

S&D

REFLECTOR

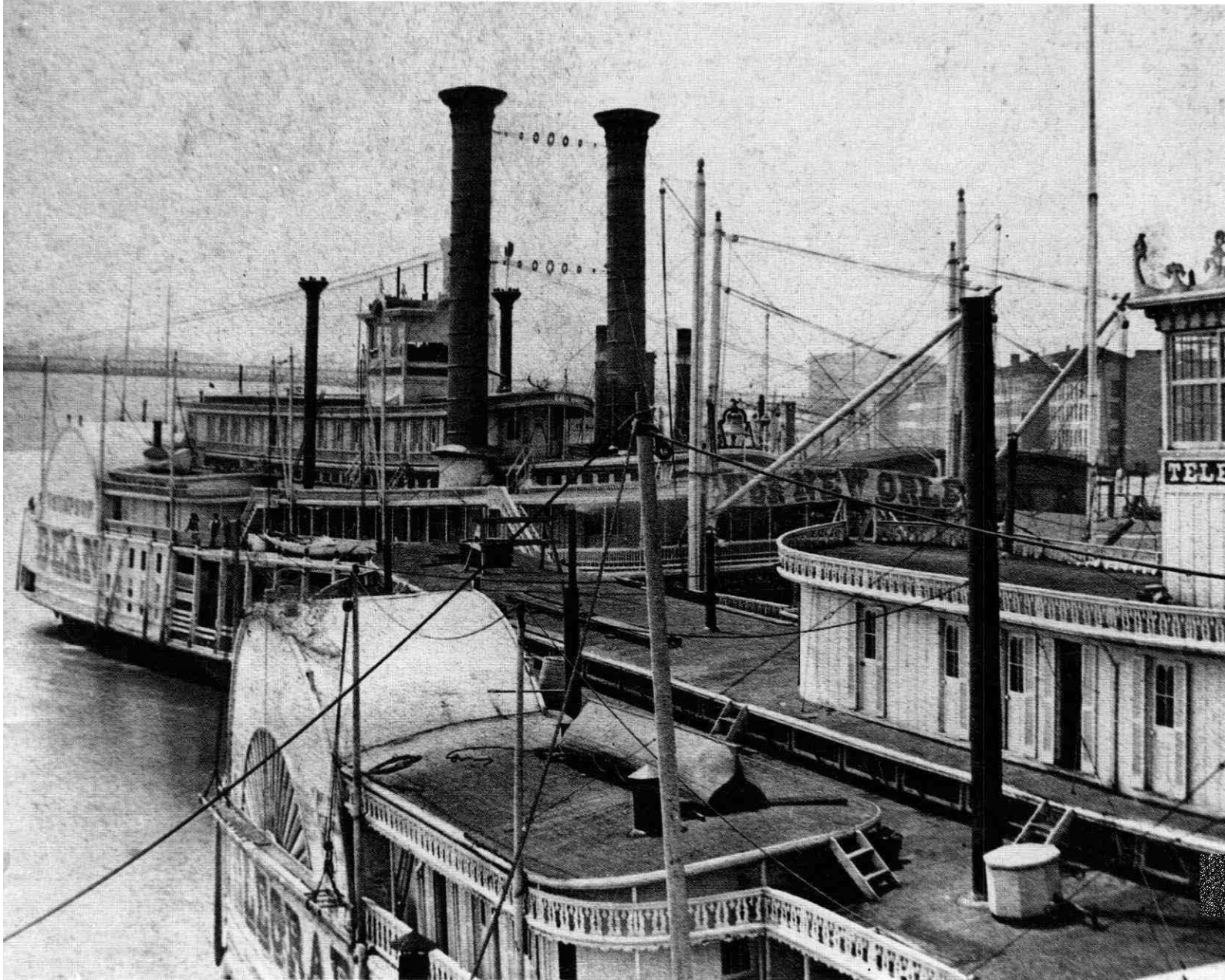
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 28, No. 4

Marietta, Ohio

December 1991



MERRY CHRISTMAS and A HAPPY NEW 1992! --And this is a scene at Cincinnati featuring the THOMPSON DEAN (2nd) and TELEGRAPH (#5319). The DEAN is wearing a huge banner out forward FOR NEW ORLEANS. The TELEGRAPH, which ran Cincinnati-Pomeroy much of her career,

is having her wheel-house repainted, the artist working from a scaffold. Our compulsion in selecting this one for a holiday cover will become apparent as the gentle reader explores the pages contained herein.

Susan Pounds, 510 Walnut St., Rockport, Ind. 47635 asks if a photo exists of the sternwheel packet T. N. MILLER (Way #5283). Susan says the boat was named for her 2-greats grandfather, and that her father, also a river captain, had the same name. No photo to our knowledge, exists.

THE PROPOSED S&D FLAG

Larry Walker on Sept. 30th reports:-

"Interest in the idea for a house flag for S&D seems to be growing. Dorothea Frye has been spending quite a bit of thought on the matter and has come up with some preliminary ideas. John Fryant phoned me for Dorothea's address and then sent her his thoughts. Capt. Roddy Hammett wrote to Letha Jane Greene on his ideas - practical considerations based upon his experience with flags on the B/L and NATCHEZ. Dorothea tried to get me into the act but I told her I was no artist."

FATE OF MARY MCGEE

We are indebted to Clint Orr, Box 12036, Florence Sta., Omaha, Neb. 68112 for details of the fate of the Missouri River ferry MARY MCGEE (Way #3828).

"MOLLY MCGEE is gone up the spout, or rather down the suction at last. She was driven from her moorings during the late rise, struck by the ice floating in the river on Friday night [April 6, 1877] and sunk just below the point out near the island." -This from the Plattsmouth, Neb. Herald, 4/12/77.

"She has long been the only ferry-boat here and has done good service in her day. We are sorry for the loss to Mr. Sharp and Mr. Morgan, and hope they are duly and fully insured."

Sirs: My vote for the identity of the bird between the stacks of the VICKSBURG is a pelican. His neck is too long to be that of an eagle.

John Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

Sirs: We would appreciate your writing a letter of recommendation for Captain R. C. "Chick" Lucas of Manchester, Ohio.

We have submitted Cap Lucas' name in nomination for the "Lifetime Achievement Award" to Mr. Harry Enzler, Executive Director, Ntl. Rivers Hall of Fame, P. O. Box 305, Dubuque, Iowa 52004-0305

If possible I would also appreciate your sending me a copy of the letter that you send to Dubuque.

John H. Condon,
President,
The Fifth Third Bank,
100 South High St.,
Hillsboro, Ohio 45133

=This request, which we will gladly honor, barks up the wrong rrainspout. C. E. Montague, Kitchen Building, Ashland, Ky. 41101 will talk an apple off the tree when it comes to favoring Chick Lucas. -Ed.

Sirs: I seek a photograph of the towboat BEN FRANKLIN. My grandfather worked on it for many years.

Mrs. Norma Cox,
218 Rear Washington Ave.,
Moundsville WV 26041

=Mrs. Cox is referring to #T0230 which towed coal for the Ben Franklin Coal Co., Moundsville. Will some good soul please oblige her? -Ed.

This is written in advance of the fact to report to our S&D clan that Ye-Ed-Fred has deputized Woody and Bee Rutter to appear in St. Louis on December 2nd to receive an award on Ye-Ed-Fred's behalf. The ceremony consists of the presentation of a plaque and a \$500 honorarium.

The Herman T. Pott Inland Waterways Collection, quartered in the Mercantile Library, St. Louis, is the repository for the annual Donald T. Wright Award. The Collection's chairman, Judge Thomas C. Grady, notified us of the Board's decision and extended the invitation. In a phone conversation with David Cassens, curator of

the Pott Collection, Woody and Bee agreed to accept the honors.

The Waterways Journal, in its Sept. 16, 1991 issue, page 5, notices the death of Prof. Marvin J. Barloon of Case Western Reserve University, Cleveland, Ohio. He was 84, suffered a heart attack, and died at his home. Professor Barloon for many years was called upon to prepare and deliver learned studies pertaining to river commerce. He was featured on programs of the Ohio Valley Improvement Association, the Mississippi Valley Association, and at the time of his passing he had just turned in an economics study on the river chemical industry for DINAMO (new name of OVIA), and the National Waterways Conference acknowledged him as the principal author of nearly every economics study they have commissioned.

If ever there was a dull, dry speaker this Professor was it. Conversely, Marvin Barloon at a luncheon table was the wit and the life of the party.

Sirs: My company is building a number of bed-and-breakfast inns at various Mississippi River towns. We plan to build a replica side-wheeler approx. 120 feet long to handle overnight tourists between our inns equipped with staterooms. These boats are to be as authentic as possible, with the most luxurious of accommodations and period decor.

We need photos, drawings, etc. of side-wheel steamers, probably those built after the turn of the century.

Also will appreciate knowing of an architect who we may contact.

Grant McQueen,
14074 Nacogdoches Road,
Suite 298,
San Antonio, Tex. 78247

RUTH FERRIS
HAS NEW ADDRESS

S&D's honorary president is at The Memorial Home, 3625 Magnolia Ave., Room M215, St. Louis, Mo. 63110.

Two devoted friends, Keith Norrington and Jeff Spear, visited with Ruth Ferris in early October. Says Keith: "She enjoys receiving cards, Due to her poor eyesight it is avvisable to write in large print using dark ink. Brief mesages are best."

They found Ruth's sister, Frances, in the process of closing the home at 9381 Parkside Drive, where she and Ruth have resided for the past 43 years.

Ruth's river material is being transferred to the Herman T. Pott Inland Waterways Library at the Mercantile Library in downtown St. Louis. Ruth commenced this transfer in 1984, but retained at home a large file of photographs, clippings and artifacts. Keith says, "she is very pleased that her collection will remain virtually intact in such a prestigious institution."

These two worthies, Jeff and Keith, drove to St. Louis in the JEFF EXPRESS (so lettered above the cab), a moving van owned by Riverview Antiques, Marietta, a firm in which Jeff shares interest with Bill Dorsey, located across Front Street in Marietta across from the Lafayette Hotel. Some time ago Ruth had asked Jeff to assist in disposing of antique furniture and glassware from their old home. Frances and Jeff made the seletions and all of this is now on sale in Marietta.

"Ruth really is having a hard time adjusting," says Keith.

Ruth Ferris was selected as S&D's honorary president as a token of reward for her lifetime of devotion and enthusiasm for steamboats. As a teacher, museum dirctor, and as mentor, Ruth Ferris is "tops" to multitudes of her scholars, who today recall how their teacher caused a packet pilothouse to rise in their school yard. What a teacher! What a beautiful human being!

Capt. Don Sanders and family moved to Natchez this past June, and the new address is P.O. Box 18291, Natchez MS 39122. The firsst time Don visited in Natchez was 32 years ago as a deckhand on the AVALON. On a recent visit to New Orleans he rode the NATCHEZ and did some steering for Capt. Verne Streckfus. A river exhibit he set up in the Natchez library received a rave illustrated review in the Natchez Democrat lately. Don and Peggy have two sons, Jesse, 10, and Jonathan, 3.

A rather surprising and welcome letter comes to us from Barbara Keyser Garges, 1326 Hilton Road, Apalachin, NY 13732. Barbara is daughter of the late Lloyd Keyser of Ashland Oil who died, 35, of a heart attack in 1946. Her grandparents Rev. and Mrs. Keyser, of Catlettsburg, Ky. were good friends of Capt. and Mrs. Jesse Hughes.

Barbara says, "I still love rivers and paddle around here on the very shallow Susquehanna whenever I can get away from my music teaching."

Her letter was prompted when her husband brought home a video of the DELTA QUEEN "--and there you were, and that was such a good film," she concludes.

The Library of Congress apparently won't rest happy until we find for them a complete file of the S&D REFLECTOR. Patience! Patience! We're working on it.

The ARABIA Museum at 400 Grand Ave., Kansas City, Mo. was opened to the public during November. More details will follow in our March 1992 issue.

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

Capt. James E. Allen, p. 15
Marvin J. Barloon, p. 2
Claire D. Beatty, p. 42
Capt. Glenn M. Crain, p. 41
Capt. Ben F. Gilbert, p. 41
Ernestine Hillman, p. 41
Earl F. Olson, p. 23
Catherine Richardson, 41-42

Howard B. Peabody of Blue Hill, Maine, has presented to S&D the rroof bell of the packet J. M. KERR. The KERR, built in 1876, wound up in the fleet of R. F. Learned in Natchez. After the boat's demise the bell for years graced the premises of Magnolia Vale, the Peabody mansion in Natchez. Howard and his wife Peggy transferred it in 1981 to Blue Hill, Maine, when they moved there. It's a beautiful bell with Ohio River origin (see #2860) and, at least not to our knowledge, does a photograph of the J. M. KERR exist. (Not to be confused with the J. C. KERR #2821 which had her picture taken). The J. M. KERR predated the BETSY ANN, most famed packet of the Learned steamboats.

Sirs: I stopped to visit you some years ago in Sewickley when I was doing research on circus boats. I have come across river news pages from the Cincinnati Daily Gazeette, April-June 1877. They are on their way to you--when done with them see they get a good home.

John Polacsek.
Box 24-697,
Detroit, Mich. 48224

-John shipped to us 50 or 60 pages loaded with 1877 river news and advertisements, for which our profound thanks. Sme day we'll get 'em all read. -Ed.

Apologies to our readers for various errors and omissions in this issue. Never in our experience have we received such a volume of letters, manuscripts and pictures in so short a period of time. Aiming for 36 pages we have wound up with 48 and, even so, the "carry-over" must await the March issue. Wow! what a glorious feeling for any editor to enjoy such reader cooperation. Our profound thanks to all contributors, even though this Panasonic machine has been too hot with setting text we have not kept up with correspondence.

Happy New Year!

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

Vol. 28, No. 4

Marietta, Ohio

December 1991

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared, printed and mailed at Marietta, Ohio.

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 of the S&D REFLECTOR. 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 husband and wife join, send \$16; for each child \$1 additional, etc. Checks may be made out to Mrs. J. W. Rutter.

RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the 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 when the steamer is open to the public.

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 \$5 each. Back issues are available for the past twelve years at \$5 each; for older copies inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,
410 Sixth St., Apt. #1,
Marietta, Ohio 45750
Phone 614/374-3541

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

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A COMPLETE INDEX OF S&D REFLECTOR IS ISSUED EVERY FIVE YEARS. Currently available are those for issues of 1964-1968, 1969-1973, 1974-1978, 1979-1983 and 1984-1988. Mention of every person, boat, event and much more can be easily located. These Index volumes are same page size as the magazine. Identify which years you want and order from our secretary, Mrs. Rutter, priced \$5 each, postpaid.

Officers:

Ruth Ferris, honorary president,

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410 Sixth St., Apt. #1,
Marietta, Ohio 45750

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405 Mockingbird Road,
Louisville, Kt. 40207

Capt. E. Clare Carpenter, 2nd v.p.,
816 George St.,
Belpre, Ohio 45714

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

Lawrence E. Walker, treasurer.
10551 Breedshill Drive,
Cincinnati, Ohio 45231

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Catherine Remley	Terms ending 1993
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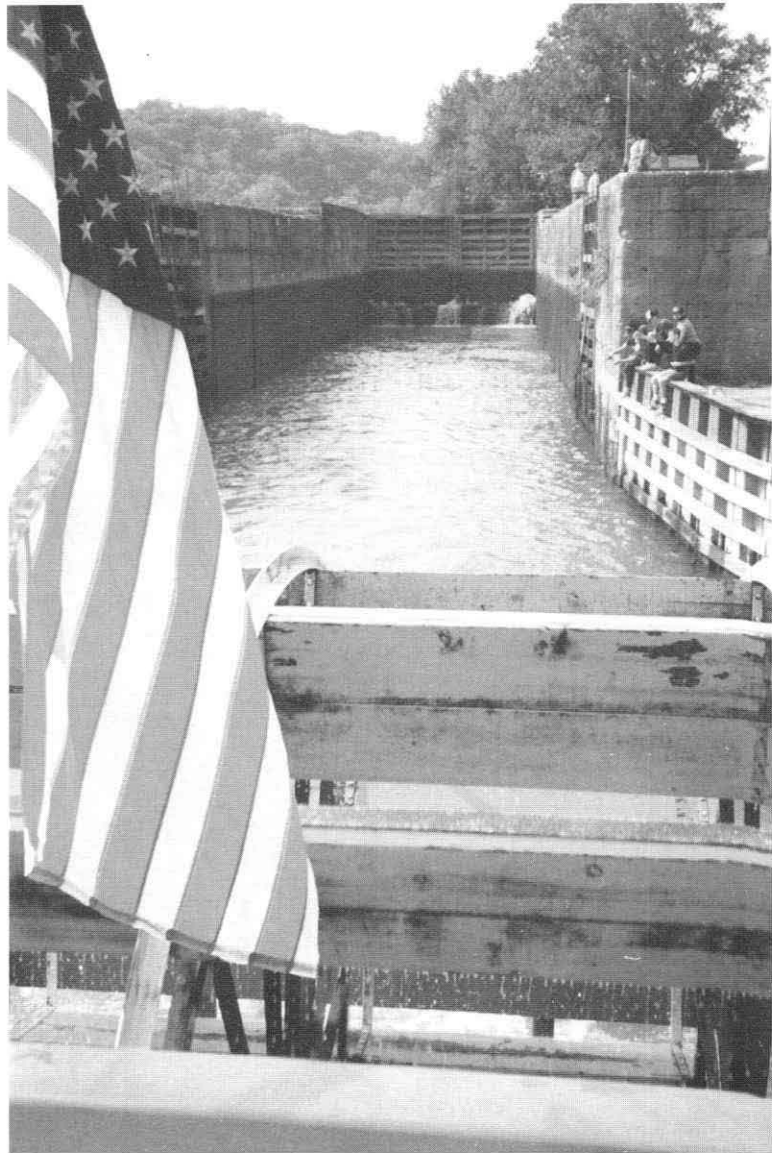
S&D

THE 1991 S&D meeting did not lack variety. At the initial get-together three Californians were greeted; a Betsy Ross was appointed at the board meeting; over 200 members tippy-toed over Muskingum mud for a sternwheel ride through ancient locks and a canal, and that evening thrilled to the sight of Hudson River "day liners" knocking off 25 m.p.h.

A liberal sprinkling of the clan arrived on Thursday and two large dinner parties enlivened the diningroom of the BECKY THATCHER. Friday, Sept. 13th started off with a bang! as Bert Fenn, driving his car, with John Bickel as guest, encountered a deer on Route 7. Bert and John were enroute from Marietta to Wheeling when, in broad daylight, having gone only several miles, the deer made a leap and straddled the hood. Fortunately the windshield did not break. Neither Bert nor John was injured. The deer was totaled and the front of the car was a bit worse for the experience. Bert did not claim the deer.

So much for Friday 13th save that Della Hoag discovered a snake in her house at 119 Strecker Hill, Marietta, where she lives alone. This reporter has not yet learned how this unbidden guest was ousted.

Meanwhile Ye Ed had moved from his Marietta apartment to occupy Room 406 at the Lafayette and had failed to make a Friday evening supper reservation. So we tagged along with Nell and Fred Way III and party. The hostess seated us in the small diningroom about two points aft of beam from the main seating area, so we missed all the fun but had wonderful service. This was the first inkling I had that the 1991



All clear from the lock at Devola, the VALLEY GEM downbound on the Muskingum with S&D aboard. -Keith Norrington looked back and snapped the shutter.

S&D meeting was already a whopper.

The honor guests at the Friday evening Get-Together were two California gentlemen, John Burns and Stan Garvey. Both had been guests aboard the DELTA QUEEN and came from Cincinnati to Marietta with S&D's Dale Flick. John Burns is the son of the late and fabled "Jim" Burns who superintended construction of the DELTA QUEEN and DELTA KING. Stan Garvey is preparing a book detailing the California careers of these

steamboats, both of which are still making history. Dale Flick "discovered" the two of them while pursuing research on "Jim" Burns. As consequence of Dale's sleuthing he today has in his possession records, drawings and documents dating back to the very inception of the idea for building these two superlative and expensive boats. Least of all did Dale realize he would be capping the climax by bringing John Burns and Stan Garvey to S&D.

The third Californian at S&D was a very pleasant

TOP Seated from left: Stan Garvey, F. Way, Jr. and John Burns. Top center, standing: R. Dale Flick. All three photos on this page by Eileen Daily.

CENTER From left: Bud Daily in gibbous phase; Eileen Daily, Gary Frommelt, Ann Zeiger and Barbara Hameister.

BOTTOM John Fryant, seated with hands-on the model SUSIE which he patterned from ST. JACOBS OIL (Packets #4932).

lady, Ruth Crisman, from Glendale, known for her writings in The Waterways Journal. Ruth had phoned in advance of her wish for an interview with Ye Ed. To my eternal regret this did not come to pass, but her journey was rewarded with countless contacts she made otherwise.

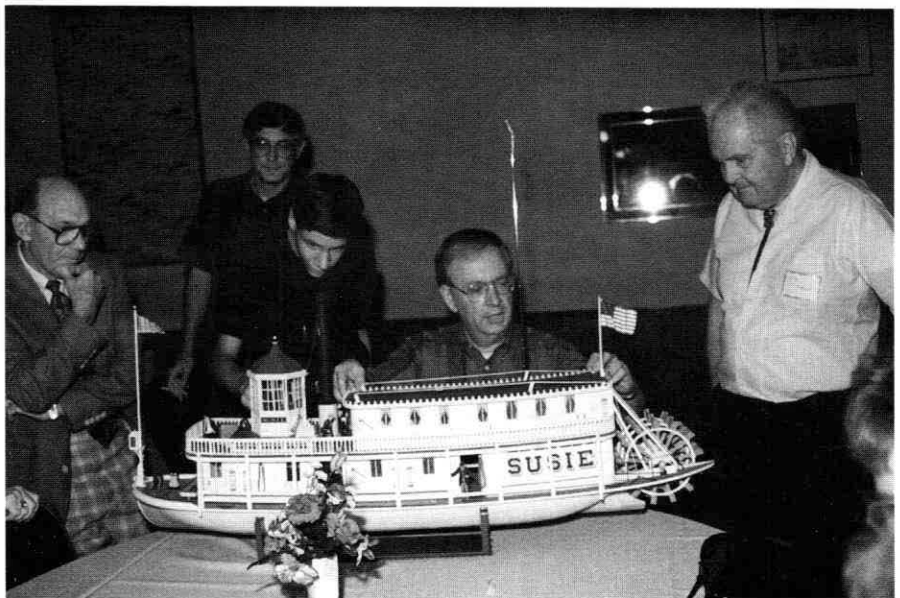
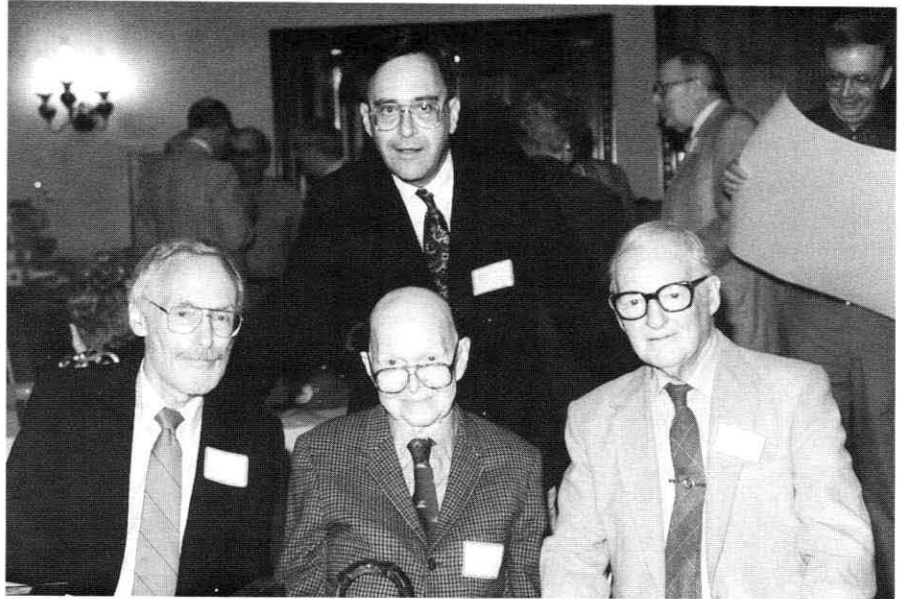
Our secretary Bee Rutter registered upward of 200 persons attending this Get-Together party.

That Friday afternoon we had taken the precaution of saving our voice for the Get-Together by hooking a ride to the River Museum where we spent a silent hour seated on the blue lazy bench in the TELL CITY pilothouse just looking and thinking back to the first time ever that I looked over her breastboard and steered a steamboat. Larry Walker did me the kindness of photostating a letter on file in the Inland Rivers Library. I wrote the letter on June 28, 1916 to Donald T. Wright of Oil City, Pa.

"I went to town [Pittsburgh] yesterday and rode to Rochester on the TELL CITY (for the third time). Capt. Charles H. Ellsworth let me steer the boat from the R.R. bridge at Woods Run to Dam No. 1 [West Bellevue]. The distance is but a few miles but I enjoyed the chance nevertheless. This is the first time I ever tried piloting."

A humble start for a career I would not trade for all the cows in Texas.

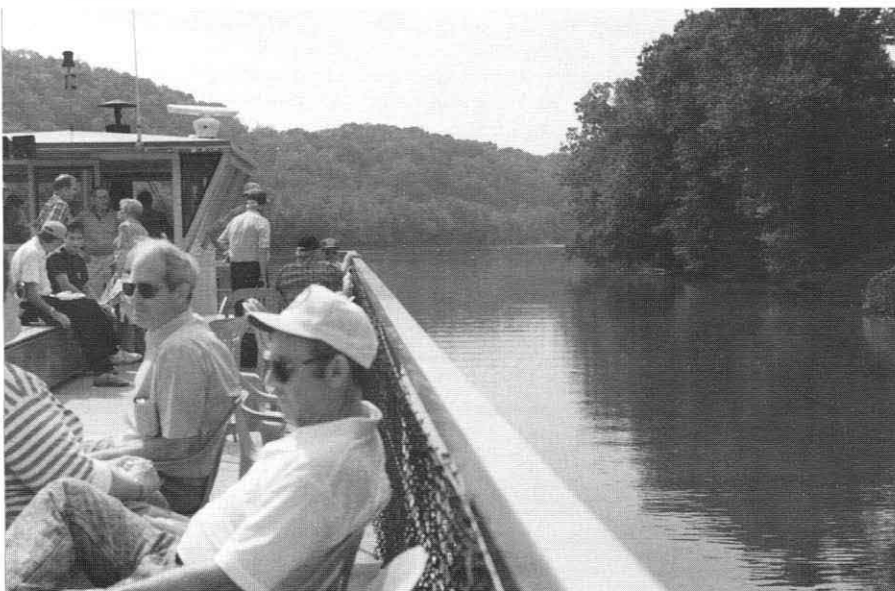
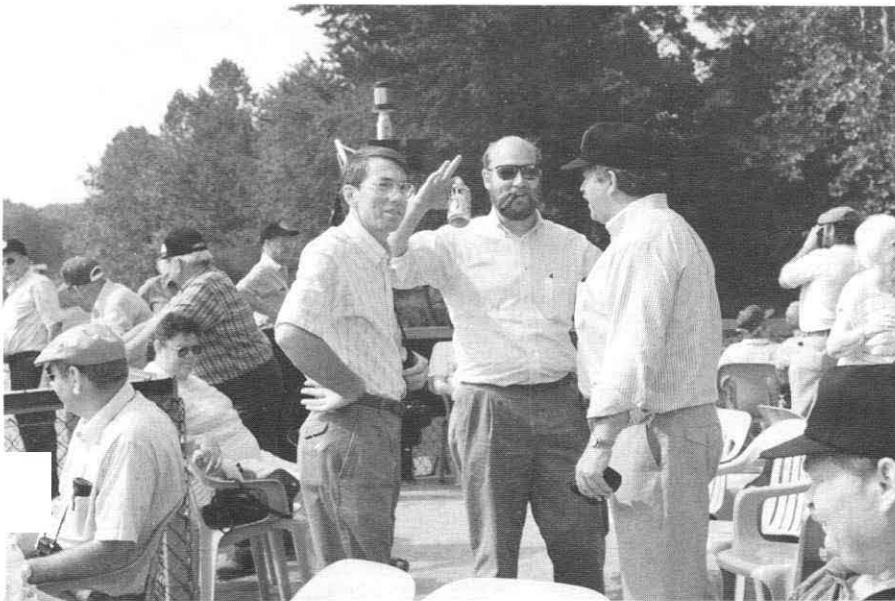
Someday the TELL CITY pilothouse will be like the old family ax which has survived with three new blades



THE "GET-TOGETHER" PARTY

Friday evening, Sept. 13, 1991

Kinnaird and Elizabeth Hall, Pittsburgh, Pa.
 John and Barbara Hall, Akron, O.
 Dottie and Paul Pryor, Dayton, O.
 Chase and Mary Putnam, Warren Pa.
 Mr. and Mrs. James A. Haley, Lakeside Park, Ky.
 Anthony L. Eichhorn, Jr., Cincinnati
 Jim Bupp, Charleston, W. Va.
 Charles H. Stone, Pt. Pleasant, W. Va.
 Alfred Kleine-Kruetzmann, Cincinnati
 Capt. and Mrs. William Judd, New Richmond, O.
 Capt. and Mrs. Nelson Brown, Marietta
 Jack and Maybell Hamlin, Huntington
 Chad and Meredith Smith, Bath, Maine
 Vivi Stevenson (Jau.), Franklin, Tenn.
 Mary and Doug Kelley, Ann Arbor, Mich.
 Jim and Marilee Sharpe, Republic, O.
 Bill and Joan Burrell, Virginia Beach, Va.
 Ruth Crisman, Glendale, Calif.
 Ed and Janet Kella, Loveland, O.
 James T. Swartzwelder, Pittsburgh, Pa.
 Allen Hess, Pittsford, N.Y.
 John K. Booth, Devenwood (?), Md.
 Wilma and Bill Warrick, Portage, Ind.
 John Donaldson, Nicholasville, Ky.
 Jerry and Lenora Sutphin, Huntington, W. Va.
 Catherine Remley, Marietta
 Steve Korsen, Marietta
 Dorothy Frye, Cincinnati
 Mrs. Della Hoag, Marietta
 Mel and Rita Norris, Cincinnati
 Ralph R. DuPae, La Crosse, Wis.
 Dianne and Lee Woodruff, Cincinnati
 Delly and John Robertson, New Richmond, O.
 Philip and Mercedes McCarroll, Winston-Salem, N.C.
 Gary Frommelt, St. Louis, Mo.
 J. Thomas Dunn, St. Louis
 Bus and Jeanie Longrod, Medina, N.Y.
 Ann E. Hudson, Wilmington, O.
 David H. Miors, Martinsville, O.
 Bill and Elaine Rist, Huntington, W. Va.
 Bob and Virginia Smith, Sewickley, Pa.
 Aaron J. Richardson, Cincinnati
 Frank E. Pollock, Winston-Salem, N.C.
 Robert and June Ashley, Racine, O.
 Lois and Bill Mueller, Middlebourne, W. Va.
 R. Dale Flick, Cincinnati
 Fred Rutter, Lithopolis, O.
 John and Joan Spear, Marietta
 Henry and Martha Gay, New Matamoras, O.
 Jan and Andy McClain, Coraopolis, Pa.
 Frederick J. McCabe, Hannibal, O.
 Kathy and Don Hill, Walton, Ky.
 John B. Briley, Marietta
 Capt. John Leonard, St. Catharines, Ont.
 Mary and Frank Parker, Shavertown, Pa.
 Mary Jane Himmer Bernsdorff
 Merry Lou Abels Faett, Pittsburgh
 Forrest and Dorothy Steinlage, Louisville, Ky.
 Lil Prater Smith, Lakewood, Colo.
 Helen Hughes Prater, Louisville, Ky.
 John Byrd, Huntington, W. Va.
 Walter Carpenter, St. Marys, W. Va.
 Yeatman III and Guy Anderson, Cincinnati
 Todd J. McDaniel, Worthington, O.
 Don McDaniel, Worthington, O.
 Lloyd and Rita Ostendorf, Dayton, O.
 Jennie McNally, Pittsburgh, Pa.
 Julia Thomas, Powhatan Point, O.
 LeRoy and Louise Pratt, Des Moines, Iowa
 Louise Barr, Winfield, W. Va.
 Bill Barr, Winfield, W. Va.
 Lucy and C. W. Stoll, Louisville, Ky.
 Barbara Hameister, Blanchester, O.
 Ann Zeiger, Cincinnati
 John R. Weise, Cincinnati
 Sean Weise, Cincinnati
 Michael and Lena Muldowney, Bridgeport, O.
 Guy and Dee Williams, Columbus, O.
 Alan and Rita Bates, Louisville, Ky.
 Lexie Palmore, Jefferson, Tex.
 W. E. Kelley, Jefferson, Tex.
 Fred Way, Jr., Marietta
 Nell and Fred Way III, Cleveland Heights
 Rick and M'Lissa Kesterman, Cincinnati
 Letha Jane Greene, Cincinnati
 Judy Patch, Rock Island, Ill.
 T. Kent Booth, Leesburg, Fla.
 Frank Woltering, Dayton, Ky.
 Larry and Ethel Walker, Cincinnati
 Dr. and Mrs. M. C. Striegel, Louisville, Ky.
 Anne Putnam Mallinson, Russell, Pa.
 Grace and Jerry Vance, Marietta
 Kevin Mullen, Louisville, Ky.
 Keith Norrington, New Albany, Ind.
 Bert Fenn, Tell City, Ind.
 Bud and Eileen Daily, Toronto, O.
 Helena and Bob Isfort, Cincinnati
 Jim and Judy Schenk, Hendersonville, Tenn.
 Virginia Beckett, Hebron, O.
 Stuart and Margaret Talbot, Chicago, Ill.
 Charles and Alta White, Murraysville, W. Va.
 Jim and Shirley Greenwood, Newport, O.
 Victor J. Canfield, Covington, Ky.
 Frank X. Prudent, Covington, Ky.
 Bee and Joe (Woody) Rutter, Marietta
 Capt. Bob and Betty Lips, Orlando, Fla.
 Capt. Clare and Mabel Carpenter, Belpre,
 Bernadegen Murphy, Marietta
 Capt. Ike Casey, Lockport, Ill.
 Lela Vornholt, New Richmond, O.
 Wm. and Mary Price, Wesley, O.
 Jack and Sandie Custer, Louisville, Ky.
 Bill and Gayle Hirshman, Cincinnati
 Les and Sally Hanlon, Madisonville, Va.
 Phillip and Karoline Galavin and children,
 Michael and Katherine, Columbus, O.
 Bob Latta, Pittsburgh, Pa.
 Don and Louise Brookhart, Marietta
 Jay Way, Brady Lake, O.
 Hope Barnhouse, Raes Run, O.
 Charles McMahan, New Matamoras, O.
 Diane McMahan, New Matamoras, O.
 Helen McMahan, Raes Run, O.
 Klaus, Susan and Kurt Wielitzka, Marietta
 Lela May Dunham, Williamstown, W. Va.
 Roy Loomis, Bridgewater, Pa.
 Leo Riegle, Belle Vernon, Pa.
 Margeurite Hammett, St. Marys, W. Va.
 Capt. Roddy Hammett, New Orleans, La.
 Robert and Christine Way, Macedonia, O.
 Bea and James V. Swift, St. Louis, Mo.
 Bill W. and Lois Mueller, Middlebourne
 Bob Booth, Bethel Park, Pa.
 Ralph DuPae, La Crosse, Wis.



and two new handles. Bert Fenn right now is having made a new wooden pinnacle to spire the roof.

SATURDAY, SEPT. 14, Official S&D Day, was absolutely perfect. Four thunderstorms, one right after the other, had rumbled through the area since Thursday. Chairman J. W. Rutter called the Board of Governors to order at 9:35 that morning. All answered "present:" Bill Barr, Jack Custer, Bert Fenn, Ann Mallinson, Catherine Remley, C. W. Stoll and Jerry Sutphin.

Ed. Note:- Chairman Rutter furnished us with his minutes, submitted but not yet adopted. We follow here with his text:

Chairman commented that this was the 35th meeting of the Board of Governors which prior to 1955 had been called the Board of Directors. The missing board member was Capt. Thomas (Tom) Kenny who died on April 27, 1991 at his home in Boulder, Colorado. Tom was long active in the affairs of S&D, had built and donated two boat models plus other artifacts to the river museum and had been a member of the Board since 1974.

Minutes of the 1990 Meeting. Minutes had been distributed to Board members on October 2, 1990. Minutes were approved as distributed.

Chairman announced that sales of tickets for the afternoon boatripe were being reopened to accommodate those desiring to participate but warned that the buses taking the group to Lowell to board the VALLEY GEM might be crowded. (Note: 204 members took the boatripe from the Lowell Canal to Marietta on Saturday afternoon; food and beer lasted until the last galoot was fed!)

Paddlin' down the river on board the VALLEY GEM, named for a predecessor now the JUNIOR RUBLE of Belpre, O. and both named for the old steam packet VALLEY GEM which plied on the Muskingum in days of yore. All three pictures by Eileen Daily.

Secretary's Report:

Secretary Bee Rutter commented that following the airing of the PBS program, "On the Waterways," there were a number of applications for S&D membership received; one inquiry was simply addressed "Mr. Ohio River" (no city) with a note to the postmaster that no other address was known but the letter was delivered to President Way. Asked for a show of hands of those members interested in ordering binders; concluded that a reorder could wait another year. Membership stays at about 1,100 full members. A number inquired about lapel pins and about 10-15 members indicated an interest; inquiry will be made as to the availability and the current cost.

A letter of greeting was read from Dr. Antony Twort who promises to be at the 1992 annual meeting.

Treasurer's Report: The report given by Larry Walker revealed that the bank balance as of Sept. 14, 1991 was \$15,955.48 as compared to the balance of \$12,378.77 reported at the 1990 meeting. The improved condition of the treasury is the result of the smaller printing bills for two issues of the Reflector, purchase of a typewriter for the Reflector of 1990 and revised hotel policy which reduced annual meeting expenses. The detailed treasurer's report is attached. Treasurer's report accepted.

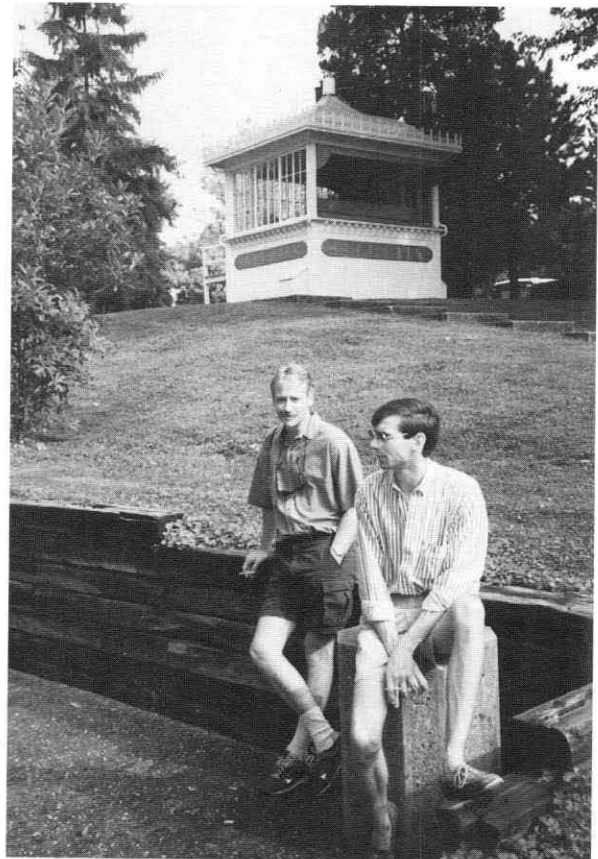
J. Mack Gamble Fund: Report was given by J. Mack Gamble Fund trustee Bert Fenn. A copy of the complete report is attached. A member inquired about the present value of the J. Mack Gamble Fund; the 6/30/91 quarterly report shows a carrying value of \$299,997 while the original bequest from J. Mack Gamble as of 9/1/75 was \$175,000.

Inland Rivers Library: Alfred Kleine-Kruetzmann, curator of rare books, Public Library of Cincinnati and Hamilton County, reported upon the notable acquisitions during the year: records from the packet operations of the RAMONA; 12 boxes of material



Anchor Line anchor ascribed to the CITY OF HICKMAN located and presented to S&D by Bert Fenn. Boats in the Anchor Line carried these sheet-iron anchors slung between the stacks at approximately the angle at which this one is now displayed in a picture window at the Ohio River Museum. Following initial cleaning it was sprayed gold. -Photo by Keith Norrington.

Capt. Kevin Mullen (left) of the BELLE OF LOUISVILLE was enjoying his first appearance at an S&D meeting as he and Jeff Spear were admiring the W. P. SNYDER JR., recently rehabilitated and afloat at her moorings at the Ohio River Museum, her home since 1955. Pilothouse from the TELL CITY in the background. -Photo by Keith Norrington.





from Fred Way to add to previous items from his collection donated throughout the years; some items from the Ray Samuel estate including the Port of New Orleans registers (6 volumes); maps dating back to 1781. More than \$30,000 has been spent during the year in preservation of river related materials.

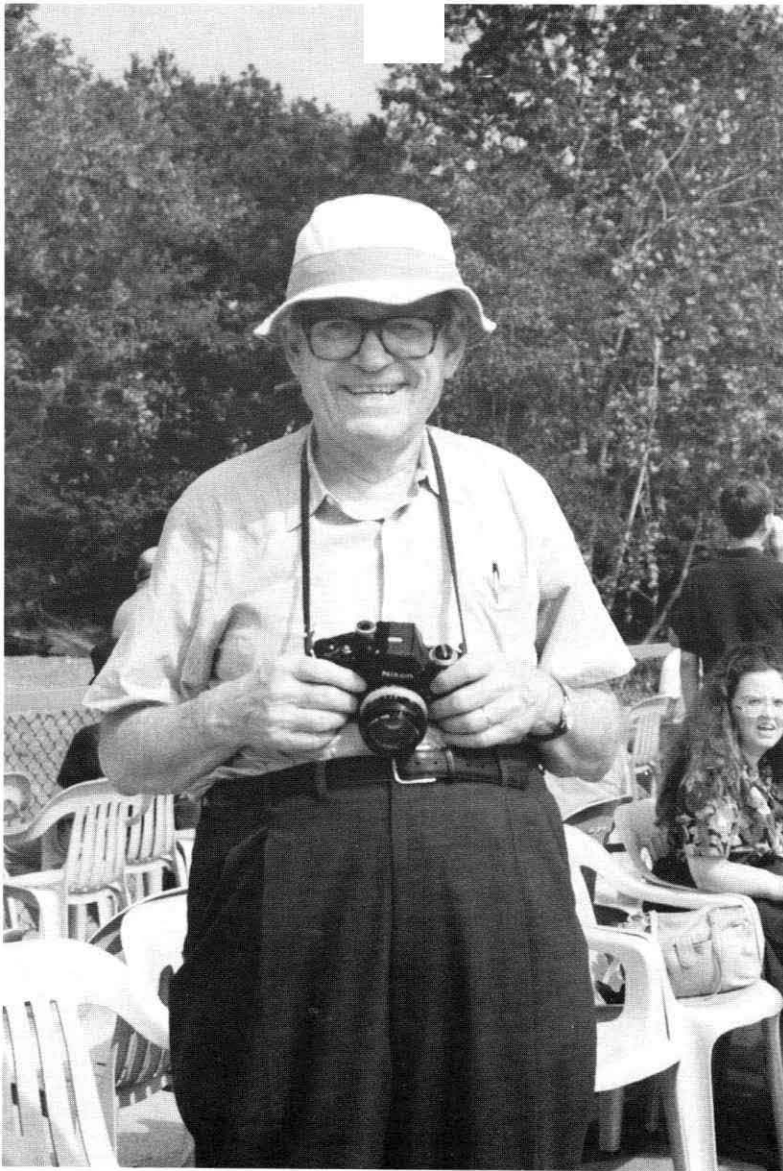
Ohio River Museum: John Briley, manager of the museum, reported on the building of a reproduction of the Thompson skiff of 1888; a Weaver skiff has been donated and now is on exhibit in the museum; a donated Bell (?) skiff is now on the W. P. SNYDER JR; the decorative anchor from the CITY OF HICKMAN is now on display. A question was asked about possibly taking the SNYDER out of the river for easier maintenance; John indicated that he felt the additional expense and trouble to keep the boat in the water was worthwhile as a more realistic exhibit.

TOP The three Louisville ladies sharing a table at the Friday night affair are Betty Striegel, Rita Bates and Dot Steinlage. Betty's husband, Dr. Martin (Pete) Striegel, an artist of talent, was displaying oil paintings of the ferry CITY OF JEFFERSONVILLE and of the Kentucky River at High Bridge. Rita's husband, Alan L. Bates, is co-authoring a book with Capt. Doc Hawley about excursion boats (as noted elsewhere in this issue), and Dot's husband, Forrest Steinlage, also an artist of ability, had on exhibit a new creation depicting the BETSY ANN and TOM GREENE racing.

CENTER The sternwheeler pleasure boat that sank before ever making a maiden voyage, and without a name, looked no better, nor not much worse, than she did last year.

LOWER Helen Hughes Prater made like Homer Denney while Annie Mallinson munches a Clark bar...or is that a pitch pipe...or what?

-All three pix thanks to Eileen Daily.



Bert Fenn. Snapped by Eileen Daily somewhere along the Muskingum.

President Fred Way, Jr.: Appointed a nominating committee consisting of Chase Putnam, Jim Swift and Eileen Daily to report to the annual meeting in the evening. Suggested that S&D should have a "house flag" designed and ready for display at the Tall Stacks celebration in Cincinnati in 1992; appointed Letha Jane Greene the "Betsy Ross" to handle design and production of a suitable flag.

Moved by Fenn and seconded by Barr that the President be authorized to proceed with the design and implementation of a "house flag" for S&D. Approved by voice vote.

Report of the S&D Chapters: Jack Custer and Charles Henry Stone reported on the meetings of the M.O.R. and O.K. chapters during the year.

Jerry Sutphin: Announced that a new one hour TV program titled "A River Called Ohio" is in production by Marshall University. "Sternwheelers On the Kanawha River," a new book which Jerry has been writing, should be out on October 10.

Adjourned at 11:00.

(Ed. Note:- The Board Meeting just described was liberally attended and the

speakers, well prepared, brought to focus a year of expanding activities in which S&D members have been engaged. The treasurer's report by Larry Walker, and the J. Mack Gamble Fund report by Bert Fenn are in the hands of the Board of Governors. The "house flag" idea was hatched by the upcoming "Tall Stacks" show scheduled next year (1992) at the Cincinnati waterfront.

RIDING down the Muskingum on a real sternwheeler Saturday afternoon coincided with the 150th anniversary of the opening of the stream to commercial traffic. Until only a few days beforehand there was grave doubt whether the VALLEY GEM could make the 14 miles from Lowell to Marietta due to shoaling in the channel. The sternwheel towboat MAJOR was dispatched to the scene from the Kanawha River, bringing along four barges of dredging equipment. The reason we did not see Nelson Jones at S&D is because his MAJOR was occupying his attention, helping with the job of making the S&D excursion possible.

Over 200 of us signed up and awaited the prompt arrival, at noon, of three large buses operated by the Marietta Bible Center Church which drew up in front of the Lafayette Hotel. Meanwhile Capt. Jim Sands and crew had deadheaded the VALLEY GEM to the head of the Lowell canal.

The three buses handled most of the multitude. Never underestimate S&Ds. Private cars appeared from the hotel parking lots and the show was on the road up Rt. 60.

We boarded the VALLEY GEM at the upper entrance to the Lowell canal, thanks to contractors occupying the property. How in h-e-double ll the LORENA, ZANETTA and others negotiated these Muskingum canals, fair weather and foul, makes any modern pilot sit up and take notice. These ancient locks had, and still have, 35.5 feet width and 159 feet length. The original dams

sacked up water six feet minimum in the channel, now usually less than that. The lock gates and valves today are operated manually, just as they did in 1841. The Muskingum from Marietta to Dresden, O., Mile 91, is navigable, the most useful history lesson in a state hepped on preserving its past.

Woody got on the speaker and identified the location along the left shore below the Lowell lock where an early Greene Line packet, ARGAND, burned on December 6, 1927. In the summer of 1988 due to unusually low water Woody and others explored the remains and recovered relics from the hull. A buffet lunch was provided as the VALLEY GEM proceeded. Cap'n Jim Sands, doubting that the supply of beer was ample, rounded his boat to, and at a way landing along the right shore, he loaded aboard a few more cases. A group from Zanesville brought along their own bountiful picnic lunch and cheerfully offered to share parts of it. The supply at the cafeteria was ample thanks to good planning.

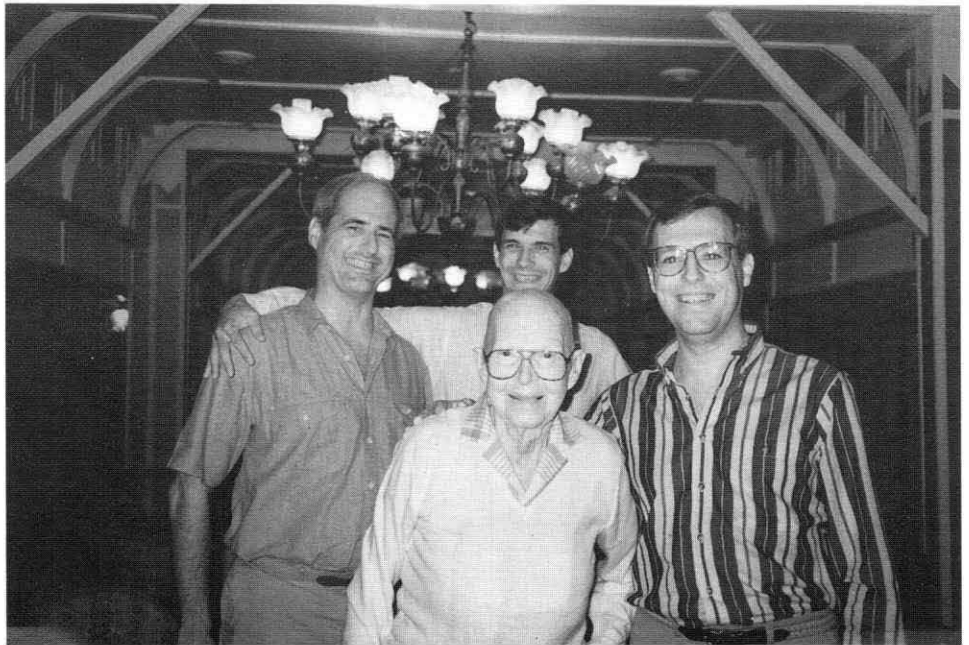
The only other pause was for the locking at Devol, and at about 4:30 it was "all ashore" at the Marietta wharf grade in the Ohio River. We hoofed it up the slanting roadway of Cisler bricks with the rest of the gang until scooped up by Bud Daily who delivered us to the hotel in his car.

SUPPER TIME! The hotel's large diningroom never looked more inviting nor the S&D ladies more attractive. The buffet load-your-own-plate plan offered variety in abundance.

Then, let me quote Jim Swift:

"Before the entertainment of the evening got under way there was a serious bit of business. The officers were named for the 1991-1992 period. Chairman of the nominating committee, H. Chase PUTNAM, was able to present the names in unusual fashion...."

Jimmy did not recount in



This year's S&D started with arrivals on Thursday, Sept. 12, and concluded on Monday 16th with an evening dinner party on the BECKY THATCHER. Attending this finale were (from left) Capt. Roddy Hammett, Jeff Spear, Ye Ed and Keith Norrington. Taken in BECKY's cabin by a volunteer patron, using Keith's camera.

his Waterways Journal account that Chase Putnam did a Victor Borga approach to his serious bit of business, a concert of fumbling and planned insanity.

"Two new persons were named this year, one an officer and one a director," continues Jim Swift. "The new officer is Capt. Clare Carpenter as second vice-president, replacing Gene Fitch. The new director is William Judd, replacing the late Capt. Thomas Kenny."

Gene and Claire Fitch now make their home at Guntersville, Ala. and no longer attend S&D meetings since selling their sternwheeler CLAIRE-E. Gene devoted much time and his talents to S&D projects, particularly when the restoration of the TELL CITY pilothouse was ongoing. We miss them both. Capt. Clare Carpenter, now retired following a lengthy career afloat, makes his home at Belpre, O. His experience on the rivers and interest in river history suggested him as an outstanding candidate for the S&D vice-presidency. Gene Fitch had filled the post

since 1978. Bill and Darlene Judd recently occupied a home at 1085 Highway 52, New Richmond, O. 45157, base for Judd Marine which runs a harbor service, including three towboats, in the Cincinnati area. Bill first came to our notice while operating the sternwheeler SEWICKLEY (since renamed REED LEE) some years ago, is an ardent S&D fan, and we applaud S&D's decision to seat him on the Board of Governors.

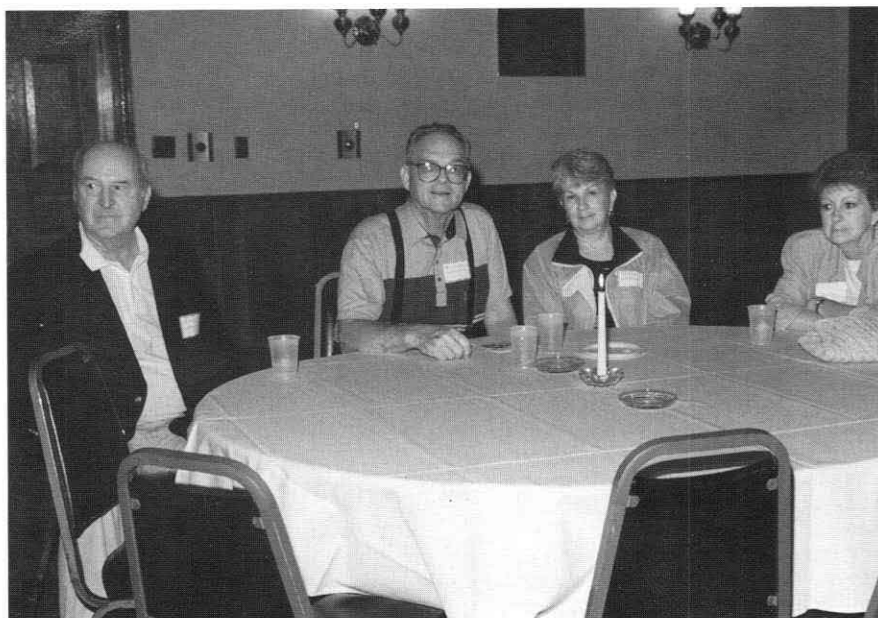
Other than these two changes the nominating committee submitted the incumbent officers and board members for reelection. All nominations were accepted in a very vocal "aye" from the members present. Reelected to the Board of Governors were J. W. Rutter and Bert Fenn. Officers reelected were Ruth Ferris, honorary president; F. Way, Jr., president; C. W. Stoll, senior v.p.; Mrs. J. W. Rutter, secretary, and Lawrence E. Walker, treasurer.

Fifty years ago, in 1941, Ye Ed was elected president of S&D. One year ago, due to infirmities of old age, I moved from Sewickley

to Marietta, occupying an apartment ideally designed for an antique. My first callers were three ladies from Sewickley who drove up by mistake to the house across the street and rang the doorbell. "We are looking for an old man," said they to the lady answering the doorbell. "Sure," said she brightly, "we've got one, come on in." They were introduced to Charles O. Clark, aged 106, and getting ready for his 107th. Since this episode, we have had Charlie Clark aboard the MISSISSIPPI QUEEN at the Marietta landing where, hosted by Capt. Robert E. (Bobby) Powell, he toured the boat. "My first trip to Cincinnati was in 1902 on the QUEEN CITY, fare five dollars," said Charlie. This is how I am now regarded in the neighborhood as "oh, he's just ninety."

While on my hind legs at the meeting it was a pleasure to recognize Kinnaird Hall, there from Pittsburgh with his wife Elizabeth. Ken Hall started with the Streckfus Line as dancefloor officer on the WASHINGTON. Capt. T. Kent Booth of Leesburg, Fla., another Streckfus graduate, stood for a bow. Both Kent and Ken towboated with me on a succession of Ashland Oil pushers. Also recognized was Tom Dunn, of St. Louis, of Streckfus extraction. Mrs. S. Durward (Della) Hoag, whose husband aided S&D and its attainments from the word "Go" from its start until his passing, was applauded. Also Eloise (Ellie) Hendricks, so justly recognized in Marietta as the perennial glad-hander and expounder of Marietta history fit to print. C. W. Stoll introduced Capt. Kevin Mullen of the BELLE OF LOUISVILLE, making his first S&D appearance.

BILL WARRICK and wife Wilma came from their home, Portage, Ind., near Chicago. Once long ago Bill had shown some fascinating river movies to S&D following which he disappeared with the stealth of a midnight fog. Woody remembered Bill Warrick and his goodies, cut through the



First-timers at an S&D meeting included (from the left): Les Hanlon, Richmond, Va.; Bill and Joan Burrell, Virginia Beach, Va. and Sally Hanlon, Richmond, Va. -Eileen Daily, photo.

fog by radar, and invited him to be our 1991 after-dinner attraction. Bill is one of the few professional movie makers who applied his know-how to river steamboats. The title of his presentation was to be "Steamboats On the River," and this got changed to "Iron Crowns and Paddlewheels," and seems F. Way, Jr. had narrated portions of it. The uncanny result was that we sat there listening to ourself talking words we did not remember ever saying. Spooky! The LONE STAR, JAMES Y. LOCKWOOD, MISSISSIPPI, GORDON C. GREENE and STE. GENEVIEVE sprung to life 'scaping and whistling like you can't believe, and as young S&Ds never heard..

If this 25-30 minute showing went by with the speed of light, you ain't heard nothing yet. Bill Warrick brought along a back-up reel of Hudson River movies, some self-taken and other segments procured. Close-ups of walking-beam engines in action---rare shots from shore of those sleek "day liners" knocking off 25 mph on the New York-Albany runs. Three reactions: 1) older fry cursing themselves for not riding those queens of the

Hudson, 2) those who did ride them and were recounting the details, and 3) youngsters lamenting having arrived in this world too late to ride the ALEXANDER HAMILTON et al. A steamboat is a steamboat is a steamboat.

What a travesty that the much admired packet HUDSON of Pittsburgh-Cincinnati fame was not named for the Hudson River, but for a salt merchant of Pomeroy! Obviously, Bill Warrick's showing of the Hudson River film was no mistake.

Helen Hughes Prater was called to the piano to take the show out. As she completed her selections to generous applause, a chorus of voices called "Play some accliope music, Jelen!" So Helen made like Homer Denney, a stunning relication of several Denney hallmarks. Shades of the ISLAND QUEEN!

Once again S&D had honored its forbears in its own peculiar fashion; not by bowed heads and grieving, but by bringing them back to life. The little piano tucked in a corner continued to tinkle until a late hour, songs, duets and dancing.

CHRISTMAS SPECIAL

Copies are now available of the eagerly awaited hardbound book, "Sternwheelers On the Kanawha River," co-authored by G. W. (Jerry) Sutphin and Richard A. Andre. The dust jacket in full color is Dean Cornwall's popular oil painting of the BETSY ANN. The BETSY was a full-fledged Kanawha River packet, running Pittsburgh-Charleston while the LIBERTY underwent repairs. This lavishly illustrated volume must be seen to be fully appreciated. Jerry informs us that the book is priced \$25 plus \$1.91 postage. West Virginia residents add \$1.50 sales tax. Checks may be made payable to G. W. Sutphin. Order from Jerry at his home address, 204 Chestnut Street, Huntington, West Va. 25705.

As we go to press in the first week of November, word comes that Roscoe Frye, 520 Probasco, Cincinnati 45220 is recovering from a broken hip. The accident happened while his wife Dorothea was vacationing in New Orleans with Ethel and Larry Walker. These three promptly returned when they got the word about Roscoe's misfortune. No sooner had they returned to Cincinnati when Ethel Walker suffered a similar fall, also breaking a hip. Well wishers will find Larry and Ethel's address on page 4.



The No. 4 1991 issue of "Sternwheeler," quarterly of the American Sternwheel Association, devotes page 18 to a story of S&D authored by Capt. Jim Linger, recounting how he and his wife Judy attended the 1990 S&D meeting as guests of Don and Kay Cline. "I was very impressed by S&D and wrote a check for a year's dues for my first mate Judy and myself." "I have really enjoyed the many stories and the multitude of riverboat pictures contained in this fine magazine, the S&D REFLECTOR," he concludes.

DEAR TOM:- Your good friends Eileen and Bud Daily handed Ye Ed this portrait of you at S&D, and Eileen suggested hopefully that we might find space for it in this Christmas issue. I'm thinking now of a visit a group of us made to the Clarrington cemetery where you looked upon the grave of J. Mack Gamble and told Mack (aloud) to rest easy and assured him that S&D was thriving in good hands. Now your turn has come. All of us remember you fondly for the challenges and enthusiams you put forth, including your model of the KATE ADAMS and the day you made the motion that S&D divorce its annual meeting from that of the Sternwheelers. So keep nudging us from time to time, ol' boy, and hope you enjoyed riding down the Muskingum on the VALLEY GEM. From that smile in this picture, plain to see you have just enjoyed a chocolate eclair for dessert. Please take care.

MOST SPECTACULAR
COLLISION

More Details of
AMERICA - UNITED STATES
Catastrophe Revealed.

The Gallatin County Historical Society of Warsaw, Ky. has published a story, written by their fellow townsman, Dr. Carl R. Bogardus, Sr., covering the events leading up to the most spectacular collision ever to occur on the Ohio River. Dr. Bogardus then details the details of the fire and destruction of both boats, and introduces many accounts told by survivors. He compresses this highly readable account into a 36-page paperbound booklet, same page size as the S&D REFLECTOR, which the Historical Society is offering at \$5 the copy, postpaid.

Dr. Bogardus, in addition to diligent research, has a first-hand knowledge of many of the families who farmed that section of the river, and who did so much to assist and comfort the several hundred wet and chilly survivors that night of December 4, 1868.

Dr. Bogardus recounts:="

"Mrs. Belle Summons Brown, of Warsaw, told me in 1934 that she, at the age of ten, vividly remembered seeing the two steamers burning as she and her family watched from the upstairs bedroom of the Summons-Beall house two miles above Warsaw, where they were living at the time. She said to her father, William B. Summons, 'It's the Aurora Borealis.' Her father said, 'Aurora Borealis, hell - it's a steamboat fire!'"

Dr. Bogardus tells his readers that William B. Summons, 1829-879, was son of Capt. John Blair Summons, 1795-1858, of JACOB STRADER fame (more about him in the Packet Directory, page 239, #2915).

The elegance of these two U. S. Mail Line side-wheelers, both built double-cabin style, is accented in a write-up of the UNITED STATES from the Cincinnati Gazette of May 3, 1865:-

Her well-proportioned pilothouse is covered with a mosque-like dome,

ultramarine blue, studded with silver stars and surmounted with a gilt globe....Her cabin is ornamented and furnished in the most artistic manner. The floor is covered with a carpet of dark green, with a pattern of wood color. The gallery, which runs the entire length of the cabin, has panels of delicate pea-green, with gilt frames, and a balustrade of dark-colored woods. Gilt bead-like ornaments fret the ceiling; dreligately stained skylights subdue the light. Nothing shocks the eye, but everything suggests quiet and repose. She possesses a great advantage over the ST. JOHN, the Hudson River steamer from which she was modeled, whereas, in the ST. JOHN, the machinery passes through the cabin, as is usual in low-pressure boats."

Dr. Bogardus, who prepared this account, now is 85, and his eyesight is impaired to the point of blindness. "I still do some writing with a dictating machine," he informs us.

It is hard to resist more comment. As example, the local Cincinnati-Madison packet LADY GRACE, Capt. James W. Troy, picked up survivors at the Rayl home, took them to Warsaw, returned for more, and took some to Madison. The towboat REINDEER, Capt. Henry D. Wilkins, rendered considerable aid. The eldest son of Capt. and Mrs. Gordon C. Greeme, who died in his youth, was named Wilkins, honoring this river skipper who took on Gordon Greene as a cub pilot and did much to help the young farmer lad get started.

The title of Dr. Bogardus's booklet is "Rendevous With Destiny," and the address is Gallatin County Historical Society, P.O. Box 405, Warsaw, Ky. 41095. This will be a real \$5 Christmas present of permanent worth to every and any S&Dr.

Wilbur E. Dow, Jr., now 85, is on the sick list at his home, Pine Point, Lake George, N.Y. 12845.

Capt. James E. Allen died on Thursday, August 1, 1991 at Louisville, Ky., ill with cancer. His towboating career ended with retirement from Hines Towing Company where he had spent eight of his 40-year captain-pilot career. Captain Allen was son of the late Capt. Lawrence (Bo) Allen, long identified with packets in the Louisville area.

Karen Maloy of the Delta Queen Steamboat Co., hauled up at Ed Ed's landing in Marietta driving a sporty red vintage car, morning of Thursday, Aug. 22nd. She was visiting all towns and hamlets bordering the Ohio River with the objective of doing a reference book. We talked at length about such places as Fly, Weegee, Lodi, Economy and Freedom. This being a nice sunshiny day Karen, dressed in patriotic red, white, and blue, put the top back on her splashy steed and we repaired to the BECKY THATCHER (she had been aboard the night before to enjoy the stage show) and we did away with a couple of club sandwiches. In Marietta it's easy to ruin a work day with such agreeable interruptions.

John R. Weise and his son Sean, 15 (pronounced Shawn) of Cincinnati paid us a call in mid-August. John furnished the pictures and many of the details about the double-hulling of the DELTA QUEEN featured in our March '91 issue and currently is building a model of the DQ incorporating all of the recent changes. John, a civil engineer by profession, showed us his model hull, about five feet long, and is designing the model to float and operate. Also he gave us opportunity to inspect his album of 8x10 color photos of the DQ and another of the DELTA KING, which he recently visited at Sacramento. Son Sean is particularly attracted to the engineerrooms on the DQ and the BELLE OF LOUISVILLE.



The side planks have been bent around the molds and define the overall shape of the finished skiff. The large clamp on the stem is insurance that the spring of the bent poplar planks will not pull the stem fastenings loose. With the planks fastened at stem and stern, the ribs and floor pieces will be fitted and nailed in.

A "NEW" THOMPSON SKIFF
by J. W. Rutter

For 20 years or more, visitors to the Ohio River Museum in Marietta have admired the lines and workmanship in a typical Ohio River skiff on display. The skiff was loaned to the museum by the Whiting family and spent

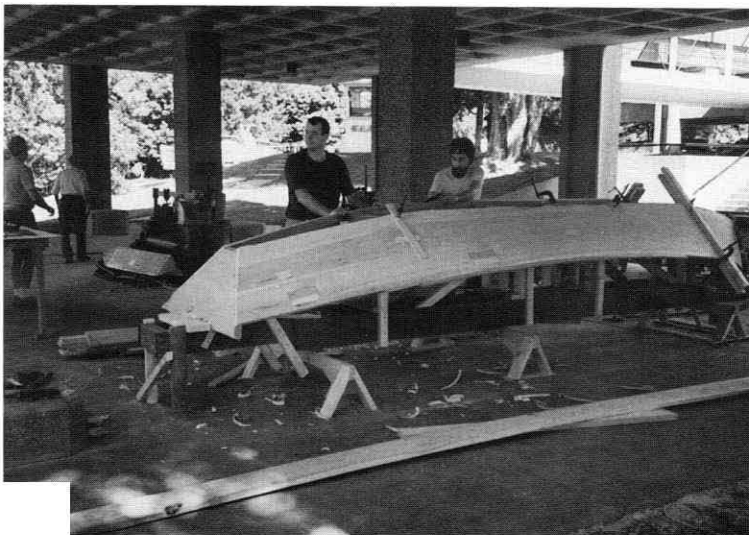
most of its pre-museum days under a porch on the West Side of Marietta, ready for duty in the event of high water. According to the Whiting family tradition, the skiff was purchased in 1888 and the builder was George Thompson of Portland, Ohio.

Presently, the "Portland Skiff" is on display on one of the walkways at the

museum and the wide flaring sides, pinched stern and rocker-like sheer are as true today as when she was built. The years have caused the grey, green and red original colors to fade almost away and the oak wood has become a pale silver. There are other skiffs in the museum collection, all newer than the Portland but none having quite the same seductive curve of line.

Although most river towns of any size boasted a skiff builder in the old days and utility dictated that they all follow the same general pattern, there was a distinction that identified the individual builder or locality. A boat from Racine was not identical to one from Portland, Marietta, Newport, etc. And there were differences between builders in the same town, too; a Bell was not like a Weaver although both came from Racine, Ohio and were commonly termed "Racine skiffs".

A skiff was a necessary conveyance for most people living along the river before the days of automobiles; to get to town or the railroad station, to get to an island farm, to tend a trotline. With high water expected almost every spring, a skiff was also



The sheer is a result of the side planks twisting over the molds as they are pulled together to meet the stern transom. Some builders fitted the transom to the side planks only after they had been bent and taken their own unique shape.

From the stern, the sides flare out from the 16" bottom of the transom to 3'4" width at the top or sheer line. A clamp holds the ends of the outside bottom planking until the galvanized nails can be driven home.



The first look at the skiff after it is taken off of the molds and turned right-side-up. Doug Wallace eyes the sheer line while Bob Hill checks the stern transom. Most of the ribs were installed while the boat was upside down.

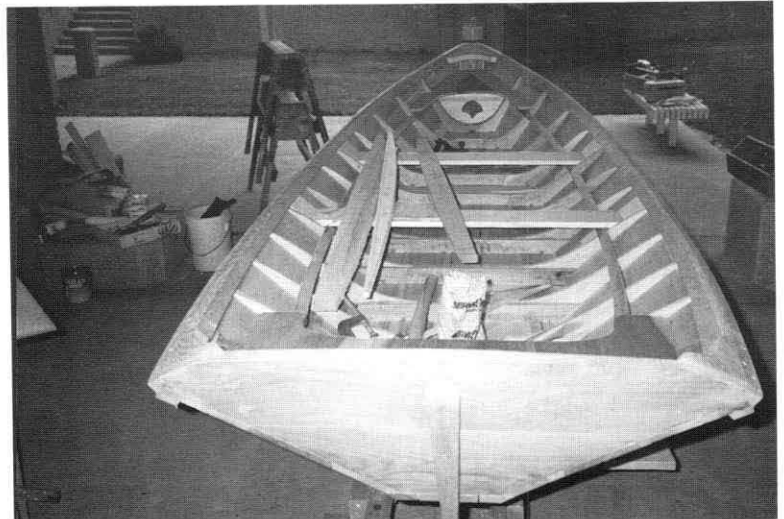
necessary in town where they were the means of moving the furniture, including the family piano, and getting supplies until the water went down.

The Thompson skiff at the river museum so intrigued Jim Stephens, retired from Marietta College and an avid rower and boat builder, that he agreed to lead a project to build a duplicate with a crew of amateur helpers. The Ohio River Museum sponsored this project as one of its Always A River activities. Ads in the local paper brought \$75 contributions from five who signed on for two weeks, "to learn to build a Thompson skiff".

Mr. Stephens had taken the measurements (offsets) from the original skiff, made a pattern of the side planks, set up a wooden base to which the patterns (molds) could be attached and purchased the necessary



Lacking only the oarlocks and some finishing touches, the skiff now has the seats fitted, stern transom cut down and top sheer rub strakes installed.



This stern view shows the interior construction with 12 sets of ribs. The cod wad (the triangular brace back of the stem), corner braces between the stern transom and the sides and the bow and stern seats have also been fitted, each requiring much time to match the angles and curved surfaces.

lumber. The ribs, frames, stem and stern transom would be oak while poplar would have to do for the sides since it was the widest lumber to be found (22 inches). The participants in the project were Nancy Riley, a school teacher from Waterford, Ohio, Bob Hill, retired school teacher from Beverly, Ohio, Doug Wallace, a carpenter and sometimes boat builder from Marietta, Paul Lewis, Cutler, Ohio who

is a professor of psychology at Ohio University and the writer.

On the first morning, Jim pointed out the pile of lumber including a 10x12 inch block for the stem, handed out the plans, pointed to a piece of plywood where full size layouts would be drawn and announced that the project would last two weeks. Little did any of us anticipate that to duplicate



The Whiting family, donors of the original Thompson skiff, was represented at christening by Pete Whiting of Washington C.H., Ohio and Bonnie (Whiting) Smith of Marietta. Jim Stephens, project leader stands in the middle.



Six builders, six weeks and the skiff is completed. She is three inches wider because of the way the poplar sides bent around from stem to stern but otherwise closely matches the 1888 all oak original. The builders: J. W. Rutter, Jim Stephens, Doug Wallace, Paul Lewis, Nancy Riley and Bob Hill.

the Thompson skiff would take six weeks without time off for Sundays. As the work progressed, from time to time one or the other of the workers would gaze up at the original on the walkway and wonder, "And they say George could build a skiff in two days!"

The accompanying pictures tell the story but the construction began with the attaching of the four molds for shaping the side planks to the base of 2x10 planks at the correct position (station) measured from the stem. The stem and stern transom were also securely fastened to the base at the proper angles and 18 feet apart. The boat would be upside down until the sides, ribs, and bottom frames (floors) were installed and the bottom planking nailed down.

The side planks, after cutting to the shape of the pattern taken from the original, were attached to the stem and then bent over the molds with the help of a loop of rope over both and twisted tight with a convenient piece of lumber ("a Kanawha River ratchet"). The poplar planks had been soaked overnight in wet blankets and gently twisted into shape to meet the stern transom with nary a splinter nor crack. Our apprehension

that the side plank to stem fastenings would pull loose proved groundless; as for carving the stem itself we'll only admit that it took most of a week and was less than perfect.

Ed. Note:- The construction of the GEO. THOMPSON attracted hundreds of people

to the scene, some from the River Museum and many who were there to ride the VALLEY GEM which loads and unloads nearby. Some of the time-loss on the job can be charged up to answering questions posed.



Home economics teacher Nancy Riley, one of the building crew, breaks a bag of Muskingum River water over the stem, and christens the completed skiff, "Geo. Thompson". The new skiff is finished grey inside, white outside with dark green carlocks and a red stripe around the top sheer strake.

JESSE P. HUGHES DIARIES

-1913-

by C. W. Stoll

January 1st turned out to be a beautiful day. The TACOMA had left Cincinnati at 2:45 a.m., coaled at Moscow and was at Maysville at noon. The GREENWOOD and the QUEEN CITY were on the docks at Point Pleasant and the OHIO was on the docks at Parkersburg. The C&O bridge over the Guyandotte River at Huntington gave way - the engine and train were lost and eight persons lost their lives. Next day the TACOMA got the KANAWHA's reshipping at Gallipolis, picked up 225 barrels of salt at Excelsior (Pomeroy) and departed at 8:45 p.m. The MONIE BAUER burned at Ashland. On Thursday, Jan. 3rd it was stormy and turned colder; they picked up a good bit of tobacco at Rome. The towboat LITTLE FRED turned over and sank in a storm at Wellsburg, W. Va. The Carlisle Building burned at Cincinnati. Arriving at Cincinnati at 2:40 p.m. on the 4th with a good trip, extra laborers unloaded and reloaded, and the TACOMA departed upriver at midnight.

The river was rising steadily - the stage at Cincinnati was 40 feet on Jan. 8th, 44 feet on the 9th, with 53 feet predicted. The QUEEN CITY and JOE FOWLER were advertising heavily for special trips to the Mardi Gras at New Orleans. The TACOMA laid over for two days, departing Jan. 11th, river 55 feet, stacks lowered for the bridges. She rescued a man from a tree, above 12-Mile, his boat having overturned, and his brother drowned. She got to Point Pleasant on Jan. 13th, then returned to Gallipolis where the stage was 56 feet and the KANAWHA was laid up. The TACOMA had 4½ feet clearance under the Kenova bridge. The stage at Cincinnati was 62 feet. She came on down to Maysville where she unloaded many hosheads of tobacco, rolling them over the C&O tracks. She then went on down to

Brent, Ky. and laid up. Most of the crew departed on Jan. 15th. Four days later Jesse went to Catlettsburg, then on to Ironton where he appeared as a witness, along with Captain Greene and chief engineer Ed Holland, in a case involving a horse, with a jury trial, which they won - about \$400 was involved.

The TACOMA was moved down to Cincinnati on Jan. 20th. The GREENLAND, CHILO and COURIER resumed their trades. Jesse brought the TACOMA to Cincinnati on the 22nd and resumed. The new ALABAMA of the St. Louis & Tennessee River Packet Co. went down at 6:30 p.m. the same day.

On Sunday, Jan. 26th the TACOMA met the QUEEN CITY at Cabin Creek, en route to the New Orleans Mardi Gras. The CITY OF PARKERSBURG (ex-LIBERTY) was in the P&C trade. While landing at Cincinnati on Jan. 31st the COURIER broke her starboard wrist pin, threw the pitman overboard and broke cylinder-head and slides, but landed o.k. with nobody injured. The GREENDALE was brought out in her place.

On Feb. 3rd the TACOMA landed at Cincinnati after a heavy snow, at 5 a.m. The snow was 6 inches deep on top of the mud on the wharf. The wharf was impassable and there was "no business." The TACOMA laid over until Feb. 4th. Jesse reports that "conditions on the [Cincinnati] wharf "was awful bad for teams." Also on the 3rd the GREENLAND struck a pier at Lock 26 at 11:30 p.m. and broke 17 timbers. The TACOMA met her at Portsmouth on the 5th with a bulkhead built on her starboard bow. On Feb. 4th Jesse had reported the STEEL CITY leaving Cincinnati on her first trip since the past November, taking the place of the CITY OF PARKERSBURG which was sunk at Lock 26 after striking a pier.

Incidentally, "Young Doss" has come aboard the TACOMA as steersman. "Young Doss," Wes, later partner with his father Harry Doss on the ISLAND QUEEN.

By Feb. 6th water was reported on the boiler deck

of the badly listed CITY OF PARKERSBURG.. The HELEN E. was out on her maiden trip at Point Pleasant.

By Feb. 9th the STEEL CITY was unable to get to Pittsburgh because of ice. The TACOMA commenced to meet running ice at Buena Vista. Next day the TACOMA loaded 400 barrels of salt to be reshipped on the Lee Line. The ADMIRAL DEWEY had brought a barge to the sunken CITY OF PARKERSBURG, loaded the barge with recovered freight, and delivered this to Point Pleasant by the 20th.

Commodore Lee H. Brooks of the Coney Island Co. died in Cincinnati on Feb. 21st. Inauguration Day was celebrated in Cincinnati as Woodrow Wilson became U.S. president succeeding William Howard Taft.

A horse was drowned off the TACOMA at Cincinnati on March 13th which cost the boat \$70. The CITY OF PARKERSBURG, successfully raised and repaired, was in Cincinnati loading for Pittsburgh on March 20th.

FLOOD OF 1913

March 21st brought heavy storms and was pronounced the roughest day of the season. This storm continued all week throughout the state of Ohio. The Big Miami went on a rampage. Early reports came to Jesse that Dayton and Hamilton had been wiped out. Jesse records that "there was no current in the Ohio River below Pine Creek."

[Ed. Note- Pine Creek enters the Ohio at Wrightsville, above Portsmouth, at Mile 346. The flood from the Big and Little Miami had backwatered in the Ohio something like 143 miles.

On March 27th the stage at Cincinnati was 70 feet, and 62 feet at Catlettsburg, the highest recorded to date, says Jesse, 25 feet above the record-breaker of 1884. Jesse laid up the TACOMA at Brent, Ky., opposite Coney Island, and sent the crew home by rail. The CHILO was started upriver from Cincinnati with all the perishable freight. Jesse started home to Catlettsburg

by taking the C&O noon train, which got to Maysville and turned back to Cincinnati. The next morning Jesse got on the L&N at Maysville, which took him to Winchester, Ky. where he caught the C&O to Ashland, Ky. He walked up to Clyfside Park, ferried, and then walked home. The river was still rising 2 inches an hour and Jesse found five feet of water in his home.

Although his family "was in good shape--generally" Jesse stood watch in his home that night of March 29-30, the water still rising an inch an hour. On the 30th the flood came to a stand at Catlettsburg, nearly two feet above the 1884 record.

The J. R. WARE came up on April 1st with government supplies and soldiers. The C&O delivered coal and provisions to Catlettsburg. On April 2nd the water had fallen 3½ feet and gravel trains were running to stabilize the C&O roadbed. Jesse and a neighbor entered a store they jointly owned and had it cleaned and open for business on the night of the 3rd, ninth wedding anniversary of Jesse and Telia. Next day, the river at 53 feet, the STEEL CITY arrived at Ashland from Cincinnati and layed over pending further recession of the flood. Jesse, anxious to assist his father at Long Bottom, arranged to go there on the STEEL CITY and was recruited to stand a pilot's watch enroute, there being only one pilot aboard, Harry Kraft.

At Long Bottom Jesse found his father staying with neighbors. The Hughes' house was off its foundations, the chicken house twisted, and all other outbuildings gone. There had been 15 feet in the house. Jesse, his father, and two half brothers pitched in to get the house liveable. Jesse boarded the KANAWHA at 5 p.m. April 10th and headed home.

Meanwhile the OHIO had gone down, her first trip since the last fall in the P&C trade. The MIAMI, upbound, was met returning from a relief trip. Jesse left the KANAWHA at Galli-

polis and boarded the GREENWOOD, which was having a chimney repaired. He rode the GREENWOOD to Ironton and they met the QUEEN CITY returning from an Easter trip to New Orleans from Pittsburgh. Meeting the GREENDALE at Ironton, Jesse rode her to Ashland and thence by street car to Catlettsburg for a brief visit home. Then on to Huntington where he caught the GREENDALE downbound, this on April 12th. They met the TACOMA upbound, at Indian Run, loaded with a big trip and "no men on deck." Jesse went aboard the TACOMA, relieving Capt. Jack Ward. At Portsmouth Jesse learned that the flood had crested there at six feet higher than the flood wall. Frank L. Sibley of the Gallipolis Tribune was their guest on the return trip to Cincinnati.

On April 29th they met the ISLAND QUEEN at Ironton on her annual tramping trip to Pomeroy. She was booked next afternoon at Gallipolis, and on May 2nd at Portsmouth.

On Tuesday, June 3rd, the TACOMA met the STEEL CITY at Manchester, and it was there that Jesse learned that her original compound engines had been removed and replaced by high pressure engines from the towboat JOHN MOREN, 8's- 7 ft. stroke. The switch had been made at the James Rees & Sons shop at Pittsburgh. The original engines, installed in 1895, had been a constant source of trouble, often failing to reverse properly.

[Ed. Note:- We failed to note this machinery exchange in the new Packet Directory. Shame on us.]

THE OTHER EXTREME Low Water Trials and Tribulations

Jesse celebrated his 37th birthday on June 7th and a week later started the TACOMA up the Kanawha River but had to turn back at Lock 10 and reship the Charleston freight on the EVERGREEN. On Sunday, June 22nd he was called upon to start lettering the wheelhouses of the GREENLAND at Point Pleasant. He worked on this task until

June 28th, returning to the TACOMA with the weather "very dry and hot." Two days later the ice machine on the TACOMA broke down and Jesse says "a hot time in the old town tonight." All pools in the Kanawha were being drawn down to flush coal tows down the Ohio from Point Pleasant, the loads handled by the OTTO MARMET, LUCIE MARMET, D. T. LANE, ROBERT P. GILLHAM and others. Jesse, ever mindful of big events elsewhere, reported a big celebration at Gettsburg on July 4th. On July 12 he stopped off to complete the lettering on the GREENLAND assisted by Capt. Gordon C. Greene. [To this bit of news C.W. adds "(!)" inasmuch as this is an isolated instance of Cap'n Greene at the steering end of a lettering brush.] The job completed, Jesse returned to the TACOMA on July 14th.

J. Pluvius squeezed a big raincloud up Duck Creek, near Marietta, on July 14th, sending the river to 23 feet at Ironton, 22 feet at Cincinnati, clobbering Duck Creek valley and Marietta. Duck Creek mud did not agree with the TACOMA and COURIER, both of which burned boilers, a term applied to damaged boiler sheets. On July 22nd the TACOMA met the new low water packet BAY QUEEN at Ashland. On July 23rd the TACOMA picked up 380 barrels of salt at Pomeroy. [This salt, usually consigned to Cincinnati, was on a first-come-first-served basis, and in this instance the TACOMA arrived at the "salt pile" shortly in advance of the OHIO]. The teamsters at Cincinnati were out on strike. By Aug. 8th the stage at Portsmouth was 4.8 feet and the TACOMA rubbed in Bonanza Bar. Next day she rubbed at Guyan and Straight Riffle, the stage at Gallipolis showed 2.7 feet. The KANAWHA laid up at Point Pleasant, and next day the TACOMA grounded in 12-Pole. Meanwhile the GREENLAND left Cincinnati for Charleston with 150 passengers, but could not get over Bonanza Bar. The GREENDALE took the TACOMA's freight at 12-Pole, and then

lightened off the GREENLAND at Bonanza, and headed for Pomeroy. The GREENLAND returned to Cincinnati, and after the TACOMA worked herself free she went to Point Pleasant and laid up.

Jesse, Telia, Lillian and baby Helen went by train to Murraysville where "Pap" Hughes and Harry met them. The GREENLAND was chartered to run Cincinnati-Louisville, the INDIANA being out of commission. Jesse pitched in at Long Bottom, helping put up telephone wires, painting "Pap's" house roof and other chores. He took time out to visit an oil well drilling rig at Jacksons - down 1100 feet - and was on the sawmill boat RAY as she cut logs into planking. He and family returned to the TACOMA at Point Pleasant on Aug 29th to learn that the GREENWOOD was aground at 8 Mile. Next day the GREENLAND, upbound with 50 round-trippers, could not get over Bonanza Bar at Portsmouth and had to return them to Cincinnati.

Following Labor Day, Jesse's daughter Lillian was enrolled in school at Point Pleasant. The river was dead low, 1.4 feet at Point Pleasant and 2.4 feet at Gallipolis. The coal hoist at Gallipolis had sunk and Jesse went there to help raise it. The GREENLAND, running Cincinnati-Louisville, broke a wheel shaft - what happened then is not recorded by Jesse, but he does remark that the INDIANA had run through herself.

The KANAWHA, in charge of Capt. William E. Roe, left Point Pleasant on Sept. 9th for Parkersburg to go on the docks there. Jesse got on the LEROY, bound for Gallipolis. She stuck on Kanawha Bar at 11 a.m. and didn't get free until 5 p.m. By then Captain Greene and C. C. Bowyer had raised the sunken coal hoist. Jesse returned to Point Pleasant by street car. The river at Point Pleasant was 1.1 feet and continued to drop to 0.8 feet on Sept. 16th. The Kanawha packets were running, but all was quiet on the Ohio.

TROUBLE, TROUBLE

The EVERGREEN was docked at Point Pleasant on the

afternoon of Sept. 23rd, the Ohio River at 4 feet and rising. Jesse looked after these repairs. The COTTON BLOSSOM showboat played "Lena Rivers" at the Point on Sept. 26th. Next day the SOPHIA M. GARDNER, sold to the Missouri River, left Point Pleasant in charge of her new owners, and the ADMIRAL DEWEY was recruited to tow the COTTON BLOSSOM for engagements at Charleston. The owners of the COTTON BLOSSOM left a yacht at Point Pleasant in care of the docks and Dave Wilson. Dave persuaded Jesse to pilot the craft on a pleasure jaunt one evening, attended by Dave's family and family girl friends.

Repairs to the EVERGREEN were completed on Oct. 4th and she went up the Kanawha to swap places with the ADMIRAL DEWEY. Captain Greene returned to Point Pleasant on the DEWEY. Repairs to the ferry CHESAPEAKE were completed and, when off the docks, the Gallipolis coal hoist was pulled out, with Capain Greene, Jesse and others cleaning mud out of the hold. On Oct. 8th the C. C. BOWYER arrived with a broken wheel shaft, wrist and cylinder head. Jesse stayed at Point Pleasant until Oct. 29th, during which time he divided his attentions between the coal hoist, TACOMA and the GREENWOOD which arrived on the 14th and was docked two days later. He piloted the EVERGREEN up the Ohio to Clifton, W. Va. (opposite Middleport) for Ralph Emerson Gaches, the showboat king, returning to Point Pleasant on the HELEN E.

The GREENWOOD was put back in the river on Oct. 22nd. Due to rising water there was trouble getting the paddlewheel back on. It had to be rolled up the bank, manually, a task not completed until 4 in the morning. Nobody had eaten supper the night before, all hands "stiff and sore." After installing the rudders, she left for Gallipolis at 7 p.m. Oct. 25th.

On Sunday, Nov. 2nd the LEROY was at Gallipolis, unable to get to Charleston

due to Red House Chute being blocked with barges. On Nov. 5th the TACOMA unloaded at Ironton an "auto fire engine costing ten thousand dollars." The river was falling fast and when she reached Gallipolis Captain Greene decided to lay her up at Point Pleasant and replace her with the GREENDALE. This was done, leaving Harry Hughes as watchman on the TACOMA. The stage at Point Pleasant was 2.9 feet. At Greenup, where the wharfboat was beached on shore, they met the CHARLES BROWN and JAMES MOREN upbound with empties. The SAM BROWN and ALICE BROWN were aground at Brush Creek. The W. K. FIELD was aground at 8-Mile. Newspapers were reporting "the worst storm in history on the Great Lakes."

Thirty five vessels were reported lost on the Lakes, and the aftermath on the river was a mid-November snowfall; 14 inches at Franklin, Pa. on the Allegheny; 19 inches at Parkersburg, and 6 inches at Point Pleasant. The TACOMA was placed back in service on Nov. 12th, taking the repaired coal elevator to the Gallipolis Boiler Works and the GREENDALE to a nearby location. The CARRIE BROWN burned at the Gallipolis wharf on Nov. 18 and the GREENDALE was chartered to replace her.

Mild weather melted the on Nov. 18th Cincinnati had 38 feet and rising. The had 38 feet and rising. The TELL CITY, for some reason, was in the Cincinnati-Louisville trade. By Thanksgiving all packets were off schedule due to lost time in heavy fogs.

The TACOMA had her annual inspection at Gallipolis on Dec. 6th. On the 19th a "big bear" was taken aboard the TACOMA at Catlettsburg. Jesse notes that many people at Manchester were on hand to see this bear. No further bear news is recorded. The TACOMA lay over at Cincinnati for Christmas, and Jesse spent the holiday with his family at Catlettsburg, returning to his boat at Cincinnati the next day. That evening the TACOMA, in addition to

her own freight, also took along the Maysville and Chilo cargo usually handled by regulars in those trades.

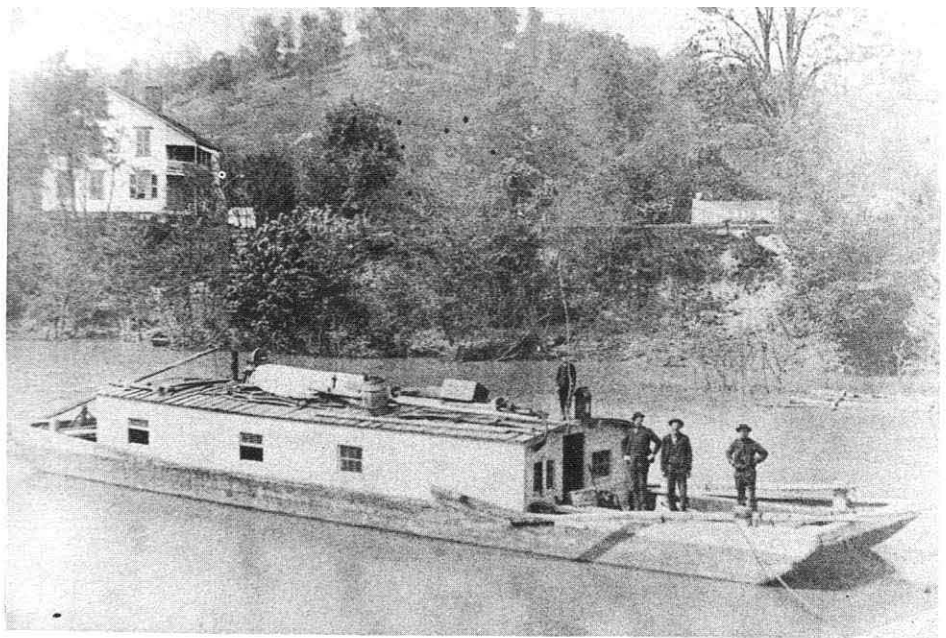
Returning to Cincinnati on Dec. 29th, she picked up 2900 sacks of corn for Maysville, which she delivered and returned to Cincinnati. On the last day of 1913 the TACOMA left Cincinnati at 2:40 a.m., having aboard her own cargo and those of the locals as well. She met the VALIANT, J. T. HATFIELD and other towboats downbound with coal, and at the mystic hour of midnight she was landed above Vanceburg putting off mules and wagons.

-There are 13 blank pages in this 1913 diary, indicating very busy times. Jesse ended with an after-note which deserves notice here-

"On Jan. 11th went under the L&N bridge at Cincinnati with the stacks back and whistle off, green light just about where the whistle would have been. River 55 feet rising. On Jan. 13th water up to the window sills of the Alger home at Catlettsburg. Went under the Kenova bridge (old channel span), the other spans being rebuilt and much lower. Water lacked 10 inches of reaching the floor of the Huntington warehouse."

C. W. Stoll signs off these 1913 extracts by noting: "Typing completed at Rock Hill, S. C., 4 October, 1991." He explains by adding: "Lucy was attending the Synodical meeting of her church in Rock Hill, South Carolina, during which time I typed most of this manuscript." By way of fuller explanation he adds: "With the men it's the Synod, but with the women it's the Synodical. For the benefit of the 11½ S&Drs still confused, the Louisville, Ky. home of C.W. and Lucy is named Rock Hill."
-Ed.

Our thanks to Allen K. (Wis) Wisby, Pasadena, Texas, for a bulletin from Mainmast Books, Saxmundham Suffolk, England listing on sale copies of the new Steam Towboat Directory by Way and Rutter, priced 10.95 pounds sterling.



THE BELL DISHBOAT

In talking recently to Gayle Price, 81, the local historian of Portland, Ohio, the subject of the "dishboat" was raised. For many years and up until about WWI the dishboat or trading boat was a common sight along the Ohio and other rivers but few photos of the craft seem to have survived; Mr. Price produced this example.

Well into the 20th century unpowered flatboats were still used by farmers taking their produce to market (a produce boat), traders who brought dishes, stoneware and yard goods for sale at the country towns, junk dealers who bought old iron and other metal, etc. Even the cooper who assembled apple barrels for the fall crop might arrive on his floating cooper shop (Evan Hughes, father of Jesse P. Hughes had one of these for several years).

The owner of the dishboat pictured was John Bell, a native of Portland, Ohio and Civil War veteran. John Bell stands next to the cabin and next to him is his assistant, Abraham Barringer. The location appears to be in the mouth of Shade River, downstream from Long Bottom, Ohio. The big house on the bank was owned by H. A. Swan while the small building to the right is the Swan and Curtis general store. In later years, the Swan General Store was located on the upper side of Shade River and Mrs. Mae McPeck, daughter of A. F. Swan, the last operator of the store, still lives nearby.

Note that there is a long sweep or steering oar mounted on the stern of the Bell dishboat and two side sweeps are visible on the fore deck. The photo came from Della Bell, John Bell's daughter and we judge the date as prior to 1900; the Swan house no longer stands.

The typical operation for any of these unpowered boats was to float downstream on the current, stopping wherever a market beckoned. When the stock of goods was sold out the owner would contract with a towboat to be taken back to home base. Prior to 1900 there was a sizeable class of small towboats that specialized in towing produce boats and the like; sometimes a tow was arranged with one of the coal towboats returning to Pittsburgh with empties.

The pictures at the right are from Barbara Hameister. The top one was taken during a cruise last Aug. 5-12 aboard the DELTA QUEEN, St. Louis-St. Paul. Front row, from left: Ann Zeiger, Marian Frommel, Gayle Hindman, Capt. Gabe Chengary, Kathy and Don Hill. On the steps: Bill Hindman, Barbara Hameister, Kathy Lake, Mary Garner. Top row: Vic Canfield, Gloria Winter and Frank X. Prudent.

S&D aboard the VALLEY GEM: Capt. Roddy Hammett, left, and Capt. Kevin Mullen. As Barbara says: "they find it kind of nice to let Someone else see to the boat once in a while."

At S&D: Alan L. Bates, left, and John Burns swap boat talk.

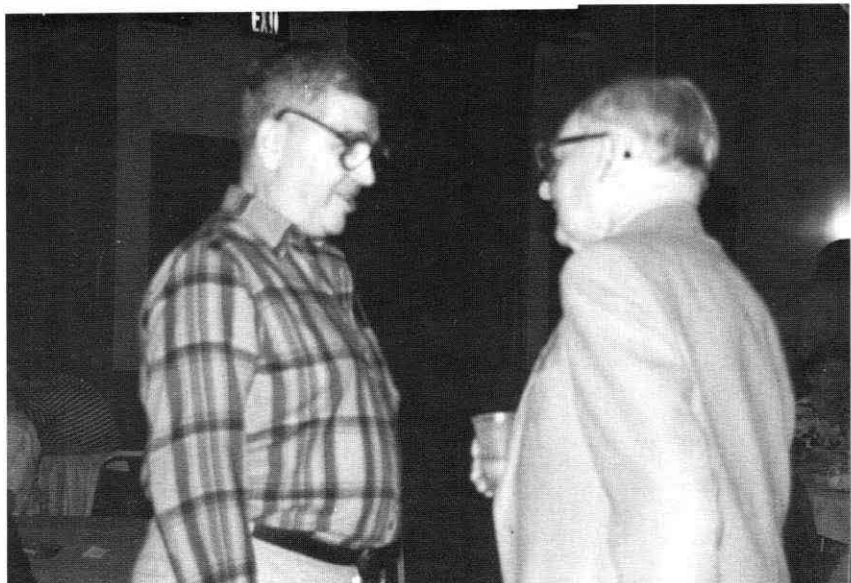
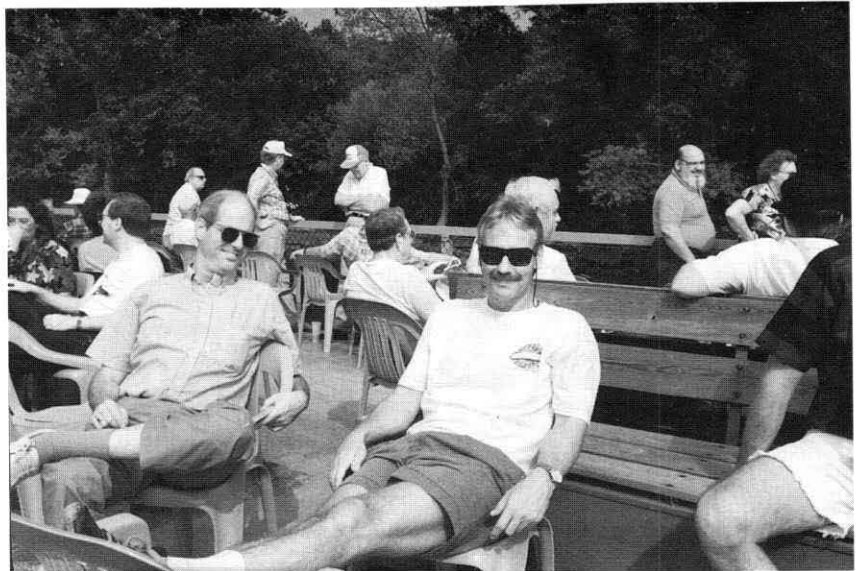
Sirs: Earl F. Olson of Norris, Tenn. died on Thursday, July 4, 1991. This sad news came to me in a letter from Earl's son, Phil Olson.

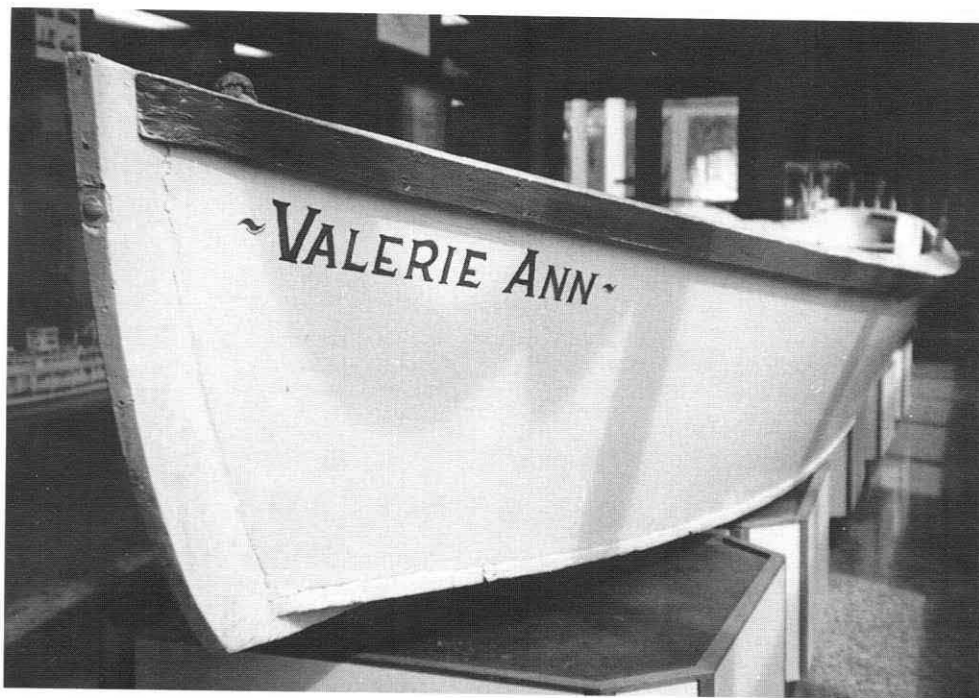
Phil did not elaborate as to the cause, his age, or any other details. He did say that Earl had logged more than 10,000 miles on various boats, many of the towboats. Apparently Earl died with as little fanfare as he lived.

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

=Earl's river library is quite an extensive collection. Son Phil is faced with the task of disposing of it properly. A long-time S&Dr, Earl often attended the annual meetings and was generous in sharing "finds" with readers of the S&D REFLECTOR. -Ed.

Jack and Sandie Custer have our thanks for a fine article in Issue 3 of their Steamboat Journal outlining the basics of S&D. This is spread over pages 30 and 31 of this 40-page magazine. A display ad in the same location informs readers that many back issues of the S&D REFLECTOR are available by contacting Reflector Back Issues, Rt. 1, Box 262, Middlebourne, WV 26149-9748./

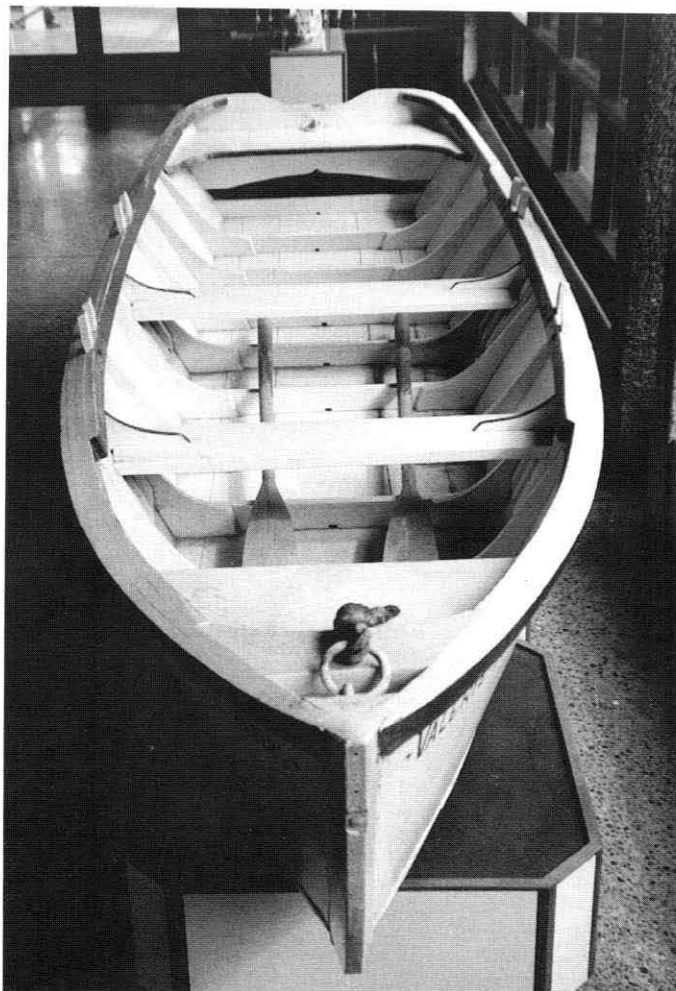




A recent acquisition at the Ohio River Museum is this vintage "Racine skiff" from the shop of J. W. "Boone" Weaver. The VALERIE ANN was donated by Maurice Farrell, late of Powhatan Point, Ohio and now a resident of the Good Samaritan Home, DeSmet, SD. The boat was purchased around 1947 and maintained for both pleasure use and in times of high water. This 16 foot example of Boone Weaver's art has one piece cypress sides with oak frames, stem and bottom.

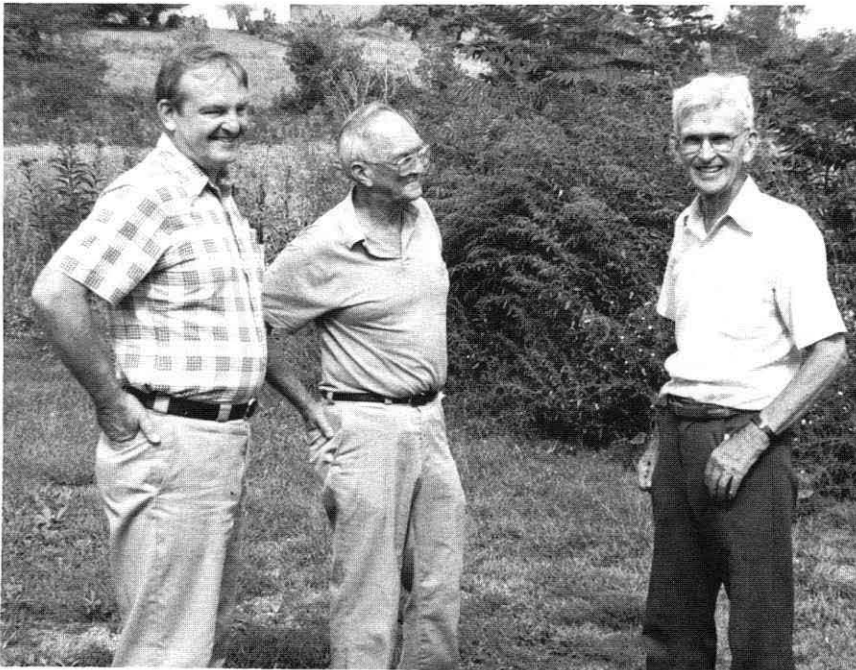
Boone Weaver felt that the wide flare of the sides and extreme sheer adopted by some skiff builders was unnecessary to make a good rowing boat. Racine skiffs were widely used aboard upper Ohio River towboats and by the U.S. Corps of Engineers. From the 1930s on, many of Weaver's products were used with outboard motors which dictated a wider and straighter stern transom. Compare the lines of VALERIE ANN to those of the GEO. THOMPSON described elsewhere.

Valarie Ann is Mr. Farrell's daughter who, with her brother James, encouraged the donation of the skiff to the museum.





George Thompson house, Portland, Ohio in 1991. The boat building shop was about 45 feet by 30 feet and stood just this side of the house. No evidence of the shop nor the tramway remains.



John Briley, Manager Ohio River Museum and Jim Stephens, leader of the effort to build the duplicate of the 1888 Thompson skiff, with Gayle Price on the site of the Thompson boat building shop.



George Thompson, boat builder, Portland, Ohio stands beside a completed skiff just outside of his shop in Portland. From left to right: Alvar Adams, George Thompson, Grandpa Woody, Thornton Wolfe. The date is unknown but we would guess 1890-1900. The shop stood on West Street, then the main river road through the village, and the Thompson house is visible through the shed. The wheeled dolly was used to move completed skiffs across the road to an overhead tramway which was used to take the boats down to the river landing.

George Thompson was born in Hannibal, Monroe County, Ohio (then called Baresville) June 3, 1850. His father was a boat builder and moved to Portland about 1860 to continue in the trade. In 1880 George Thompson took over the business and continued to build his "Portland skiffs" until 1931. He died June 13, 1933 at Columbus, Ohio and is buried in the Browning Cemetery, Portland. George is described as being over six feet in height, weighing about 190 pounds, always active and remembered by some as carrying a coal bucket to collect horse droppings from the main road for later use in his garden. Photo from Gayle Price, Portland, Ohio.

Sirs: The September S&D REFLECTOR arrived and Lo and Behold on page 3 the Cincinnati Union Terminal Rotundra.

The murals were designed by Ravenna Mosaic Company, now out of business. Last job they did was the completion of the St. Louis Cathedral. The owner of the company died shortly after the last tile was set in this "new" cathedral (as opposed to the "old" cathedral on the St. Louis waterfront.)

The Cincinnati murals were touted as the largest extant depicting industrial scenes. The one in the REFLECTOR tells three stories. The first is the history of the people. The middle story is of the city itself, "Queen City of the West." The third deals with transportation.

Some years ago a picture I took of the steamboat captain in the mural appeared in the REFLECTOR. Here in St. Louis we have a large colored print of that photo on a wall of our livingroom, along with two original Cincinnati Union Terminal etchings done for the grand opening.

The murals along the concourse were moved to the "new" eg. 1973 Airport. One was lost to the wreckers.

James R. (Jim) Blum,
9740 Colony Drive,
St. Louis, Mo. 63137

Sirs: The September issue of S&D REFLECTOR is interesting, as always, and I particularly appreciate the several pages devoted to my great grandfather, Thompson Dean. The effort that Larry Walker spent in visiting Spring Grove Cemetery and digging out the obits is impressive. You finally solved the mystery of H. Blasdell's identity! Would you kindly convey my thanks to Mr. Walker?

On my own part there has been little effort and no progress on genealogic or historic matters. For one thing, resources are sparse; for another my duties on the ranch and in my consulting business allow little time for research from February until November.

Some day I hope I may find a way to make a modest contribution to the S&D. It would be interesting to visit Marietta, and an honor to meet Ye Ed, if he might accept a visit.

William Dean Lynch,
P.O. Box 498,
Graton, Calif. 95444

Sirs: The new Towboat Directory is superb. In the summer of 1927 I was watchman for a time on the OSCAR F. BARRETT (T1974). We were towing oil barges from Grand Lake, Ark. to Baton Rouge. We came down river shortly after the SPRAGUE's accident on Aug. 2nd in which she lost four men and four barges of Smackover crude. I have negatives showing the partly burned barges. My father, Capt. W. J. Dobler, was master of the OSCAR F. BARRETT at the time.

The picture of the McDOUGALL (T1782). I spent a summer on her as a deckhand, the year of the hurricane at Baton Rouge. We were tied for the night at the Standard Oil dock at Baton Rouge. The mate got us up to put out more lines. My roommate helped out by praying. By daylight the wind had abated but the waves were still big. A landing float for the local ferry had sunk, so the WANDERER II was sent to assist, with a few of us for crew. We used two siphons in the float to no avail. Later that morning we headed for New Orleans on the McDOUGALL hitched to an empty wooden barge. Several empty steel barges were away up on the levee. At Donaldsonville the ferry was overturned and sunk, and we learned that two lives had been lost. All we could see of the ferry was the forward end of the hull. At New Orleans we went to work fueling ships in the harbor, and at night we moored at Carrollton and replenished our bunker barge.

Joseph C. Dobler,
Naval Architect,
4 Park Place,
Manhattan Beach,
Calif. 90266

Pat Welsh sends us a block-buster from the Quad-City Times dated Sept. 6th. Robert Kehl, owner of Roberts River Rides, Dubuque, has contracted with Patti Shipbuilding, Pensacola, Fla., for a gambling boat 447 feet long and 68 feet wide. The four-decker will have 1,000 slot machines and 50 gaming tables. Passenger capacity, 3,000. Operating crew, 250 to 300. Cost estimate, \$12 to \$15 million.

Sirs: Enjoyed the September issue very much, particularly the pictures from Julia Belle Swain Shelton and the information about Thompson Dean and family. Amazing that Ralph DuPae came up with Doremus' diary.

Ann H. Peterson,
9182 Vincent Circle,
Minneapolis, Minn.
55431

The "government light" everybody is talking about is located at Mile 200.7 on the right bank of the Cumberland River, plunk-dab in front of the home of John and Marie Hartford. Very seldom does a new light bear the name of a living person as this one does - John Hartford Light. So, ok, S&D's celebrated pilot, song writer and musician now joins the ranks of Horace Bixby, Cal (Quakeer Oats) Blazier and others, with the improvement that John is alive and kicking.

The USCG clamped down on naming new lights for living candidates some while back, due, we presume, to too frequent requests and not enough lights to meet frequent requests from applicants.

John and Marie were really stunned when the USCG's CIMMARON, Capt. Donald E. Urquhart, arrived at their landing and went to work. John told Dan Martin of the St. Louis Post-Dispatch that his good friend, Capt. Edgar Allen Poe, is the one to point the finger at. Womp Poe being the cause of it all.

CINCINNATI NEWSPAPER NOTICES

NO DETAIL WAS
TOO TRIVIAL

Cincinnati Newspaper Readers
Were Treated To
A Year of Anticipation

When the Magnificent
THOMPSON DEAN Was Built.

by M'Lissa Kesterman

Ed. Note:- One thing led M'Lissa to two other things as she plowed through the vast resources sacked away in the Public Library of Cincinnati and Hamilton County's files. She scanned the 1871 and 1872 files of two Cincinnati newspapers, the Cincinnati Commercial and the Cincinnati Daily Gazette, zooming in on every mention of Thompson Dean, Esq. and the new steamboat THOMPSON DEAN. She read in these sources of patented chimney hoists and patent lifeboats, and found them in the original patent files. She read of a gold medal awarded the new boat, and found out about it. She learned that the DEAN was forced to tarry at Covington by low water and ice, probably the largest sidewheeler to "tarry" at Covington until the SPIRIT OF AMERICA arrived there lately. Just as M'Lissa's quest seemed completed, the DEAN on her way to New Orleans, a whole boatload of freight intended to be reshipped aboard below the Falls came to calamity, and hence a part of the tale. M'Lissa was reticent about stuffing all of her dredgings into a huge envelope consigned to Ye Ed Fred, apologizing that once caught up in the unfolding story she simply had to proceed, well aware that the S&D REFLECTOR in recent issues had worn out its readers with THOMPSON DEAN articles and stories. --And so, what we thought about all of this is now in the hands of our readers to evaluate.

Commercial, Thurs. March 2, 1871, p. 2:- Capt. James H. Pepper, late of the THOMPSON DEAN [1st of the name, burned at New Orleans Jan. 1, 1871] is expected here in a few days, when he will contract for a large and magnificent passenger steamer for the Southern trade.

Commercial; Mon. March 27, 1871, p. 7:- Capt. James H. Pepper leaves for St. Louis this evening by rail.

Daily Gazette, Mon. March 27, 1871:- Capt. James H. Pepper has contracted with Hambleton for a fine passenger steamer that will be able to pass through the new canal locks. Her dimensions are: Length, 300 feet; beam, 50 feet; width over all, 79 feet; hold, 9 feet; capacity, 1,100 tons. She is intended for the Cincinnati, Memphis and New Orleans trade, and will be completed next fall.

Daily Gazette, Fri. March 31, 1871:- The St. Louis Times corrects us in several important particulars in reference to the new boat contracted for by Capt. James H. Pepper, formerly of the THOMPSON DEAN. We give that paper's remarks in full. There is evidently a mistake in the breadth of beam in the Gazette's figures, as a steamer constructed according to the above dimensions would carry over four thousand tons. The dimensions, however, are correct with the exception of the breadth of beam, which will be forty-six feet instead of sixty, and the boat is to carry eighteen hundred tons instead of eleven hundred. Another error in the Gazette's article is, that she will not be constructed especially for the Cincinnati and New Orleans trade, but may run to Cincinnati when business and water will permit; but Captain Pepper will not think of abandoning the reputation he has established in the St. Louis and New Orleans trade to

enter one as uncertain as the Ohio. In regard to the new boat's machinery, Capt. P. has not fully decided. He is thinking of putting in her a species of low pressure engines and condenser, and has sent his engineer to New York to examine them, and the result will depend on the engineer's decision. She will, however, have ample power, and be furnished throughout in superb style, and her completion will be looked forward to with interest. Capt. Pepper arrived in the city yesterday morning, and visited 'Change, where he was warmly received by his many friends. It was from himself that the above facts were ascertained.

Commercial, Thurs. Apr. 6, 1871, p. 7:- Capt. James H. Pepper goes to New York tomorrow night to look after a portion of the outfit of his new steamer building here.

Commercial, Thurs. Apr. 13, 1871, p. 7:- Capt. James H. Pepper will return from New York to-day, where he has been ordering a portion of the outfit for his new steamer building here.

Commercial, Sat. Apr. 22, 1871, p. 7:- Commodore T. Dean and Capt. James H. Pepper leave for New York this morning.

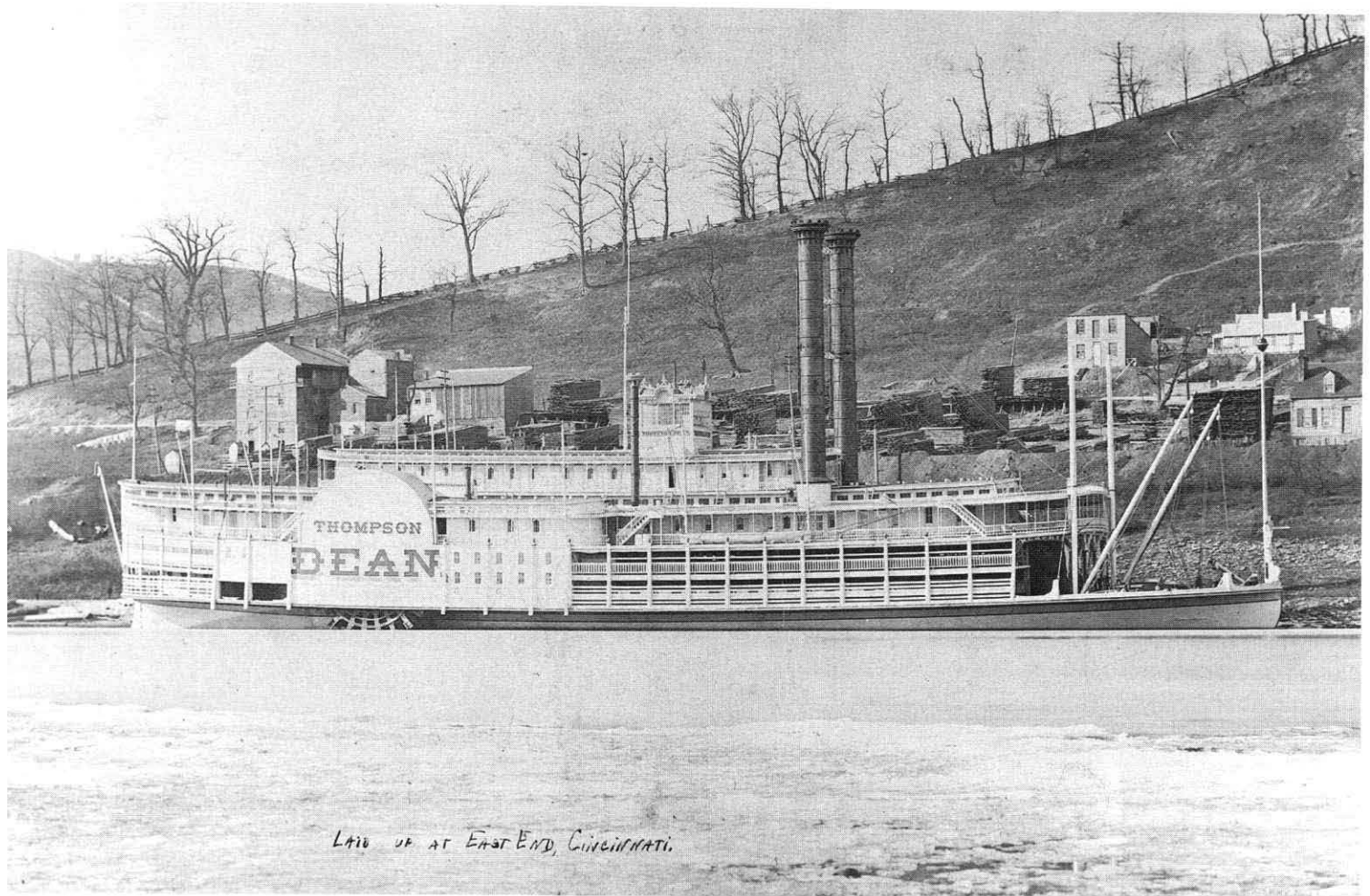
Commercial, Mon. Apr. 24, 1871, p. 7:- Capt. James H. Pepper's new steamer, in addition to a fine model and good power, is to have the finest cabin ever constructed on the Western or Southern waters. It is being constructed by Janes & Morten.

Commercial, Thurs. May 4, 1871, p. 7:- The cabin furniture for Captain Pepper's new steamer, now being manufactured in New York, is of ebony and gilt, and will be covered with French moquette worth \$8 per yard.

Commercial, Fri. May 5, 1871, p. 7:- Capt. James H. Pepper returned from New York yesterday, where he has been ordering the outfit for his new steamer.



Passenger cabin of the THOMPSON DEAN, from a stereo taken by J. H. Hoover, 150 Walnut Street, Cincinnati. Mr. Hoover marketed a selection of Cincinnati stereo slides, including the GEN'L LYTTLE, BEN FRANKLIN and the towboat J. SHARP McDONALD.



The THOMPSON DEAN, new, moored at the shipyard where she was built. The location is in the old Fulton section of Cincinnati, across the Ohio River from Dayton, Ky. This photo came to the Cincinnati Public Library's Inland Rivers Section, from the picture collection of Capt. C. C. Bowyer. The original shows ice packed in a sheet from the immediate foreground to about half-way to the boats' hull, perhaps not visible in this repro.

Commercial, Tues. May 16, 1871, p. 7:- The NICK LONGWORTH lowered her chimneys and came up under the bridge to the city wharf, where she is now loading for New Orleans.

Commercial, Thurs. May 18, 1871, p. 7:- Pilot Wm. Weaver, of the NICK LONGWORTH, is the inventor of the apparatus used on the LONGWORTH for lowering and elevating her chimneys. It is an ingenious, useful and simple contrivance, and is being introduced on the H. S. TURNER.

Commercial, Thurs. June 8, 1871, p. 7:- Mr. J. L. Gebbart, of Metropolis, Ill., has invented a new and wonderful lifeboat for ocean and river service. He is in the city and has contracted

to furnish two of these lifeboats for his new steamer building here. This boat is truly a wonder in its way. It will right itself and discharge the water it may ship, righting in thirty seconds. It has at least one-third more buoyant power than any other boat known--is very steady in the water; in fact five persons cannot capsize a 16-foot boat when in it, and should they be able to ship water, it would be instantaneously discharged. It is not uncouth in structure except that it discharges its water by a set of automatic valves through the bottom, and has a somewhat elevated end chamber, six inches above the gunwale, and about two

feet long; also side bustles running fore and aft. On the outside of the hull, of a pear shape, with the base downwards, this peculiar structure forming braces securing great strength, being everywhere a double thickness of galvanized sheet iron of No. 20 to 24. In connection with this boat, there is also an apparatus for launching any number of lifeboats from off the hurricane or boiler deck instantly by any one situated on any part of the boat, even though the cabin were in flames and all approach to the lifeboat cut off by fire.

Commercial, Fri. June 16, 1871, p. 7:- Captain E. Eugene Bowers, while the NICK LONGWORTH is in summer

quarters, will act as agent for Weaver's patent for hoisting and lowering steamboat chimneys. Captain Bowers has located his office at No. 4 Public Landing.

Commercial, Mon. June 19, 1871, p. 7:- Captain James H. Pepper has returned from St. Louis, bringing with him a model for a graceful figurehead for the new steamer DEAN.

COMMERCIAL, Mon. June 26, 1871, page 7:- Captain James H. Pepper's new boat the THOMPSON DEAN, will be launched from Hambleton's yard on the 4th of July.

Commercial, Mon. July 3, 1871, p. 7:- Captain Pepper's new and magnificent steamer, the THOMPSON DEAN, will be launched from Hambleton's Ship-yard on the morning of the Fourth. The precise time will be given in tomorrow morning's Commercial. Commodore Thompson Dean is in the city.

Commercial, Tues. July 4, 1871, p. 7:- There will be no paper issued from this office tomorrow. The large and magnificent steamer THOMPSON DEAN, Captain James H. Pepper's new boat, will be launched from Hambleton's yard this morning at half past 10 o'clock. She is to be one of the finest steamers on the western waters.

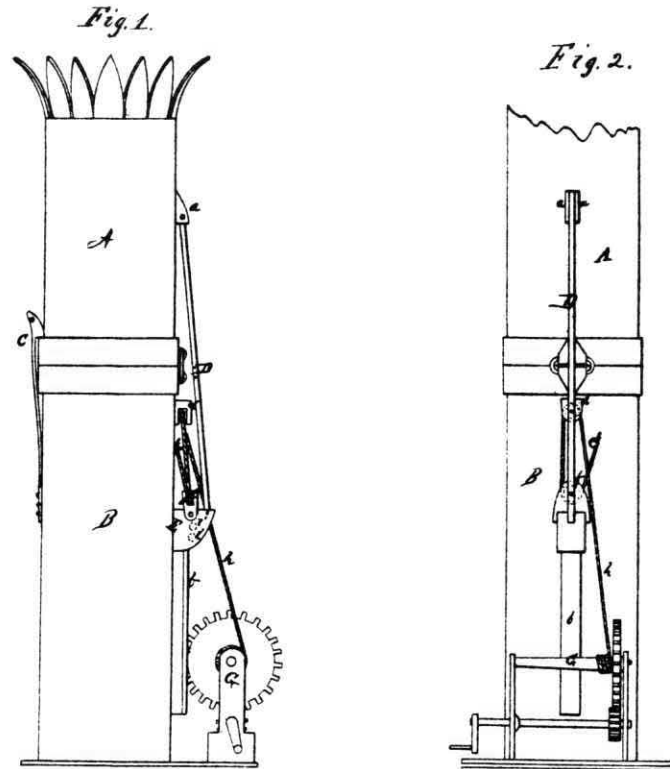
Commercial, Thurs. July 6, 1871, p. 7:- Tuesday being a national holiday, there was no business of any consequence, or matters of interest transacted at the landing. The main feature in river circles was the launch of Captain James H. Pepper's new steamer, THOMPSON DEAN. The launch was announced to take place at half-past 10 o'clock, from Hambleton's ship-yard in Fulton. Long before that hour the Pendleton street cars were crowded with steamboat-men, citizens and strangers, all having one place of destination, i.e., Hambleton's yard. The yard and adjacent banks were densely crowded with ladies and gentlemen, the crowd being estimated at between two thousand and

WILLIAM WEAVER.

Improvement in Devices for Lowering and Raising
Steam Boat Chimneys.

No. 123,314.

Patented Jan. 30, 1872.



Witnesses:

Henry N. Miller
Co. L. Ewert

Inventor
William Weaver
per *Shander Mason*
Attorneys.

The stack-lowering device installed on the THOMPSON DEAN was an attempt to replace the commonly adopted "Telegraph plan" which broke back both stacks from hinges just above the hurricane deck roof, requiring a large wooden A-frame which levered upward as the stacks tilted back, a cumbersome and sometimes risky plan. The inventor was Capt. Sam Mason of the TELEGRAPH NO. 2, faced with the problem of getting his high-stacker under the Wheeling suspension bridge. Ye Ed had no knowledge of this patented scheme by William Weaver until M'Lissa Kesterman located the U. S. Patent Office drawings and specs of 1872. The Weaver-Stucky invention apparently had drawbacks, and soon was discarded in favor of the "Christy Chimney Hoist" of Cincinnati origin, at once universally accepted as safe, dependable, and least complicated.

twenty five hundred. The shore of Dayton, Kentucky, immediately opposite, was also crowded. In the river a large number of skiffs, sailboats and the pleasure steamer MINNIE WOODWARD, besides the WILWOOD and ST. MARYS, loaded with picnickers, paused to see the mammoth side-wheeler "dip water." Captain Pepper, superintending a large force of workmen, was busily engaged in making all in readiness. Some time was taken up in knocking her supports from under, and at half-past 12 o'clock, precisely, she speedily slid down the long run, and with a loud crash, shot into the river, sending the water to right and left with great force. As she dashed away at lightning speed down the Ohio, carrying some two hundred souls, the crowd gave vent to its great approval of its safe launch with tumultuous cheers. The towboat CHAMPION NO. 8 speedily darted after, and towed her to the foot of Ludlow street, where she now lies, ready to receive her outfit. The THOMPSON DEAN is one of the staunchest, prettiest modeled and largest side-wheel steamers afloat upon the Western waters. Captain Pepper will spare neither pains, time nor expense in fitting her out, and is determined in point of business and beauty she shall be unrivaled. She is 300 feet in length, with 48 feet beam, 45 feet floor, and 9 feet hold. She has two 30 inch cylinders of ten feet stroke, 7 boilers, 38 inches in diameter and 30 feet long. The launch was decidedly a pretty one.

Commercial, Sun. Sept. 10, 1871, p. 7:- The new THOMPSON DEAN's machinery will be ready for steam and a trial during the present week. When completed the new DEAN will be the finest passenger and freight steamer afloat on the Ohio or Mississippi, while her cabin outfit will outvie any of the magnificent steamers on the Eastern waters. She will cost over \$160,000.

Commercial, Thurs. Sept. 14, 1871, p. 7:- Steam was raised on the new THOMPSON DEAN yesterday.

Commercial, Wed. Sept. 30, 1871, p. 7:- C. T. Dumont has been appointed sole agent of Weaver's improved plan for hoisting and lowering chimneys.

Commercial, Wed. Oct. 4, 1871, p. 7:- The magnificent steamer THOMPSON DEAN, now being completed here, has been entered at the Exposition for a first premium. Judges will visit her, at the foot of Broadway, next Thursday, at 2 p.m.

Daily Gazette, Fri. Oct. 6, 1871:-

THE THOMPSON DEAN TAKES A GOLD MEDAL THE STEAMER THOMPSON DEAN which has been entered for special premium, was yesterday afternoon visited by the General Committee, at Hambleton's ship yards, where it is lying, and last evening was awarded a gold medal.

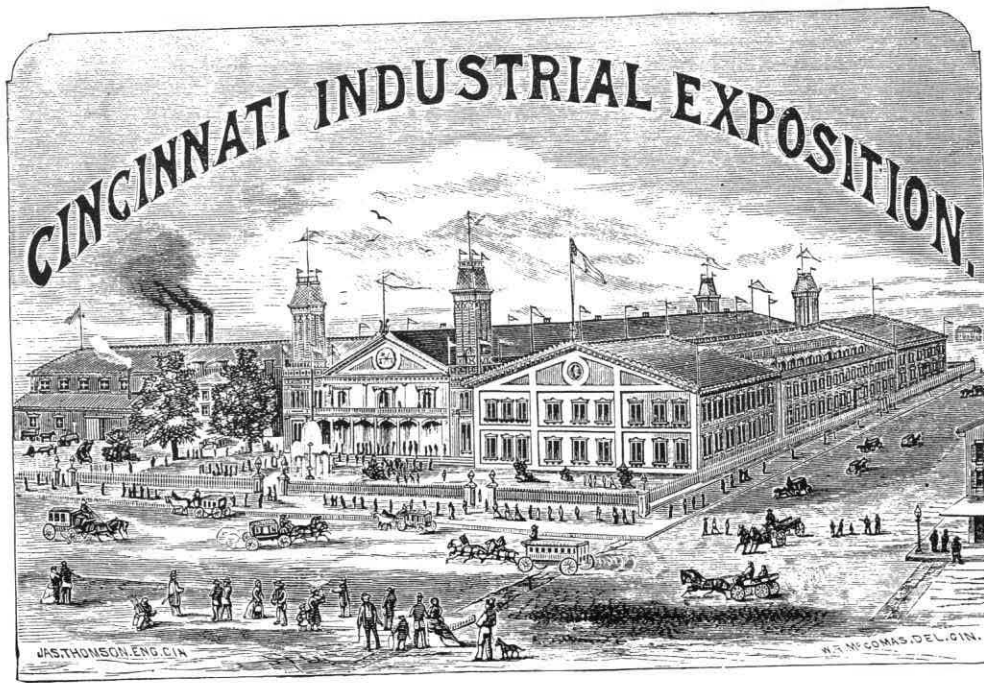
Commercial, Fri. Oct. 6, 1871, p. 7:- Yesterday at 2 p.m. the committee from the Exposition, comprising President Goshorn, of the Exposition; Hon. Samuel F. Covington, President of the Board of Aldermen; President Rowland and Vice President Morrison, of the Chamber of Commerce; Thos. Gilpen, Esq. and some fifteen other gentlemen of the committee, proceeded from the Chamber of Commerce Rooms, on Fourth Street, in carriages to Hambleton's Ship-yard, in the Seventeenth Ward. Here the committee were gracefully received by Captain James H. Pepper, and conducted on board of the new, large and magnificent side-wheel steamer THOMPSON DEAN, now being completed at that point for the Cincinnati and New Orleans, and the St. Louis and New Orleans trades. Notwithstanding her cabin outfit and furniture were not yet on board, the graceful proportions of this magnificent floating palace presented a fine appearance, with her suit of colors displayed to the breeze. The committee were conducted through the entire hold, deck and engine-rooms, cabins, state-rooms and Freedmen's Bureau, and after spending over an hour in examining the steamer throughout returned to the

Exposition Hall in carriages, arriving there at 5 p.m. All were delighted with the outfit and general conveniences of the THOMPSON DEAN, pronouncing her superior to any passenger and freight steamer on the Western or Southern waters. Last night the committee unanimously awarded her the highest premium--a red badge and gold medal, indicating that the THOMPSON DEAN is the premium Exposition steamer, of which title she is in every respect worthy. She will be ready to start South as soon as there is sufficient water. . . . C. T. Dumont is engaged in providing the steamers THOMPSON DEAN, ANDES, WILDWOOD, AND BOSTONA with Weaver's apparatus for hoisting and lowering chimneys.

Commercial, Mon. Oct. 9, 1871, p. 7:- Captain Stein has contracted with Dumont to furnish the JOHN KILGOUR with Weaver's apparatus for hoisting and lowering chimneys.

Daily Gazette, Wed. Nov. 1, 1871:- The new friction machinery boat, ANDREW F. BOND [Note: This name not familiar; reference may be to the ANDY BAUM. -Ed.] after several trials, has proved a success and will be pushed forward to completion. She is lying alongside the new THOMPSON DEAN, at Hambleton's shipyard.

Daily Gazette, Sat. Nov. 4, 1871:- The following is a correct list of the boats lying inactive at the bank at this place: At Crawfish, CRESCENT CITY, NIGHTINGALE, and DIXIE: at Hambleton's shipyard, J. F. BAUM (sic), JUNIATA, THOMPSON DEAN, ST. CHARLES and TELEGRAPH: at and below Marine Railway Dry Dock, J. W. GARRETT, LIBERTY NO. 4, BOSTONA, JOHN KILGOUR, MAJOR ANDERSON, GEN. BUELL, WAUNITA, KATE ROBINSON, CHAMPION, OHIO NO. 4, ST. JAMES, FLEETWOOD, J. H. GROESBECK, MINNEOLA, ST. MARYS, ROBERT BURNS, ARMIDILLO, KATE PUTNAM, SILVER MOON, ALICE DEAN, SAM J. HALE, and BELLE VERNON; at Covington, ARMADA, COMMERCIAL, BERMUDA, C. T. DUMONT, LAWRENCE and CHARLES BODMAN: at Mill Creek, GEN. LYTLE and TEXAS.



Gold medal awarded to the steamer THOMPSON DEAN. The sixty-four dollar question: Does it still exist?

REPORT
OF THE
GENERAL COMMITTEE
OF THE
CINCINNATI
Industrial Exposition,

HELD IN CINCINNATI,

UNDER THE AUSPICES OF THE

BOARD OF TRADE, OHIO MECHANICS' INSTITUTE,
AND CHAMBER OF COMMERCE,

FROM

September 6th to October 7th,

1871.

CINCINNATI:

PUBLISHED BY THE GENERAL COMMITTEE.

Daily Gazette, Mon. Nov. 6, 1871, p. 3:- The THOMPSON DEAN elevated her last chimney yesterday. Her chimneys, and those of the BOSTONA, have Weaver patent hinges for lowering. The hinges are placed about on a level with the pilothouse, so that only a part instead of all are lowered to pass under the bridges. The inventor was pilot on the NICK LONGWORTH last season. The THOMPSON DEAN will receive her outfit this week.

Commercial, Wed. Nov. 15, 1871, p. 7:- Some two hundred merchants, manufacturers, city officials and prominent citizens of Cincinnati contemplate chartering Captain James H. Pepper's new and elegant steamer THOMPSON DEAN, just completed, to make an excursion to Louisville and back, for the purpose of being present at the formal opening of the enlarged Louisville and Portland Canal, on the 20th inst., in compliment General Godfrey Weitzel, United States Army, Chief Engineer of the great work.

Commercial, Thurs. Nov. 23, 1871, p. 7:- Captain Pepper raised steam on the magnificent THOMPSON DEAN yesterday afternoon, and brought her down below the Covington bridge, and contemplates taking her below the falls today, where she will load for New Orleans. The present rise will make a little over 4 feet on the falls, while the DEAN draws 4 feet 7 inches water. If Captain Pink Varble says he can take her over the falls safely, Captain Pepper has the nerve to take the risk. She was "let out" when below the bridge, going down to Cullum's Ripple, and gave undoubted evidence of superior speed. The DEAN is the finest steamer afloat on the Ohio and Mississippi, and cost over \$175,000....Local Inspectors Fisher and Devenny, have inspected the BIG CONDOR [probably CONDOR T0488], THOMPSON DEAN and ANDY BAUM.

Daily Gazette, Thurs. Nov. 23, 1871:- The THOMPSON DEAN got up steam, and was inspected yesterday. Afterward she steamed

down and up the river for several hours, making a fine show.

Commercial, Fri. Nov. 24, 1871, p. 7:- Captain Pepper, of the THOMPSON DEAN, received a dispatch from Captain Pink Varble at 8 o'clock last night, reporting 4 feet 8 inches over the falls and rising. The new THOMPSON DEAN did not leave for St. Louis yesterday, but will not have to wait long for another rise, judging from the favorable reports from all quarters. We anticipate more water in a week or ten days.

Commercial, Sat. Nov. 25, 1871, p. 7:- The new THOMPSON DEAN, lying just below the Suspension Bridge, at Covington, presents a fine appearance. She will load and depart for New Orleans direct as soon as there is water for her to descend the falls. A number of rooms are already engaged for the trip.

Commercial, Sun. Nov. 26, 1871, p. 7:- A "steamboat admirer" says, "Could not a few river men wait upon Captain Pepper, of the THOMPSON DEAN, to have his boat on exhibition for a few days, to allow visitors to examine the same?" The DEAN is lying at the Covington wharf, just below the suspension bridge, in order to be out of danger in case of fire, but will come over to the Cincinnati wharf, below the bridge, during the present week, and load and leave for New Orleans as soon as there is sufficient water for her to descend the falls. Her superbly furnished cabins are open to public inspection, however.

Commercial, Monday, Nov. 27, 1871, p. 7:- Notwithstanding the THOMPSON DEAN is lying at Covington, hundreds of visitors thronged her decks yesterday, Mr. Sterritt Pepper, a son of Captain Pepper, and Steward Matson receiving the numerous guests. In addition to her large and graceful proportions, she is undoubtedly the most costly and elegantly furnished steamer afloat, vieing with the famous Hudson River steamers in every respect. The DEAN

will come over to the wharf and load and leave for New Orleans as soon as she can descend the falls in safety.

Commercial, Wed. Nov. 29, 1871, p. 7:- The THOMPSON DEAN has the best lifeboat yet made. [This item repeats the virtues of this craft.]

Commercial, Sun. Dec. 3, 1871, p. 7:- Captain Jno. Bugher and General Kenner Garrard have inspected Captain Pepper's new THOMPSON DEAN and pronounce her the strongest, best fastened and most elegantly furnished and equipped steamer ever constructed here or elsewhere.

Commercial, Dec. 7, 1871, p. 7:- Captain Pepper has selected a snug and secure ice harbor for the THOMPSON DEAN at Sedamsville. We are of the opinion, however, he will have no use for it from the indications last night.

Commercial, Fri. Dec. 8, 1871, p. 7:- Captain Pepper took the THOMPSON DEAN down to Sedamsville yesterday, where she lies alone, in good water. She was removed in order to keep clear of other steamers in case of fire. The DEAN is in perfect business order, and will come to the wharf, load, and depart for New Orleans as soon as there is water to permit her to descend the falls.

DAILY GAZETTE, Mon. Dec. 11, 1871:- Yesterday was cold and clear. The river has been falling rapidly for the past three days. Last evening there were but six feet of water in the channel here. Should some of the gorges break above Gallipolis it would be an immediate needed relief to our local packets plying below. There is considerable ice in the river, but not enough to seriously impede navigation.

Daily Gazette, Tues. Dec. 12, 1871:- Business dull. Local packets beginning to lay up on account of low water and ice. The river fell six inches in twenty-four hours ending last evening, when there were 5½ feet of water here.

Daily Gazette, Sat. Dec. 15, 1871:- Owing to the virtual suspension of navigation above, business was

decidedly dull on the wharf. The river remained stationary yesterday and was full of heavy new-made ice---so full that no steamer wanted to leave the wharf to go up the river. We still report 5 feet of water here last evening.

Daily Gazette, Dec. 21, 1871:- There was nothing doing on the wharf yesterday except the hauling away of freight that had been secured for the KITTIE HEGLER. Neither that steamer nor any other could leave the wharf on account of the heavy ice that had been made the previous night. The only boats observed in the middle of the river yesterday were the ferryboats and the new steamer ANDY BAUM which seemed to have selected that singular time and condition of things to make a trial trip. The ice was heavy, and moved down the river slowly. The water rose several inches during the day.

Daily Gazette, Fri. Dec. 22, 1871:- The river is an uninterrupted sheet of ice in many places from shore to shore, and skaters were crossing yesterday. The gorges below have backed the water up so the marks here show a rise of 18 inches, with about 8 feet of water. The CHAMPION NO. 8 was engaged in breaking up the ice below the Suspension Bridge on the Kentucky side, yesterday afternoon, in the vicinity of the CHAMPION NO. 6 and several loaded coal flats. A channel was cut in the ice below the Newport bridge yesterday morning, and the ferryboats made their crossings nearly all day uninterruptedly.

Daily Gazette, Sat. Dec. 23, 1871:- Several inches of snow fell Thursday night, and yesterday it turned to a drizzling rain which continued till noon. The thaw was proceeding finely the remainder of the day, and the ice in the river was softening. Two more such days would give us a big river, with no ice. The river is so low that should a break-up occur, with such a rise as may be expected, there will be little, if any, damage to steamers.

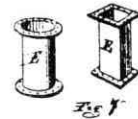
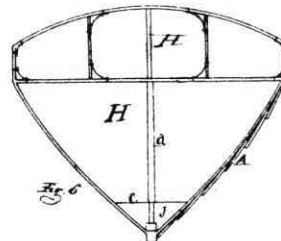
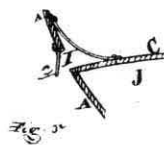
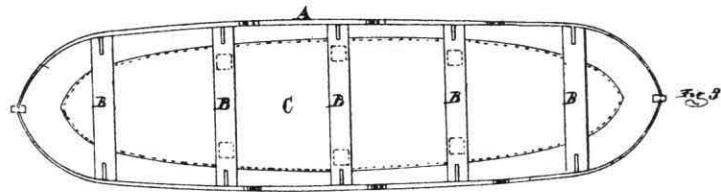
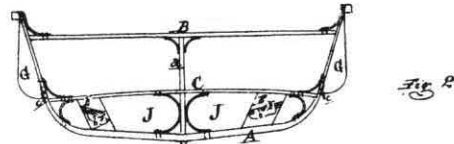
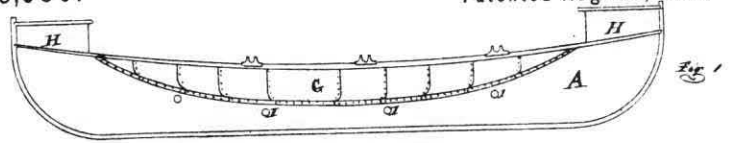
[98.]

PETER R. BEAUPRE.

Improvement in Life Boats.

No. 118,580.

Patented Aug. 29, 1871.



ATTEST

*Frederick Chert
Notary Public*

INVENTOR

*Peter R. Beaupre
per Attorney
Geo. S. Springer*

The patented life-boat which won the admiration of Captain Pepper is shown in the above drawings furnished and published as part of the patent granted by the United States Patent Office, dated August 27, 1871. As matters turned out the DEAN suffered no emergencies requiring life-boats, and other steambot captains and owners do not appear to have displayed much, if any, interest in adopting them.

Daily Gazette, Mon. Dec. 25, 1871:- Saturday was warm and slushy nearly all day, but toward evening the wind was high and cold. Yesterday was cool and clear in the forenoon, but as night advanced the weather became warmer. Thawing all afternoon and last evening.

River business is expected to open to-day--at least between here and Louisville, and perhaps to the mouth. Some south bound steamers are advertised to leave the middle of the week.

The river was rising slightly yesterday. There had been a considerable rise Saturday, out of some of the small side streams above.

There was little ice in the river yesterday until about 12 o'clock when that from the Little Miami (as supposed) was about an hour passing the City wharf.

Daily Gazette, Thurs. Dec. 28, 1871:- Yesterday was clear and cold. Business was not as active on the wharf as had been expected. The several departing steamers, however, had good trips.

The river was falling, with 6 feet 8 inches here last evening. On Four-Mile steamers found 4 feet water. The ice was heavy, and becoming worse every hour. Steamers that departed last evening will not be likely to reach their destinations till the weather moderates.

Commercial, Fri. Dec. 29, 1871, p. 7:- The new THOMPSON DEAN and ANDY BAUM are laid up at Sedamsville.

Commercial, Sat. Dec. 30, 1871, p. 7:- Commodore Thompson Dean has arrived from New York and is at the Spencer House. His namesake is still laid up at Sedamsville.

Daily Gazette, Sat. Dec. 30, 1871:- A drizzling rain fell incessantly yesterday. There was little business done at the wharf. Navigation resumed above here. The river has risen about 4 feet altogether, with 10 feet of water in the channel last evening, and the moving ice is slushy, the gorges intact below, and a new one formed just above the city.

Commercial, Sun. Dec. 31, 1871, p. 7:- Captain Pepper

has the new and magnificent THOMPSON DEAN all ready for business, and will depart for New Orleans on Tuesday or Wednesday, providing the present rise makes sufficient water to permit her to descend the falls. She will require five feet to go over.

Daily Gazette, Mon. Jan. 1, 1872:- The THOMPSON DEAN will take a small lot of freight here and descend the falls this week, when she can have five feet of water or more.

Commercial, Mon. Jan. 1, 1872, p. 7:- Captain Pepper's new and magnificent THOMPSON DEAN will raise steam and come up from Sedamsville to-day, and receive a cargo below the foot of Vine Street, leaving for New Orleans on Wednesday.

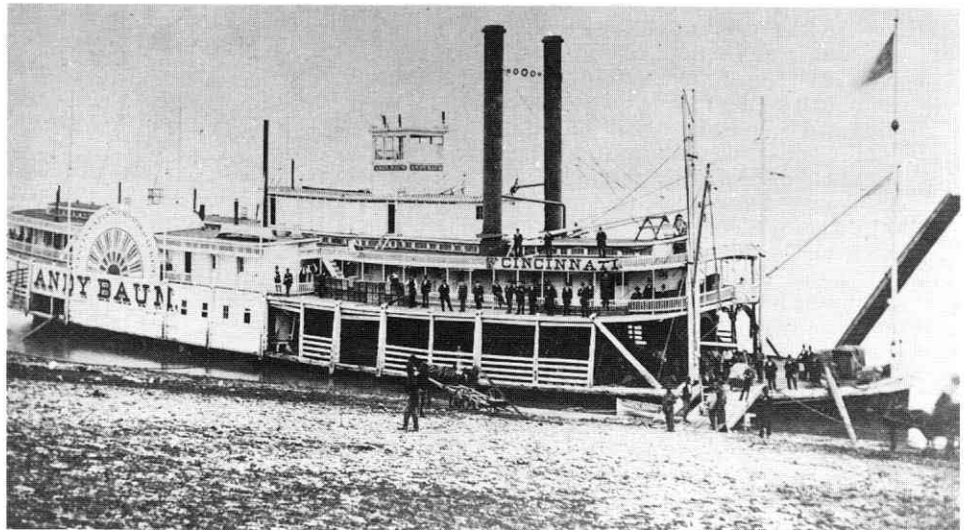
Commercial, Tues. Jan. 2, 1872, p. 7:- The THOMPSON DEAN came to the wharf in gallant style. and gave promise of good speed. It is somewhat singular coincidence, that one year ago, yesterday, the THOMPSON DEAN [first of the name], then the largest freight boat on the Western waters, and commanded by Captain Pepper, was burned at the New Orleans wharf. Yesterday Captain Pepper brought his new steamer THOMPSON DEAN, the finest passenger steamer ever built on the Western waters, to the wharf for the first time

for business. Another singular coincidence occurs in the fact that Isaac Gough was the pilot on both boats on their trial trips. Captain John A. Williamson piloted the first THOMPSON DEAN to the wharf when she first came there for business, and yesterday piloted the new boat to the wharf. Captain Williamson says "she handles like a top." Clerk N. B. Fowler, Steward Isaac Matson, and Engineers David Hill and Thomas Hardy, of the THOMPSON DEAN have arrived from St. Louis. They are delighted with the performance of the new DEAN.

Daily Gazette, Jan. 3, 1872:- The new THOMPSON DEAN was admired by thousands yesterday, a large proportion being ladies, notwithstanding the unpleasant weather. She is receiving for New Orleans at the foot of Vine Street.

Daily Gazette, Wed. Jan. 3, 1872:- The new THOMPSON DEAN was admired by thousands yesterday.

Commercial, Wed. Jan. 3, 1872, p. 7:- The THOMPSON DEAN, lying below the foot of Vine Street, was thronged with visitors yesterday, all of whom were loud in their praise for the new and magnificent vessel--the finest passenger and freight steamer afloat on the Western or Southern waters. She takes her departure for New Orleans tomorrow.



The ANDY BAUM, often mentioned in 1871-1872 news accounts, ran Cincinnati-Memphis, her stacks equipped with the old A-frame "telegraph" lowering device. Photo taken at Memphis.

GRAND FINALE- The Cincinnati Commercial's river editor writes a "blow" or "send off" as the new THOMPSON DEAN departs on her maiden voyage.

Commercial, Thurs. Jan. 4, 1872, p. 7:- The THOMPSON DEAN, leaving the foot of Vine street this evening, for New Orleans, on her first trip, has an easy and graceful model, superior freight facilities, and is the most elegantly furnished passenger steamer ever built for the Western and Southern waters, vieing, in this particular, with any of the Hudson River, Sound, or ocean steamers. One hundred and eighty thousand dollars have been expended in Cincinnati by Captain James H. Pepper and Thompson Dean, Esq. in building and furnishing this great steamer, named after the enterprising capitalist who is well known all along the line of our rivers, and who has been interested in many of our marine investments, all of which, owing to his untiring energy, and excellent judgment and business management, have proved profitable investments. It is not our desire to extol either Captain Pepper or Commodore Dean for their nerve, enterprise and good taste and judgment in the production of numerous elegant steamers; yet we find it our duty to simply state the facts. The THOMPSON DEAN will be inspected all along the great rivers as she proceeds on her voyage to New Orleans, and we have no hesitation in saying that she eclipses any steamer afloat in superior passenger, as well as freight, accommodations, and safety appliances. It would occupy too much space to fully describe this nonpareil steamer. She goes forth as a sample of the new era in steamboating inaugurated by the enlargement of the Louisville and Portland Canal. The hull and outfit is by Sam. T. Hambleton & Co., and is 306 feet long, 46 feet beam, and 9 feet depth of hold. The machinery, by Arthur G. Moore, comprises a battery of seven

boilers, 36 inches in diameter and 30 feet long, containing two flues each, together with an additional boiler of the same dimensions--the latter for auxiliary service when deemed expedient. The cylinders are 30 inches in diameter, with 10 feet stroke, together with 4 auxiliary engines for working capstans and freight elevators, and 1 donkey fire engine, with a cylinder 12 by 14 inches. She is provided with 1 anchor-boat, 1 sounding-boat, 1 yawl, and 2 of Beaupre & Gebhart's automatic life-boats--a new invention, and the best life-preserver in the world. The DEAN is the only steamer afloat provided with these new life-boats. She has capacity for 2,000 tons, state-rooms and life-preservers for 120 cabin passengers, and life-appliances for 300 deck passengers. The DEAN will carry no passengers in the cabin after the rooms are all full, and passengers will be assigned regular places at the table during the trip. She is supplied with a complete life-saving apparatus, and is better protected to prevent and extinguish fire than any other steamer, having steam at all times, in port, as well as while under way, and, being supplied with fire-engines, is always prepared for an accident. The cabin is heated by anthracite stoves, and the texas, including the upper cabin, is heated by steam, thereby avoiding accidents which have often occurred by neglected stoves in that part of a steamboat. The cabins are furnished in gorgeous style, and the state-rooms are extraordinarily large and elegantly equipped with the best spring mattresses, offering comforts and conveniences rarely to be found on a steamer. A feature of the THOMPSON DEAN is her extra-nice upper cabin designed for colored pas-

sengers, who will have as good meals in their own cabin as are provided on the boat, and large and comfortable state-rooms with spring beds. For freight business she is complete, having the best possible room, and every convenience for handling and taking care of merchandise of every description. The arrangements for stock are unequaled, having a system of iron hay-racks which may be adjusted in a minute, and so arranged as to protect hay from the weather, while the stock have free access to it. Water as well as feed is supplied from a monkey deck above the stock, down through doorways designed for the purpose, rendering the stock as comfortable as in a stable, or pastures. The guards are 15½ feet at full width. On each side of the fore-castle is a Coffin & Woodward patent capstan, worked by reciprocating engines under the deck. The water-wheels are 34 feet in diameter, with buckets 2½ feet wide and 16 feet long. The engine which supplies the boiler with water has a cylinder 10 inches in diameter, with 2 feet stroke; two suction pumps of 8½ by 16 inches. This engine is inclosed in a heavy black walnut oil finished balustrade, inclosed in which is one of Cope's celebrated forcing engines, which will force the water at a pressure of 250 pounds to the square inch, and attached to this engine are pipes which communicate with all parts of the steamer for extinguishment of fire. The cabin deck above the boilers is supported by iron columns and iron connecting rods. The passage way each side of the boilers, six feet wide, from the forward part of the boat and running back to the engineroom, is always to be kept clear of all obstructions.

We leave the lower deck and ascend the most magnificent and symmetrical stairway on Western waters to the boiler deck. The cabin is 218 feet long, and 17 feet 5 inches wide in the clear. The gentlemen's cabin proper has 31 double-

berth stater-rooms, with fine spring mattresses. 6 feet 5 inches by 3 feet 6 inches in size, mirror and case, and two closets in each room. The rooms are 8 feet by 8 feet 3 inches square, and 8 feet high. The ladies' cabin contains 8 double-berth state-rooms, with mirrors, closets, shelves, marble-top wash-stands, with water pipes leading to the same. These rooms in the ladies' cabin communicate by doors, so that families occupying several rooms can pass from one to the other without entering the main cabin. The ladies' social hall, aft of the main cabin, is 18 by 22 feet in size, with 4 state-rooms and 2 private rooms, and halls leading to the promenade guards. The finish of the main cabin is of the most elaborate style of architecture, the sides being finished panel and double columns, cable style, the ceilings paneled and molded, with arches springing from the walls with a gothic sweep, and displaying three pendants from each, ornamented with gold tips, and all in harmony. The bar, in the forward part of the gentlemen's social hall, is 8½ by 9 feet square, and 7½ feet high. The finish of this room is of black walnut, rose, and bird's-eye maple wood. The clerk's office, on the opposite side of the social hall, is 8½ by 13 feet square and 8 feet high. The ceiling is paneled with a dome in the center, of variegated glass. Two doors lead to the office, which contains a double desk and all the conveniences necessary.

The texas is 130 feet long, 18 feet wide, and 8 feet high in the clear, with a skylight roof the full length. The texas is constructed in three divisions. The first is for the use of the Captain and his friends, and consists of five rooms, viz.: one reception room, 2 large chambers, and 2 smaller apartments. The latter contain double berths in each and the large chambers are furnished with double bedsteads. The middle division consists of a social hall 11 by 18 feet

square, and 14 staterooms attached, containing 30 berths for officers and cabin crew. The third division is called the upper, designed for colored passengers' cabin, and contains a very fine social hall or dining-room, and 8 double-berth state-rooms. The texas is all heated by steam, and is much better finished, more comfortably arranged, and better fitted than the main cabins of many of the passenger steamers now plying the Ohio and Mississippi.

The chimneys of the THOMPSON DEAN give her an imposing appearance. They are 6 feet in diameter, rising 72 feet above the hurricane deck, and are topped with unique caps. They have Waever's patent hinges for lowering to pass under bridges. The Custom-house measurement of the THOMPSON DEAN is about as follows: Hull tonnage, 1,000 tons; deck-room about 589 tons; total, 1,589 tons.

The joiner work is by Janes, Morton & Co.; painting by James H. Murray; iron work by Henry Wendt; copper and tin work by Ben Van Duzen & Co.; blocks and rigging by Joseph Harcourt; cabin furniture by Zeigler & Co., New York; room furniture by Bailey & Co.; upholstery by John Spring; carpets by A. T. Stewart, New York; chinaware by A. N. Shaw, New York; chandeliers by Tucker Manufacturing Company, of Boston, and McHenry & Co., of Cincinnati; silverware by Wilcox Silver Plate Company; ground glass by Coulter.

The THOMPSON DEAN is officered as follows: James H. Pepper, master; N. B. Fowler, J. Sterrit Pepper, and Charley Owen, Ohio River pilots; and Lou Drouillard and Beck Jolly, Mississippi River pilots; David Hill and Tom Hardy, engineers; Wm. Tea, mate; Isaac Matson, steward; and McHuron Brothers, druggists. She will ply between St. Louis and New Orleans during the winter, and Cincinnati and New Orleans the balance of the season.

Commodore Thompson Dean makes a trip south on the

THOMPSON DEAN leaving to-day. The SAM J. HALE will raise steam this morning, and proceed below, taking the THOMPSON DEAN's way freight to Louisville and below the falls.

The DEAN will depart promptly at 5 o'clock this evening.

Commercial, Sat. Jan. 6, 1872, p. 7:- The THOMPSON DEAN was valued, for insurance purposes, at \$170,000, and under the rule of underwriters, allowing three-fourths of the valuation to be insured, had the privilege of insuring to the amount of \$127,500. But her owners, knowing that everything calculated to make her safe had been put upon her, that nothing had been left undone that would tend to promote her security--which had been done at thousands of dollars extra cost--took out only \$100,000 insurance. Twenty-five insurance companies carry \$100,000 of the risk, and the owners carry \$70,000.

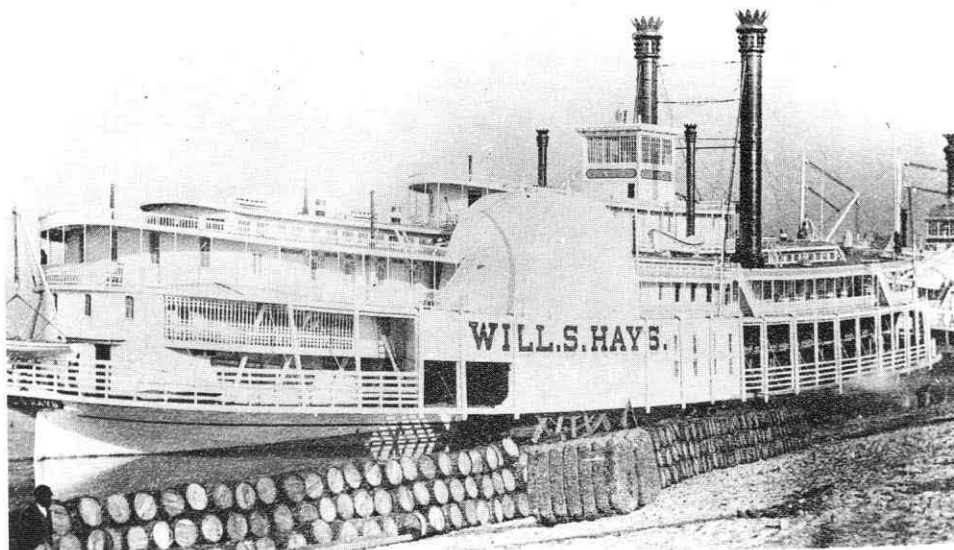
Captain Pink Varble reports the sinking of the SAM J. HALE on the Falls last night. Her cargo was received at Aurora, Lawrenceburg, Rising Sun, Florence and Madison, and was to be reshipped on the new THOMPSON DEAN at Portland, and consisted in part of 3,000 bbls flour, 300 tons of hay, 500 bbls. apples, potatoes and onions, and a large amount of furniture, wagons, &c. The SAM J. HALE is owned by Commodore Thompson Dean, Sam J. Hale and Captain W. B. Hambleton, her commander, and partially insured in Cincinnati offices.

LOUISVILLE, Jan. 5:- Wharf active with receipts of steamers, towboats and barges laden with produce, including the magnificent steamer THOMPSON DEAN which was admired by thousands, including mechanics, boat builders and citizens generally. The cabin, in style and outfit, is the paragon of excellence, while the boat in general appearance vies with any yet constructed. She must prove a great acquisition to river commerce. The THOMPSON DEAN

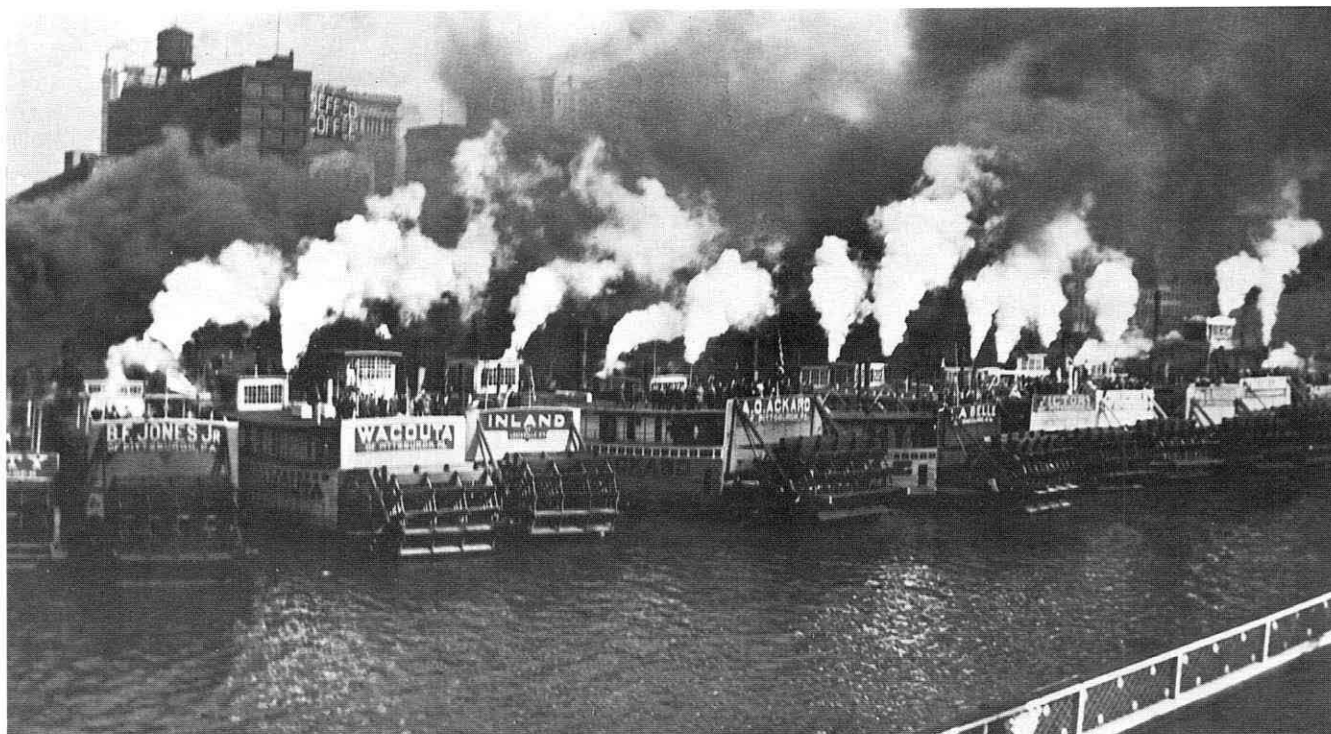
lightened and descended the falls safely, this evening. Her freight was taken over in barges by the ROBIN. She will get off tomorrow. The SAM J. HALE arrived after dark with freight for the THOMPSON DEAN, and in descending the falls, struck and swung around, and now lies on the right hand reef, just above the old mill, with her head upstream.

Commercial, Tues. Jan. 16, p. 7:- Commodore Thompson Dean returned here from Memphis yesterday, having accompanied his new namesake to that point. The steamer THOMPSON DEAN left Memphis last Saturday morning, and will arrive in New Orleans today. She performs highly satisfactorily in every respect, and will prove to be a fast traveler.

Commercial, Thurs. Jan. 18, 1872, p. 7:- The THOMPSON DEAN arrived at New Orleans late Tuesday night, and will leave New Orleans for the Ohio River on Saturday. Commodore T. Dean left this city yesterday for New York.



In 1882 the THOMPSON DEAN was brought to Freedom, Pa. on the Ohio River's right bank about 20 miles below Pittsburgh. The shipyard at Freedom had built a new 305-foot long hull, and the "upper works" and machinery from the DEAN were transferred to it. This "new" boat was christened WILL S. HAYS, pictured above at Memphis.



Arthur (Art) Brosius, 154 North Bellefield Ave., Pittsburgh, Pa. 15213 sends this steamy steamboat scene with an urgent request to learn what's going on here at the Monongahela River wharf in Pittsburgh? This was taken by Capt. Jesse P. Hughes from the pilothouse of the CINCINNATI (now PRESIDENT) when the completion of slackwater, Pittsburgh to Cairo, was celebrated in the fall of 1929. The CINCINNATI was flagship, piloted by Jesse and Capt. Jim Rowley. Following a parade in

the Pittsburgh harbor, the GREATER PITTSBURGH (ex-HOMER SMITH), CINCINNATI and QUEEN CITY, each loaded with notables, proceeded to Cincinnati where the QUEEN CITY dropped out and the other two delivered their relegates at Cairo. The BETSY ANN towing the excursion barge MANITOU, both loaded with well-wishers, joined in the Pittsburgh parade and may be seen at the extreme right. What a din - all of those steam whistles turned loose at once!

The October issue of "Riverview," newsletter of the Middle Ohio River Chapter of S&D, exudes at some length about the hot time the gang enjoyed during a visit in Hermann, Missouri, of all places. Hermann is on the right bank of the Missouri River about 96 miles above its mouth, fernix (about eight miles) below the mouth of the Gasconade River, a Big Sandy sized stream to which Hermann owes considerable of its heritage. At one time, says the account, a Hermann-based low water sternwheeler, named ROYAL, shoved itself and cargo 175 miles up this river. The editor of Riverview, Fred Rutter, describes this tributary as "most picturesque, what with its clear and truly blue water and attractive valley through the Ozark foothills."

In mid-June the weather "was bright, hot and muggy," and Hermann, once headquarters for some 30 locally owned steamboats, now must brag of its past, and Dorothy Heckmann Shrader, keynote speaker, spoke at length of her town's history, dating to the 1830s, her discourse interrupted by the passage of several Union Pacific freights and two Amtrak passenger trains.

"Most of Dorothy's information and photos were from her uncle "Steamboat Bill" Heckmann, who also wrote for The Waterways Journal from 1919 to 1957," reports Fred Rutter.

The Midwest Riverboat Buffs joined in this tour, about 70 persons collectively. Chuck Anshutz, president of the Buffs, spoke briefly. Sonie Lieber gave an update on the ARABIA relics, and Rick Kesterman, v.p. of MOR, spoke of meeting slated for Knoxville, Tenn. for the week-end of October 26th.

The National River Hall of Fame, Dubuque, Iowa, has set up a fund memorial for the late Capt. Thomas E. Kenny, stemming from an anonymous donation they received, earmarked for such purpose.

SANK IN 55 FEET

Fate of towboat
W. F. GAYLORD
Revealed.

Ashland (Ky.) Independent, Dec. 1, 1881:- The W. F. GAYLORD was sunk at Ashland last Thursday morning about 2 a.m. She was making a landing when the D. T. LANE and ALICE BROWN lashed and came alongside with a tow, and struck the GAYLORD with one of their barges. The chambermaid, Mrs. Elizabeth Mead, of Portsmouth, was lost, probably badly scalded. The GAYLORD was recently sold by Capt. Woodworth to Capt. Williamson of Charleston, West Va. She now lies in 55 feet of water with not a break in the

water to indicate her whereabouts. Capt. Jim Lodwick, of Portsmouth, fainted after being rescued from the water by a boat crew from the LANE.

=The above fills a blank in the new Towboat Directory which disposes of the GAYLORD #T2561 with "off the record in 1882." We are indebted to C. E. Montague for the particulars. Ernest also has another

matter to relate.

"Captain Jesse's diaries are always interesting. I noted that he and Harry Kraft piloted the STEEL CITY from Ashland up the river after the March 1913 flood. Well, I found a picture taken of the Ashland river front during that flood. The STEEL CITY is there, along with the wharfboat, the ferry WENONA and flat - all right up at the railroad track at the foot of Sixteenth Street."

The owners of the elaborate centerpiece SSPIRIT OF AMERICA moored at Covington, Ky. are reported to be seeking a buyer for this side-wheel replica worthy of the J. M. WHITE. The income from its restaurants reportedly has been disappointing, and involved banks are unhappy. Imitation, said to be the most sincere form of flattery, may be a contributor here; the great J. M. WHITE of 1878, due to causes beyond control, in eight years became a poor risk for all those associated with her.

All other river enterprises at Covington Landing are said to be doing quite handsomely, thank you.



On page 3 is an item regarding the presentation of this roof bell by Howard Peabody to S&D. Now the bell has arrived and Woody took its picture. On the bell is the following wording: "Steamer J. M. KERR - 1876." "Vanduzan & Tift, Cincinnati, O. Buckeye Bell Foundry, 1876."

Capt. Benjamin Franklin Gilbert, 87, retired master-pilot, died on Sunday, October 6, 1991 in St. Mary's Hospital, Huntington, West Va. He was born June 19, 1904 in Psducah, Ky., son of the late John V. and Malvina Bailey Gilbert. A good portion of his early river work was with the West Kentucky Coal Co., including service on the CHARLES F. RICHARDSON. At time of retirement he was with the Midwest Towing Co., Huntington.

His wife, Pearl Gilbert, survives him, as do a son, B. F. Gilbert, Jr. of Piney Point, Md., two daughters, Kathy Narcise of Fort Lauderdale, Fla. and Deborah Gilbert of Charlotte, N.C. Also surviving are three stepsons; a stepdaughter, Jane Greaney of Louisville, Ky., and nine grandchildren.

Cap'n Gilbert was an ardent member of S&D and an active member of the O-K Branch. In his retirement Ben Gilbert retained an active memory and delighted many friends with tales and facts of his West Kentucky Coal Co. experiences.

Following services in Huntington, he was entombed in Ridgelawn Memorial Park.

Ben's family requests that memorial donations be made to S&D, 126 Seneca Drive, Marietta, Ohio 45750.

-Thanks to Jim Wallen for obituary details.

Capt. Glenn M. Crain died in a Pittsburgh hospital of cancer on Sunday, September 29, 1991. He was 80. He is better recalled as owner-operator of Glenn M. Crain River Towing, Inc. and Barge Maintenance, Inc. which he headquartered at Glenwillard, Pa. on the Ohio River, left bank, a short distance below Dashiels Locks and Dam. He and his wife, Catherine, who survives him, lived at 623 Cochran Street, Sewickley, Pa. 15143.

Glenn, an ardent collector of river artifacts, donated much old "steamboat" hardware, capstans, and the like, now serving as decorative adornments in a Glenwillard park and elsewhere in the town. He attended "Whistle Blows"

staged by S&D and brought along whistles which were blown. His office was an old pilothouse, and his many visitors were entertained there.

His yard at Glenwillard was catnip to persons interested in such historical fare and he had a memory loaded with information about the machinery used on what is commonly termed "motor vessels" of yore.

It was a real shock when his friends learned of Glenn's passing.

Ernestine Hillman, 68, wife of Capt. Norman Hillman of the DELTA QUEEN, died on Thursday, August 29, 1991 at the M. D. Anderson Cancer Center, University of Houston Hospital. Shee was a native of Brazil, Ind. where she was active in farming and raising guernsey cattle. Mrs. Hillman often accompanied her husband and made many friends on the rivers.

Catherine Banks Richardson, past curator and president of the Howard Steamboat Museum, died, 95, on Saturday, September 21, 1991. She was residing in Phoenix Hills, N.Y. She was active in Kentucky and Indiana community service commencing in the 1930s and came to the Howard Museum, Jeffersonville, Ind. in 1968 as acting curator in the absence of Mrs. Loretta Howard. Elected president in 1962, she retired in 1970.

BOOK REVIEW

The Always A River Project sponsored by the Humanities Councils of Illinois, Indiana, Kentucky, Ohio, Pennsylvania and West Virginia during 1991 is now fading into history. The trip of the Project's exhibition barge from Pittsburgh to Cairo and then to Charleston, WV was a resounding success; if you missed seeing it you missed a treat.

But, the Always A River

Project was not just the exhibition barge; it spawned numerous local projects too. Among other events, Cincinnati produced an attractive book of Ohio Valley fiction and poetry as a contribution to Always A River. This volume, titled, "Down the River", is 199 pages, paperbound and a very professional production.

"Down the River, A Collection of Ohio Valley Fiction & Poetry", is edited by Dallas Wiebe and published by Cincinnati Landing of Always a River, Inc. Included in the collection are fourteen short stories and thirty-five poems, all contributed by residents of the six Ohio Valley states and relating to the river experience. We note that Capt. Jim Coomer contributed a short story.

"Down the River" is available from Charles Nuckolls, 1237 Paddock Hills Ave., Cincinnati, OH 45229. Price, \$6.00, postpaid.

Sirs: Occasionally I have read about some early steamboats having a "wildcat whistle" and startling the shore inhabitants with its strange sound. Now, being a city boy, I have never heard a "wildcat whistle." A "wolf whistle" I know, having used that in my younger days.

So what is the sound of a "wildcat whistle?" For years I have assumed it is akin to a police siren. Will you please enlighten my ignorance?

Richard T. Brasington,
3449 Uright Place,
Cincinnati, Ohio 45208

=A lengthy single whistle is fitted at its top with a squeally high-pitched little job which gets its action from what steam is left over in the big one. The result is a deep sonorous sound from the parent job, followed by an unearthly yowl from the little feller. The term "wildcat whistle" dates back to foggy origin, possibly when a bright mechanic thought up the idea. The GREAT REPUBLIC had one, originally on the WILD WAGONER. -Ed.

Claire D. Beatty, retired executive of The Waterways Journal, died following an extended illness, on Wednesday, October 23, 1991. She lived in Crestwood, Mo. Mrs. Beatty joined the WJ staff in 1952 and retired on June 15, 1974. During those twenty-two years Claire, in a series of front-line assignments, won the admiration and respect of the river fraternity, and of advertising account executives. She arrived on the WJ scene during the tenure of the late Capt. Donald T. Wright. Following his death, H. N. (Ray) Spencer advanced her to corporate secretary, her title at the time of her retirement.

Sirs: Am sending with this letter an obituary for Mrs. Catherine Richardson appearing in today's (Monday, Sept. 3) Louisville Courier-Journal. In the fall of 1968 Catherine was acting curator of the Howard Steamboat Museum in the absence of Loretta Howard, who was recuperating from a broken hip. After learning of my "avid, rabid" interest in steamboats, she invited me to help out at the Museum as a volunteer guide. During the summers of 1969 and 1970 I spent many days there. During slack periods I rummaged in trunks and boxes on the third floor of that 22-room mansion. Many of the items I gloated over were destroyed in the fire of March 1971. Last I saw Catherine was at her 85th birthday reception. I make bold to say that the Howard Museum might have closed its doors had it not been for her indomitable spirit. She was quite a personality.

Keith E. Norrington,
629 Roseview Terrace,
New Albany, Ind. 47150

=The two-column obit in the C-J contained but four lines touching upon Mrs. R's hook-up with the Howard Museum. That dear lady spent much of her adult life in public service. -Ed.

R.R. TRANSFER NOT LISTED IN DIRECTORY

Missouri River researcher Clint Orr submits the following item from Omaha, Neb., Dec. 1, 1869:

The new railroad transfer boat W. W. WALKER, Captain Loomis, for use of the Sioux City & Pacific RR at Omaha, left Louisville on Saturday last on its way to this city. The boat is 175 feet long and capable of transporting a train of 5 cars at a time. Her tiers are 4 x 8 and her hull is completely encased in boiler iron to enable her to fight successfully the most formidable ice. Six bulkheads run through the length of her hull. The boat is a side-wheeler and has four boilers, 2 on each side, with separate and distinct doctors. Between the boilers, running lengthwise through the center of the boat is a track for the cars. The track is intended to connect closely with the track on shore, and cars can be run on and off without difficulty. The commander claims that she can make a trip every 20 minutes and transport 100 cars a day."

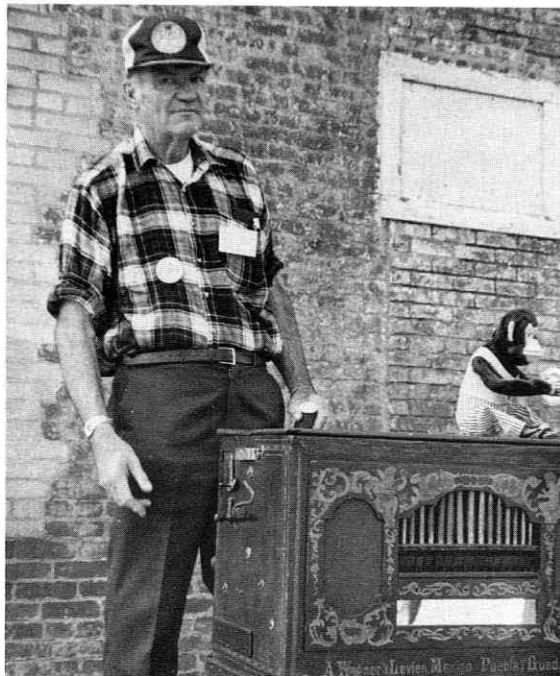
News item from the Nebraska Herald, Nebraska City, Neb., Thursday, Nov. 19, 1874:-

"On Saturday last, the steam ferry boat W. W. WALKER of the Sioux City & Pacific Transfer Company sank on the bar just above town. She is by this time a total wreck, being snagged badly, and they propose to take out the boilers and machinery and let her go--yes, that's Old Muddy all over."

Sources agree that the transfer boat was owned by John I. Blair and others, and commanded by Capt. Joseph Loomis. The loss was estimated at \$12,000.

Way's Packets, charged with listing railroad transfers, missed the boat on this one! Thanks again to Clint Orr for these details.

A flattering review of Way's Steam Towboat Directory appears in the Summer 1991 issue of Steamboat Bill, the quarterly magazine of The Steamship Historical Society of America. The review was written by David Massie, 952 Annapolis Ave., Akron OH 4310, who regularly contributes the Inland Rivers news column. Thank you, sir, David Massie.



Capt. John Leonard of St. Catharines, Ontario, attended S&D and returned to Marietta on Oct. 23 to indulge another hobby other than river boating. Mechanical band organs were the order of the day, so here is Cap'n John with his contribution at the corner of Second and Greene Streets, complete with stuffed monkey. Picture by our local roving reporter, Woody Rutter.

RELIANCE RELIC FOUND

A nameboard from the old wooden towboat RELIANCE (#T2135) was recently recovered from the site of a cottage once owned by the late Ernest Smith of East Liverpool, Ohio. Mr. Smith had built a replica pilothouse complete with the nameboard, three chime whistle and signal light, searchlight, etc. which overlooked the Ohio River between Long Bottom and Portland, Ohio.

The pilothouse was once easily seen from the river but has long since fallen flat and been covered up by underbrush. Seen here is the nameboard as recently found in the woods below the former Ernie Smith cottage. The background color is faded black with yellow letters which may originally have been gold leafed.

The RELIANCE started out as the ACTIVE built in 1916 and then became the HECLA in 1918 before being renamed again in 1924. Owned by Union Barge Line, the RELIANCE towed gasoline to Fairmont, WV, head of navigation on the Monongahela, from 1927 until 1946 and was the last steamboat to appear there. Capt. Walter C. Booth was her last master.

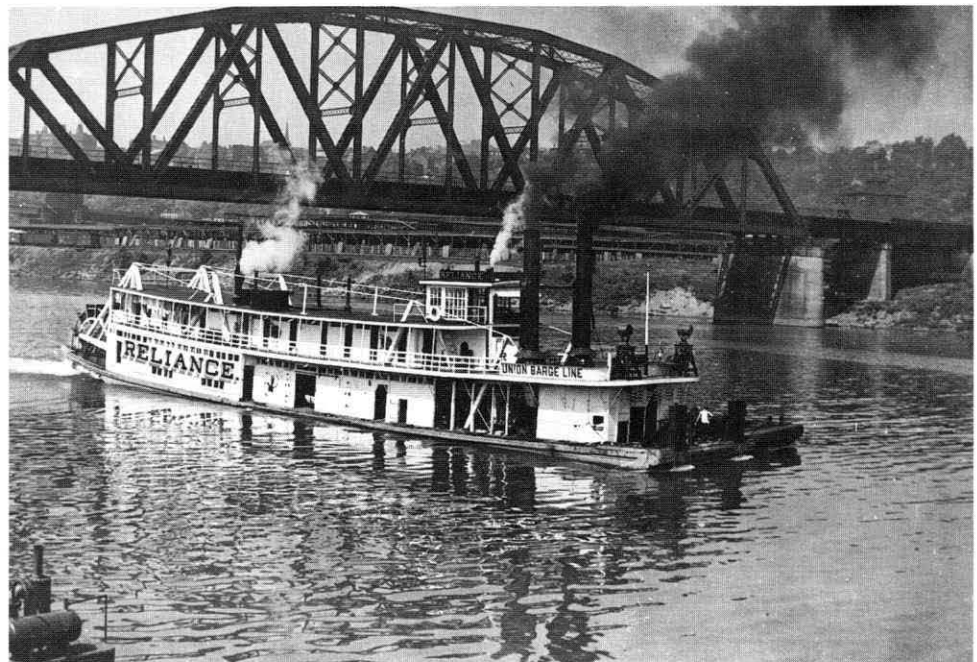
The nameboard has been donated to S&D by the present owners of the property, Gerald and Marie Elizabeth Dolcini, of Middleburg Heights, Ohio. Thanks go to Gayle Price, Portland, Ohio for alerting S&D to the presence of a piece of the RELIANCE in a rather unlikely location.

OLD SHOWBOAT HISTORY
HAS AVID FANS

Newsletter #28, Oct. 1991, of Showboat Centennials, pet project of Donald McDaniel, 76 Glen Drive, Worthington, Ohio 43085 features as its lead story the following paragraphs appearing under this banner headline:

W-E-L-C-O-M-E
TO THE INTERESTED NEW
READERS FROM SONS
AND DAUGHTERS
OF PIONEER RIVERMEN

"Thanks to the exception-



ally complimentary review in the September 1991 issue of the S&D REFLECTOR, written by J. W. Rutter, we have nearly thirty new readers of SHOWBOAT CENTENNIALS NEWSLETTER. They have acquired personal copies of the new reference binder - which have each of the previous 27 SCNewsletters; a copy of the April 1991 update of the Floating Theatres Chronology; and the 12-page INDEX for the issues from 1979 - 1990. We do certainly welcome their

interest and support in gathering and sharing the unique memorabilia and archives of showboats.

"Woody Rutter's generous comments also reminded your editor that one of the main objectives of the SCNewsletters is to commemorate the centennials of notable milestones in showboat activities....."

THE CHRISTY PATENT
Means of Operating
Steamboat Smokestacks

The apparatus for lowering the 6-foot diameter stacks on the THOMPSON DEAN is illustrated in this issue, together with references to other listed boats being outfitted with the same mechanisms. We knew with the advantage of hind-sight that the patented scheme did not win universal favor and soon had a popular successor. On a hunch of what happened we asked M'Lissa Kesterman to investigate the Cincinnati Library's patent files. She quickly sent to us the drawing shown on this page, patented March 4, 1883 by John Christy of Cincinnati. Rivermen termed this "the Christy screw-jack," and practically every large packet and towboat used it well into the 20th century.
-Ed.

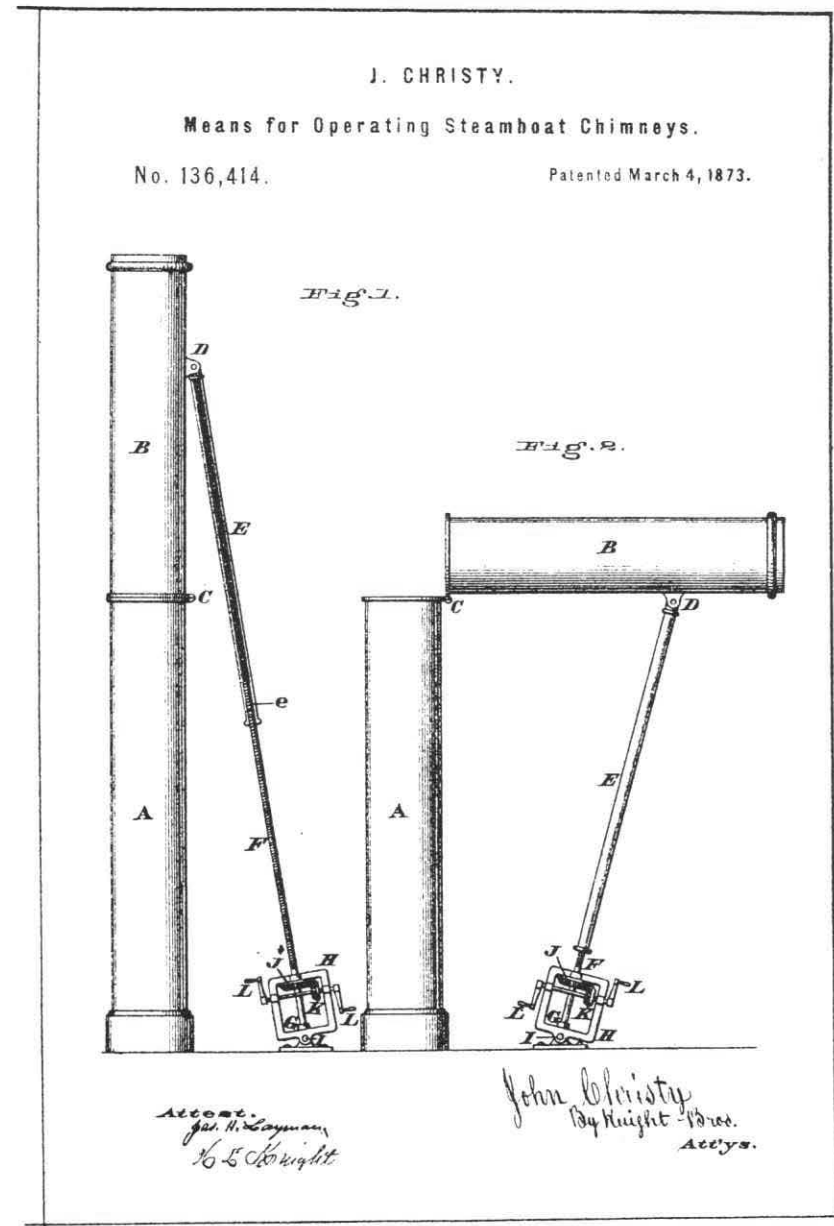
The wording:-
Nature and Object
of the Invention

My invention relates to a device for lowering and elevating, at will, the movable section or upper hinged member of a steamboat chimney, my said device being cheap, simple, and easily operated by one or two men.

General Description

Figure 1 is an elevation provided with my apparatus, the hinged member being in its normal or elevated position, and the screw-threaded tube of the apparatus shown in section. Fig. 2 is an elevation, showing the position the various parts assume when the hinged section is lowered.

A represents the lower or principal portion of the chimney. B is the upper or movable portion, secured by customary hinge C to the said portion A. The movable section B has a lug D, to which is hinged or pivoted the upper extremity of a tube, E, which may be composed of a piece of gas-pipe. The lower end of the tube E contains a nut or screw-threaded throat, to



receive a screw, F, whose lower end is journaled in a step, G, in the lower part of a rocking frame, H, secured to the deck, or other stationary object, by means of hinges I. The screw F has attached to it a bevel-wheel K, which is journaled in the rocking-frame H, and is provided with one or more cranks or handles, L, by which the device is operated.

From the above described preferred form of my improvement I may vary in non-essential particulars--for example, a capstan may replace the bevel wheel K.

Claim

I claim as new of my invention--

The combination of screw-threaded tube E, hinged or pivoted to the movable chimney-section B, and containing a screw, F, secured in a rocking frame, H, attached to the deck or other stationary object upon the boat or vessel.

In testimony of which invention I hereunto set my hand.

JOHN CHRISTY

Attest:

Geo. H. Knight,
James H. Layman

An interesting letter from Larry M. Sypoll, 339 Charleston Ave., Morgantown, West Va. 26505-7024 who is researching boats which plied the Little Kanawha River. He noticed that the GENERAL JACKSON in the new Towboat Directory (#T0897) recognizes that such a boat existed and precious little else. With his letter Mr. Sypoll sent along a copy of the boat's inspection certificate dated March 12, 1875 at Parkersburg, signed by Hiram Young, inspector of hulls, and Thomas C. Wilson, inspector of boilers. From this document we glean that the GENERAL JACKSON was built at Burning Springs, West Va. in 1872, classed as a "jobbing boat," owned solely by her master, Capt. John P. Clark, and licensed to ply the Little Kanawha between Burning Springs and its mouth at Parkersburg, and the Ohio River from Gallipolis to Marietta, Ohio. The dimensions of her wood hull are not stated, of 15 tons burden. Her machinery consists of one engine, 3¼" bore by 16" stroke. One iron tubular boiler 10 ft. long and 28" dia., built in 1865. is allowed 105 psi. Oh- the engine is described as slide valve, and the main steam line is 1½".

This license is issued to "freight, towing, and other steamers."

Larry Sypoll located the license in the Archives & Manuscript Collection #1511, John P. Clark Collection of West Virginia University, Morgantown, West Va.

Live and learn - we did not realize that in 1875 there were local steamboat inspectors at Parkersburg.

Sirs: You may recall me as the librarian with the Historical and Philosophical Society of Ohio (now Cincinnati Historical Society) during my tenure 1947-1964. I left the Historical Society and worked at the Art Museum library until retirement in 1974. Am now at the Scarlet Oaks retirement home, still working with books and libraries.

This letter was sparked when I saw you on a TV

showing "On the Waterways."

Mrs. Alice P. Hook,
440 Lafayette Ave.,
Cincinnati, O. 45220

=Am wondering if Alice recalls my overpowering itch to make a copy negative of a large, framed photo of the side-wheel A. C. DONNALLY

Attention Shippers!

The Steamer General Beach Route

THE REGULAR ZANESVILLE-PITTSBURGH WEEKLY PASSENGER AND FREIGHT STEAMER, GENERAL BEACH

Leaves Zanesville for Pittsburgh each Thursday at 4:00 p. m., laying over at McConnelsville Thursday night and leaving Friday morning at 6 o'clock, MAKING A DAYLIGHT RUN OUT OF THE MUSKINGUM RIVER

Returning, leaves Pittsburgh Mondays at 4:00 p. m., coming up the Muskingum on Wednesdays.

We need your assistance.

We solicit your patronage.

We will treat you right.

We invite you to come on board.

We want you to feel at home.

Make our home, your home.

If you need anything, ASK US—and we will buy it and bring it to you.

If you have anything to sell, ASK US—and we will sell it for you.

ANYTHING TO BRING ABOUT A REVIVAL OF THE OLD TIME RIVER SPIRIT

We again invite you to come on board and get acquainted and assure you that we will do anything in reason to make you feel at home.

H. A. DOUGLASS,
Master.

HOMER MOZENA,
S. L. HICKMAN,

Clerks.

HOME OFFICE:

Liberty Transit Company

No. 8 Wood St., Pittsburgh, Pa.

Seventy years ago this past summer the GENERAL BEACH ran in the packet trade between Pittsburgh and Zanesville, a round trip a week. Capt. Hiram Douglass of Parkersburg, who had run the LOUISE in the Little Kanawha River, was master. Samp L. Hickman, who later ran the Parkersburg wharfboat, was clerk - and he very likely composed this handbill. Homer Mozena, purser, bailed from Clar- ington, Ohio, and later ran a large general store there. Clerks during 1921 also included J. Mack Gamble and F. Way, Jr. Woody Rutter found one of these handbills while sorting over material saved by J. Mack, who becaem S&D's greatest financial benefactor.

(#0005) which hung in her office? I set up a camera and had one you-know-what of a time with reflections in the glass of the frame. Finally succeeded and well I did - never has anyone found a picture of that short-lived 293-footer since. -Ed.

The DELTA QUEEN was the scene of a colorful wedding followed by a wedding-cake cutting, buffet luncheon and a ride aboard for the bride and groom and party from New Cumberland, West Virginia to the Pike Island Locks and Dam on Tuesday, October 15, 1991.

The bride was Phyllis Macedko of Struthers, Ohio, daughter of Mr. and Mrs. Dan Macedko. The groom was Willard M. Swan, son of Kurt and Helen Swan of New Cumberland.

The Rev. Dale Thomas of the New Cumberland Christian Church presided as vows were exchanged in the boat's Betty Blake lounge. The DELTA QUEEN's officers, in full regalia, were an added attraction for the occasion.

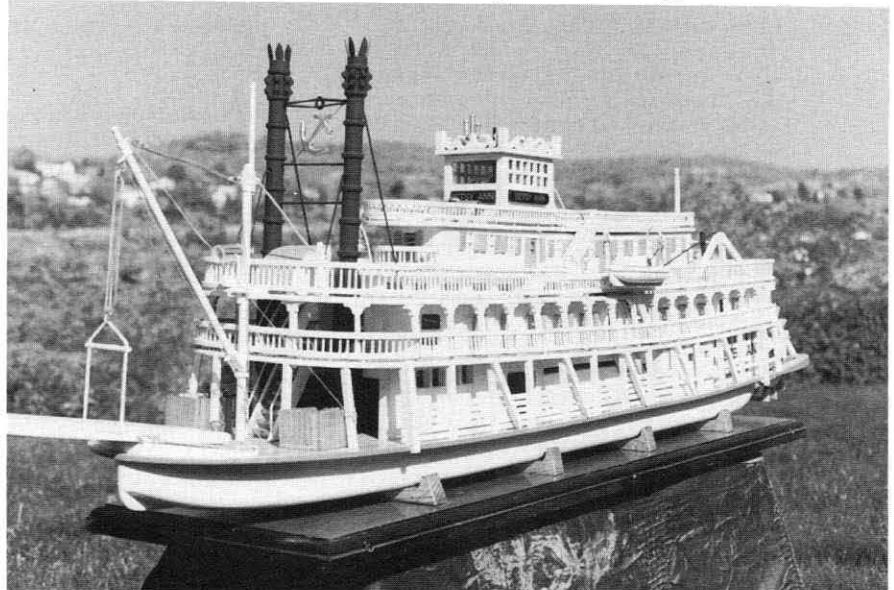
Kurt and Helen Swan for some years have endeared themselves to the river fraternity by meeting boats, or leaving off at locks, cookies and other goodies from Helen Swan's kitchen, and seldom does a boat go by New Cumberland without salutes being exchanged.

Patti Young of DQ Steamboat, plus Barbara Burch were in ready agreement when Capt. Gabe Chengery (Helen's cabbage rolls do wonders) first suggested the wedding plans. The boat ride and buffet lunch were compliments of Cap'n Gabe and crew.

Marine architect William G. Preston, after five years with Patti Shipyard in Pensacola, is now located at 60 Shoreline Drive, Gulf Breeze, Fla. 32562. Among other things he sends along is an ink profile drawing of a side-wheeler he designed for the McDermott Shipyard, Morgan City, La. Intended for the casino trade, the hull is 340 by 56 feet, with over-all beam of 80 feet over the guards. She is a graceful and handsome creature, remindful of the ED. RICHARDSON--similar stern styling, heights between decks, wheelhouse placement and stacks. She carries twin stages. Both the boiler deck cabin and texas are provided with skylights. If built as envisioned this gorgeous craft will have all heads swimming along the lower Mississippi.



Colorful Wedding Aboard D.Q.



This model of the BETSY ANN is 54 inches long and plans made by the late Robert G. C. Fee of Newport News Shipbuilding were used by the builder, Elvin Batchelor, 998 Atlantic Ave., Monaca, Pa. 15061. "The cabin doors are on hinges and open," he writes. "All of the windows are of glass, except those of the cabin doors which are screened. The paddlewheel is on a bronze shaft with bronze bearings, and she has a bronze roof bell." Elvin, who is direct kin to Capt. Charles W. Batchelor for whom the packet C. W. BATCHELOR was named, says his model cost about \$200. The hull is hollow and the model will float.

While on the subject of BETSY ANN models, a project is under way to prepare new drawings of the boat based on new evidence discovered since Bob Fee made his plans over 35 years ago. Involved in the project are Richard W. Rutter, John L. Fryant and y.t. These new plans will represent the boat as she appeared in 1930 with an anchor slung between the stacks, etc.

NEWS OF THE
HORN BROOK FAMILY

Alison Bush Roberts, 36240 Jackson Road, Chagrin Falls, Ohio 44022, granddaughter of the late Capt. Fred Hornbrook, recently donated to S&D a number of account ledgers kept aboard the TELL CITY, VERNE SWAIN and other packets her father operated.

The largest one was originally used to record trip reports for the Pittsburgh & Cincinnati Packet Line's VIRGINIA AND GOES Line's VIRGINIA and goes back to 1907, detailing her trips until she ceased operations. In some manner Capt. Hornbrook acquired the ledger and took it to the office of the TELL CITY when he started that packet in the Pittsburgh-Charleston trade in 1916. There were plenty of blank pages, so he used it for weekly reports until she was wrecked at Little Hocking, O. the following year. The last entry, in red ink, is a report of the sinking and the manner in which several lives were lost.

One of the other ledgers was originally used aboard the H. K. BEDFORD and OHIO. Dating back to 1895 is one used on the LEXINGTON, LIBERTY and FAVORITE.

Alison reports that her mother may be addressed:

Mrs. Louise H. Bush,
Marjorie Lee Home,
3590 Shaw Ave.,
Cincinnati, O. 45209
Apt. 206

Her mother has lost the use of her right arm following a stroke "but otherwise is remarkably well."

Four sets of post cards, 9 per pack, mostly steam towboats, each card bearing a printed description, are available, sponsored by the Belpre (Ohio) Historical Society. Priced \$2.50 per pack; \$10 for all four, including mail charges. The selections were made by Capt. Clare Carpenter. Order from him at his home address, 816 George Street, Belpre, Ohio 45714.

THE BACK COVER

Model of the famed
BAILEY GATZERT completed.

Ralph C. Hitchcock sent us the photograph and writes as follows:-

Sirs: You may recall my plan to make $\frac{1}{4}$ ' = 1'0" drawings of BAILEY GATZERT as she appeared after her Portland, Ore. rebuild in 1907. I completed the plans in 1989. In the December 1989 issue of "Sea Chest," issued by the Puget Sound Maritime Historical Society, they ran an article about my plans, soliciting proposals from model builders to build a model. Nothing came of this. I started on the model in October 1989. Jack Leslie provided photo engravings of the paddlewheel side-covers, the two-sided pilothouse top nameboard, and parts for some passenger benches.

The nearly completed model is just shy of five feet long. The accompanying photo was taken in my shop.

R. C. Hitchcock,
R.R. 2, Box 3378,
Lopez, Wash. 98261

Ralph Hitchcock and Jack Leslie are no strangers to S&D. They built a working model of the J. M. WHITE of 1878, and demonstrated it under steam. At an S&D meeting, and today that model is exhibited at the Smithsonian.

Les Fulton, who "boxed up" the DELTA QUEEN at his yard in Antioch, Calif. in 1947, was familiar with the GATZERT and frequently spoke of her in almost endearing terms.

Another ardent GATZERT fan was Richard C. (Dick) Simonton of North Hollywood, Calif.

Catalogs of the Pittsburgh based firm, James Rees & Sons Co., bragged that they had furnished the high pressure engines for the GATZERT, 22's- 7 ft. stroke, equipped with Rees adjustable or variable cut-offs. Also Rees supplied her locomotive-type boiler, 78" dia, by 33' 3 and 3/8 ft. length. In the

Rees description they stated her wooden hull dimensions as 177'3" by 32'3" by 8'0" depth of hold. She was built in 1890 for the run between Tacoma and Seattle. "In March 1891," continued the Rees blurb, "in the famous race from Tacoma to Seattle, a distance of 28 statute miles, between the side-wheel steamer T. J. POTTER and the BAILEY GATZERT, THE RACE WAS WON BY THE GATZERT making the run in 28½ minutes (20.4 mph)."

Our compliments to Messrs. Hitchcock and Leslie, and let us express fond hope that future plans for this model will include a showing at an S&D meeting.

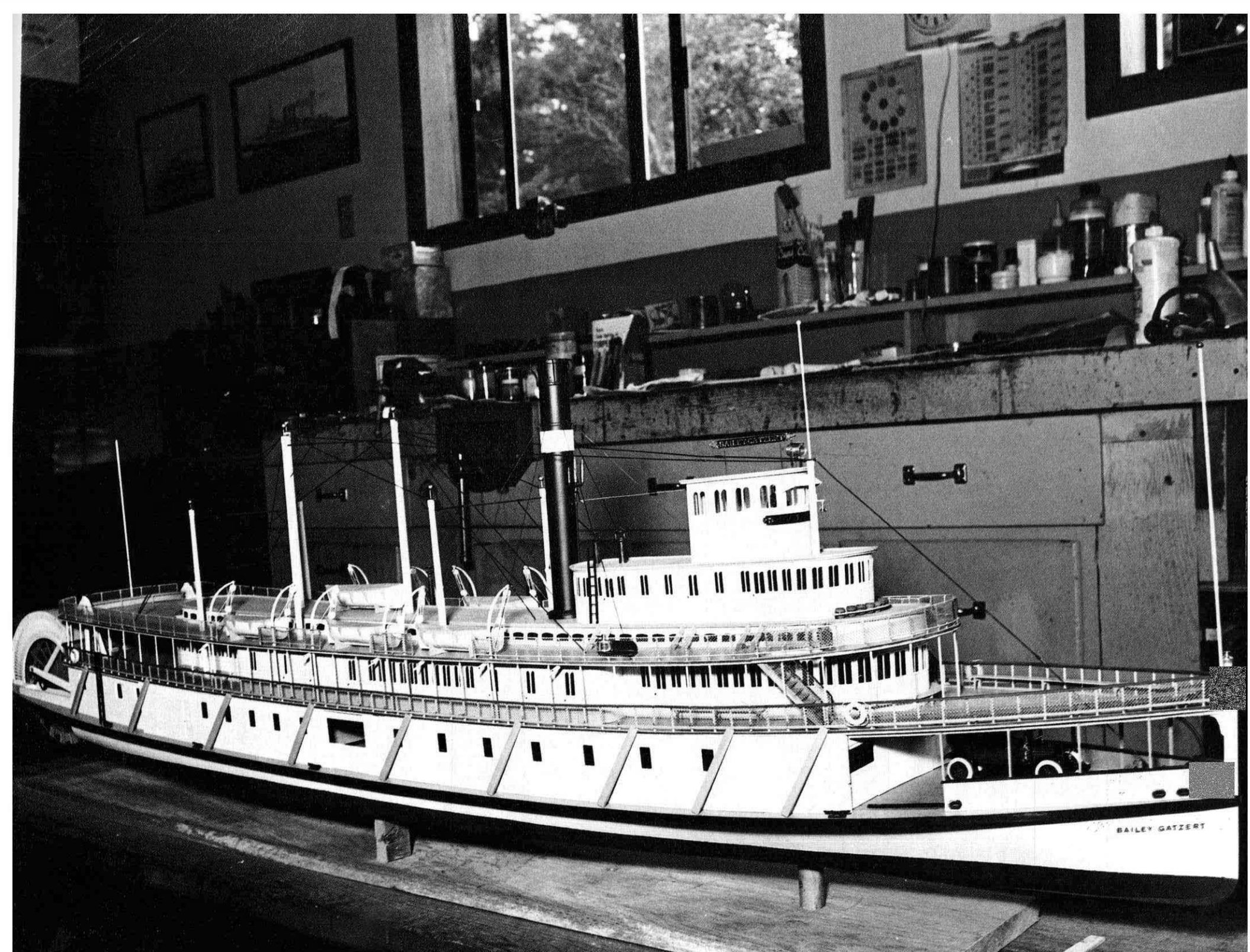
William G. (Bill) Patterson of Jacksonville, Fla. has presented S&D with three original oil paintings of great worth. Two by William E. Reed depict the JAMES LEE and GORDON C. GREENE. The third one, of the J. M. WHITE, is the work of Dorothea Frye. All three are in gold frames, ready to hang.

107 YEARS YOUNG

Catawampus across the street in a big white frame home there lives a neighbor of Ye Ed who celebrated his 107th on Saturday, Nov. 2nd, 1991. Charley Clark is his name and he has been mentioned in these columns before - when we had him visiting aboard the MISSISSIPPI QUEEN here at Marietta. Kristi Ferguson, staff writer with Marietta A.M. wrote up Charley and let me quote the part about his relatives, sort of impressive:- He has six daughters, one son, 27 grandchildren, 65 great-grandchildren and more than 30 great-great grandchildren. We paid Charley a birthday call and after an hour of visiting he was holding forth about his younger days at Newport, O. and he was shingling a roof for Junius Greenwood. Every now and again Charley would pause briefly, look at me, and ask "You must remember the H. K. BEDFORD?" Wish I did, but I don't. Quite a party.



BAILEY GATZERT



BAILEY GATZERT