and to both sides. Our thanks to Ralph Dufae for the photograph and perhaps somebody reading these lines may recognize the location.

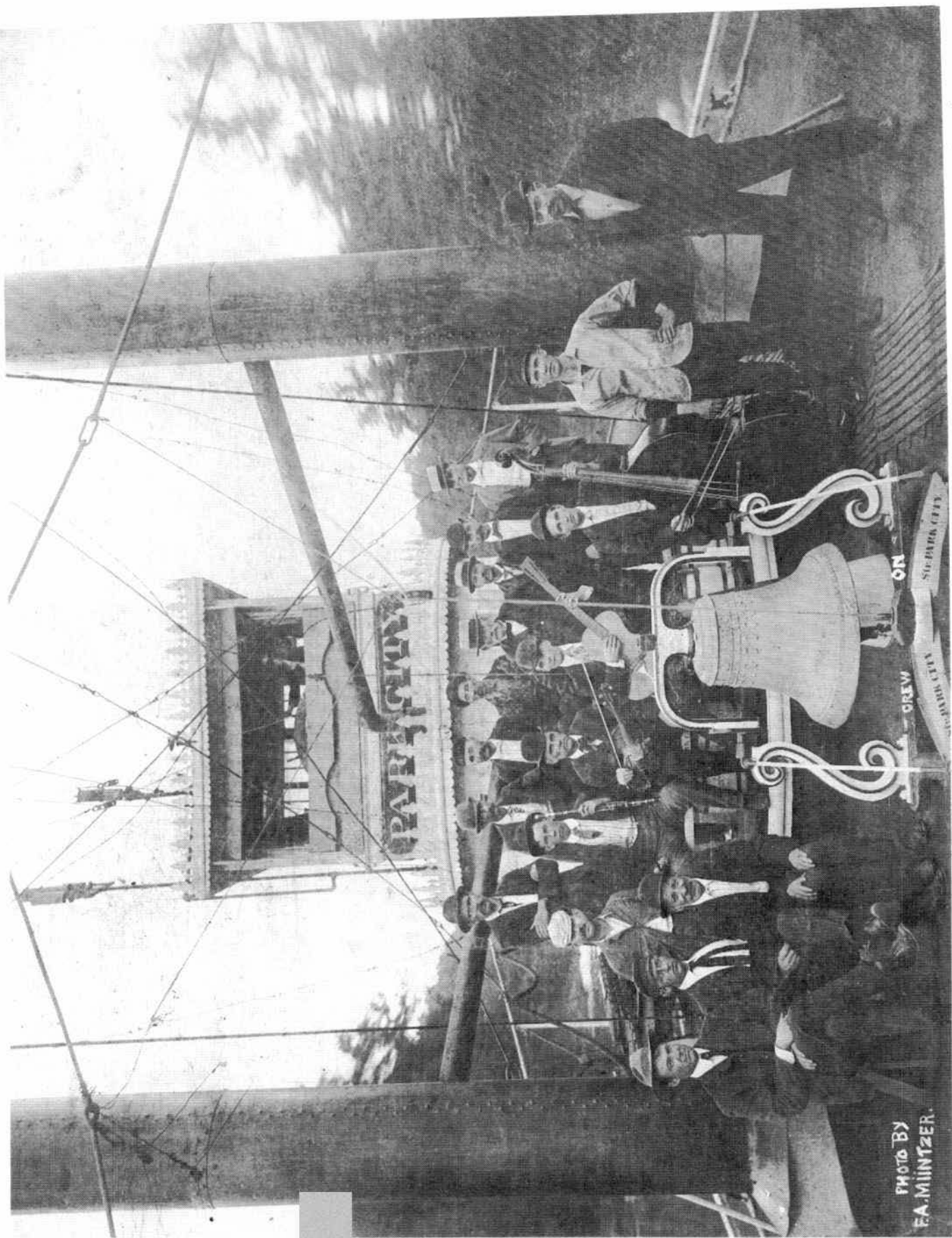
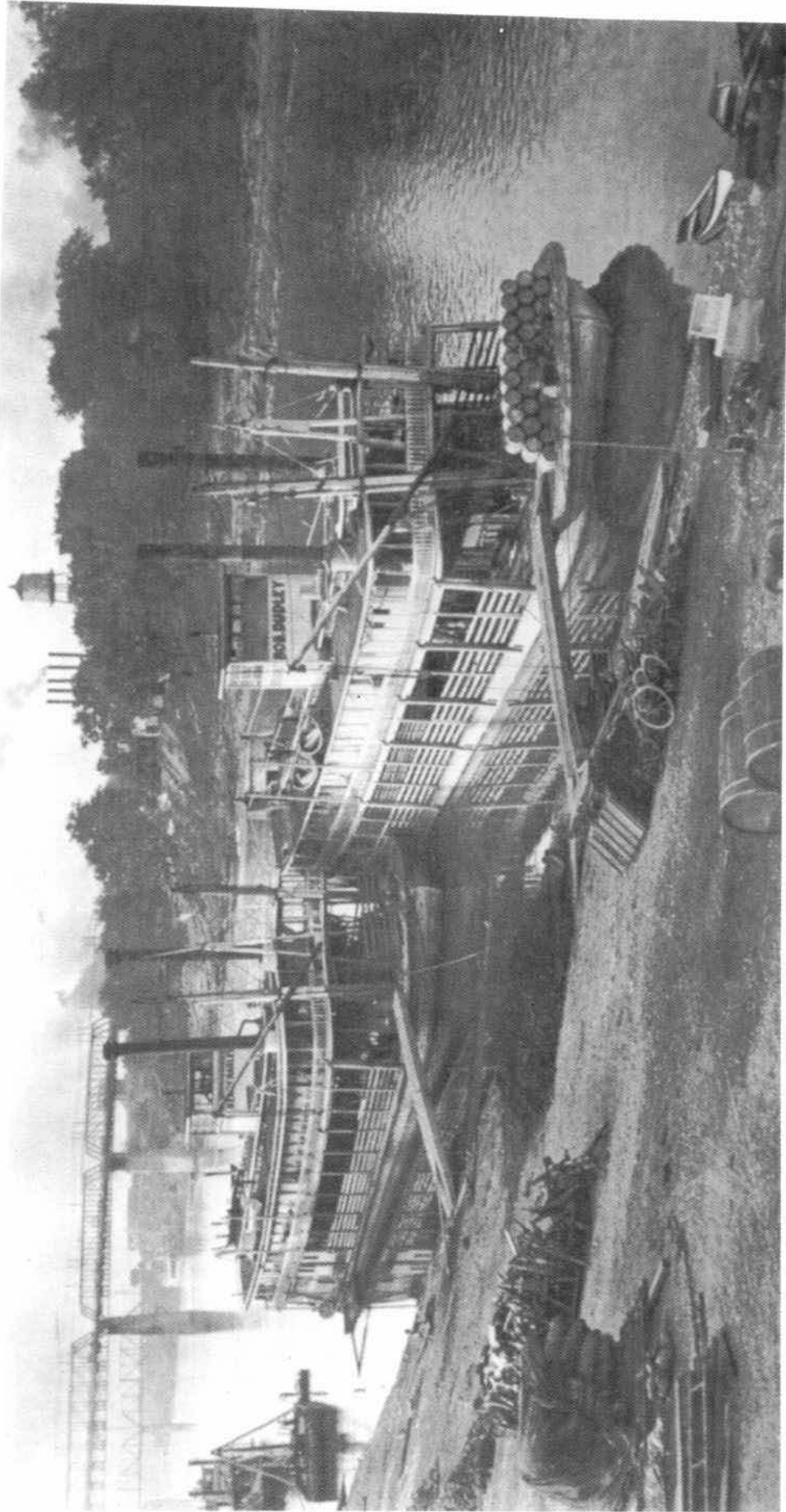


PHOTO BY
E.A. MINTZER.

by the four-piece orchestra. Taken on the Green or Barren rivers in Kentucky 1897-1907? The PARK CITY originally was GAYOSO built 1883 for the Lee line at Memphis, plying the St. Francis River.

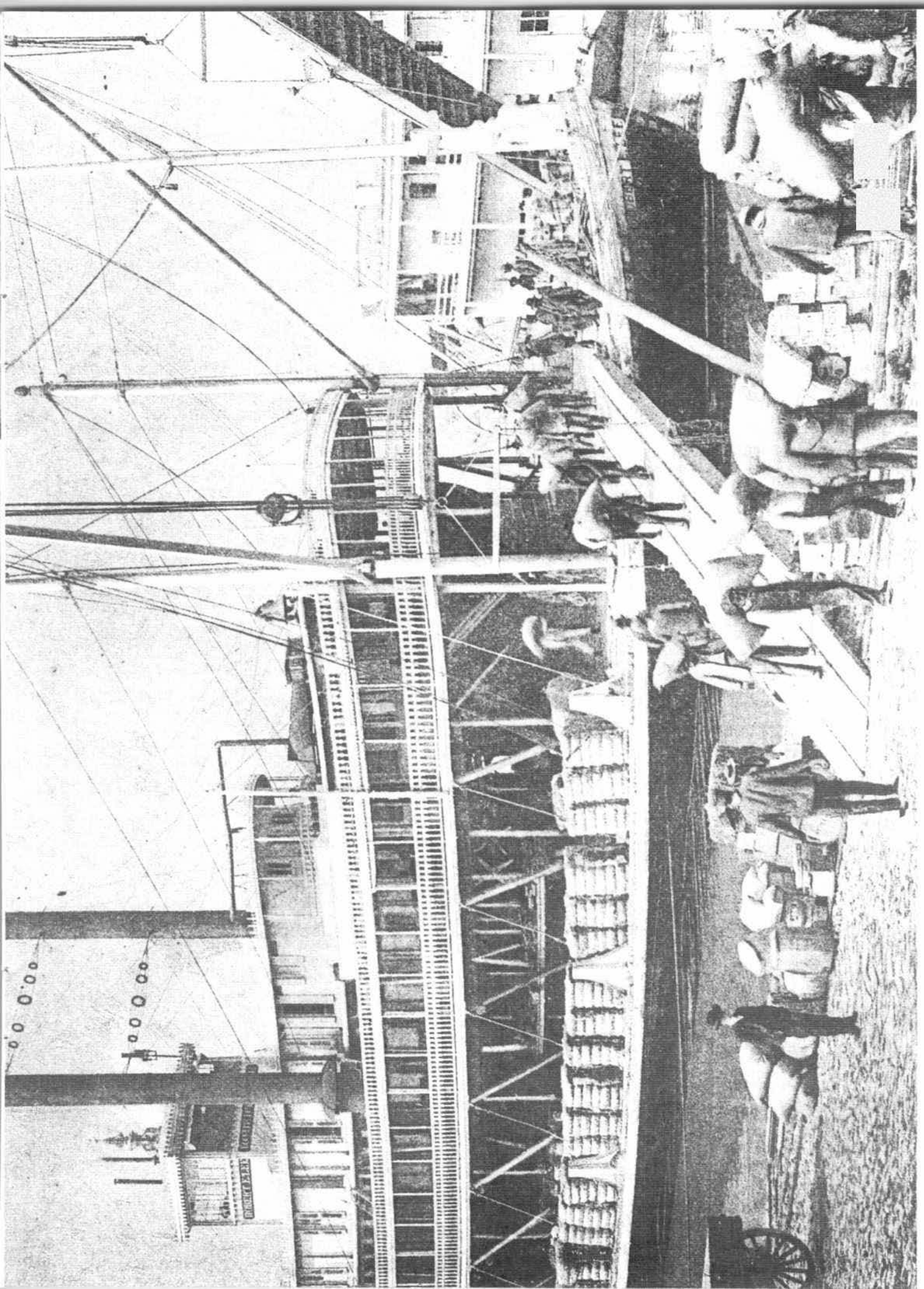
geographer F. A. Mintzer identified his picture as "crew on Str. PARK CITY," (Way #4292). John Hartford loaned this print to Ralph Duke for the Murky Library project and I would suppose John was particularly attracted



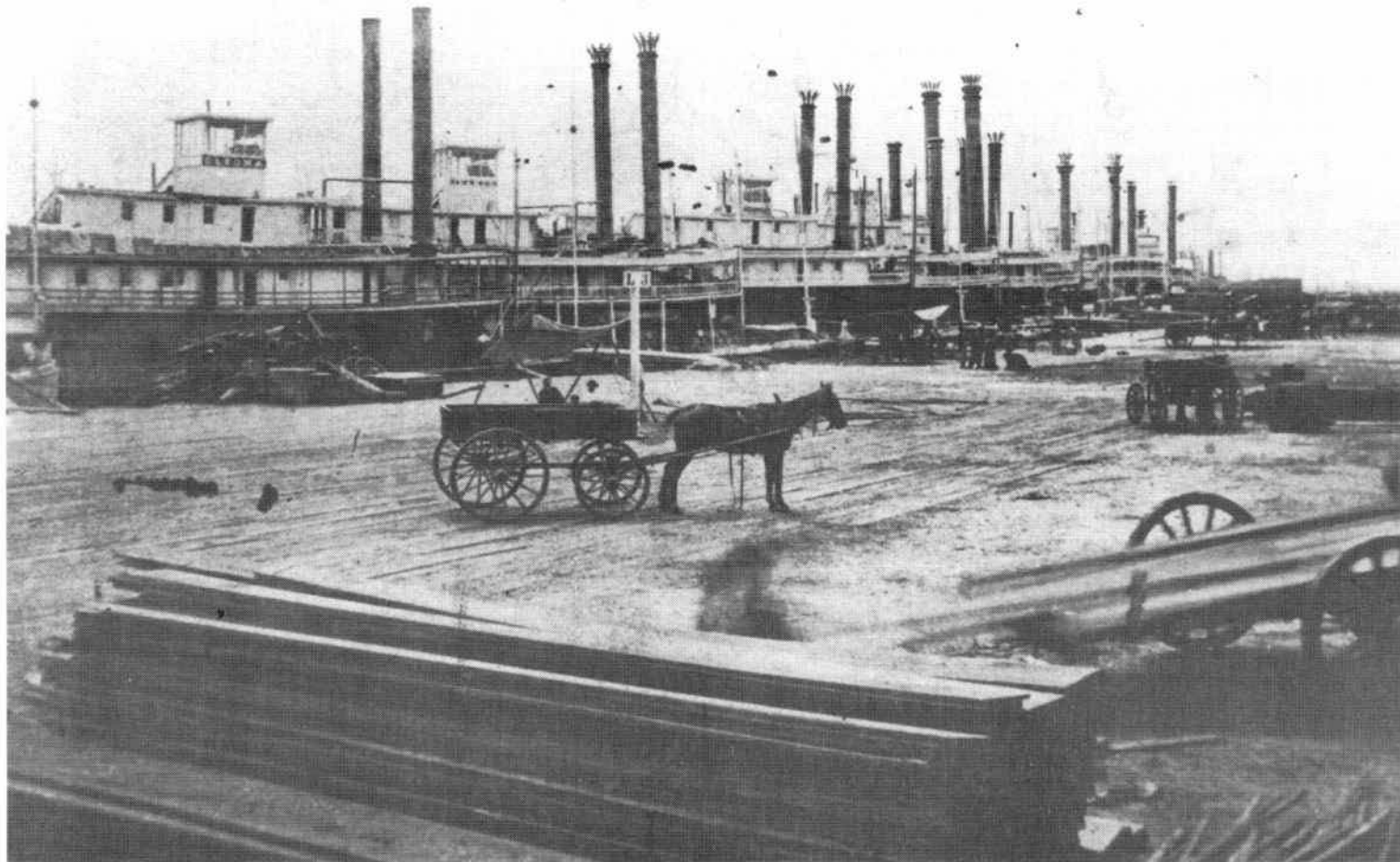
LAKE and packet wharf at Nashville, Tenn. on the Cumberland River, a scene which could have been taken as late as 1916. The HENRY HARLEY (left) and BOE DUDLEY operated, water permitting, over the 326 upstream miles to Burnside, Ky., head of navigation. Both boats in this picture are about the same hull size, 160 x 29, which seemed to best suit the requirements. You will observe that the DUDLEY has no overhanging guard except under the forecastle, and the bows of both are almost spoonbill Missouri River style. The successful Cumberland packet carried the largest freight tonnage on the least draft, and the hulls had to be stout inasmuch as the river bottom in the chutes was hard gravel and rock. Derricks and

spar were standard equipment. Various of these Cumberland packets ran no roof rail at all. Most did not skip in cabin adornment, even to having skylights. Many were built at the Howard Ship Yard, including these two. Another two were the MITT F. ALLEN and the H. K. BELFORD, both about 149 x 28, and one hundred years ago Capt. Gordon C. Greene stood on this Nashville wharf wondering which one to buy. He decided upon the BELFORD when an old black roustabout told him "d'BELFORD is d'come-and-go boat; always comes and goes."

-Our thanks to the Murphy Library crew for the picture which originated from the Wes Owen collection.



Loading over the stage at Memphis, the ROBERT E. LEE (Way #4779) of the Lee Line, 1898-1904. Query: What was the purpose of the double rails running the length of the stage? This scene of activity comes from the collection of Dave Thomson, Sun Valley, Calif. via Ralph DuPae.



FROM a stereo card recently picked up in Philadelphia by S. T. Blessing comes this New Orleans scene. The two jackets at the left are the CLEONA (Way #1177) and IDAHOE (Way #2723). Both were built at Cincinnati, and the write-ups in the Packet Directory are interesting—the one of the IDAHOE fascinating. Imagine in 1990 finding a photograph of the steamer which round-tripped Nashville-Cincinnati with a passenger list of ladies of the evening. Too bad we

are unable to supply identifications of the others in this scene—except that next to the last at the right is the GREAT REPUBLIC. Estimated date picture was taken is 1868. Once again our thanks to Ralph DuPae for passing along to us a picture which is bound to make many folks sit up and take notice. We foresee a run on the Inland Rivers Library for Civil War newspaper files detailing the whole story now complete with photograph.

Recent joiner-upper in S&D is Larry L. Pfeiffer of 111 East Main Street, Madison, Ind. 47250. Larry runs a jewelry and handcraft shop at this address and distributes schedulungs for the BELLE OF LOUISVILLE, DELTA QUEEN, MISSISSIPPI QUEEN and almost a score of other river liners and museums. This service honors his uncle David R. Crecelius, who last served as chief engineer on the BELLE OF LOUISVILLE at the

age of 84. Larry has invited S&D to send pamphlets for his free distribution.

Sirs: Enjoyed the account of the trip on the GENERAL JACKSON in the June issue. John Hartford's pictures are great.

Is Capt. Edgar A. Poe, pictured in the article, related to Capt. Jacob Poe (1813-1889)? My mother appears to have been related to Washington County, Pa. Poes.

J. W. Rutter's account of bringing the PIONEER model to Marietta is a winner.

My thanks to everyone involved in producing the S&D REFLECTOR.

Clyde K. Swift,
274 Newton Ave.,
Glen Ellyn, Ill. 60137

=Yes, Capt. "Wamp" Poe relates back to the "steamer-boat" Poes of yore. -Ed.



THE LATE Ray Samuel pictured in his home, 1225 Washington Ave., New Orleans last October, by Dave Thomson. The framed oil painting is of Capt. L. V. Cooley's cotton sternwheeler AMERICA,

which appears on our back cover as the WINFIELD SCOTT.

Our June 1990 issue, page 47, carried the obituary for Ray, who died on Monday, April 16, 1990, aged 75.

**COULDN'T HAVE
HAPPENED TO A
NICER PERSON**

Arthur Brosius, retired v.p. of Dravo subsidiary Union-Mechling, and today's consultant with Phibro Energy, Inc., was handed the Three Rivers Maritime Industry Award at Pittsburgh. The event concluded a dinner aboard Gateway Clipper's MAJESTIC, and Capt. Richard Ehringer, president of the Waterways Association of Pittsburgh was spokesman.

"We set some pretty stringent criteria for the award because it is to go

annually to the person who truly represents what it means to be involved with the river industry here in the Pittsburgh area," said Captain Ehringer, local Ingram Barge official.

"Art" Brosius went with Dravo in 1935 and retired from Union-Mechling as v.p. in 1979. He became the first president of the Waterways Association of Pittsburgh. He and his wife, Eve, reside at 156 North Bellefield Ave., Pittsburgh, Pa. 15213.

John Spencer covered the Maritime Day event in Pittsburgh for The Waterways

Journal and reported Capt. Ehringer as saying:

"Arthur Brosius is truly deserving of the award, not only because of his longevity in the business, but because of his unselfish commitment of time and energy to the water transportation industry."

The Elizabeth (Pa.) Marine Ways Co. was chartered May 27, 1896. The original directors:- W. W. O'Neil, W. J. Cassidy, William Weigel, John Weigel, (all of Elizabeth) and W. H. Crump of Dravosburg, and W. C. Jutte, Pittsburgh.

Sirs: Some time back a local newspaper writer mentioned casually in an article that the steamboat MOTTO sank at Blennerhassett Island in 1836. I met him accidentally last week and asked for his source for the statement. He said it was a book entitled "Steamboat Disasters" he'd found at Marietta College Library. I presume he was referring to the Lloyd book, but I have already examined it without finding any mention of the MOTTO.

If you can assist, I shall be extremely grateful. I am in the midst of writing a history of Blennerhassett Island and the MOTTO story would be an interesting addition.

I am still plodding along as the historian/curator of the Blennerhassett Museum (opened 1988) here in Parkersburg. While we don't have much in the way of a river exhibit, I would be glad to give you a tour should you come to this neck of the woods.

Ray Swick,
P.O. Box 665,
Parkersburg, West Va.
26102

=Lytle-Holdcamper lists MOTTO, side-wheel, built at Cincinnati, 1836. 82 tons. Exploded and lost with loss of five lives at Sabine, Texas, Nov. 24, 1838. Which is a fur piece from Blennerhassett Island. -Ed.

Sirs: Oh how we would have liked to be with you and Jeff Spear on slow steamboat in Louisville but we had to be in Alabama.

John and Marie Hartford.

Sirs: Recently I was fortunate enough to acquire a set of the envelopes cancelled during the June 1963 voyage of the LADY GRACE from Wheeling to Charleston. Also I have been fortunate enough to obtain some newspaper clippings of this special way of honoring West Virginia on her 100th birthday.

During a recent talk to the Blennerhassett Stamp Society, using this material as a resource, I was asked about the history of the LADY GRACE following this voyage and I was unable to respond. Would you be kind enough to tell me how the LADY GRACE has fared since her June 1963 voyage? Is she still in operation? Does she still carry the name LADY GRACE? Thank you.

John C. Robinson,
2802 16th Ave.,
Vienna, West Va. 26105

=The LADY GRACE was dismantled at Coraopolis, Pa. in the summer of 1965, then aged ten. The paddlewheel since then, and now, is stored in front of my garage at 121 River Ave., Sewickley. Arrangements for the "stamp trip" were handled by the late Walter W. McCoy, then residing at 315 South Wells St., Sistersville, West Va. Carrying the U.S. Mail required clearance from the postal authorities in Washington, D.C. and we were required to have with us a postmaster, and Walt McCoy recruited Bob Henderson, p.m. of Sistersville, standing 6'4" tall. Bob and I met again riding the DELTA QUEEN in October 1989, now retired. -Ed.

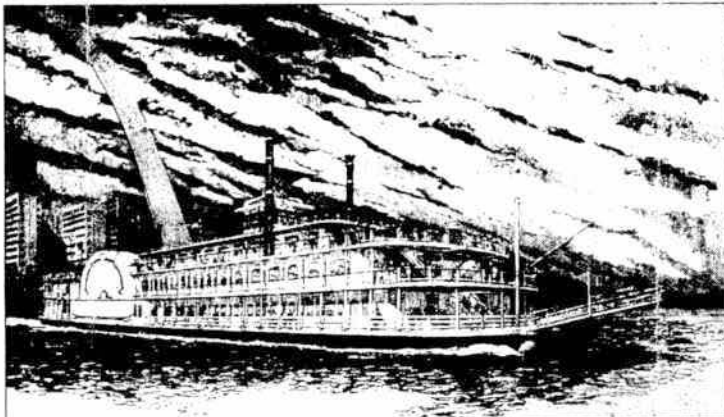
Sirs: I have just finished reading your Log of the BETSY ANN, which I purchased from your friend, Ray Samuel, in New Orleans this past March. I want to thank you for sharing these river boat experiences. I thoroughly enjoyed the book, although the ending was distressing. I was even more distressed to learn from another source that she was dismantled in 1940 - which shoots my theory that the BETSY ANN became the DELTA QUEEN (although I secretly hope it's true).

Donnis Headley,
5679 Library Road,
Bethel Park, Pa. 15102

=In a real sense your dream has come true. I swapped my BETSY ANN for the DELTA QUEEN in December 1946 and have been part-and-parcel of the DQ's career even until the present writing. -Ed.

The Inland River Calliope Company, P.O. Box 262, 50 Spruce St., Tipton, Iowa 52772 produces a miniature 32-whistle calliope complete with manual keyboard. The instrument can be played with steam or compressed air, and the solid brass whistles range $\frac{1}{2}$ to 2 inches diameter mounted on a U-shaped receiver, old-time calliope style. Priced \$1,950 f.o.b. Tipton. Write for particulars.

Ray and Harriet Spencer are booked to ride the DELTA QUEEN from Chattanooga to St. Louis in September. This is the only DQ cruise they have not taken, "and we are sure looking forward to it," says Ray.



A drawing of the riverboat that will replace The President.

The PRESIDENT will be replaced 1991 at St. Louis by a 2,000 passenger excursion boat 265 by 65 now being built by the Leeyac Shipyards in Jennings, La. The contract was awarded on May 15th in a joint statement by John Connelly, Gateway Clipper boss at Pittsburgh, and a shipyard official. The boat will be outfitted and decorated by a custom interiors firm in Maryland. Leeyac also is to begin construction of a second similar boat by August 15th, and is expected to go to Iowa to accompany the PRESIDENT.

-Thanks to Pat Welsh for clippings.

BIG BLUE

It could have been a posh dining room or a glitzy ballroom at first glance but Sunday night's (May 6) black tie party for 174 Quad-City VIPs was in a transformed Quad-City Times mailroom.

The "first nighter" opening of the Times' new \$23.8 million Davenport (Iowa) headquarters attracted community leaders who wanted a first look at the new \$11.7 million press, "Big Blue," and a chance to congratulate publisher W. Stephen Burgess on the Times' new building.

Harpist Joelyn Reiter of Iowa City provided music during the dinner that included grilled swordfish as the main course. The Hi Morgan orchestra played for dancing.

Burgess was all smiles. "It's wonderful to have supporters enjoy this event with us," he said.

Most of the guests were surprised at the size of the building--particularly the mailroom, where newspapers are readied for distribution. "If this were an auto showroom, you could get 120 cars in here," Davenport auto dealer John Keady said.

After dinner the guests were surprised with a special edition that rolled off the press. It featured pictures of the guests taken earlier in the evening and was delivered by two Davenport Junior Theatre actors, dressed like old-fashioned newsboys.

During the evening the latest riverboat painting by Davenport artist Michael Blaser was unveiled, featuring the Streckfus side-wheeler J.S. under headway at the Davenport waterfront. The Monday, May 7 issue of Quad-City Times front-paged the painting with artist Blaser standing at the right of it, and with columnist Bill Windram manning a fisherman's johnboat in the foreground. This classic scene will hang in the new Times building.

Thanks to Ann Zeiger for snaps taken at the Virginia Bennett bench party at Covington, Ky.

BIOGRAPHY OF A RIVER,
THE LIVING MISSISSIPPI

Reviewed by
J. W. Rutter.

Author Edith McCall titles her latest book "The Living Mississippi," intended for young readers from age twelve up. This 162 page, hard cover volume with a reproduction of a color lithograph of the NATCHEZ and ECLIPSE racing was published by Walker and Company, New York, in June 1990, priced \$16.95.

Edith McCall has written a number of children's books, several with a river theme, and also authored a biography of Henry M. Shreve published in 1988 entitled Conquering the Rivers, (see review in our Sept. 1984 issue).

Her latest work provides a necessarily sketchy overview of the history of the Mississippi, from the source at Lake Itasca to the Passes, from the age of glaciers to the present. Throughout the book the Mississippi is referred to as "Old Man River," and sometimes speaks in the first person which might be intriguing to the readers in the targeted age

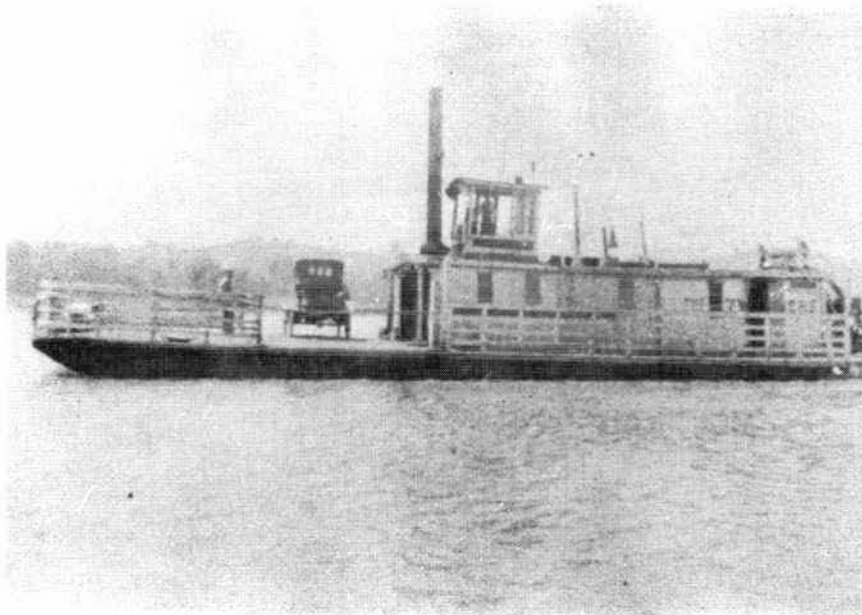
group.

We are not particularly attuned to the writing style and details of a story that "young readers" might find appealing, but the yarn is told in a lively manner with some "Far Out" incidents larded in (trust I'm using the proper current youthful exclamation). If anything the style might well be satisfactory for readers even younger than twelve or the seventh grade but then, at that age, the only books we recall were the adventures thought up by Zane Grey.

River buffs inclined to be technical will cringe when reference is made to the safety valve being opened to get more power, or where wood is burned in steamboat engines or where steam is fuel. Such slips may provide steam-reared Moms and Pops with a chance to tell these jet-fueled, diesel powered youngsters.

Included in the book is an extensive glossary of terms, well selected to fend most questions, generally accurate. Also provided is an index which befits a book for juveniles.

For young people on your Christmas list, Biography Of a River, The Living Mississippi, deserves consideration.



Jim Haley provides the only known picture of THE 7 WONDERS, Augusta, Ky. ferry (Way #5354) built 1917. Maybe there exists a better one, but if so where so?

THE MISSISSIPPI STEAMBOAT ERA
A Book Revisited

Back in March, 1987, the S&D Reflector mentioned a brand new book by Joan and Thomas Gandy of Natchez, Mississippi but the information available at the time was very sketchy. We don't recall following up with a proper appraisal of this fascinating book nor with pertinent information regarding publisher, price, etc., an unintentional omission. Recent delving into boat identifications in connection with the manuscript for a new towboat directory caused us to refer to the Gandy book and be reminded of our oversight.

"The Mississippi Steamboat Era in Historic Photographs, Natchez to New Orleans, 1870-1920", to record the full title, is soft bound, 8 7/84 in. by 11 3/4 in. format, and contains 170 photographs. All except six photos from the Murphy Library, University of Wisconsin, La Crosse are in the collection of the authors and most of them are originals by the father and son team of photographers, Henry and Earl Norman. Many photographs are reproduced full-page. The two-page centerspread is of the Natchez landing in the late 1870s with the packet MINNIE (Way #3959) in the foreground, an unlikely candidate for such prominence but a wonderful picture.

Henry Norman arrived in Natchez in 1870 and began working with a photographer named Gurney who had been in business since 1851. The son, Earl Norman, continued the business until his death in 1951 so the photographic record of Natchez and all that attracted the eye of photographers covers a full 100 years. This wonderful collection of negatives became the

property of Dr. Thomas H. Gandy in 1961 and the Gandy team has used it to produce two earlier photobooks, "Norman's Natchez" and "Natchez Victorian Children".

The book makes frequent use of the technique of blowing up sections of a sharp photograph to focus on detail which might be overlooked in the larger view. In several instances, this technique results in three or four interesting pictures from a single negative, usually to show people. The views include several of the Anchor Line packets and the J. M. WHITE (Way #2867), exterior and interior, but the book largely covers lesser boats and the everyday life that went on at the landings in the small towns of the rural South. The text and captions by Joan Gandy add considerable to the reader's appreciation of the excellent photo selections.

And, what caused us to take up "The Mississippi Steamboat Era" book again in connection with the towboat directory? One of the mysteries we had to solve was locating information on a little tug, usually called the SADIE PARKER in lists showing equipment owned by The Combine. She isn't listed in the List of Merchant Vessels of the United States (at least we didn't find her) but M'Lissa Kesterman at the Inland Rivers Library found documents for the SAIDEE PARKER; SAIDEE appears on pages 44 and 84, captured by Henry Norman at the Natchez landing.

"The Mississippi Steamboat Era in Historic Photographs, Natchez to New Orleans 1870-1920" is published by Dover Books, Mineola, NY, paperbound at \$9.95 and worth it.

-Reviewed by J. W. Rutter.

Lately we had a call at 121 River from Leslie (Les) J. Hanlon and his wife Sally from the Richmond, Va. area. Les was born and raised in Cincinnati and so has a built-in river background. He tells us that the Mariners' Museum has moved the roof bell from the KATE ADAMS from its position at the entranceway around to the back, demoting it to a certain obscurity. Last job that bell did was aboard the KATE when she made the movie "Uncle Tom's Cabin," pictured on this issue's front cover.

And, on the subject of bells, Les says the roof bell from the ISLAND QUEEN on display at the Cincinnati Airport also has been "degraded" to an obscure position, reason being that many Airport patrons could not resist bonging it. Fact is we did not know this bell was at the Airport, nor that it had survived the fire when she burned at Pittsburgh.

Lee S. Anshutz, pilot on the towboat CLIPPER, shot Capt. Abner Gould of the

RAYMOND HORNER at East Liverpool, O. in February 1896. Both boats were upbound for Pittsburgh with empty barges in tow, and the argument concerned the mooring arrangements. Anshutz knocked the skipper of the CLIPPER, Capt. Charles Gould, with a poker. Abner entered the fray, Anshutz drew a gun and got Abner in the wrist. Police arrested Anshutz. So who got tied up in the ice, and where?

ANIMATED TOWBOAT
PILOTHOUSE OPENED
WITH CEREMONIES

Mrs. Herman T. Pott, 92,
Attends Washington, D.C.
Celebration and Cuts
the Ribbon.

Ed. Note: Jerry Sutphin was involved in this project from start to completion, and we asked him to recount the details for our readers. He also supplied the invitation and photograph. The pilothouse came from Federal Barge Line's HERMAN POTT, built at St. Louis in 1973 by St. Louis Ship. The towboat still operates, owned since 1984 by Midland Enterprises, Inc., Cincinnati. -Ed.

by Jerry Sutphin

Mrs. Pott really looks great. She seemed to be enjoying herself, and was accompanied by a son and some of her grandchildren. It was quite an affair.

As you can tell from the invitation the luncheon was sponsored by the Herman T. and Phenie R. Pott Foundation, as was the renovation of the HERMAN POTT pilothouse, and the making of a series of new films about today's rivers.

My involvement started while I was project consultant for the Ohio River Odyssey show for the Huntington Museum of Art. While doing research at the Smithsonian we visited the POTT pilothouse when I learned they planned to up-date the exhibit. This sounded interesting, so the up-shot was my writing ten short scripts about modern towboating, and to assist the Smithsonian film crew.

My ten scripts were used as the basis for the filming. Everyone was very helpful and following a meeting with the Pott Foundation advisory committee in St. Louis (Jim Swift attended this one), we began filming. This took us to Alton (old Lock and Dam 26), and new Lock and Dam 26, the Economy Boat Store (the film crew thought the mid-stream services were great), Louisiana Dock Co. at St. Louis, and aboard the TOM TALBOT. Later we filmed at the Gallipolis Locks and

*The Director of the National Museum of American History
and
The Advisory Committee of the Herman T. and Phenie R. Pott Foundation*

*request the pleasure of your company
at a luncheon to celebrate
the reopening of the MV Herman Pott Pilot House
and the installation of the film "Tow Boats"
on Friday, June 15, 1990
from noon until one-thirty in the afternoon*

*Presidential Reception Suite
National Museum of American History
Constitution Avenue and 14th Street, N.W.
Washington, D.C.*



*This invitation is non-transferable
Please reply by enclosed card not later than June 8*

Dam, the Ashland Oil docks at Kenova, and at Twin River Towing at West Elizabeth.

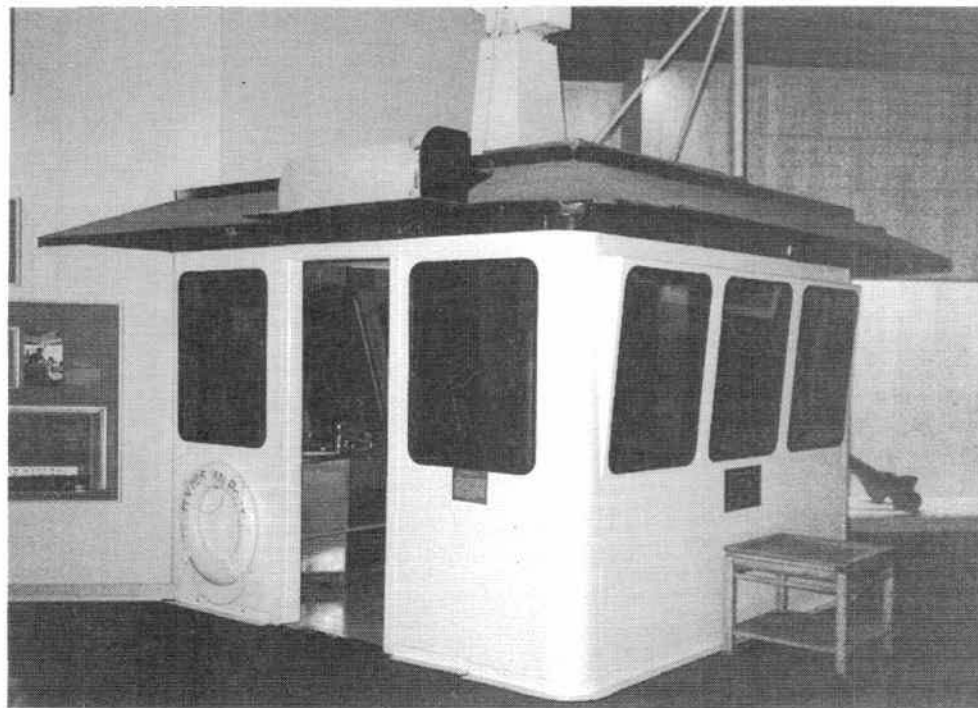
We boarded the ORCO down to New Cumberland Locks and Dam. Filming also was done in the New Orleans area and near Memphis during the low water (got some good dfedging shots).

The visitor to the new set-up has options. The selections: Introduction, Locking Through, River Management, Tows and Barges, Towboats, Towboat Support, Towboat Technology, Working On a Towboat, and Piloting a

Towboat. Also by pressing a button the hearing impaired may read a caption of all the voice of each film.

This project required a little over two years, off and on, to accomplish. This was a great experience, and all of us who were involved are deeply indebted to the many persons who assisted.

There were about 35 people at the invitational luncheon so tastefully served. It was quite an affair. My hope is that all who visit will like what they see and hear, particularly the river people.



Who would have forseen that in 1990 that visitors to the Smithsonian in Washington, D.C. can inspect a modern Western Rivers pilothouse and hands-on learn what we do out here about moving the nation's great diversity of barge traffic? Jerry Sutphin clues us in on how an old pilothouse has been turned from a static into a dynamic exhibit.

RAMONA WAS FIRST
RUN BY ELECTRICITY

M'Lissa Kesterman has our thanks for information she discovered in the Cincinnati Library concerning the construction of the private sternwheel RAMONA built in 1902 at Higginsport, O. on a wood hull 62.5 x 15.9 x 2.3. The account is headed NEW RIVER PLEASURE CRAFT and reads as follows:

"This splendidly equipped electric launch, RAMONA, is named after her owners, the Ramona Club. Over all, including guards, she measures 15 x 71 feet, and is equipped with a full length cabin capable of comfortably seating fifty persons. The Ramona Club members are a dozen in number as follows: George Guckenberger, Louis J. Hauck, George F. Dieterle, Charles Wiedermann, Albert Bettinger, William Guckenberger, Edward R. Buhrman, William Schreiber, O. H. Buhrman, Fred Guckenberger, and George Schneider. The boat is now nearing completion, at the foot of Niagara Street, and is being built by the veteran ship carpenter, B. N. James. The motive power is electricity and propulsive power a worm-gear sternwheel."

This is the first news we've seen of the original builders and of the electric motive power bit. Early listing in the Lists of Merchant Vessels are said to classify her as a steam yacht, after which she becomes Ga.S. (gasoline sternwheeler) and so remains until the end of her days.

Sirs: The June issue is one of the best. I thoroughly enjoyed the article by Jim Swartzwelder. They really had a trip with those girls and Jim told it in a very easy to read and interesting fashion. I also enjoyed Woody's account of the voyage of the PIONEER from Hubbard, O. to Marietta and eventually to the museum.

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

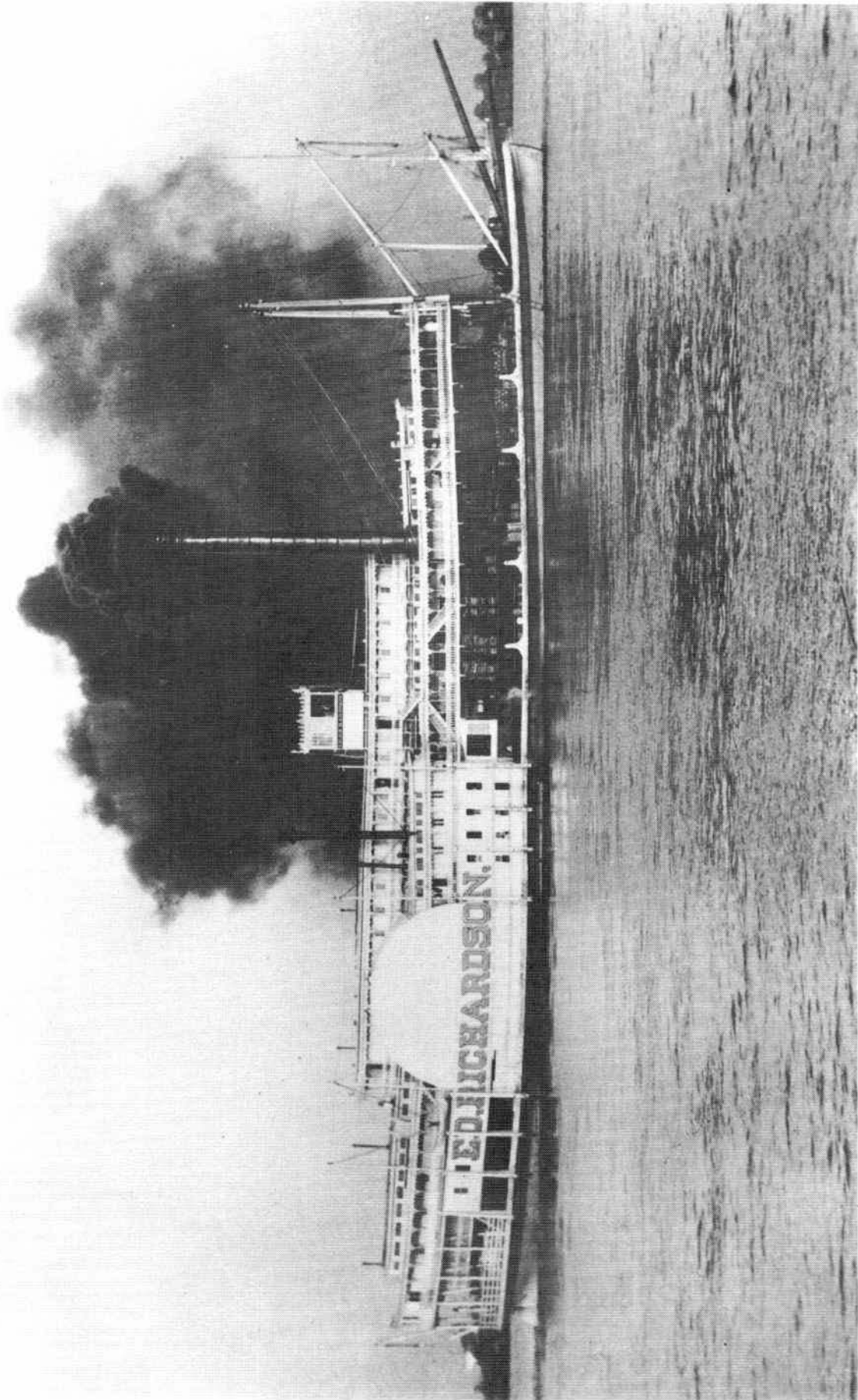


IN 1854 a packet was built on the Ohio River at Freedom, Pa. named RANCHERO and she got a one-line mention in Way's Packets (#4677). Of a sudden she has taken on consequence. The Texas Maritime Museum at 1202 Navigation Circle, P.O. Box 1836, Rockport, Texas 78382 has opened for display a full-scale representation of RANCHERO's pilothouse, pictured above. Seems this 206 ton side-wheeler was built for Texans Richard King, Charles Stillman and Mifflin Kenedy, who took her to the Rio Grande and there revolutionized traffic after the U.S.-Mexican War. Inasmuch as we spent most of a morning discovering the whereabouts of Rockport, Texas, it's on the Gulf of Mexico at Latitude 28 N and Longitude 97 W. The museum opened in 1989, open all week except Monday and Tuesday. Volunteers Jim Reed and Hugh Jamieson assembled the 6-foot pilotwheel and bell stand. Nice work.



Charlie (Charles T.) Jones, who heads Amherst Industries, is at the wheel of the LAURA J., moored at Port Amherst, West Va. Docked ahead, fueling, is the FRED WAY. Charlie reports that during the ground-breaking ceremonies for the

modernization of Winfield Lock last May 5th, the FRED WAY with five jumbo loads shoved in the lock while U.S. Senator Byrd was speaking. The FRED WAY looked very clean and scrubbed, as did (we assume) the distinguished senator.



GREAT pictures continue to appear thanks to the sleuthing of Ralph P. DuPee. This broadside of the cotton carrier ED. RICHARDSON was located in the Donald T. Wright collection at Tulane University, New Orleans. When the nine boiler furnaces were stoked with Pittsburgh coal the black cloud blanket impressed all male beholders and crew.

shore-dwelling ladies into panic if their weekly wash was clothes-pinned in the back yard. Black firemen, selected and trained, manned these furnaces on the gold-braid boats, and held high status amongst their brethren. Many of these smoke exhibits were reserved for ostentation at cities where an audience could watch.

LOOKING BACK...

by Chuck Parrish

The literary record of the Ohio River includes not only many scholarly books, historical novels, poetry and dramatic works, but also a multitude of musical compositions, both vocal and instrumental. Topical themes relate to steamboats, romances, lost love, bridges, scenic beauty and navigation improvements.

Composers of Ohio River music include Stephen Collins Foster and Will S. Hays, and some pieces were recorded by the famous Al Jolson. Many pieces of old sheet music carry artistic lithograph views of steamboats, river bank scenes, melancholy river-side goodbyes, and cities and towns. Compositions were frequently dedicated to a favorite river captain or some organization.

The oldest piece of sheet music I have found in my research is titled "Falls City Gallopade," and bears a nice lithograph of Louisville with several steamboats in view. It is a piano composition, written by J. Messemer, and printed in Louisville, circa 1847.

Titles promoting the canalization project on the Ohio River include "The Nine Foot Stage" and "We Dammed the River" which were used as theme songs by the Ohio Valley Improvement Association in the early 1900s. One piece titled "One More River to Cross" is believed to have been an abolitionist song, referring to slaves crossing the Ohio northward to freedom.

Numerous libraries and institutions maintain collections of Ohio River music: The University of Louisville, Western Kentucky University, The Filson Club, Inland Rivers Library (section of Cincinnati Public Library); the Huntington Museum of Art, and the Library of Congress, to name some. In an effort to keep alive this music from another era, Renaissance, a vocal ensemble in Huntington, West Va. performs and has recorded selected arrangements. The popular John

Hartford is noted as both composer and performer of river melodies.

Some interesting and colorful titles of river tunes are "The GLENDY BURK," written by Foster about a boat of that name; "Down By the O-Hi-O;" "Ohio River Bound;" "Racing Down the Rapids;" "Steamin' Down the Ohio;" "The Suspension Bridge;" "O-Hi-O, O-My-O;" "Calliope Rag;" "Ohio River Blues;" "The Lonely Ohio;" and a melancholy tune, "We Parted by the River Side," written by Hays.

"Steamin' Down the Ohio," written in 1913, contains this chorus:

We're a steamin', We're a steamin',
Down the Ohio
On the great big boat
Whistle screamin'! Like a Demon
See the searchlights glow,
Mister Pilot Man with that wheel in your hand
Just you keep a goin' cause I never want to land!
We're a steamin', We're a steamin'
Steamin' down the O-hi-O.

Chuck Parrish is District Historian, U.S. Engineers, Louisville, Ky.

Jack Garden, 36 Pontiac Road, Pittsburgh, Pa. 15241 enjoyed the March issue feature on Major John Downing of Middleport, O. The prominence of Ole Bull, the Norwegian violinist in the story, reminded Jack that in the 1960s Jack, on a business trip to Potter County, Pa., came upon a recreation center, "Ole Bull State Park." Named for an Indian, no doubt, thought Jack. But no sir-ree, for THE Ole Bull. It is still there on an up-to-date Pennsylvania state map. Now Jack wonders what a Norwegian concert violinist was doing in this remote mountainous area still pristine and largely undeveloped. Our resource files supply no answer to this one.

W. G. Coyle & Co., New Orleans, bought all of the Joseph Walton Co. interests in the N.O. area in 1895, including tugs B. D. WOOD, ELLA ANDREWS and MAGNET. The Waltons had acquired the B. D. Wood & Sons holdings sometime prior.

M'Lissa Kesterman of the Cincinnati Library did some researching on picture of the GEN'L LYTLE, June issue, page 30, and comes up with proof aplenty that it shows Cincinnati in the background, foot of Race Street. M'Lissa sent along stats of other photographs taken in the same time period (1864) in which some of the buildings can be recognized. Once more our thanks to Lloyd Ostendorf for sharing his stereoview with us, and he now may adjust the notation on the back of his stereo mount to read "taken at Cincinnati, foot of Race Street." We suggested "foot of Vine Street," but M'Lissa's pictures show the Cincinnati-Covington ferryboats occupying that location.

B. F. Wilson of Glen Osborne, Pa. died at home, aged 66, on January 25, 1896, of pneumonia. He was born in Elomere, England, and was raised in Wales. At 18 he emigrated for Australia, landed in the U.S. instead, and headed for Pittsburgh. He found employment with the W. H. Brown coal firm. He, William Cunningham and Samuel Roberts formed the Roberts Coal Co. (dissolved in 1889). He was associated with the Marine National Bank at Pittsburgh for 31 years, and was its president when he died. Survived by his wife and nine children. Burial was in Allegheny Cemetery. Horatio Wilson, surviving brother, made a better choice of boats, went to Australia, and made it his home thereafter.

Capt. George S. Dippold, secretary of Harbor 25, Masters, Mates and Pilots, at Pittsburgh, also was agent for the Equitable Life Assurance Society. Edward A. Woods, Society president, presented Capt. George with a gold watch in February 1895 for writing the most insurance during the year just past.

LOOKING TO CASH IN
FOR THE FAST BUCK?

A New Yorker's View
of Riverboat Gambling.

Sirs: Your editorial in the June issue, page 28, sends off alarms in my head. It's one thing to have "one arm bandits" to entertain passengers and help subsidize the coal bill. It's a horse of different color what we are seeing. It makes me very nervous to see big companies with big dollars getting into the river trade for the express purpose of gambling.

First of all these modern day versions of carpetbaggers will be dancing to the nearest shipyard to build the largest riverboat their large purse will accommodate, Regardless of whether they have any experience or not. Somehow I can't imagine a riverboat owned by Harrah's or DONALD TRUMP.

I remind our readers of the sad tale of Atlantic City. Gambling was hailed by all as the savior of the failing city. What happened was large, grand scale casinos opened and offered everything for free. Free parking, free food, free rooms, free drinks. All in exchange for cashing in a few hundred dollars into tokens. As a result Atlantic City and the boardwalk died. All the charm and grace of the once majestic city is in ruin. All the restaurants are gone, except in the gambling houses. The land grabbing raised the property values to the point many residents were forced to sell the homes they didn't want to leave, because they could no longer afford the high taxes.

How will Dennis Trone and his Sangamon Packet Company survive? How will he compete with a 500-plus foot side-wheeler with free admission, free drinks, and the lure of gambling?

And I am not sure how safe will any of us feel knowing some man in a three-piece suit on Michigan Avenue in Chicago who has never even seen the Mississippi River is owner and operator of a riverboat. Will the novice

gambler-boat-owner know how to hire a good COMPETENT crew? Will Mr. three-piece-suit overlook needed repairs and ignore safety limitations (so we're rated to carry 500, what's 50 extra?). Are these men and women looking for a career on the river, or just looking to cash in for the fast buck while they can?

Let's not forget about the United States Coast Guard. In the days of Gram-Rudman-Hollings, and Congress slashing budgets everywhere, where will the Coast Guard materialize the additional inspectors for both pre- and post-construction of this glut of riverboats? Will river safety be in question? Think of the increased traffic, the rivers are already too busy.

And the lure of big money may cause town councils to hop in bed with the gambling boat owners.

First, the new boat owners will want to clear the downtown riverfront of that little bitty excursion boat; it takes up too much dock space. Let's keep those barges away from here, they look bad. Move that old river museum down the river to someplace else; it's not lively; it doesn't fit in. Tear up that lawn and those old park benches, this is valuable space. It should be turned into additional

parking for the gamblers. And tear down those old historic buildings; we need a slick new mall in here. I can hear those hollow words of "it's good for business" and "it's good for the city." And they will call this progress.

The angry mob that tore down the fence to lynch Col. Sherburn in Huckleberry Finn was stopped by a man of conviction and courage. The mob of prospective gambling boat owners is comin' this way, and Capt. Dennis Trone stands his ground, but will others in the excursion trade follow his lead? I applaud him.

I'm with Dennis Trone. If I want to play blackjack I'll go to Las Vegas.

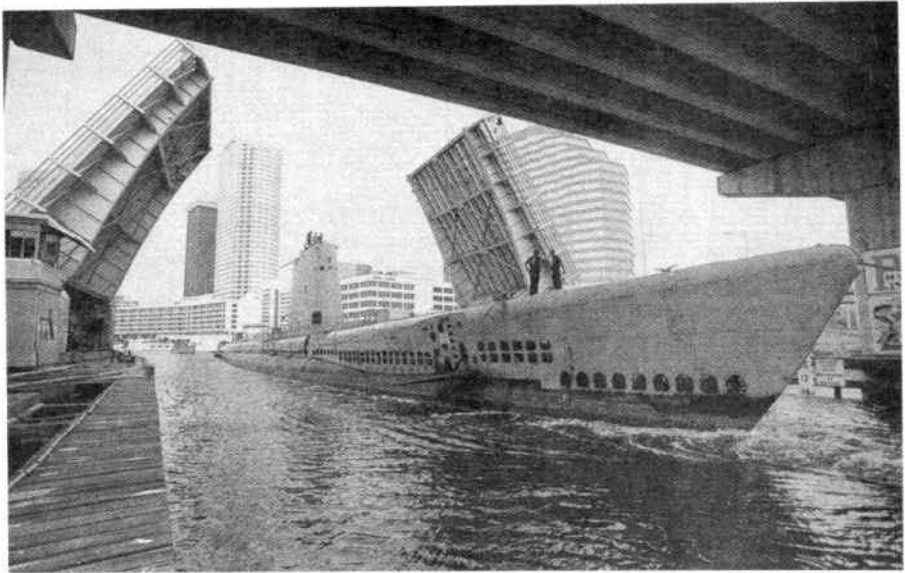
Mark J. McCracken,
Quarters 958, Apt. 5,
Governors Island,
New York, N.Y. 10004

Still on the sick list is Capt. Tom Kenny, suffering from Parkinson's disease. Bob Booth had a phone conversation with Tom's wife, Kay, who says her husband is at home but will be unable to attend S&D. Tom enjoys mail from river friends and may be addressed at 704 W. Lucerne Drive, Lafayette, Colorado 80026. Tom's "great expectation" is to receive a copy of "Way's Steam Towboat Directory," scheduled for release in September.



NEVER too late for a good picture! Jeff Spear, Lexie Palmore, Barbara Hameister and Keith Norrrington at S&D's Friday night reception, 1987. Barbara sent us this.

Jim Murdock, good friend in Tampa, Fla. has been sending us bulletins regarding the transfer of the submarine USS REQUIN from there to Pittsburgh, Pa. We had a phone call from a local group in Pittsburgh wishing to alert Ohio River natives as she approaches destination. If she's to be chained up between empty barges to reduce draft, actual viewing may be considerably impeded. No dates have been supplied to us as we go to press, and our informants were not sure whether she was to be routed Tenn-Tom or up the Mississippi.



USS REQUIN departing from downtown Tampa, Fla. on May 24th after having served 18 years there as a local tourist attraction. The World War II-era sub, which never saw combat duty, was named REQUIN (French for shark) and is on her way to Pittsburgh (see story in column 1). -Photo by Jim Reed, Tampa Tribune.

The Louisville Courier-Journal on June 1st carried a photograph and picture of the sternwheel diesel towboat BROOKLYN which has been sunk across from Fort Boonesboro on the Kentucky River for something like 15 years.

In the summer of 1986 M. Eddie Carter, Winchester, Ky. bought the sunken boat with the idea of raising and restoring her into an attractive floating restaurant. So far, no luck.

She was built by the Howards at Jeffersonville, Ind. in 1930 named HELEN H. Burned at Davenport in 1942, rebuilt and renamed COURTNEY H., owned by Walter G. Houglund Sons, and later by Cumberland River Sand & Gravel Co. In late 1956 Charles T. Jones acquired her for his Amherst Barge Line and renamed her EMMA NO. 3 for an ancient packet (Way #1822) in memory of his great grandfather L. W. Jones who lost his life in the sinking and fire of the boat on Feb. 19, 1870. Point Towing bought her in 1959 and sold her Feb. 1960 to Capt. John L. Donaldson who placed her in his Blue Grass Barge Co., Nicholasville, Ky. Too big for the constant work in Kentucky River Johnny Donaldson stripped her in 1972 and sold the hull to Linville Puckett who used her for a marina and beer depot for a few years until in a falling high water she listed and sank.



The GEORGE M. VERITY, pictured by William R. Smith of 2219 Manhattan Blvd., Springfield, O. 45504 while he and his wife Marga were on an Upper Miss safari, July 21, 1989. When the "old" Towboat Directory appeared in 1954 the VERITY was still operating on the Ohio River, and the "new" Directory contains an exciting update of the adventure which grounded her at Keokuk as a tourist "must" under the supervision of Robert L. (Bob) Miller, who also contributes a frequent column in The Waterways Journal recounting some of his guests and a log of passing traffic. Should an old steamboat dream away its days parked ashore or afloat? The W. P. SNYDER JR. laps the waters of the Muskingum, and the VERITY has done quite handsomely as a shore dweller. Keokuk was glad to adopt her inasmuch as her career started as the S. S. THORPE in 1927 on the Upper Miss in Federal Barge service.

MOR AT MAYSVILLE
Annual Election of
Officers

The Middle Ohio River Chapter of S&D held its spring meeting at Maysville, Ky. April 20-22. Officers were reelected: Jack Custer of Louisville will again serve as president.

Others reelected were Barbara Hameister, first v.p.; Fred Rutter, 2nd v.p.; Sandie Custer, secretary; Lucy Stoll, treasurer; and Frank Prudent and Jim Schenk, members at large.

Among featured activities was a presentation by Bob Drake, manager of operations for Crouse Corpotation at Maysville, who discussed Maysville and the Ohio River, and gave an overview of what the future may hold for the towing industry. Bob was an engaging speaker.

During an informal program on the evening of April 20th the group viewed slides shown by Rick and M'Lissa Kesterman that included shots of the NATCHEZ, the DELTA QUEEN National Landmark ceremonies, New Orleans; the gunboat CAIRO exhibit at Vicksburg, and the pieces and parts of the SPRAGUE.

On April 21st the group toured the 1786 village of Washington, seeing attractions that included the Albert Sidney Johnston home and a fort constructed of flattened logs. The members were given a free afternoon following lunch at the historic Broadrick Tavern. Toward evening they gathered for a "show and tell" and viewed such items as photos, scrapbooks, a sternwheel steamboat model by Jim Haley and a three-dimensional New Orleans wharf scene made and displayed by Mike Giglio.

On April 22nd the members lunched at the Lively Lady, a floating restaurant converted from the 1930s steam towboat INDIANA. Bob Drake invited them to board the CINDY, a 74-foot stern-wheeler owned by he and his wife Sandy, for a ride on the Ohio River.

Future meetings of the chapter were to include a trip on the DELTA QUEEN,

Cincinnati to Nashville, July 21-26, which brought aboard some 30 MOR members. A fall gathering is scheduled at Shakertown at Pleasant Hill, Ky. October 27-28. For more information about the meetings or membership contact Sandie Custer, 2316 Northwestern Parkway, Louisville, Ky. 440202.

Just at press time we received word of the death of Robert W. (Bob) Beckett of 125 Sprague Drive, Hebron, Ohio 43025. He passed away, victim of cancer, on Saturday, July 14, 1990. Dolly Robertson notified us in a note dated July 18th and says:-

"He had a sad and lengthy illness and my heart is heavy. Bob was a long-time S&D member, a charter member of our Middle Ohio River Chapter, and good friend to all who knew him.

"His wife Ginny has kept in touch and called often. I did get to talk with Bob before it was too painful for him to speak. In his last days, really weeks and weeks, he couldn't swallow and was force-fed through tubes.

"His suffering is over and he is missed. His family, composed of wife Ginny; daughter Sarah, her husband and a grandchild; plus students and former students, relatives and friends, attended a memorial service. At this writing I don't know date or place. The body was cremated. I don't know his age either. It was a sad and tearful conversation and Ginny couldn't talk longer."

Last time Ye Ed visited with Bob and Ginny was aboard the DELTA QUEEN race with the BELLE OF LOUISVILLE on May 3, 1989. Both were having a wonderful time.

Ginny may be reached at 614: 928-0591.

Sirs: The June REFLECTOR is a dandy from that great action cover photo right on through Jim Swartzwelder's article on the AVALON "Girl Scout Camporee" dredged up many memories for me. I was

amazed at his mention of the many towboats we passed, as well as their captains and pilots. It was a memorable experience that will probably never be repeated...at least not under the watchful eye of the U.S.C.G. In 1961 the officer in charge of Marine Inspection, U.S.C.G., at Memphis was Capt. John Graham who knew his business. He hailed from Louisiana, Mo. and started as hat check boy on the CAPITOL. By 1935 he was one of her pilots. During the war he joined the Coast Guard, as did Red Schletker, Stogie White, et al. John Graham was stationed at St. Louis with Ray Fugina and later at Memphis. He knew his business and he knew us, so he OK'd that AVALON trip, and we were back from New Orleans before Washington, D.C. was aware.

The visitation at the La. State Penitentiary at Angola was not to be believed. Just imagine 440 Girl Scouts being delivered into a prison compound for a bar-b-que sponsored by the warden and cooked by the prisoners (trustees we hoped). Unforgettable was the sight of prison trucks piled high with hay and scouts driving up the long shell road lighted with countless bonfires. We were glad to see the Girl Scouts return to the AVALON, all accounted for.

Capt. Albert C. (Clell) Tindel was a Lee Line mate who had joined Federal Barge Line in his early years, Capt. Tommy Dunn was great-grandson of Rachael Donelson (Andrew Jackson's wife) and Tommy was on the FBL "state" and "city" boats, then AVALON and DELTA QUEEN. He taught me the river from Memphis to New Orleans. Capt. Sylvester (Wes) Doss was fourth generation boat man as his great-grandfather, Martin Doss, flatboated between the Kanawha Salines and New Orleans for James Friend in the 1830s.

I hope to be at S&D with my mom, Grace, in Sept.

Capt. Doc Hawley,
639 Barracks Street,
New Orleans, La. 70116

A group of former Union Barge Line personnel is holding its second annual veterans meeting September 14th at the Holiday Inn in Marietta, Ohio. Bud Osbourne, now president of the marine surveying firm, Barge Maintenance Consulting, Inc., McDonald, Pa., said that "all former Union Barge Line personnel from deckhands to executives are urged to attend.

Additional information may be obtained by calling Bud Osbourne at 412/935-9167, Capt. Clare Carpenter at 614/423-7409, Ruby Dermotta at 412/835-9167, or Reese Lloyd at 606/441-2077.

This UBL round-up last year was quite a success, and fits in with the S&D Marietta meeting Sept. 14-15.

Sirs: Jim Swartzwelder's "Riding the AVALON in 1961" is an S&D classic. I've heard Cap'n Ernie Wagner, Capt. Doc Hawlev and Betty Blake relate some of the details of this memorable voyage. At last it appears in the June issue in full form. I well remember Capts. Emory Edgington and Tommy Dunn.

The picture in the June issue of the Cincinnati landing in the early 1870s is worth study and perusal. Hanging on the wall above my typewriter is the March 25, 1872 Inspector's Certificate for the OHIO NO. 4 (Way #4281). This certificate lists Capt. F. Y. Batchelor as her master. Seems my folks fished the certificate out of a 'junk box' auction in Fort Thomas, Ky. on the summer of 1976, same week we were all on the MISSISSIPPI QUEEN inagural cruise

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

THE BACK COVER

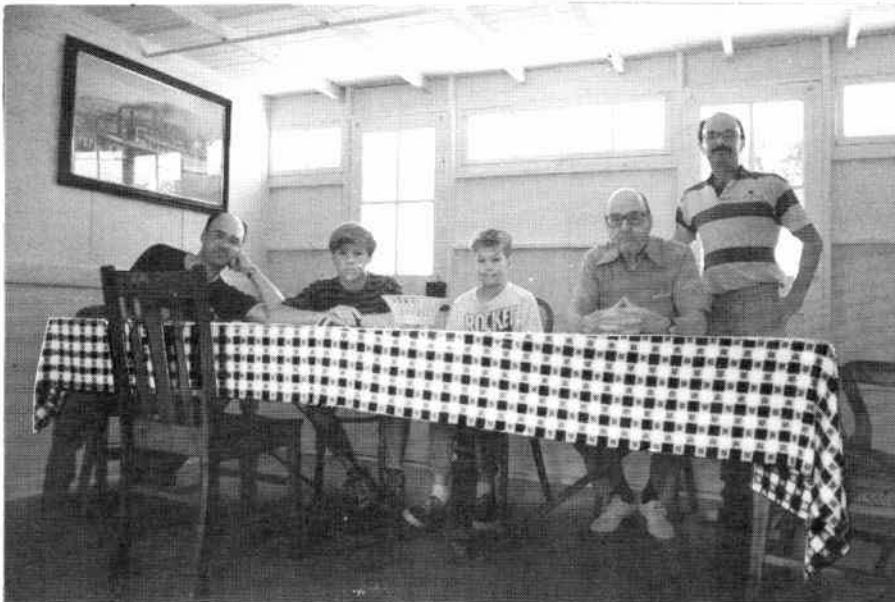
Advertised for St. Louis, the WINFIELD SCOTT is Readying To Leave.

Way's Packets does not list this sternwheel packet WINFIELD SCOTT under the "W" listings, but mention is made of her in the "A" listings under AMERICA (#0240). Capt. L. V. Coolley temporarily renamed his AMERICA in January 1924 for the filming of "Magnolia," in which his cotton packet is the WINFIELD SCOTT. We can read that name on the pilothouse nameboards, not too plain, but with a glass the reader may make it out.

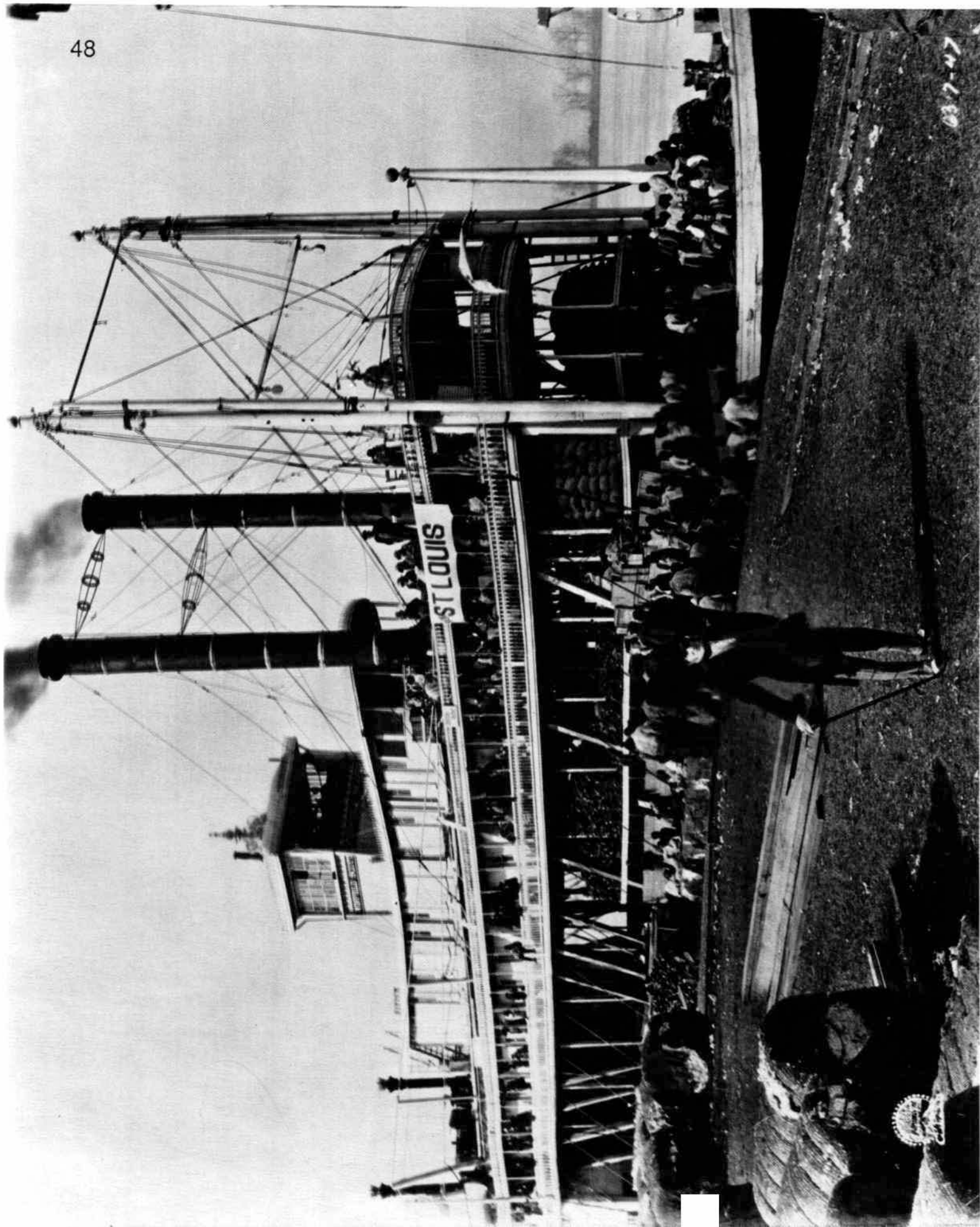
This is the first and only photograph we have seen of this movie-making WINFIELD SCOTT, and it comes to us from Dave Thomson, Sun Valley, Calif., who also furnished the movie-maker LA BELLE RIVIERE for the front cover.

Somebody in S&D interested in old-time river movies, and we now are thinking of Bill and Marga Smith, Springfield, Ohio, must know the names of the movie firms who filmed "Magnolia" and "Uncle Tom's Cabin," and we will be grateful to know if these flicks still exist, and whether possibly they may be available in 16 mm. or video, for sale or lease. Also we wonder did any big-name actors appear in either or both. We do not recall going to theaters to see either of them.

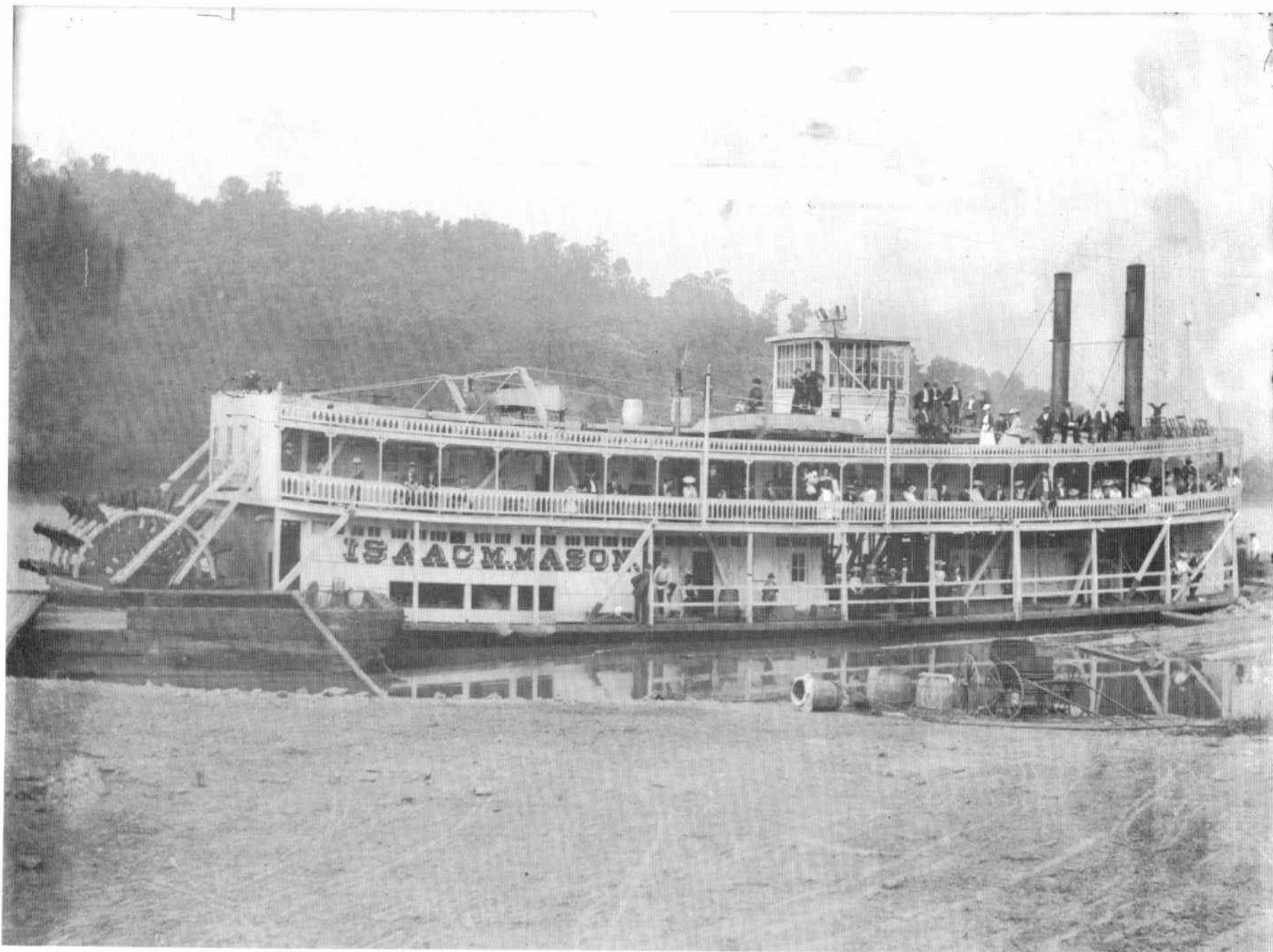
The National Rivers Hall of Fame presented its achievement award to Ralph DuPae of La Crosse, Wis. This is their highest award to a living person. So the University of Wisconsin's Murphy Library wanted a collection of river photographs, the older the better. Latest count thanks to Ralph's nationwide trips and searching reveals a total of 36,000 steamboat photographs, and an additional 9,000 of related river scenes. S&D's J. Mack Gamble Fund trustees have been assisting this project with financial assistance.



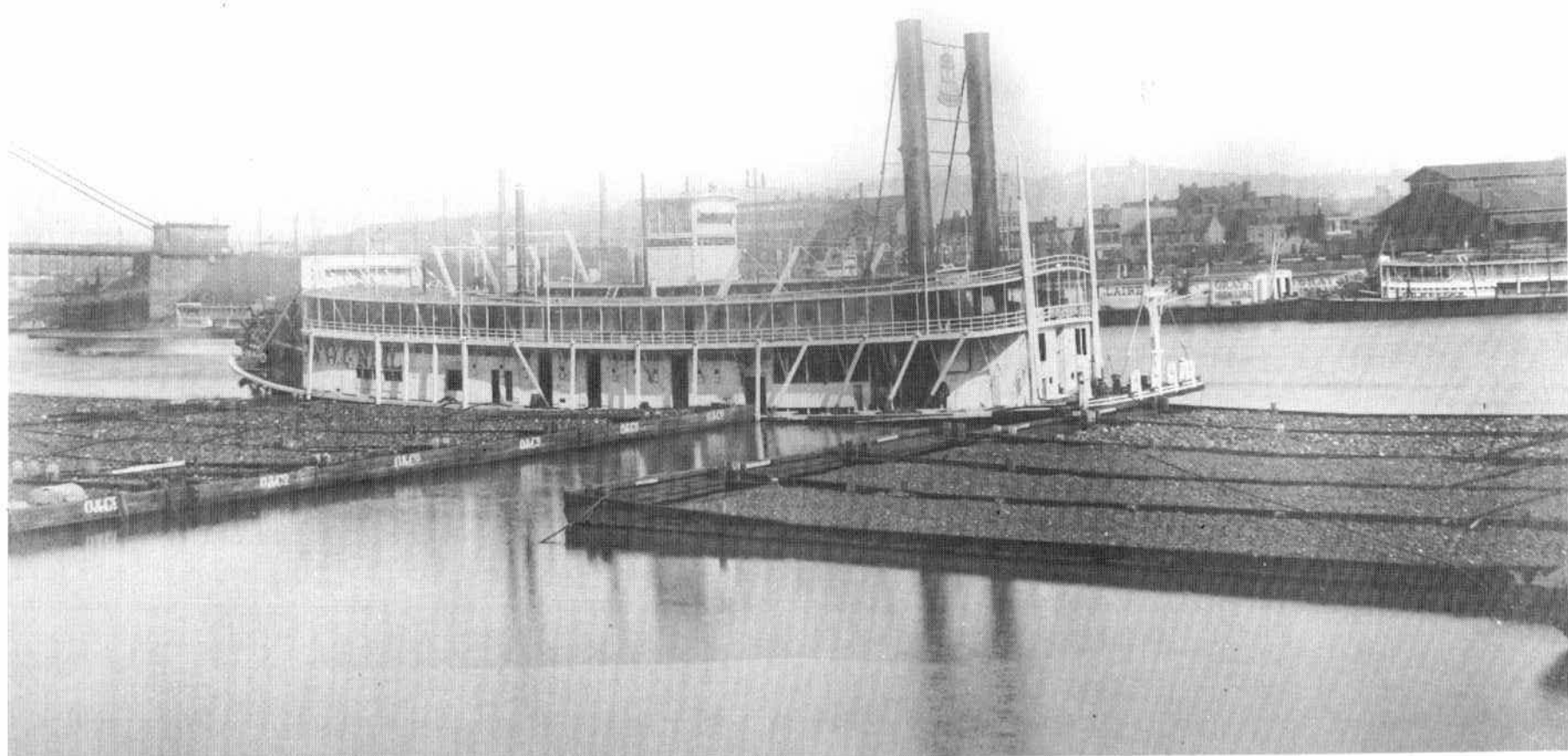
CREW'S diningroom on W. P. SNYDER JR. last June 15, and when they got there, the table was bare--save for the spotlessly clean red and white checkered tablecloth. From the left: Richard Way (Dick) Rutter, elder son of J. W. and Bee Rutter; Robert Way (Bob) Rutter; Alan Nicols Rutter (grandsons of Woody and Bee); J. W. (Woody) Rutter and Frederick Mitchell (Fred) Rutter, younger son of Woodu and Bee. Dick occupies the head of the table where William Penn (Bill) Snyder Jr. partook of a meal when the towboat was enroute to Marietta in 1955, and at which location G. Whitney Snyder, W. P.'s son, presided at a meeting not so long ago.



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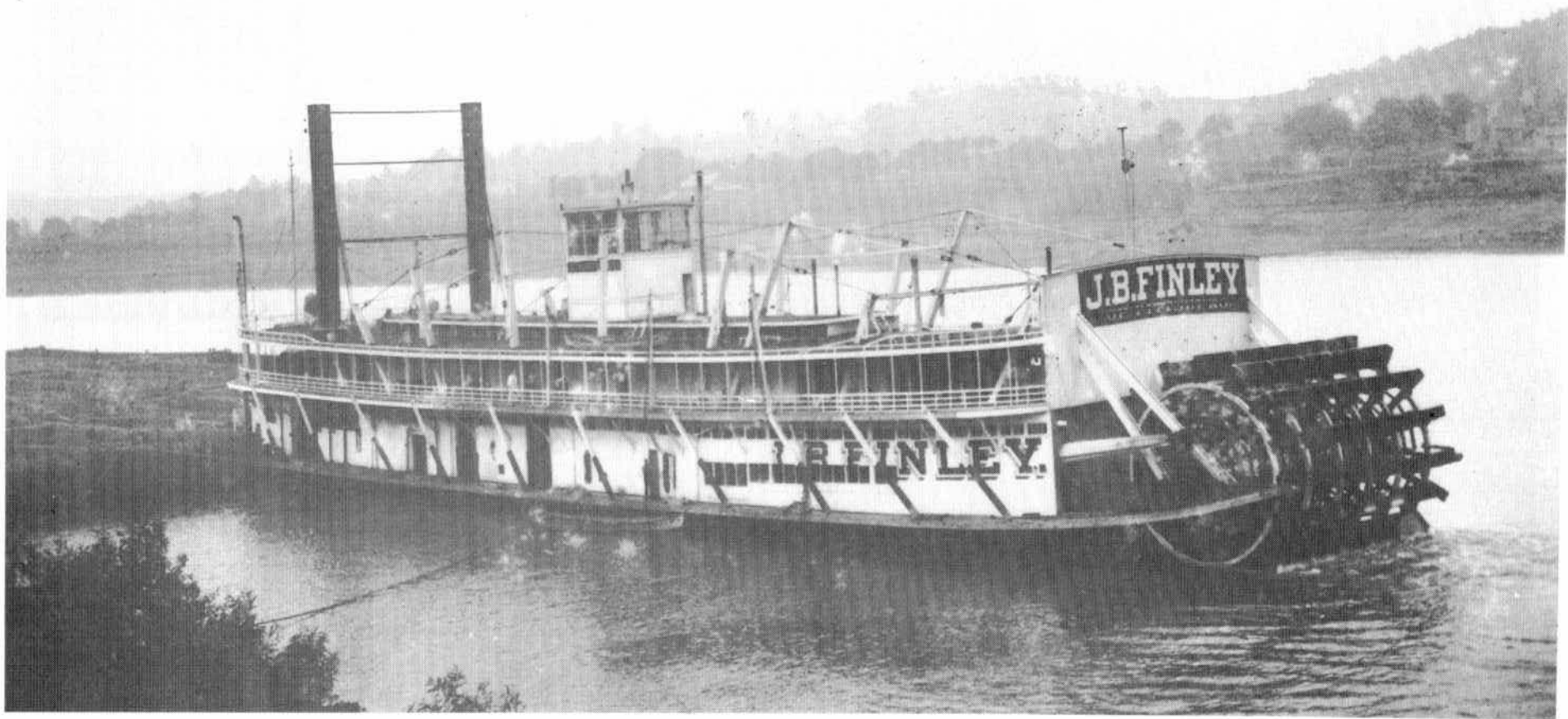


See page 6, column one.



With Way's Steam Towboat Directory completed, thought this issue should display a few famous coal-pushers. The W. W. O'NEIL, the only towboat with 12-foot stroke high pressure engines, is harbored at Pittsburgh in the Monongahela River. The old Point Bridge shows at extreme left, and at extreme right is the LUD KEEFER, partly visible, only photographic glimpse of her we've seen. Both KEEFER and O'NEIL were built in 1881, the former at

the Axton yard, West Brownsville, and the O'NEIL at the Pittsburgh Boat Yard Co., Sewickley. The loaded coalboats in the foreground are awaiting a "coalboat rise" to start them on their way to southern markets, the headlogs marked in white paint O&C followed by a number. A large model of the O'NEIL was exhibited in Paris, at the Chicago Fair in 1893, and at St. Louis in 1904.



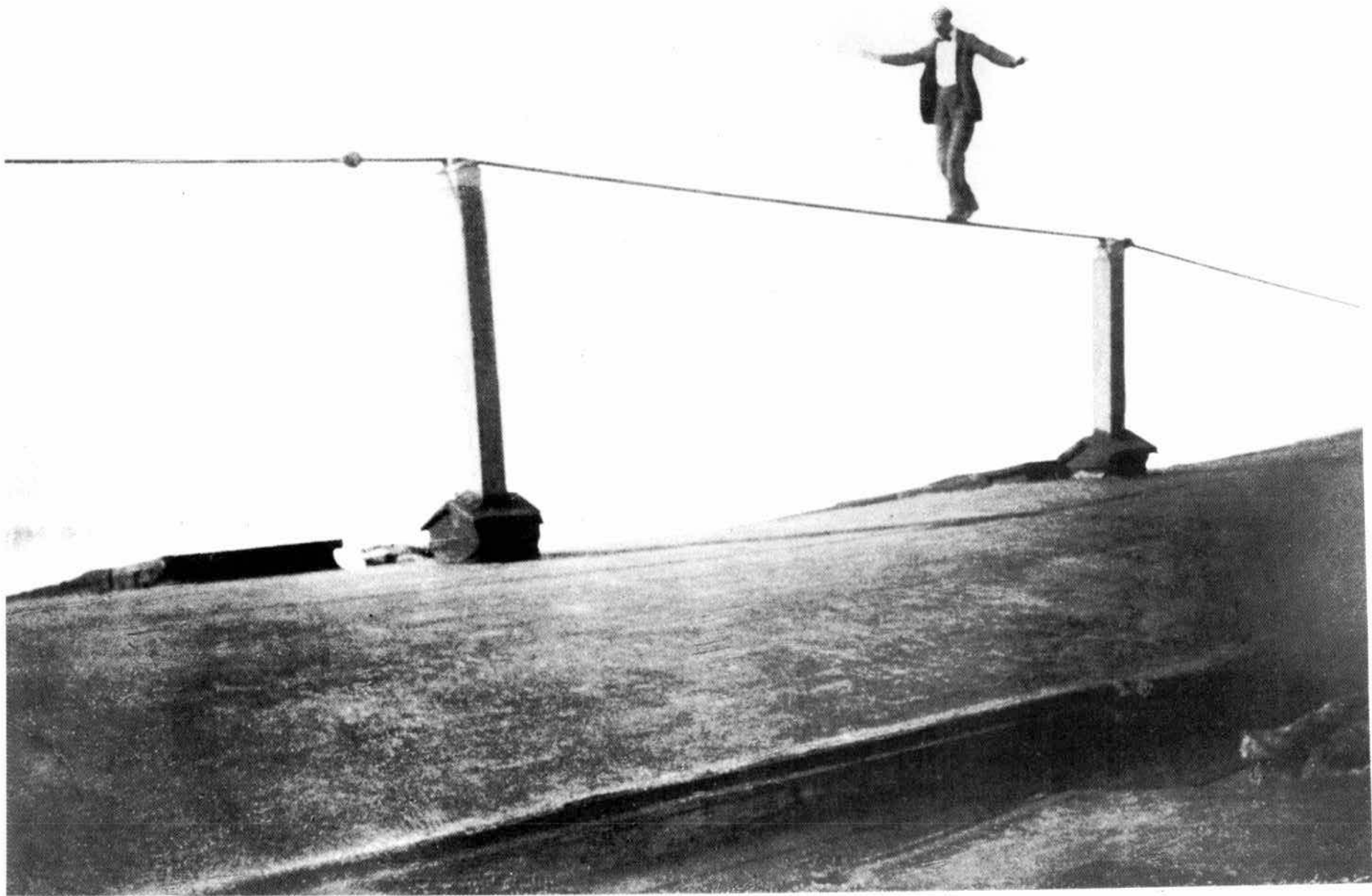
The J. B. FINLEY was the only major-size coal towboat to have arch-style hogchains, supplemented by the usual wheel braces and chains. The hull and cabin work was done at Elizabeth, Pa., whereupon she was towed to Marietta, O. for her machinery. This meant taking her up the Muskingum, through old Lock No. 1 to the Marietta Manufacturing Co. The HARRY BROWN had been there several years prior for the same purpose. The FINLEY was built for the Pittsburgh Transportation Co., a budding new concern headed by J. B. Finley, banker of Monongahela, Pa., and first was named TRANSPORTER. These events transpired during the formation of the

Monongahela River Consolidated Coal & Coke Co. (the "Combine") and when the new boat arrived at Pittsburgh for the first time she had been renamed J. B. FINLEY, honoring the first president of the Combine. A gala dinner was staged aboard at Pittsburgh in June 1900. No details were provided on the original picture from which this produced. She is tied to shore with empty coalboats somewhere on the Upper Ohio, and the scenery across the river is too indistinct to pick up clues of the location. Might be at Middleport, O. (and might not be). This is one of Ralph DuPae's gems.



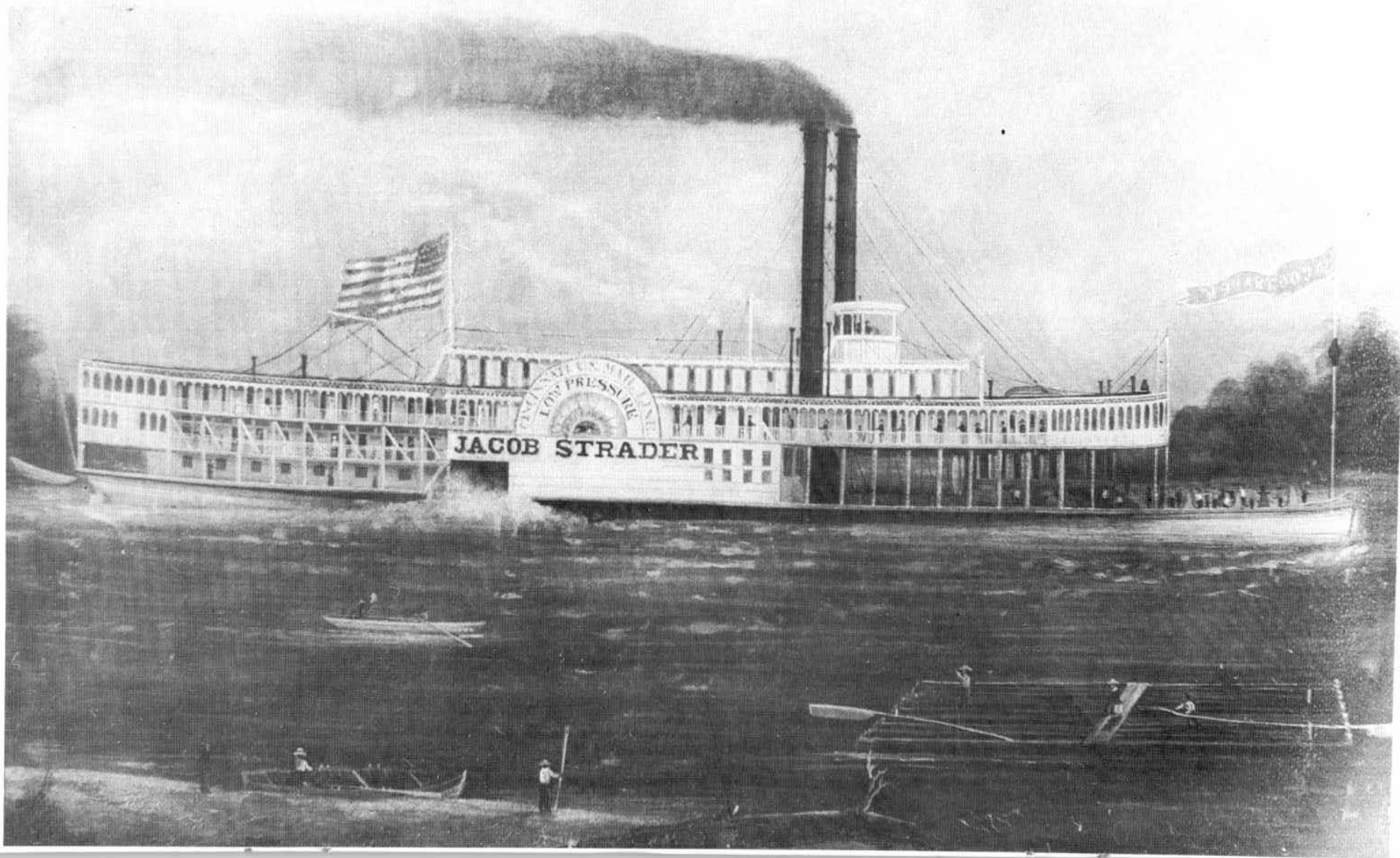
From the collection of Bert Fenn comes this early-on view of the ISLAND QUEEN (first-way #2799) taken at Evansville, Ind. Built at Cincinnati in 1896 for Coney Island service, the first excursion boat built expressly for that type

of service. She innovated wire railings and sported an extension of the stem-piece on the bow with a fancifully carved adornment, same as was placed on the VIRGINIA at the same yard the year before. Thanks to the Murphy Library for print.



Modern grain barges evolved from wood "model" barges, many of them 230 x 39 carrying 1,400 tons loaded to 7 feet. A single fore and aft hogchain system provided stiffness. This one was in tow of

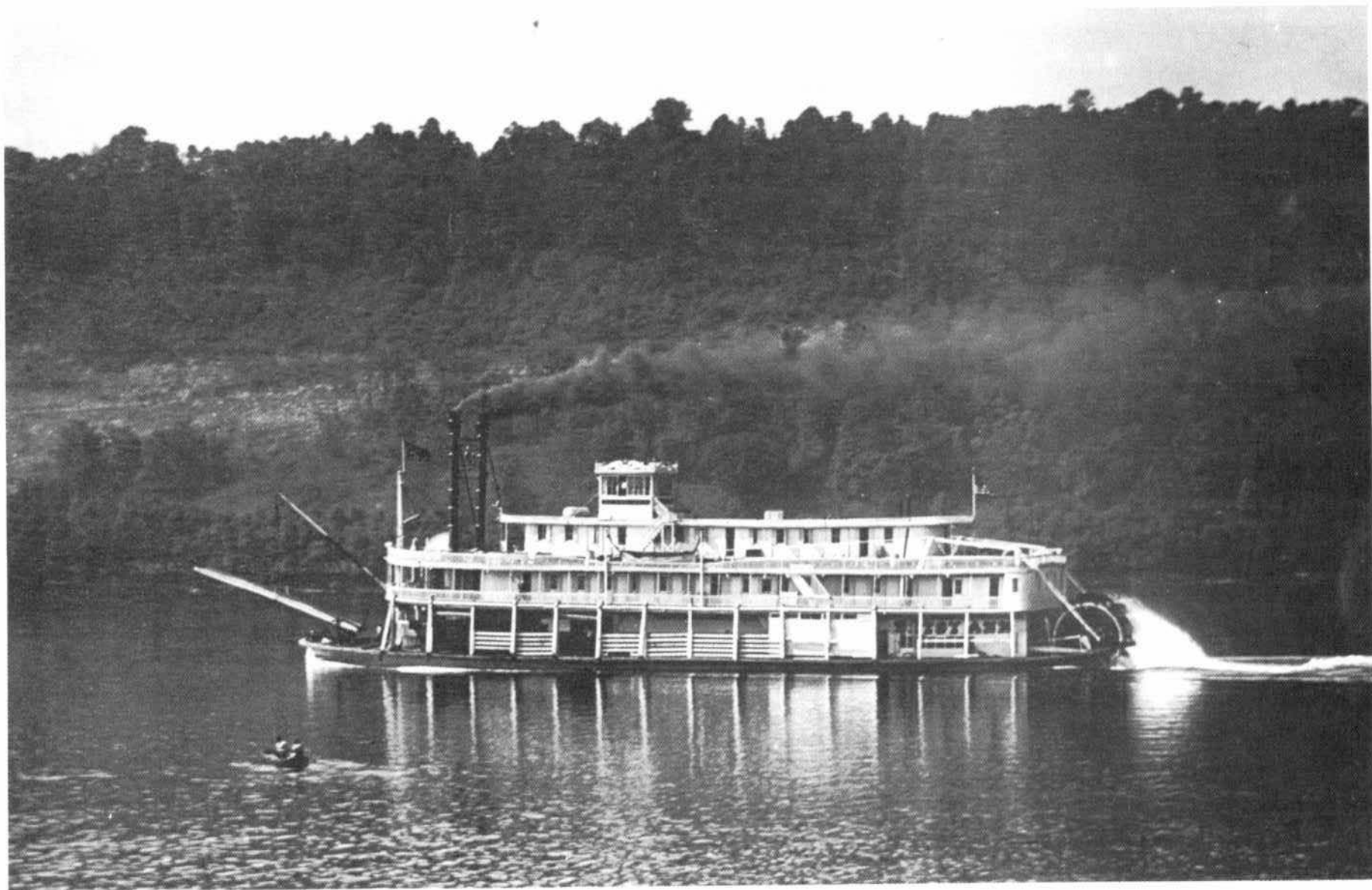
the H. M. HOXIE when Capt. John Long was master for the St. Louis & Mississippi Valley Transportation Company. The acrobat is not identified but he proves that hogchains have been walked.





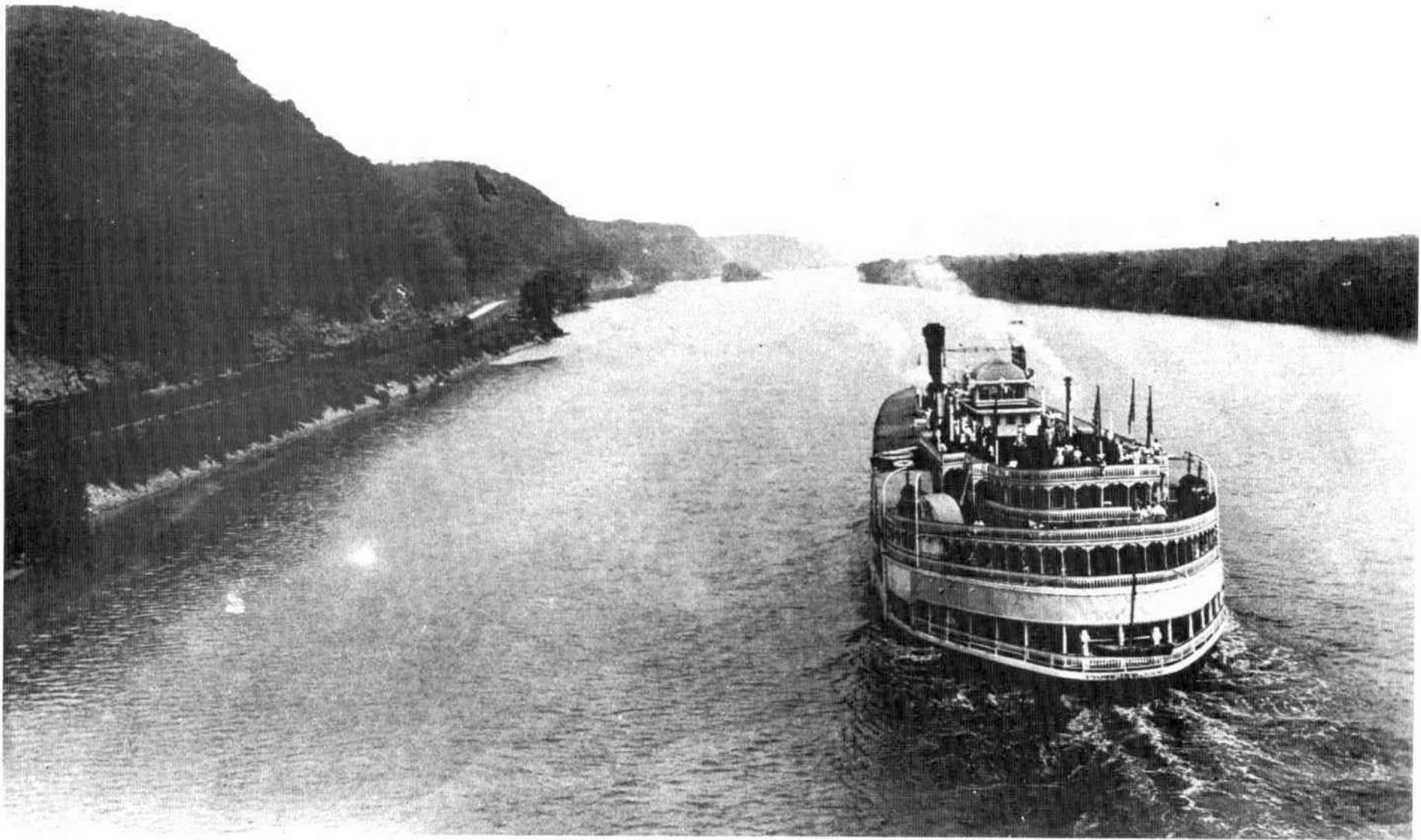
This flaring stairway predates the DELTA QUEEN by five years, placed on the CAPITOL of the Streckfus Line, leading from the main deck to the full-length

ballroom, everything brass, spit and polish. Photo from the Streckfus archives, thanks to our Murphy Library friends at La Crosse.



IN RETROSPECT seems to us that the BETSY ANN looked pretty sharp when we engaged photographer Hubert M. Flora to take this picture at Madison, Ind. in June 1930. She was just off the Madison Marine Ways and was enroute to Cincinnati to run her last formal race with the TOM GREENE, and then entered the Pittsburgh-Louisville tourist trade, which included two Louisville-Kentucky River excursions to Lock One (she was too big for the lock). While on the Madison ways two bottom hull plates were

repaired, and the Howards made me a poplar gold-leafed anchor to hang between the stacks and screen doors for the forward cabin entranceways. Meanwhile our own crew painted the boat top to bottom. Hubert Flora had retired from photography but dug out his 8x10 plate camera to take this shot, which muralist Dean Cornwell later used in making his oil for Early Times whiskey full page advertisements. This print comes from Ralph DuPae.



THE SIDE-WHEEL J.S. of the Streckfus Line was the most graceful and imposing creature they ever operated. This striking view of her was selected for display in the REFLECTOR solely on its merits, and with no accompanying information as to where it was taken. Looks like the Upper Mississippi, doubtlessly from a bridge. It was aboard the J.S. that Ye B made his debut as a side-wheel pilot in June 1934, coming on watch at midnight to relieve Capt. Jesse P. Hughes until 6 a.m. Jesse and I came aboard at Huntington, West Va. and took her to Parkersburg, running a Galli-

polis-Point Pleasant-Pomeroy go-around enroute, plus an afternoon matinee and evening moonlight at Parkersburg. Capt. Veme Streckfus (the elder) was master, and Capt. Jim Brasher kept a watchful eye to help me get used to looking out over acres of tarpaper decks and roof blocking pilothouse vision ahead, behind, and to both sides. Our thanks to Ralph DuPae for the photograph and perhaps somebody reading these lines may recognize the location.

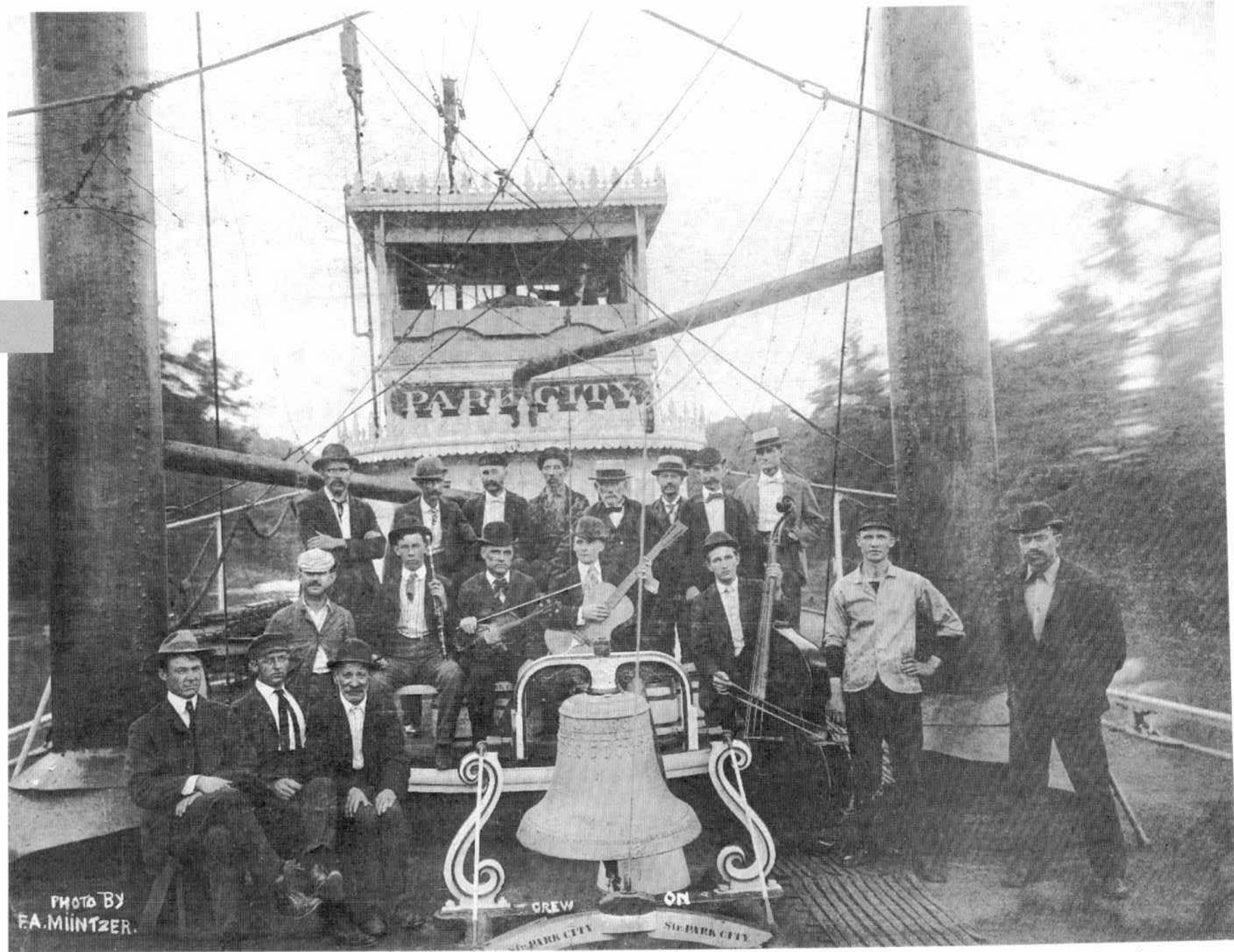
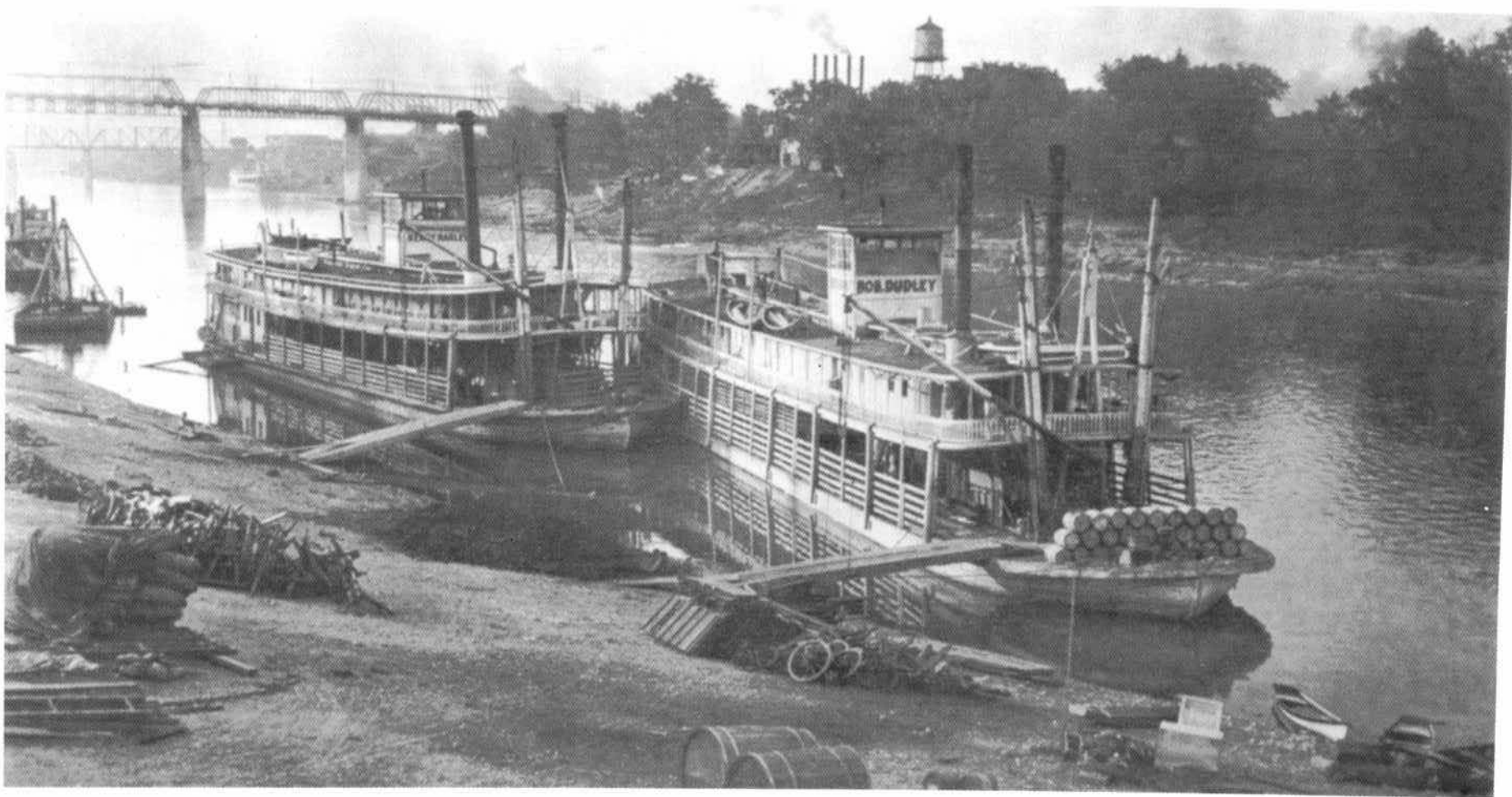


PHOTO BY
F.A. MUNTZER.

Photographer F. A. Muntzer identified his picture as "crew on Str. PARK CITY," (Way #4392). John Hartford loaned this print to Ralph DuPee for the Murphy Library project and I would suppose John was particularly attracted

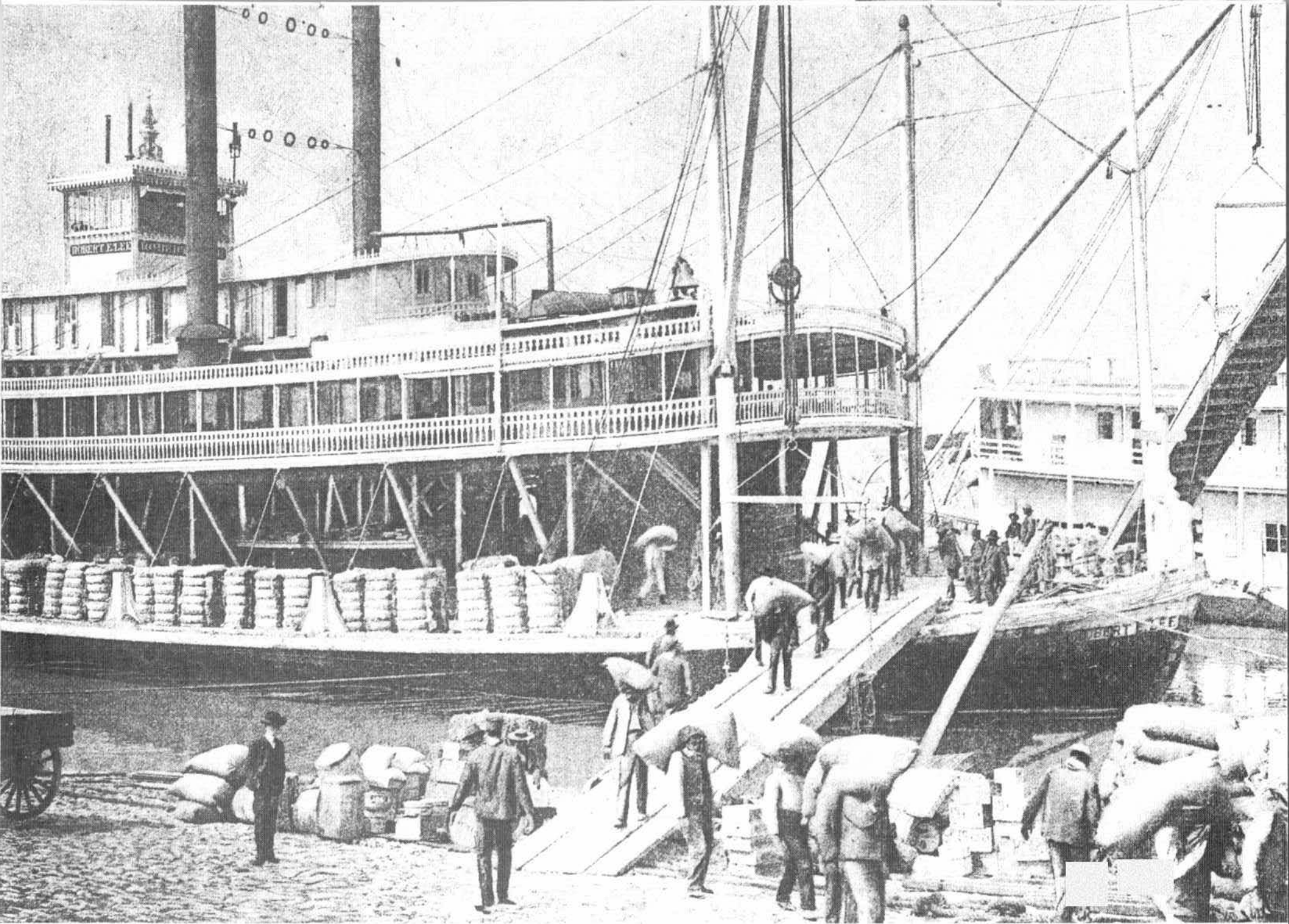
by the four-piece orchestra. Taken on the Green or Barren rivers in Kentucky 1897-1907? The PARK CITY originally was GAYOSO built 1883 for the Lee Line at Memphis, plying the St. Francis River.



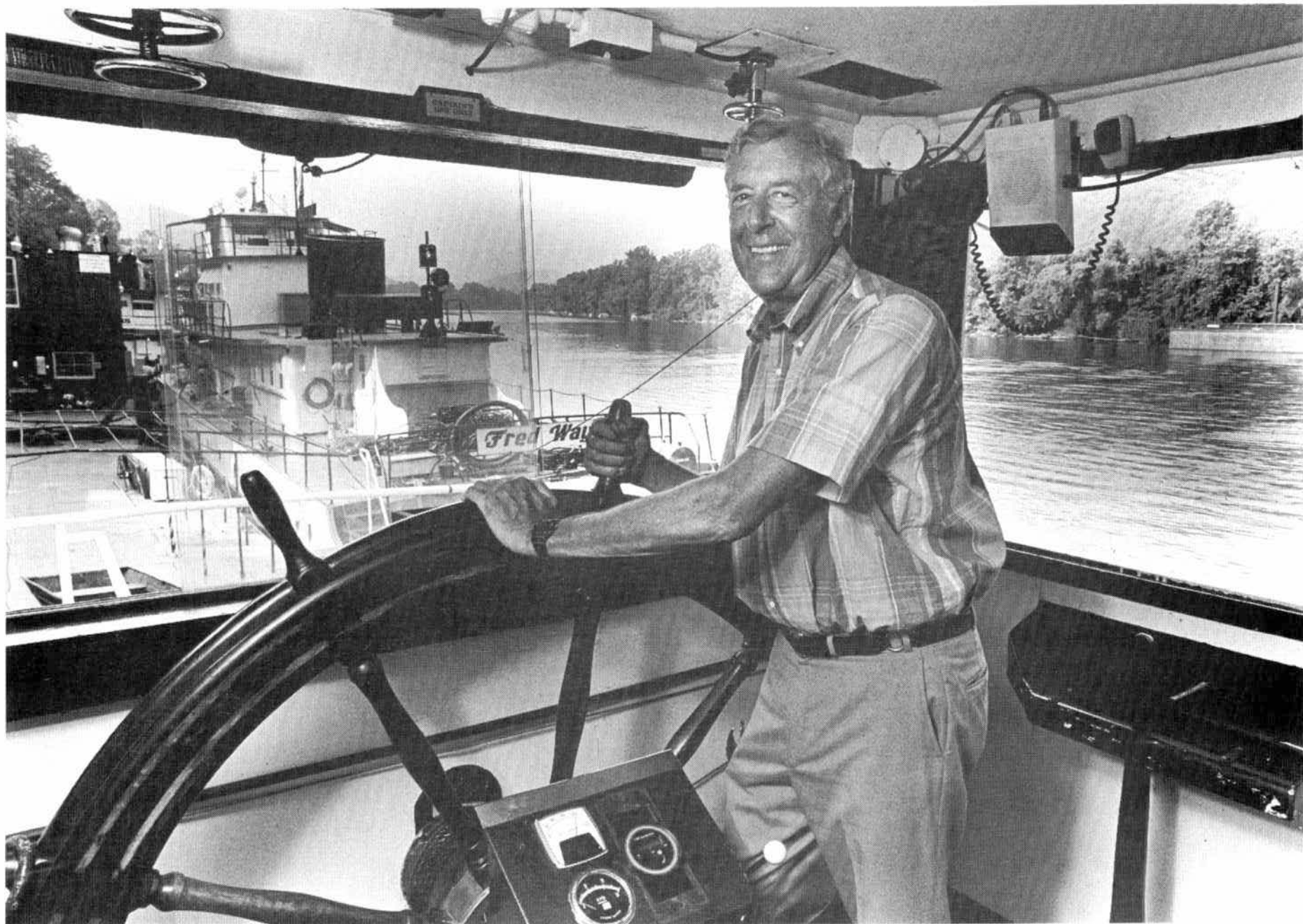
LOVE and packet wharf at Nashville, Tenn. on the Cumberland River, a scene which could have been taken as late as 1916. The HENRY HARLEY (left) and BOB DUDLEY operated, water permitting, over the 326 upstream miles to Burnside, Ky., head of navigation. Both boats in this picture are about the same hull size, 160 x 29, which seemed to best suit the requirements. You will observe that the DUDLEY has no overhanging guard except under the forecastle, and the bows of both are almost spoonbill Missouri River style. The successful Cumberland packet carried the largest freight tonnage on the least draft, and the hulls had to be stout inasmuch as the river bottom in the chutes was hard gravel and rock. Derricks and

spars were standard equipment. Various of these Cumberland packets had no roof rail at all. Most did not skimp on cabin adornment, even to having skylights. Many were built at the Howard Ship Yard, including these two. Another twosome were the MATT F. ALLEN and the H. K. BEDFORD, both about 149 x 28, and one hundred years ago Capt. Gordon C. Greene stood on this Nashville wharf wondering which one to buy. He decided upon the BEDFORD when an old black roustabout told him "d'BEDFORD is d'come-and-go boat; always comes and goes."

-Our thanks to the Murphy Library crew for the picture which originated from the Wes Cowan collection.

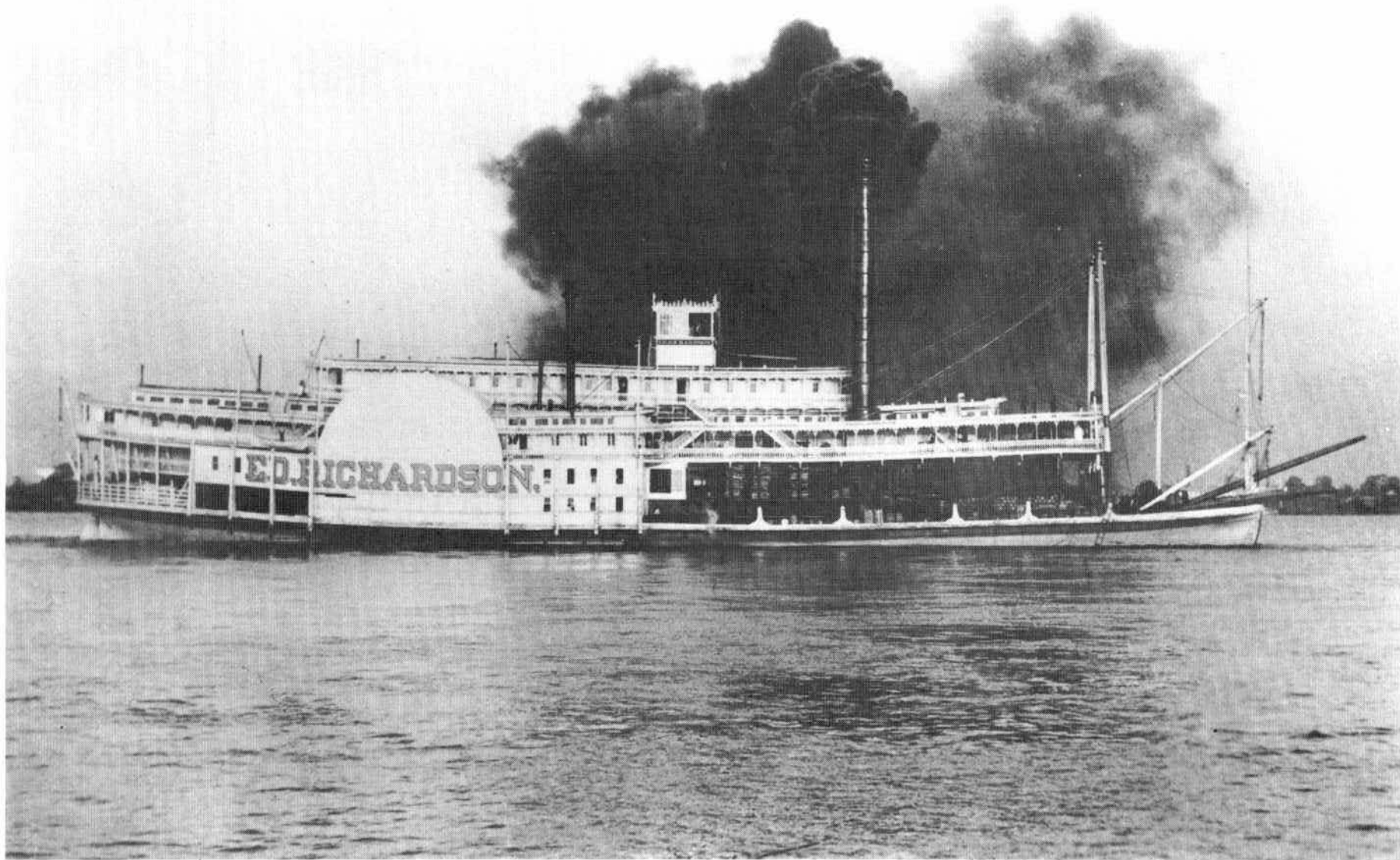


Loading over the stage at Memphis, the ROBERT E. LEE (Way #4779) of the Lee Line, 1898-1904. Query: What was the purpose of the double rails running the length of the stage? This scene of activity comes from the collection of Dave Thomson, Sun Valley, Calif. via Ralph DuPae.



Charlie (Charles T.) Jones, who heads Amherst Industries, is at the wheel of the LAURA J., moored at Port Amherst, West Va. Docked ahead, fueling, is the FRED WAY. Charlie reports that during the ground-breaking ceremonies for the

modernization of Winfield Lock last May 5th, the FRED WAY with five jumbo loads shoved in the lock while U.S. Senator Byrd was speaking. The FRED WAY looked very clean and scrubbed, as did (we assume) the distinguished senator.



GREAT pictures continue to appear thanks to the sleuthing of Ralph R. DuPae. This broadside of the cotton carrier ED. RICHARDSON was located in the Donald T. Wright collection at Tulane University, New Orleans. When the nine boiler furnaces were stoked with Pittsburgh coal the black cloud blanket impressed all male beholders and crew.

shore-dwelling ladies into panic if their weekly wash was clothes-pinned in the back yard. Black firemen, selected and trained, manned these furnaces on the gold-braid boats, and held high status amongst their brethren. Many of these smoke exhibits were reserved for ostentation at cities where an audience could watch.

