

S&D REFLECTOR

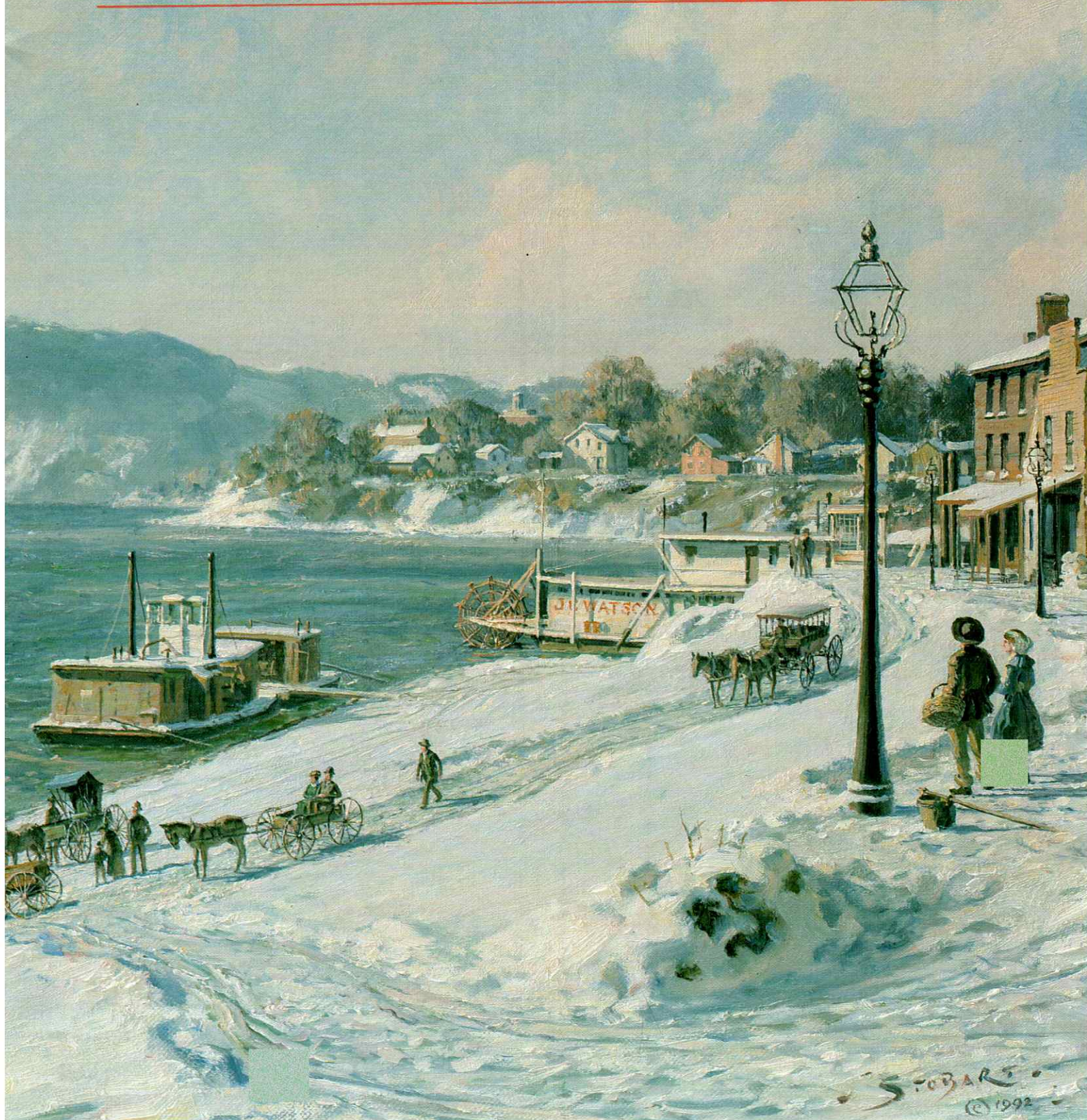
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 4

Marietta, Ohio

December 1992



ABOUT THE COVER!

John Stobart surprised us with a visit to Marietta one day last July. He was looking around Ohio for canal remains as a basis for a new painting; not finding a suitable canal scene he came on to Marietta. One look at the Marietta landing and, "Bingo!" You see the result, the first Stobart winter scene.

John has dedicated this painting to Fred Way. Although Fred did not get to read John's dedication which will accompany each print, we were able to tell him about it from a telephone conversation with John. Fred's reaction was typical; "Now, why do you suppose he wants to do that?"

John Stobart's letter arrived just a day or so too late but says in part: "Dear Fred, After all you've done for me in helping the cause we both love so much - the preservation of the steamboat era - I decided to dedicate all my Fall Series of prints to you this year. Attached please find my piece and also I will be running a photo of you and me on the ramp of the Becky Thatcher taken at our last meeting."

This is Marietta with the Mail Line packet COURIER arriving at the wharfboat on the Ohio in 1875. This COURIER (1354) was owned by the Wheeling & Parkersburg Packet Co.

In the painting, two wagons are waiting to pick up freight and an omnibus is coming down the grade to pickup passengers for a local hotel. A sawmill boat is tied up down below the wharfboat, just above the ferry float, and a small towboat is poked up in the mouth of the Muskingum. It's mid-morning on a cold, bright winter day.

Copies of the Marietta limited edition print are now available from galleries handling Stobart prints. Information on dealers or a copy of the latest catalog may be obtained by contacting:

**Maritime Heritage Prints,
Townhouse No 23, Union
Wharf, Boston, MA, 02109.**

BINDERS FOR S&D REFLECTOR

The Secretary now has a supply of binders for the magazine. These are red vynal with gold lettering and hold 12 issues (three years) of the S&D Reflector.

Price \$10 each, postpaid, from Bee Rutter, 126 Seneca Dr., Marietta, OH 45750.

+++++

Capt. William L. Foley, Sr.

Capt. William L. Foley, Sr., 81, 14814 78th Avenue, W., Andalusia, IL died Tuesday, October 27, 1992 at the Trinity Medical Center East, Moline.

Capt. Foley was born January 31, 1911 at Blue Island IL. He married Violet Schmerbach in 1934 in Dubuque. He began working on the river at the age of 14 as a dishwasher for the Corps of Engineers. He received his first license at the age of 18 and his master's license at 21.

He worked for the Federal Barge Lines for a number of years and then the Ohio River Co. until 1942. He was master of the SINCLAIR ST. LOUIS, Sinclair Refining Co., for 20 years and then worked as a trip pilot. Capt. Foley was an Upper Mississippi River pilot for the Delta Queen Steamboat Co. until retiring in 1989.

The following is an appreciation of Bill Foley by his friend Judy Patsch:

"I first met Bill Foley in 1979 when he was pilot on the DELTA QUEEN. He had said he was, 'Just helping out for a little while,' but became a fixture on the two QUEENS on the Upper Mississippi for the next 10 years.

When the Connally interests were investigating taking the PRESIDENT to Davenport to enter the gambling trade Capt. Foley was called upon to, 'Just help out.' He was always available."

Capt. Foley is survived by his wife and son William L. Jr. of Andalusia.

Ann H. Peterson

Ann Peterson, wife of Capt. Vernon L. "Bud" Peterson, master of the CASINO ROCK ISLAND, died suddenly at Bloomington, MN on September 17, 1992. Ann, 53, was very interested in genealogical research and a member of both the National and Minnesota Genealogical Societies. She was also a member of the Minnesota Historical Society and member and contributor to a number of historical and professional organizations.

Ann's letters and articles frequently appeared in The Waterways Journal and she was a reliable contributor to the columns of the S&D Reflector. Shortly before we received news of her death, Ann had written enthusiastically about her enjoyment of the Doremus diary installments. We always looked forward to the results of Ann's research into the people and places Doremus reported visiting.

In addition to her husband "Bud", Mrs. Peterson is survived by her mother, Ruth Nelson, brother David Nelson, son Per D. Kvalsten, daughter Joann Kvalsten, stepdaughters Linda S. Singerman, Bonnie J. McDonald, stepson Jack T. Peterson and six grandchildren.

Burial was in Ft. Snelling National Cemetery.

Pearl Burks Wright

Pearl Wright, widow of Capt. Donald T. Wright, died in St. Louis, Sunday, September 27, 1992. Mrs. Wright was 93.

Pearl Burks grew up in Pine Bluff, Arkansas. She married Donald Wright, then publisher and owner of The Waterways Journal about 1925 and the couple took up residence at 609 Sherwood Drive, Webster Groves, Missouri. Since 1970 Mrs. Wright has lived in an apartment in St. Louis. Pearl Wright was well acquainted with many of her husband's river friends. Donald Wright died November 25, 1965.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 4

Marietta, Ohio

December 1992

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,
c/o J. W. Rutter
126 Seneca Drive
Marietta, OH 45750
(614) 373-7829

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.

Printed and mailed by Richardson Printing Corp., Marietta, Ohio.

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,
Capt. Frederick Way, Jr. president,
410 Sixth St., Apt. #1,
Marietta, Ohio 45750
Capt. C. W. Stoll, senior v.p.,
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.
10552 Breedshill Drive,
Cincinnati, Ohio 45231

Trustees, J. Mack Gamble Fund
J. W. Rutter, chairman
Yeatman Anderson III
Bert Fenn

Board of Governors
G. W. (Jerry) Sutphin Term end 1995
William Barr
Anne Mallinson
Catherine Remley Term end 1993
Jack E. Custer
Capt. C. W. Stoll
J. W. Rutter, Chm. Term end 1994
William (Bill) Judd
Bert Fenn

Affiliated S&D Projects

Ohio-Kanawha Chapter of S&D
Capt. Bert Shearer, president
Howard Tyler, secretary
Middle Ohio River Chapter of S&D
Rick Kesterman, president
M'Lissa Kesterman, secretary

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

Ohio River Museum
John D. Briley, manager

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

Marietta Times, 9/22/92:

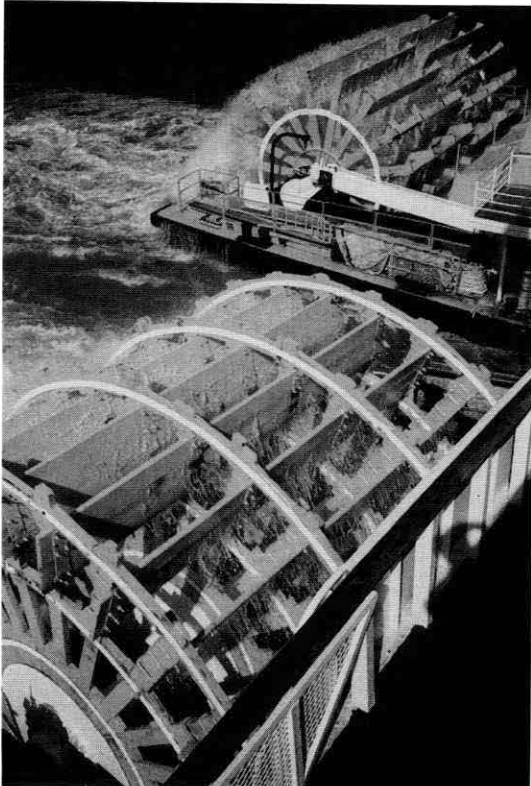
FOR SALE, nearly complete set of Sons & Daughters of Pioneer Rivermen magazines, "The Reflector". \$250. Phone (614) 373-5584.

= Sounds like a bargain but how can anyone part with the S&D Reflector? Ed.

Sirs: Enclosed, please find a unique photo: the paddlewheels on the DELTA and MISSISSIPPI QUEENS during the 4th of July Race to St. Louis. Side-by-side, they didn't back off and raced up the river. The MISSISSIPPI QUEEN won only by a third of her length.

J. Thomas Dunn,
Gateway Riverboat Cruises
500 N. Leonor K. Sullivan
St. Louis, MO 63102.

= Our thanks to Tom Dunn for the photo (see). This sounds a little like the TOM GREENE - BETSY ANN race of July 16, 1929; a little closer and DELTA QUEEN partisans could forever claim, "But, our entire boat crossed the finish line first!" Ed.



BOOK REVIEW

"Naval Architect" is the name of a new book from the typewriter of Alan Bates.

A year or so ago Alan produced an autobiography which recounts much of his family life and background but skips over the detail of his career designing boats and marine consulting. The new book fills in the story of Alan's work as a naval architect and responds to many of the questions which he left open in the autobiography. The book is dedicated to Bert Fenn who, like many of Alan's friends, felt Alan's claim to fame was as a designer of boats rather than of restaurants, churches and garages.

Alan's adventures in learning boat design by grunt work on the BELLE OF LOUISVILLE and later confrontations with the Coast Guard and owners are related in the entertaining manner which readers expect from Mr. Bates. Chapters cover the major boat designs for which Alan is responsible such as the NATCHEZ, CHATAQUA BELLE, SOUTHERN BELLE, EMPRESS, RIVER QUEEN, etc. Other chapters discuss Alan's self-education, oddball events, inclining tests (one with disastrous results) and work with builders of boats smaller than the familiar excursion boats.

Undoubtedly one of the most unusual design problems for Alan Bates was the Louisville Falls fountain. A chapter is devoted to this project replete with the politics involved and the problems faced by the builders. Readers of this chapter will have a new appreciation for the glorious fountain or the dull grey box floating on the water, whichever is visible the next time you are in Louisville.

Naval Architect is a good read by a good storyteller. The book is 58 pages, paper, stapled. It is available for \$5.00, postpaid, from:

A. Lawrence Bates, Esq.
2040 Sherwood Avenue
Louisville, KY 40205

Sirs: I assume that you have heard the latest rumor on the gambling boats: the DUBUQUE CASINO BELLE is going to be sold by Ruth and Bob Kehl to St. Charles (MO) interests. It is planned to use her at St. Charles once Missouri passes the necessary legislation. A big gamble?

A news release is enclosed.

Dave Massie
952 Annapolis Ave.
Akron, OH 44310

KEHL FAMILY

"Ruth and Bob Kehl have operated a family catering and restaurant business in Dubuque since 1960. Most of their business came from tourists visiting an excursion boat in Dubuque who were traveling on the Burlington Northern Railroad. In 1973, the Kehls entered the riverboat business with the purchase of a 150 passenger sternwheeler, the RIVER ROGUE. In 1977, the Kehls launched the SPIRIT OF DUBUQUE which holds 377 passengers on two decks. In 1984, the MISSISSIPPI BELLE, a 799 passenger boat began operations.

The Kehls innovated the prime rib dinner cruise and expanded to the Quad Cities and West Virginia (WEST VIRGINIA BELLE) with four boats in operation. The Kehls currently operate the MISSISSIPPI BELLE II in Clinton, the QUAD CITY QUEEN in Le Claire and the SPIRIT OF DUBUQUE and DUBUQUE CASINO BELLE in Dubuque."

= Quite a success story and, if no longer watching slot machines, we trust that Bob Kehl will continue to carve that rare roast beef. Ed.

Sirs: Re. S&D Reflector, Vol. 29, No. 3, page 17:
Saturday, June 24
Monday, June 24.
Nuff ced!

James G. Rutter
94 Chestnut Street
Foxboro, MA 02035

= Another typo, surely! Saturday, June 24, 1876 and Monday, June 26, 1876. All comments are welcomed. Ed.

REPORT ON THE ANNUAL MEETING

by Woody

The faithful Sons and Daughters began arriving in Marietta on Thursday but the early bird was Bill Torner, Waterloo, Iowa who appeared at first light Wednesday morning. Bill, age 77, enjoyed a moonlight ride aboard the PRESIDENT on Tuesday evening, got off the boat and left Davenport at 11 pm. headed for Ohio; Bill's explanation, "Those construction projects are shut down at night and you can really make time." Mr. Torner worked a concession stand on the excursion steamer J.S. in 1934 and later was a deckhand on the towboat RELIANCE. Hats off to Bill!

President Fred Way has felt an obligation for 40 years to be around the lobby of the Hotel Lafayette by Friday noon at the latest to, "See who's going to show up." Fred appeared in a wheelchair this year, a concession to a spell of general debility, and was at his usual post by early afternoon.

Lynn Dow Webster was first to extend a greeting to the President, having flown in from up-state New York on Thursday afternoon. Across the lobby, Jerry Sutphin was at a table with a supply of his book, *Sternwheelers on the Kanawha River* and visiting with some Kanawha River friends. As the afternoon progressed, S&Ders were appearing from both front and back doors of the hotel and President Way was enjoying it all. (In the past, he confessed to having nightmares that some year nobody would appear for the meeting.)

FRIDAY EVENING RECEPTION

The Friday evening reception was open for business at 8 pm. with Secretary Bee Rutter selling tickets for the Saturday boat ride and overseeing the registry book. About 165 were on hand to visit old friends, welcome first-timers, swap stories and sample the punch or something stronger.

John Hartford was enroute to an appearance farther up in Ohio but parked his bus in the hotel parking lot and stopped in. Later, John held an impromptu entertainment with his banjo at one of the tables. We noted Joe Prater, Jesse Hughes' great grandson and also a guitar plucker, paying close attention to John's technique.

We should possibly find a new term for the Friday evening "reception" since informality is the primary element. Whatever we call it, the purpose of getting new and old S&D members acquainted seems to be served. For instance, first-time attendees John

and Mary Lou Wunderle, Cuyahoga Falls, Ohio, who explore the Ohio canals, were found at a table of Booths enjoying some of Capt. Kent's priceless stories. Mark Eberspacher carried his model of the towboat ALLIANCE into the

room and was quickly surrounded by the curious. Guy Williams of Columbus, Ohio, a long-time member, was over in a corner with his large model of the DELTA QUEEN and entertaining with a taped calliope concert.

It was a great evening.

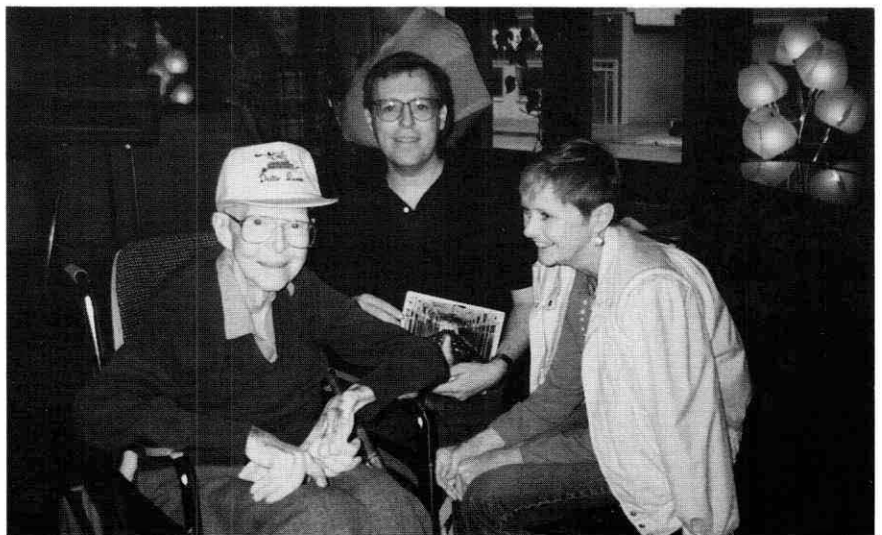
BOARD OF GOVERNORS

The overcast sky and mists of Friday had disappeared by Saturday morning. The Board of Governors convened in the hotel ballroom at 9:30 to hear reports from the officers and otherwise conduct the business of S&DPR.

The S&D treasurer Larry Walker reported a bank balance of \$15,601.50, only \$350 less than a year ago, and declared the association solvent. The treasury balance includes a payment

of about \$1,000 for a supply of binders for the *S&D Reflector*; will be recouped as sales are made.

The membership holds steady at about 1,100 full members according to Bee Rutter, secretary. Bee had a supply of binders for the *S&D Reflector* on sale (\$10 each) as a result of requests made by the membership at the 1991 meeting.



President Fred Way visiting with Keith Norrington and Lynn Dow Webster in the hotel lobby, Friday afternoon. Judy Patsch photo.



First-time attendees Mary Lou and John Wunderle sign in with Secretary Bee.



Lynn Webster, John Hartford and Joe Prater making music. Eileen Daily pics.



John Hartford, Alan Bates, Dorothy Frye and Larry Walker. Judy Patsch photo.

Yeatman "Andy" Anderson read the report of the J. Mack Gamble Fund which so far in 1992 dispensed \$13,400 in grants for river history purposes. This compares to grants totaling \$17,059 for year 1991. Over the years, the preservation of the W. P. SNYDER JR. and the steamboat photo project of the Murphy Library, University of Wisconsin, La Crosse have been the major projects supported by S&D.

It should be noted that Fred Way was the recipient of the 1991 Donald T. Wright award for river writing by the Mercantile Library. Fred donated his \$500 prize to the J. Mack Gamble Fund.

The Inland Rivers Library report was given by Alfred Kleine-Kreutzmann, Public Library of Cincinnati and Hamilton County. The major gift to the library during the year was the showboat collection assembled by Don McDaniel, Worthington, Ohio. Don is the publisher of the Showboat Centennial Newsletter which he continues to produce for subscribers.

Of interest to river history enthusiasts and photographers alike is the possibility that the unique 1848 daguerreotype panorama of the Cincinnati waterfront will again be put on display.

A bi-annual report of the Inland Rivers Library has been mailed to S&D members.

John Briley, manager of the Ohio River Museum, reported on recent developments at the museum. With the assistance of the J. Mack Gamble Fund, a new inventory of the river collection will be completed by December 1. The Snyder Trust enabled the museum to retain Lowell Warden, keeper of the W. P. SNYDER JR., on the job last winter working on the boat's cabins. The boat is now restored almost completely to its appearance in 1955 when first brought to Marietta.

Visitors to the River Museum would see the TELL CITY pilothouse newly painted. In the river next to the SNYDER is a new

Marietta Skiff, a rowing boat designed by and named for S&D member Joseph C. Dobler.

Reports on the S&D chapters were rendered by Charles Henry Stone for the Ohio-Kanawha (OK) and Rick Kesterman for the Middle Ohio River (MOR). Jack and Sandie Custer had retired from their long held leadership positions in the MOR earlier in the year with Rick Kesterman being elected president and M'Lissa Kesterman secretary.

The MOR continues its wide-ranging field trips while the OK sticks close to the Mason County Library, Pt. Pleasant, West Virginia. When asked, Charles Stone said that the famous OK treasury amounted to passing the hat at the last meeting. Obviously, attendees at the events sponsored by the chapters enjoy themselves and gain knowledge, too.

The Board next considered an application for the recognition of an Upper Mississippi Chapter of S&DPR. The spokesman was Tom Dunn, Gateway Riverboat Cruises, St. Louis, who submitted a list of seventeen petitioning members. After due review of the application by the Board, the establishment of the new chapter was approved.

Ralph DuPae, Murphy Library, University of Wisconsin, La Crosse was given the floor. Ralph reported that the collection of river photographs now totals 43,000 images with a large number of new finds coming from stereocard collectors (see the John Doremus diary). Ralph will be retiring from his regular job early in 1993 but intends to continue the pursuit of river photos.

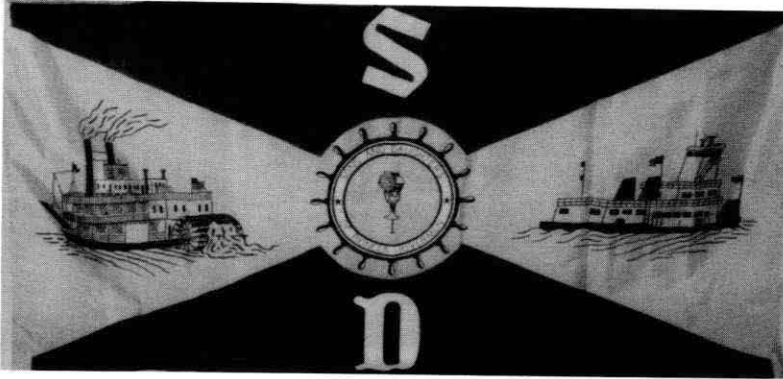
President Way was unable to attend the Board meeting but sent written appointment of a nominating committee to prepare a slate for the coming year. The committee members were: Judy Patsch, chairman; Jeff Spear and Keith Norrington.



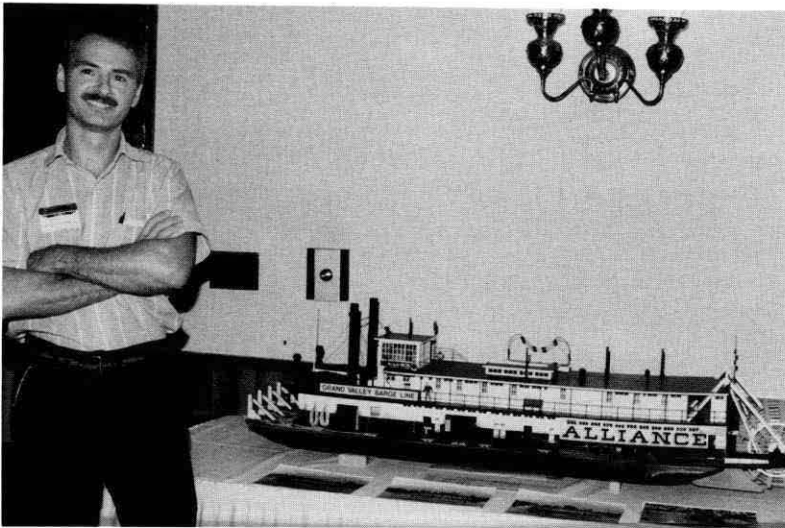
Above, Lexie Palmore looking like the Yellow Rose of Texas in her flowered hat. Below, Ann Mallinson and Nell Way at the banquet. Both, Bud Daily photos.



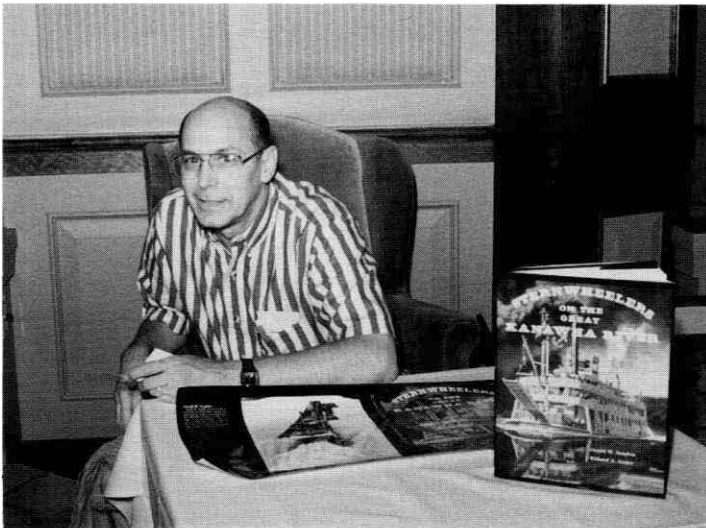
Fred Way III, Doc Hawley and Fred Way in learned discourse. Judy Patsch photo.



Unofficial S&D house flag created by Anthony Eichhorn, Cincinnati, sparked interest. Photo by Jimmy Swift.



Builder Mark Eberspecker and his radio controlled ALLIANCE from Rockford, MI. Photos of the ALLIANCE and tow fool the experts. Eileen Daily photo.



Jerry Sutphin had copies of his great book, Sternwheelers on the Great Kanawha River available. Eileen Daily photo.

Member Anthony Eichhorn of Cincinnati had produced his design for an S&D house flag and it was displayed at the Board meeting. The Eichhorn design received appreciative comment and two of the hand painted flags are to be available for the DELTA QUEEN and MISSISSIPPI QUEEN. Mr. Eichhorn does not propose to reproduce the flags.

This opened the question of President Way's project, approved in 1991, to prepare a house flag, primarily for display at the Tall Stacks Festival in Cincinnati in October. The flag project was explored by Dorethea Frye who prepared a proposed design and contacted flag makers. Fred Way decided not to go ahead with the project after reviewing three price quotes (\$500-\$600 per double-sided, sewn flag). There followed considerable discussion by members in the audience in favor of an S&D flag but agreement that the cost of a durable, sewn flag was prohibitive. In view of the interest shown, the possibility of a printed version of the S&D flag will be explored and results reported later.

Before adjournment of the Board meeting several in the audience were introduced including Stan Garvey who is writing the book on the history of the DELTA KING and DELTA QUEEN, Brian Griffin, Finis Productions, Cincinnati who is working on a one hour river video, Robert White, author of a history of the ISLAND QUEEN and Dr. Antony Twort, peripatetic S&D member from the United Kingdom who was making one of his periodic appearances.

CRUISE ON THE VALLEY GEM

The sky was clear blue and the temperature just right as we gathered on the Marietta landing grade for noon departure on Jim Sands' VALLEY GEM. Up at Boiler Corner, under a colorful canopy, Richard Strimple had his band organ blasting lively tunes to entertain us. Arrival of the VALLEY

GEM was only slightly delayed by a mixup in getting the beer supply aboard.

The cafeteria line was opened shortly after the VALLEY GEM passed under the new Marietta-Williamstown bridge. Incidentally, the new bridge should be open by December 1 and replaces the 1903 bridge with its swooping trusswork which was dismantled in 1988. The old bridge was the first constructed by the American Bridge Co.

There were 194 passengers aboard and the weather for a boatride could hardly have been bettered. For the past three years the trips on the VALLEY GEM have taken the place of the outdoor picnics which were a popular feature of S&D meetings in the past.

The lunch was catered by a local IGA market and there was no shortage of a wide variety of picnic fare. The only complaint we heard concerned the absence of limburger cheese on the menu but some traditions, at best, have only limited appeal.

There was some towboat traffic enroute up to Willow Island and bird watchers were entertained by several blue herons. The eagles sometimes seen above Willow Island Dam were not in evidence.

Long-time S&D member Scott Schriver, Marietta, had boarded the boat in his wheelchair to celebrate his birthday on September 19. Scott was presented with an admiral's cap from the MERIWETHER LEWIS in honor of the occasion.

Up on the top deck of the GEM the St. Louis group of Tom Dunn, Bill Carroll, Gary Frommelt and Robert McCarthy were seen and heard designing the logo for the new Upper Mississippi Chapter; a beer mug behind twin stacks seemed to be favored. It would be difficult to top a picnic on the VALLEY GEM on such a bright, warm, fall afternoon.

After going through Willow Island Lock and then returning downstream, a drawing was held for some valuable prizes. These

prizes were by the Ohio River Museum and the MERIWETHER LEWIS Foundation, Brownsville, Nebraska. The winners were: Jo Seevers, Columbus, OH; Doc Hawley, New Orleans; Walter Carpenter, St. Marys, WV; Alfred Kleine-Kreutzmann, Cincinnati; Melvin Norris, Cincinnati; Marilyn Reese, Hockessin, DE; Vic Klein, Vincennes, IN; Virginia Torner, New Tazewell, TN; Lynn Webster, Lake George, NY; Kathy Hill, Walton, ___; Pete Fielhaver; Tom Greene and Shirley Greene, Cedar Grove, IN.

A disconsolate Bill Warrick was on the landing when the VALLEY GEM returned to Marietta. It seems that Bill planned to film the departure of the crowd and then catch the boat at Willow Island for more filming. Bill has plans for an expanded river video based on his excellent film shown at the 1991 meeting. Alas, as the VALLEY GEM pulled out Bill's sophisticated camera gave a last blink; even frantic calls to Chicago couldn't correct the problem.

But, the Strimple band organ was again (still?) playing on Boiler Corner with a growing crowd around. The somewhat sunburned excursionists straggled up the grade after a pleasant four hours on the river. There was food and beer left over and a smile on every face.

ANNUAL BANQUET

President Fred Way, assisted by son Fred Way, III and family, was right there when the doors opened for the banquet in the hotel ballroom. There were 207 on hand for the buffet-style meal with a fine assortment of salads, entrees and pies to please the multitude. The hotel staff efficiently directed the diners through the serving line in a short time and none came away hungry.

The head table was graced by the presence of Delta Queen Steamboat Co. vice president Patti Young and sister Marta Young. These two were late arrivals due

to following old Rt. 50 from Cincinnati rather than straighter paths. Patti had a supply of the latest Delta Queen Steamboat Co. 1992-1993 schedules for the banquet attendees and our thanks to her.

First Vice President C. W. Stoll presided over the S&D annual business meeting. Rick Kesterman, president of the Middle Ohio River Chapter, was called upon and presented to Jack and Sandie Custer plaques of appreciation for their inspired and dedicated service to the MOR chapter.

Judy Patsch, chairman, rendered the report of the nominating committee calling for the reelection of all incumbents. A call for nominations from the floor brought no additional names and the proposed slate of officers was declared elected. President Fred Way acknowledged the results with a smile and a wave, his 51st successful campaign.

John W. "Jack" Gilbert, naval architect and marine engineer, was introduced. Jack's firm, John W. Gilbert Associates, Inc., 66 Long Wharf, Boston, MA, has been responsible for the design of three of the outstanding, sternwheel casino boats now operating, the DIAMOND LADY, EMERALD LADY and PAR-A-DICE.

Mr. Gilbert grew up near Lake Erie at Fredonia, New York and at an early age became fascinated with the steamboats on nearby Lake Chataqua. The CITY OF JAMESTOWN, owned by Capt. Richard "Dickie" Hiernaux, made a romantic sight approaching the Chataqua Landing on a moonlight, summer night and the eight year old Jack Gilbert was hooked.

Mr. Gilbert began his talk with some impressive slides of Chataqua Lake excursion boats in narrow channels and commented upon the large number of passengers they could accommodate. He then took the audience through some of the technical aspects of designing the specialized casino boats now proliferating on the Mississippi and elsewhere. Slides of the interiors of

the PAR-A-DICE and DIAMOND LADY illustrated the complex layout of those vessels to accomodate both gambling and dining functions.

We had hoped that Jack might get into some of the problems of designing the proposed new Delta Queen Steamboat Co. tourist boat, a monster larger than the MISSISSIPPI QUEEN. We understand that others are now involved in fine tuning the interior layout of the new boat as a splendiferous hotel. The Gilbert firm is working out details of traditional steam engines for the sternwheel. Would a steamboat company dare advertise a boat without steam?

Adjournment of the meeting following Jack Gilbert's talk didn't empty the ballroom. Jack was engaged in several long and technical conversations by the likes of Alan Bates, John Fryant, Bill Bowell, etc. The usual huddles of S&Ders were observed, the gang seemingly unwilling to call an end to an enjoyable day. And enjoying it most of all was President Fred Way who greeted friends old and new at his table, finally going home at 10pm.

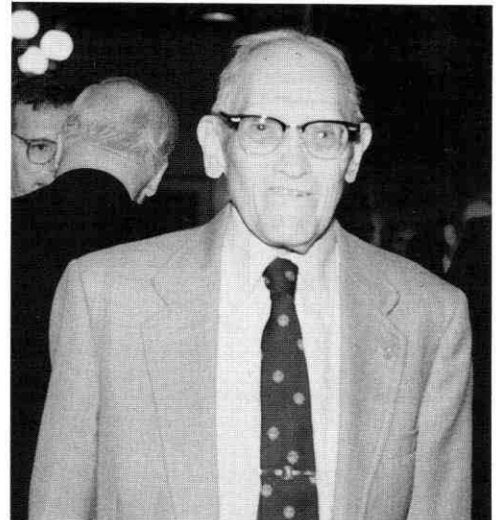
Even on Sunday morning the S&Ders lingered in the hotel lobby and most seemed to be making reservations for 1993. Jack and Nancy Gilbert, our speaker and

wife, stayed over an extra day to see the museums and W. P. SNYDER JR. and also reserved the same room for next year; converts.

We gathered up Dr. Twort and visited Blennerhassett Island in the afternoon, only to meet Alfred Kleine-Kreutzmann and Richard Abell of the Cincinnati Library coming off the boat at Parkersburg as we boarded. (The reconstructed Blennerhassett Mansion is worth a visit.) Dr. Twort caught an evening bus at Cambridge, Ohio for St. Louis and Hannibal; later in the week he was heard from at Nashville, then headed for Florida; Greyhound loves those kind of travelers.



Above, M'Lissa and Rick Kestermund with Jack and Sandie Custer holding awards. Below, Bill Carroll and C. W. Stoll.



Above, Jim Swift. Below right, Jack Gilbert talking to Clare Carpenter; Bill Bowell, Nancy Gilbert. Bud Daily photos.



JESSE P. HUGHES DIARIES

- 1916 -

by C. W. Stoll

Jesse Hughes hadn't had much of a Christmas Holiday with his family at Catlettsburg, Kentucky. He stopped briefly at home on Christmas Eve to drop off presents and then had taken the TACOMA up to Pomeroy and spent Christmas Day loading salt. The TACOMA was in Cincinnati on her regular schedule on December 28, 1915 and Jesse had another brief visit home on New Year's Eve, such were the demands of the packet business.

* * * * *

- JANUARY -

New Year's Day 1916 found Capt. Jesse P. Hughes on the TACOMA at Portsmouth, Ohio at 1:00 am. She got into Cincinnati at 8 pm. with lots of reshipping and the river stage at 47½ ft., rising.

During the holidays, the COURIER laid at Cincinnati, the GREENLAND at Gallipolis and the CHILO was on Gardner's Docks at Pt. Pleasant, West Virginia while the TACOMA maintained service in the Cincinnati-Pomeroy Bend trade. The towboat CASTALIA (T0359) had sunk at Huntington.

January 5, 1916, Jesse recorded, "The KANAWHA struck Lock 19 tonight and sank below there in deep water." The next day he added that the KANAWHA was a wreck and bottom up with several lives lost.

On the 10th he reported that the BAY QUEEN was reported sold to Capt. Myers of Pine Bluff, Arkansas (the TACOMA met her on January 19 enroute to her new home port). The R. DUNBAR was now running on the schedule of the wrecked KANAWHA in the Pittsburgh-Charleston trade.

On January 15 the river at Cincinnati was at 53 ft. and the CITY OF LOUISVILLE laid up. The TACOMA had to lower her stacks to get down to her wharfboat; the LOUCINDA didn't get in from Madison until 8 pm.



The scene at Lamps Landing, West Virginia the morning after the KANAWHA ripped her hull on a steel tower at Lock 19. The remains are bottom-up on the shelving shore; the view is up river. Searchers look through the wreckage for the victims (15 or 16 lost).

By the 17th the weather had turned bitter cold, down to zero that day, and then seven below the following day. There was ice in the Ohio until the end of the month and the freight business remained heavy.

- FEBRUARY -

Jesse had noted on January 25 that the LORENA had been bought by Capts. Harry Donally and Fred Hornbrook for the Gallipolis-Pittsburgh trade. She was being taken to Pt. Pleasant for repairs on February 1.

On February 2, Groundhog Day, there were three steamboat disasters: the SAM BROWN blew up opposite Huntington at 5 am.; the LORENA burned at Pt. Pleasant at noon; the OHIO burned at Parkersburg in the evening.

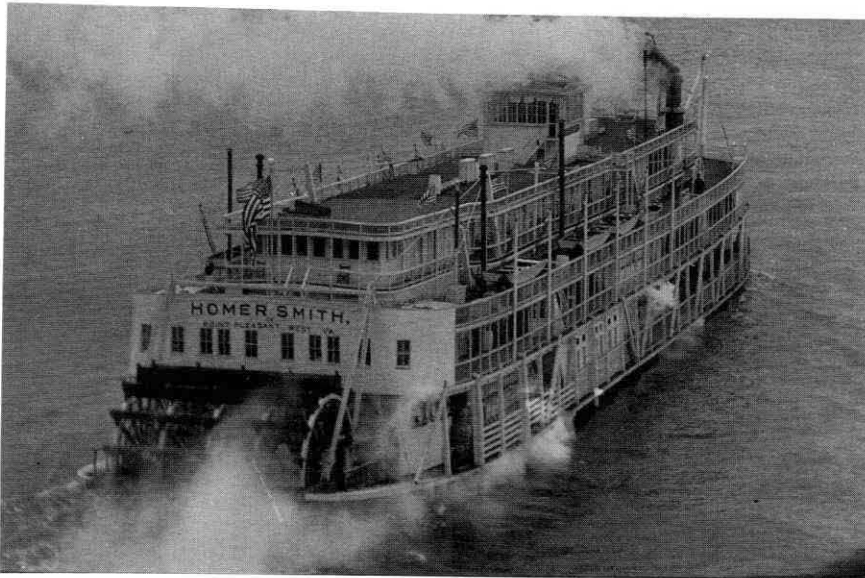
On February 11 the TACOMA, downbound, delivered 1,200 sacks of corn at Maysville. (Corn to Maysville is an item of freight frequently mentioned; was there a distillery there or some other large user?)

Fire was a real and constant hazard; on February 14 the MAGGIE B. burned at Lesage, West Virginia (mile 296, short distance, above Huntington) and the interior of the offices on the Greene Line wharfboat at Cincinnati were burned out on the 19th. (The MAGGIE B. must have been a gasboat; we do not find her in the S&D indices. Ed.)

The HOMER SMITH left Pittsburgh on her first trip to the New Orleans Mardi Gras on February 26. The TACOMA met her the next evening at Hanging Rock at 7pm. (329 miles in about 30 hours including a stop at Pt. Pleasant; the HOMER SMITH was patting her foot. Ed.)

- MARCH -

March came in like a lion with cold, windy, snowy weather. There were wind storms at Cincinnati on March 6 and 7 with the TACOMA coming near breaking loose from the wharfboat.



The HOMER SMITH downbound at the Sewickley bridge, February 26, 1916. Fred Way snapped this view on a cold afternoon. With the stacks lowered, it's a little smokey for the pilot.

She departed upriver at 7 pm. on the evening of the 7th. The following day there were high winds and snow squalls all day. She loaded 75 barrels of salt at White Rock, Ohio in the Pomeroy Bend and was back in Cincinnati at 9:45 pm. on the 10th.

The HOMER SMITH was in Cincinnati on her way back from the Mardi Gras on March 16 and departed for Pittsburgh at 4 pm. The TACOMA followed at 7 pm. with a very heavy freight trip and running half head because of scant freeboard. There was no room on the boat for an automobile and some bone dust that had to be left.

The packet BEN HUR sank at Duckport, Louisiana on March 21 with the loss of a lady passenger and the ST. JAMES burned at New Orleans. On the 22nd Jesse reported, "... horrible winds, cold rainy," and the Rome, Ohio wharfboat sank. The TACOMA met the lighthouse tender GOLDENROD lying at Riggs Landing on her first trip up the Ohio above Cincinnati since 1911.

The river was rising fast from heavy rains and the stage at Cincinnati was 50%

ft. on March 30. The TACOMA had to lower her stacks going up the Kanawha with only four feet clearance on the B&O bridge at Pt. Pleasant. The TELL CITY was laying at Gallipolis because of the high water.

- APRIL -

April 3, 1916 was Jesse and Telia Hughes' 12th wedding anniversary. The river was falling but the TACOMA arrived in Cincinnati at 10 pm. with her stacks lowered; the stage was 50 ft. The following day, the boat departed upbound from Cincinnati on a stage of 48 ft. and did not have to lower the stacks.

Delayed by fog, the TACOMA put her Charleston freight on the TELL CITY at Gallipolis and continued on to Pomeroy. She loaded 200 barrels of salt at Mason City, West Virginia early on April 7.

The TELL CITY was making her first trip in the Pittsburgh-Charleston trade when she met the TACOMA at Gallipolis. Capt. Fred Hornbrook and others as the Ohio and Kanawha River Transportation Co. had acquired the TELL CITY to replace the KANAWHA which had been lost in January.

On April 16 the TACOMA met the HOMER SMITH at Pt. Pleasant enroute to New Orleans on an Easter trip. On the 19th the TACOMA pulled the Rome (Ohio) wharfboat back into the river from its perch on the bank where high water had left it. On the 26th Jesse comments that French's NEW SENSATION showboat was at New Richmond. Upon arrival in Cincinnati at 9:35 pm. Jesse learned that Capt. Greene had decided to put the TACOMA on Gardner's Dock at Pt. Pleasant, West Virginia for a major overhaul.

The TACOMA arrived at Pt. Pleasant on April 30, reshipped her Pomeroy and Charleston freight and then laid up at Gardner's Dock. The deck and cabin crew was sent home on the GREENWOOD the same day.

- MAY -

Monday, May 1 found the remaining crew members removing the rudders from the TACOMA. In preparation for the boat going on the floating dock, the wheel, mast, stage and rigging was also removed. There was a fire that day aboard the INDIANA at Cincinnati but the boat was not totally destroyed.

The rest of the TACOMA's crew was paid off on May 4 and Jesse got on the GREENWOOD. The GREENWOOD went on to Pomeroy to pick up Cincinnati freight and transfer the Kanawha River freight to the TELL CITY. On the GREENWOOD's trip back to Cincinnati, Jesse got off the boat at Catlettsburg (and home) at 4:30 am. May 5, 1916.

Jesse was at home in Catlettsburg until May 11. He took care of odd jobs around the house, visited the dentist and also tuned the piano (a J. P. H. skill we weren't aware of, heretofore). Returning to Pt. Pleasant on the GREENWOOD, Jesse found the dock workers on strike so went on the laid up GREENDALE and spent the next 13 days doing odd jobs.

On May 16 the ARTHUR HIDER was observed downbound with six steel barges, a rarity in those days, and during the next two days the J. T. HATFIELD and ROBT. P. GILLHAM were downbound with coal tows. The QUEEN CITY arrived on May 19 and went on the Smith Docks for six days preparatory to going to Louisville to run in the excursion trade to Fern Grove under charter. The FALLIE, TORNADO and CRUISER arrived upbound with empties.

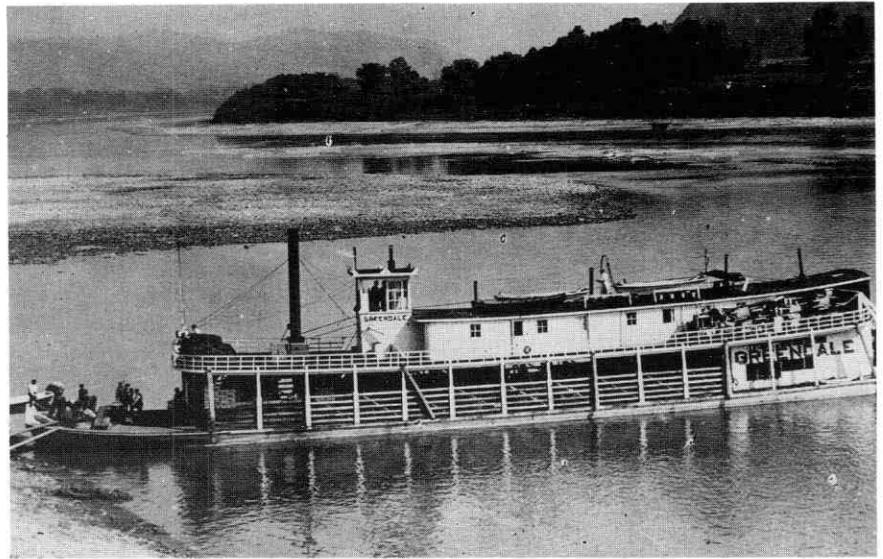
- JUNE -

On June 3, the GREENDALE with, Jesse in charge, left Pt. Pleasant at 8:30 am. for Cincinnati. She met the GREENLAND at Lacey's Lane Landing (mile 288) and got several crew members. The next day, after running single crew, Louis Lovett came aboard at Manchester as second engineer. The GREENDALE arrived in Cincinnati at 7 am., June 5.

Jesse's interest in art was always close to the surface and before leaving Cincinnati on June 5 he found time to go up to the Cincinnati Art Academy to see an exhibition.

He celebrated his 40th birthday on June 7 aboard the GREENDALE, arriving in Huntington at 8 pm. and back to Ashland at 11 pm. Telia and the girls were visiting relatives up Big Sandy River so there was no stop at Catlettsburg and the GREENDALE arrived back in Cincinnati at midnight, June 8. It had been a rough and stormy night and the boat laid up for a while at Shanty Point because of the wind and high waves.

Jesse's interest in national affairs shows up with a notation on June 10 that, "Hughes (Charles Evans) and Fairbanks (were) nominated at Chicago convention. Teddy (Roosevelt) for Progressives again."



The GREENDALE was a real asset for the Greene Line in times of low water, conditions prevailing in July of 1916. Here she is at the landing at Buena Vista, Ohio with Twin Creek Bar out for air. J.P.H. photo.

- JULY -

On Sunday, July 9, when downbound, the GREENDALE found full pools behind Dams 26 and 28 but only four feet below Lock 28. There was 4 ft. 3 in. at Catlettsburg. About a week later the GREENDALE had trouble getting into the chamber at Lock 26 and then got aground at Bladen (three miles below the lock) for two hours. The TELL CITY laid up at Pt. Pleasant and the GREENLAND was unable to get to Charleston because of low water in the Ohio.

On July 10 there were heavy rains in North Carolina which caused, "An awful rise in the New River and a flood at Asheville, North Carolina." The next day the river stage was 5 ft. 5 in. at Pt. Pleasant but 33 ft. at Charleston, 60 miles up the Kanawha. The floating drydock with the TACOMA aboard was moved out into the Ohio.

On July 12, upbound on the GREENDALE, Jesse reported, "Meeting the Kanawha rise all day; strong current and meeting drift tonight." The EXPORTER came down with a coal tow on the rise. The river got only to 20 ft. 6 in. at Cincinnati while it was falling at Portsmouth.

Dam 37 at Fernbank, below Cincinnati, was lowered but by July 22 the river was falling rapidly and on the morning of July 23 the wickets were back up on Lock 29 below Huntington.

There was much fog toward the end of the month and the GREENDALE met the J. T. HATFIELD, ROBT. P. GILLHAM, GEO. MATHESON and COURIER in fog. After picking up 150 barrels of salt at Pomeroy the GREENDALE returned to Pt. Pleasant and towed the TACOMA in the Gardner Dock around into the Kanawha River again. On her trip back to Cincinnati Jesse noted that the Big Sandy River was now running out.

- AUGUST -

Leaving Cincinnati in very hot weather on August 6 with Capt. Ike Argo ill, Jesse stood a pilot's watch almost all night. He noted that his father was 67 years old.

On August 9 Jesse reported, "Cloudburst on Cabin Creek and Coal River (up Kanawha); 50 lives lost." That evening he left Cincinnati on the GREENDALE and got off the next day at Portsmouth, leaving Wilbur Chapman in charge. Jesse reported, "Awful drift and

wreckage in the river," and he caught the N&W train at Portsmouth for Catlettsburg.

The following day, Jesse, Telia and the girls took the B&O train from Kenova, West Virginia (across the Big Sandy from Catlettsburg) and went up the river to Murraysville, West Virginia to visit Jesse's father, Evan Hughes, and family, reaching there at dark in the middle of a rainstorm. The visit with the Hughes family lasted until August 27 during which time they visited with various relatives and Jesse did odd jobs around the farm.

- SEPTEMBER -

September 4 was noted as a hot day and Jesse took the B&O to Pt. Pleasant and got on the TACOMA where Howard Hughes (Jesse's half brother) was watchman. The showboat WATER QUEEN towed by the ARGAND was playing Pt. Pleasant that evening.

Jesse and Howard Hughes assisted by others started cleaning the TACOMA and continued that work until September 11 when Capt. Greene chartered the R. DUNBAR for the Cincinnati-Pomeroy trade. Jesse took charge of the R. DUNBAR and left Gallipolis at 9:30 am. September 12 and arrived in Cincinnati at 9:35 am. on the 14th with a good trip including a large shipment of hogs from Ripley, Ohio. The river stage had evidently recovered from the summer drought since the R. DUNBAR met the ROBT. P. GILLHAM, D. T. LANE and EUGENE DANA SMITH with coal tows at Kirkers Landing, Kentucky (above Maysville). The next day Jesse reported the J. T. HATFIELD at Lock 31 with three barges stuck and she had sunk a barge at New Boston, Ohio.

Returning to Pt. Pleasant from Pomeroy on September 22, Capt. Greene assumed command of the R. DUNBAR and Jesse went back to the TACOMA to check up on the repairs. Sunday, September 24, found Jesse filling in for Lee Willis as pilot on the GREENWOOD up to Charleston; he returned to the TACOMA the following day.

Also on the 24th, the R. DUNBAR with Capt. Greene in charge sank above Moscow, Ohio. She was pumped out on September 29 and refloated but was stuck on a log and had to wait for a rise in the river.

(Ed. Note: The frequent mentions of Pt. Pleasant, West Virginia in the Hughes diary is an indication of the importance of this place in the river world of 1916. Boat, engine and machinery building and repair brought boats from far and wide to Pt. Pleasant. Packets from Pittsburgh, Cincinnati and Charleston plus the local packets were stopping daily. Coal fleets waiting for a higher stage in the Ohio often almost covered the Kanawha River from the mouth up to Lock 11. When boating water came in the Ohio there was an urgency to move coal tows downstream with a parade of towboats coming out of the Kanawha. All of this was part of the scene at Pt. Pleasant during the first two decades of the century. The junction of the Kanawha and Ohio Rivers was the busiest spot between Pittsburgh and Cincinnati.)

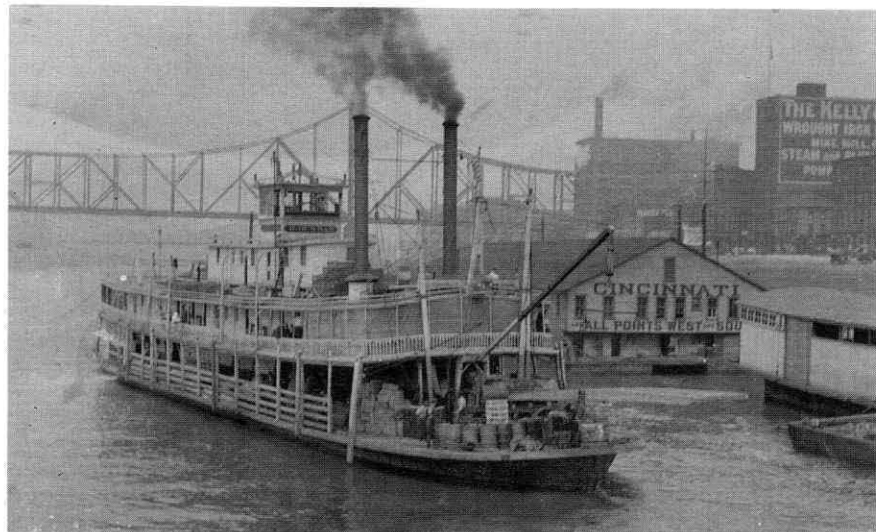
- OCTOBER -

The R. DUNBAR arrived at Pt. Pleasant on October 5 to go on the docks for repair. The TELL CITY, which was occupying the Gardner Dock was put back into the water and the R. DUNBAR went on at 9 am. the following morning.

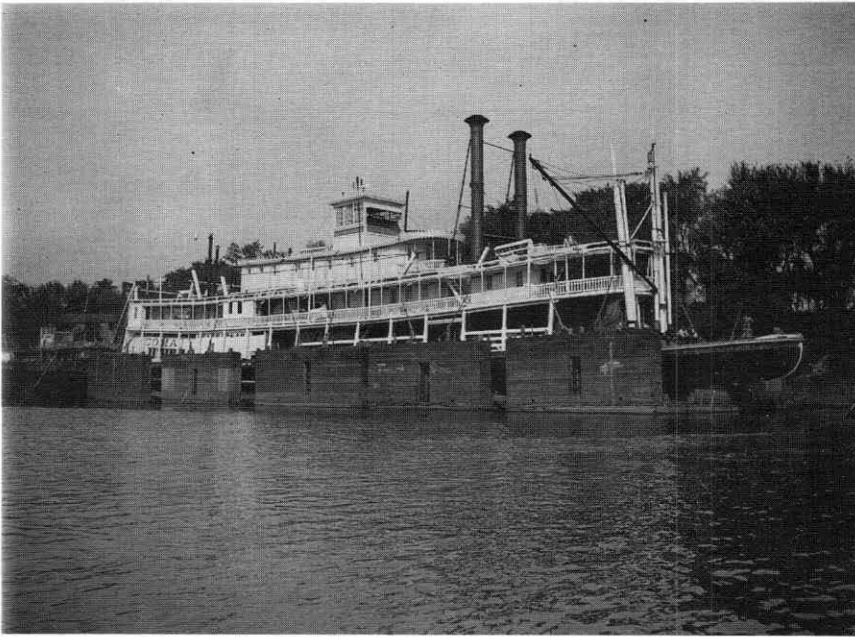
October 15, the showboat WATER QUEEN, towed by the ARGAND, arrived back in Pt. Pleasant for winter layup. The R. DUNBAR, repairs completed, was let back into the river on October 16. The showboat COTTON BLOSSOM, towed by the JEWEL, arrived in Pt. Pleasant on Sunday, October 22 and laid up outside of the WATER QUEEN.

October 25 saw the LEROY back out in the Gallipolis-Charleston trade after receiving new boilers; Jesse went down to Gallipolis to see Dr. Holzer. (Dr. Charles Holzer was a prominent resident of Gallipolis, interested in the boats, local history and various civic projects, founder of the Holzer Hospital and Clinic. Ed.)

The COTTON BLOSSOM was still operating and held a performance on October 26 but, for reasons not mentioned, came near sinking and was aground the next day.



The R. DUNBAR was a good low water boat and Capt. Gordon Greene chartered her to handle the Cincinnati-Pomeroy trade while the TACOMA was on the Pt. Pleasant docks. Fred Way photo.



The TACOMA on the floating drydock at Pt. Pleasant where she underwent a complete overhaul in 1917. As far as we can tell, she was there at year's end.
Photo by Jesse P. Hughes.

- NOVEMBER -

"Sunday, November 5 - a beautiful day - the R. DUNBAR laid up at Henderson (West Virginia) and the TELL CITY resumed the trade in her place." (This was the Pittsburgh-Charleston trade. Ed.)

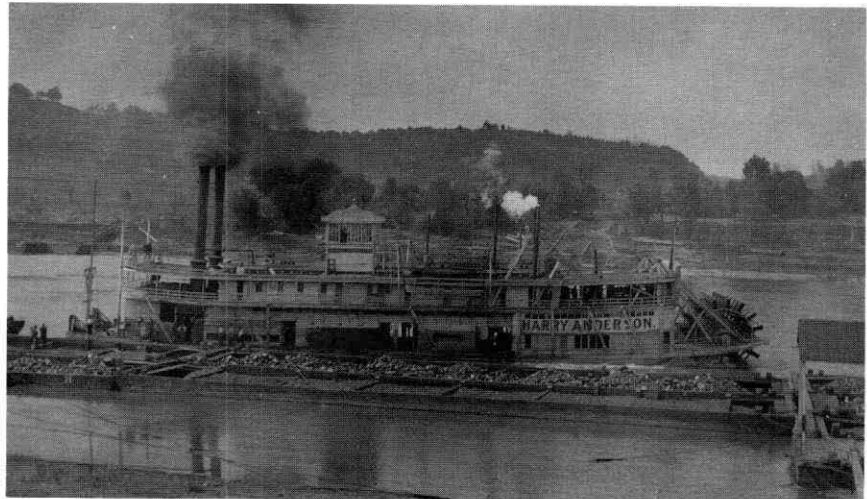
Tuesday, November 7, was election day with Charles Evans Hughes and Fairbanks pitted against Woodrow Wilson and Marshal. On November 10, Jesse notes, "Election decided in favor of Woodrow Wilson." (We seem to recall Jesse Hughes once describing his politics as, "Black Republican" but may be mistaken. Ed.)

The CENTRAL CITY (a ferryboat operating at Huntington, West Virginia) was put back in the river from the "little dock" on the 14th and on the 21st Jesse noted, "Hatfield's new towboat HARRY ANDERSON here today." (This towboat had been the DOLPHIN NO. 3 and was renamed at this time. She was damaged by fire July 16, 1917 and when rebuilt carried the name JULIUS FLEISCHMANN. Ed.)

On November 23 the CHRIS GREENE, with Jesse aboard,

went to Huntington to join in the celebration of the completion of Lock and Dam 28. A boat parade was held as part of the dedication ceremonies on November 24.

The Vaughan family held a conference on November 25 to settle the estate of Mrs. Vaughan who had died in January, 1915. Tolia Hughes took the house and 52 foot lot as her share while brother Tom took the store on a 48 foot lot. "All settled up satisfactory," wrote Jesse that evening.



Jesse went back to Pt. Pleasant on Monday, November 27 and resumed painting on the TACOMA. The Ohio was rising and the Kanawha River towboats were coming out with coal.

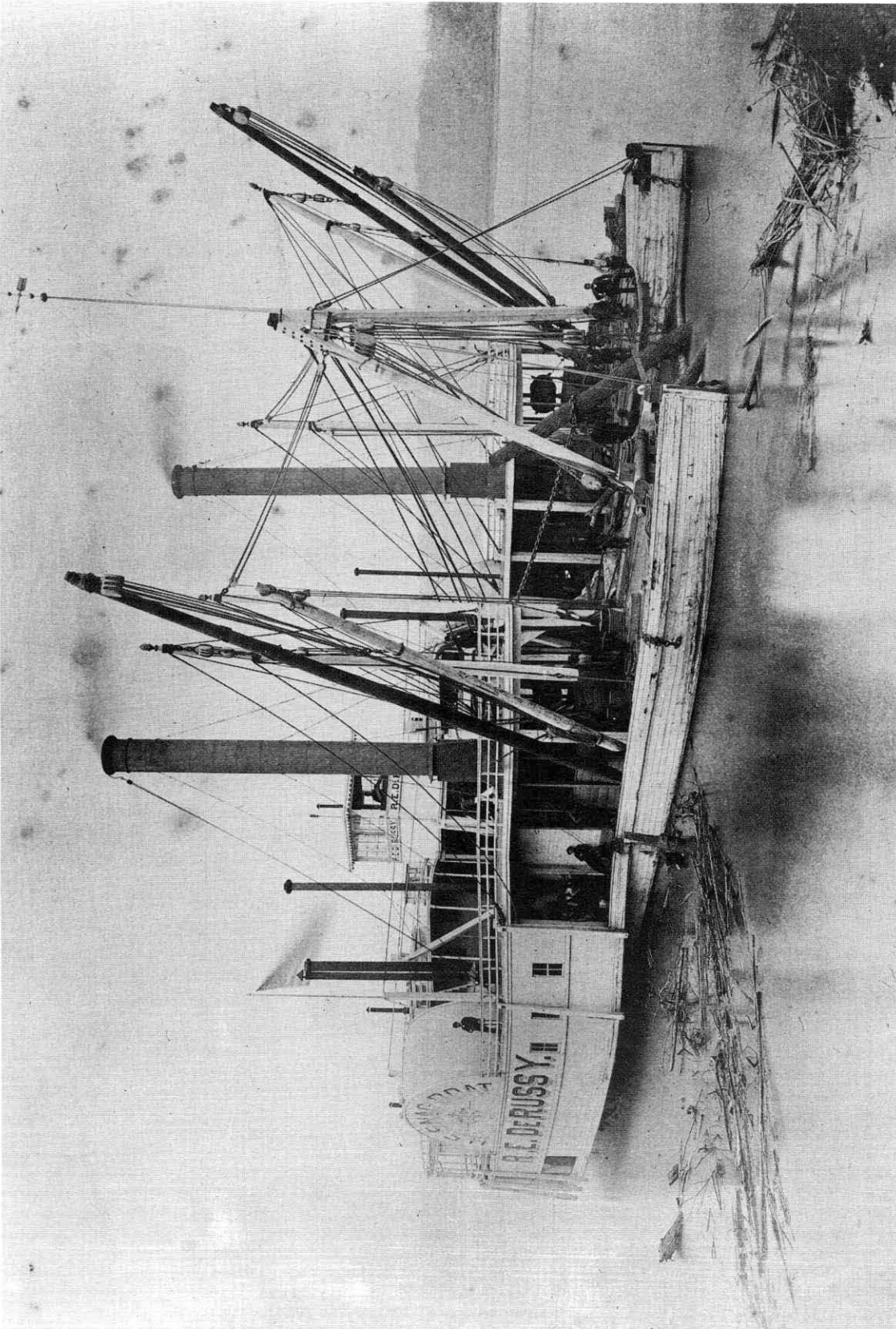
- DECEMBER -

The RUTH arrived at Pt. Pleasant on December 1 and laid up, turning over her freight to the COURIER. This was a period when there were no through Pittsburgh-Cincinnati packets. The HOMER SMITH arrived the following day at 3 pm. and laid up for the season.

Cold weather set in which slowed work on the TACOMA, particularly painting.

By Sunday, December 24 there was considerable ice in the river and all Greene Line boats were laid up. Jesse and family went to Sunday School and church that evening. Later in the week, he was busy with repairs around the house and new sewers in the yard.

On December 28 the New Richmond wharfboat sank and the next day Capt. Greene called and asked Jesse to replace him as master of the GREENLAND. The boat left Cincinnati at 5:30 pm. December 29 and ran into considerable ice in the river on December 31 at Ironton where the stage was 35 feet. 1916 went out and 1917 came in as the GREENLAND was passing Proctorville, Ohio on her way up to Pomeroy.



Ralph DuPae sent us this photo of the U. S. Snagboat R. E. DeRUSSY some months ago as a gentle reminder that there was an omission or two in Way's Steam Towboat Directory. Our thanks to Ralph and the DeRUSSY and others have now been attended to in Directory Addenda No. 2 found elsewhere in this issue.

This is a good view of a snagboat at work: A sizeable tree has been pulled up over the beam between the twin hulls, the top has been lopped off and the power saws will make short work of the trunk with the pieces probably left to drift off downriver. The photographer was R. Benecke, St. Louis; from the Wes Cowan collection.

A PHOTOGRAPHER'S DIARY

John P. Doremus - 1877

We are now at the fourth installment (1877) of the diary kept by John Doremus during his journey down the Mississippi River. The progress of the floating gallery *SUCCESS* was regulated by the demand for the photographer's services at the river towns and also upon the scenes of interest which required a visit.

The primary purpose of this adventure on a floating gallery was to make a living by taking portraits of the folks living in the isolated river towns but also to capture scenes of natural wonder and industry which would be salable around Doremus' hometown, Paterson, New Jersey. John Doremus was also an adventurer who enjoyed the challenge of the river.

Doremus took many of his outside scenes with a stereoscopic camera. Very early in the development of photography (1850) it was discovered that the a scene taken simultaneously from slightly different angles through lenses 2 1/2 inches apart (about the same as the human eye, center to center) could reproduce depth when the two prints were viewed through converging lenses. If the family had any taste at all, the 19th century parlor had a stereoscope in a conspicuous place and a box or basket of view-cards. Stereo cards continued to be popular into the 1920s.

On December 13, 1876 the Doremus outfit consisting of the gallery *SUCCESS*, the printing gallery *WANEGAN* and assorted sailing and rowing boats was left in the ice at Savanna, Illinois. After a little over two months at home in Paterson,, Mr. Doremus was looking forward to another summer on the Mississippi, following his dream of floating to New Orleans.

Our thanks to Ralph DuPae and the Murphy Library, University of Wisconsin, La Crosse for the Doremus diary and copy photos.

Friday, February 23, 1877:
- Have been home near two months. Have had a thousand small pamphlets printed describing my Mississippi trip for gratuitous circulation. Bought stock. Printed a lot of stereos and 4/4 views and last Tuesday morning (February 20) left Paterson, New Jersey for my boat.

Arrived here (Savanna, Illinois) at three o'clock this morning accompanied by Alfred Pritchard who is to work for me this year for his board and traveling expenses. Found the boat all right. When the ice left it, it sunk until the water was just coming over the deck and then John Shaw, the man who put the barrels in the boat, set a couple of men at work who pumped her out before bedtime. I do not think I will have to haul her out this spring.

Sunday, March 4: - Have been fixing up my boat and had carpenters making alterations. The weather has been pleasant and the river open but yesterday and today it has been very cold with plenty of floating ice in the river.

Tuesday, March 6: - The river is almost all covered with floating ice. My boats are firmly frozen in and the floating ice rattles against that which is stationary making a noise at night like the rattling of a lot of light wagons over the frozen ground.

Wednesday, March 7: - My goods arrived today from Paterson. It is snowing very hard today and this evening.

Friday, March 9: - The river froze over solid last night.

Sunday, March 11: - It has been extremely cold but the weather moderated this morning and about noon it commenced to snow and is snowing hard now. Had a conversation today with Capt. McCracken regarding the Diamond Jo Line of steamers. The owner is Capt. Jo Reynolds who first started in business buying furs and skins along the river, carrying his scales with him. He wore a large diamond breastpin from which he got the name of Diamond Jo. His steamers (therefore) are called the Diamond Joe Line.

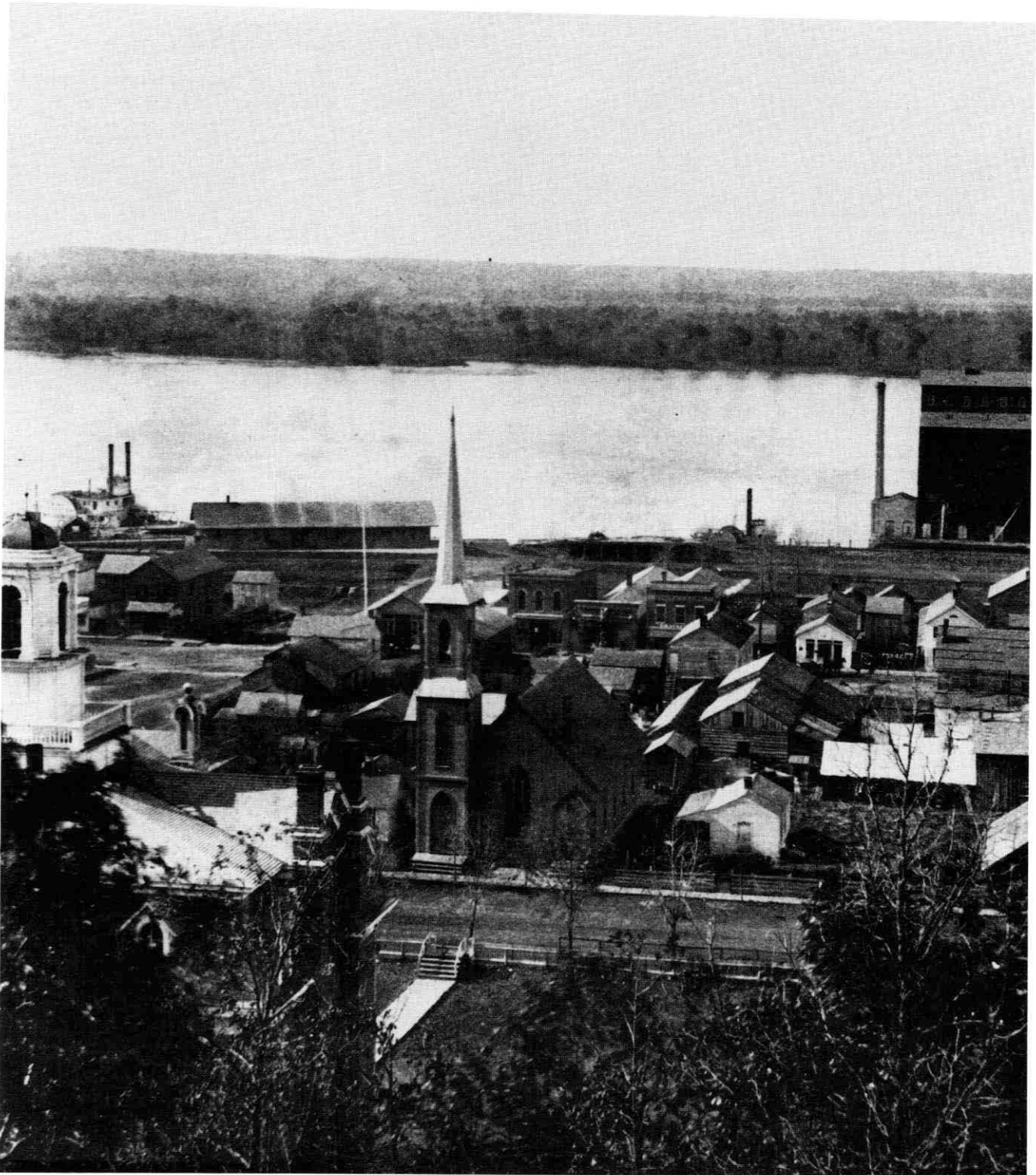
Wednesday, March, 14: - Weather very cold. Heavy snow storm Monday.

Friday, March 16: - Received a 500 mile pass ticket from P. A. Olin, Superintendent W. U. RR. (Believe this is the Western Union Railroad, active 1866-1879, in more recent times the Chicago, Milwaukee and St. Paul. Ed.)

Wednesday, March 21: - Went last Tuesday to Dubuque. Got a pass for myself and one assistant on the C.D. & M. RR. (Chicago, Dubuque & Minnesota. Ed.) from the new Superintendent. The ice at Sabula, Iowa was very weak when I crossed so when I came back I kept down to Clinton, Iowa. Crossed the river there on the train and came back up from Fulton, Illinois on the W. W. Railroad (Sorry, we don't know the name of W. W. RR. Ed.).

Tuesday, March 27: - At 3 o'clock this morning Will and I started out and walked two miles down the river. Borrowed a skiff and rowed between the ice in the ferry boat track, across the river and then walked over a mile to the depot at Sabula, Iowa and at 5:44 started on the railroad reaching McGregor, Iowa in time for dinner.

Wednesday, March 28: - We went on the Milwaukee & St. Paul Railroad to Le Roy Post Office (Minnesota) and then by stage to Riceville, Iowa.



Savanna, Illinois. On Saturday, April 14, 1877 John Doremus notes that he took several views of Savanna from the top of the grain elevator. He may also have taken some views from the hill back of town such as this one the same day or it might have been on another occasion. Sabula, Iowa is downriver, not visible.

The grain elevator is on the river bank on the right side of the photo. The stack and pilothouse of a small, sidewheel tug shows to the left of the elevator. Below the railroad freight house is the ferry WM. OSBORN (5826), built at Pittsburgh in 1866 and operated at Savanna until 1892. Mary Green coll.

Sunday, April 1: - Have been visiting 'round to Thompson's, Carpenter's and elsewhere since I arrived. Also at J. Fosters.

There was a very fierce snowstorm yesterday. The snow flew so straight that it seemed it would never reach the ground. Went today to call on Burke who is very sick. Was nearly frozen going back to Dan's.

Tuesday, April 3: - Dan and I went visiting to Bennett's.

Wednesday, April 4: - We returned from Bennett's and went visiting to St. John's.

Thursday, April 5: - Dan, Libbie and I went visiting to Arnold's for dinner and to Thompson's for supper.

Friday, April 6: - Visiting Thompsons.

Saturday, April 7: - Visited Hermina Blacksmith; Libbie and I.

Sunday, April 8: - We went to the Methodist Church in the morning and to Arnold's for dinner.

(Ed. Note: It will be recalled that John Doremus had once owned several plots of land in the Riceville, Iowa area. Obviously, Doremus was well acquainted and enjoyed visiting his many friends; he seems to have held land as an investment rather than ever having lived at Riceville or Le Roy Post Office. We wonder what brought Doremus to this farming area in the first place?)

Wednesday, April 11: - Lizzie Schoonmaker and I started for my boat. She is to work at housekeeping at five dollars a month for me. We took dinner at Le Roy Post Office. Started in the railroad cars at noon; changed cars at McGregor, Iowa; arrived in Dubuque, Iowa at 7:30 and went to Sarah's.

Thursday, April 12: - Bought some carpets and other things yesterday. Started at 6:18 this morning and arrived on my boat at 9:30. Found the boat all right but they have had a pretty hard time being jammed some by the ice going out and being shook up badly by a storm Sunday-before-last.

Saturday, April 14: - Took some views of Savanna, Illinois from the grain elevator.

Saturday, April 21: - On Wednesday, Al and I went to Dubuque, Iowa but that day and the next was stormy so we could not take views. On Friday, we went to the top of the shot tower and took several negatives of the city and the railroad bridge across the Mississippi. Got back to Sabula Junction at 11:00 pm. and had a hard two hours pulling upstream to the SUCCESS. Received a pass on the Diamond Joe Line of steamers from A. G. Wood, Supt.

Monday, April 23: - Put my things on board the DIAMOND JO steamboat for trip up the river. Intending to catch her by the railroad cars tomorrow.

Wednesday, April 25: - Left Savanna, Illinois yesterday and taking the cars at Sabula, Iowa. I found the steamboat DIAMOND JO at Dubuque. Took some negatives of the levee and wharfboat in the afternoon. The boat started at midnight with seven barges in tow. I took a negative of all of them at Guttenberg, Iowa. We are now at 9 O'clock near Clayton, Iowa.

Thursday, April 26: - At 9 pm., about 20 miles below La Crosse, Wisconsin.

Friday, April 27: - I was called at 3 this morning and found all hands transferring freight into the JOSIE. We were at La Crosse, Wisconsin. I was soon on

the JOSIE with my things and after getting a stateroom was soon asleep.

On arriving at Trempealeau, Wisconsin I saw my affectionate friend the agent. Also, Mr. Seymour and Charles Legur. As the boat left I saw Mrs. Melchoir waving her handkerchief to me. It has been stormy today and the bluffs on the east side are covered with snow. We are now (9 pm.) between Minneiska, Minnesota and Alma, Wisconsin.

Last Monday my weight at Dubuque was 174 pounds.

Saturday, April 28: - On awakening this morning, I found the boat just stopping at Reads Landing, Minnesota. It was snowing furiously and the bluffs were covered with snow. The wind is so high now that we have tied to the shore near the ADDIE JOHNSTON, a sternwheel boat of the Northern Line which is tied up here. Also, she has three barges in tow. The CLIPPER, a ferry boat (propeller) running from Lake City to North Pepin, Wisconsin, has just landed at 8 pm. The wind having abated some about noon, we started and are now a little above Red Wing, Minnesota.

Should have mentioned that the DIAMOND JO is commanded by Capt. Cougar and the JOSIE by Capt. John Killeen. It has been snowing hard all day and is snowing yet.

Sunday, April 29: - 9:30 pm. Arrived in Prescott, Minnesota at 12:30 last night and went to the Merchant's Hotel. It has snowed hard all day and is very cold. Mr. Feriling and myself have worked hard on my new boat today and she is now, with my other things, on the NELLIE KENT. She starts about midnight.

My boat cost \$25.00; extras (oars?) \$3.00 more.

Monday, April 30: - Arrived at Taylor Falls, Minnesota this evening. Saw many old faces and friends. The Merrill family are here. Andrew Venum has a small gallery here.

Just sold a gross of stereos to Seymour & Co., price \$12.00.

Stopped at the Dalles House.

Wednesday, May 2: - Started from Taylor Falls, Minnesota yesterday morning and settled with Charles Staples at Osceola, Wisconsin. Took dinner at Marine and stopped with Mr. Sinclair, photographer, at Stillwater.

This morning, after selling a gross of views, I started and rowed across the lake in the face of a hard wind and waves like steamboat rollers to Hudson, Wisconsin. Got there in time to sell a few views. Got dinner (a late one) and got on board the steamer G. B. KNAPP for Prescott.

Thursday, May 3: - Stopped on the G. B. KNAPP last night. The captain insisted on getting me some coffee and something to eat before I started. I left a little before six o'clock. Stopped a short time at Diamond Bluff for breakfast. Stopped 2½ hours at Red Wing for business and dinner. Left there at 2:30, sailed and rowed across the Lake (Pepin) and stopped at Wabasha, Minnesota a little after 8 pm., making 64 miles today.

(Ed. Note: If the G. B. KNAPP was at Prescott overnight as Doremus implies, then his run for the day was: 11 miles to Diamond Bluff for breakfast; nine miles down to Red Wing for dinner; 31 miles the length of Lake Pepin and on to Wabasha for supper. We make it a total of 51 miles of rowing and sailing; that would have been a long day in a yawl with an outboard back in our salad days.)

Friday, May 4: - Arrived at Beef Slough in time for dinner. Sold some views at Alma (\$8:00). Left Alma, Wisconsin at 3:30; arrived at Minneiska, Minnesota (14 miles). Too tired to carry my things up the bank so rowed to Fountain City, Wisconsin (14 miles). Got

there at 9 pm., completely tired out as the wind was upstream. Put my things on the steamboat PENGUIN and went to the hotel.

Saturday, May 5: - Bound to Trempealeau, Wisconsin against the wind. Am now at Mr. Legur's and will stop until Sunday morning to recruit.
(Only 18-19 miles today! Ed.)

Sunday, May 6: - Took a ride in the country with Legur's folks.

Monday, May 7: - Left Trempealeau at 7 am. The wind was upstream and it rained some. It cleared off soon and the wind changed. Made La Crosse, Wisconsin at 11. Sold no views.

After dinner, I started and reached DeSoto, Wisconsin, 45 miles farther at 7 pm. Got lost in Coon Slough and missed Victory, Wisconsin by taking the wrong channel. Made 66 miles today.

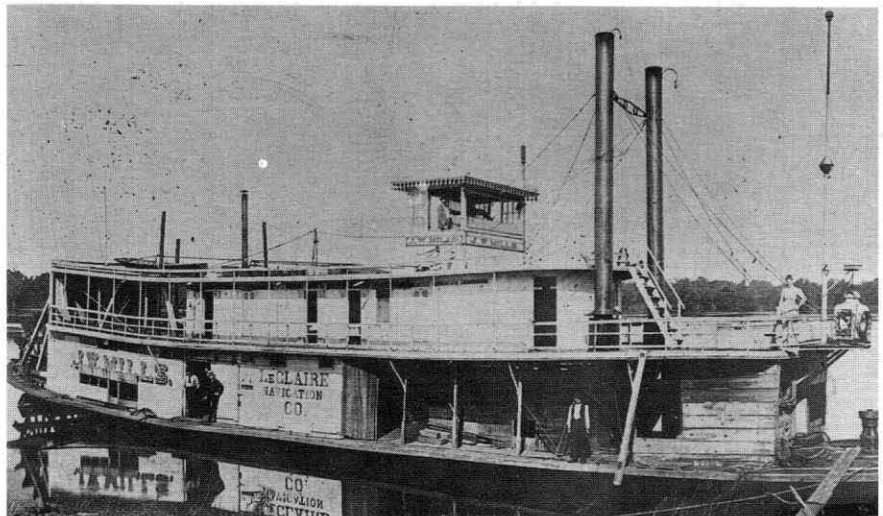
Tuesday, May 8: - Left DeSoto at 6:30. Sold some views at Lansing, Iowa (\$5.00). Arrived Clayton, Iowa at 6:30.

Wednesday, May 9: - Left Early. Rowed against a headwind. Took dinner at Cassville, Wisconsin. Caught the steamer C. J. CAFFREY towing a raft near Dubuque. Got a good supper and a good bed for the night.

Thursday, May 10: - Woke up this morning to find the steamer under a couple of miles below Dubuque. After breakfast, rowed down the river and found Proctor's Gallery windbound near Bellevue, Illinois. He had his wife, four girls and one boy with him. Reached my boat about the middle of the afternoon.

Friday, May 18: - Left Savanna, Illinois at 7 this morning. Was towed to Sabula, Iowa (3 miles) by the little propeller boat HERSHEY owned by Tho. Redding and brother; chartered by Mr. Elliot to run the ferry between Sabula and Savanna.

Left Sabula and after going a short distance was overtaken by the steamer J. W. MILLS with a raft. They wanted some pictures taken so we hitched to the raft and tied on until we reached Lyons, Illinois where we stopped for two days.



Friday, May 18, 1877. In exchange for having some pictures taken, the J. W. MILLS (T1309) towed the Doremus outfit to Lyons, Iowa. This photo taken in 1882 or later, after LeClaire Navigation was formed.

Saturday, May 19: - Took some views from the elevator at Fulton, Illinois today. Bought a carpet for my dining room in Lyons.

Sunday, May 20: - Started for Clinton at 8:30 pm. Wind blew us toward the Fulton, Illinois shore. Anchored over a sandbar.

Monday, May 21: - Wind blew hard all day. It was very rough!

Tuesday, May 22: - Wind bound until about 5:00 pm. when the wind changed to the northeast. So, up anchor and let her blow us to Clinton, Iowa. Have been painting and done other maintenance the last ten days.

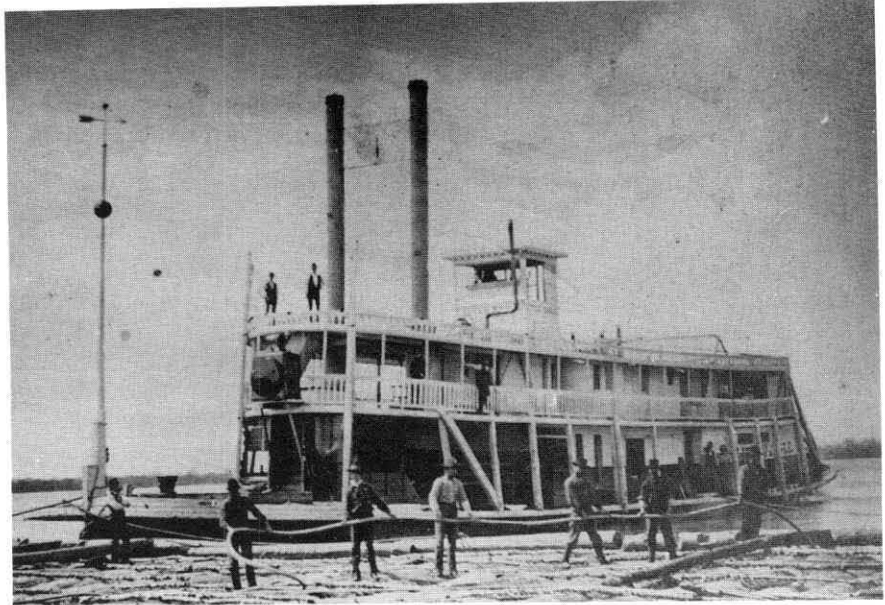
Wednesday, May 23: - Took negatives from the tower of the Clinton waterworks in the forenoon and of the bridge in the afternoon. Lost my Dalmeyer stereo tubes (\$80) in the river. Offered a reward of \$5 and got them again.

Thursday, May 24: - Started at 9 this morning. Current took us wrong at the bridge so we went the wrong side of the pier and into a boom filled with logs. I got my anchor up stream. Hired four men and pulled up and into the channel. Took up anchor and started down.

The steamer LITTLE EAGLE with a raft overtook us so I bargained with them to take pictures of their boat and have them tow us to Princeton, Iowa. Lost some rope in the river in getting to the raft. Pulled ashore at Commanche, Iowa where Satt wintered with his little gallery. Found he had started two or three weeks ago for Princeton, Iowa so we kept on to LeClaire, Iowa.

Wednesday, May 30: - Went Monday evening to Davenport, Iowa. Found my niece, Mrs. Ballon, and family all well.

On Tuesday, went to the arsenal at Rock Island. Talked with the commanding officer, Col. Flagley, about taking negatives on the island.



Tuesday, May 24, 1877. The LITTLE EAGLE (T1604) came along and Doremus bargained for a tow to Princeton, Iowa. From the pose of the men with the line, we would bet this is one of the views our photographer took that day.

Went to Davenport Masonic Wigwam 16 and proved myself a Royal Arch Mason before a Commander. For want or absence of a candidate for the Past Master degree, there was no meeting.

Sent 50 dollars home a couple of weeks ago and 50 more last Monday.

Tuesday, June 19: - Was towed over to Rapids City, Illinois by the COMET, a small propeller boat.

Thursday, June 21: - Went to Davenport. In the evening, rowed to Port Byron, Illinois and visited Phila Masonic Lodge 436.

Friday, June 22: - Lizzie and I rowed in the small boat to Hampton, Illinois and put up some show pictures. Had a hard row back.

Wednesday, June 27: - Al and I went to the Williams coal mine, about 3/4 of a mile off, and took some good negatives. Then, to a hill and took some negatives of the town (Rapids City?). Then, to an island and took a negative of the JENNY GILCHRIST and Mr. Gilchrist's house and store.

Al and I went down the Williams coal mine yesterday.

Monday, July 9: - We were towed to Hampton, Illinois this morning the the COMET.

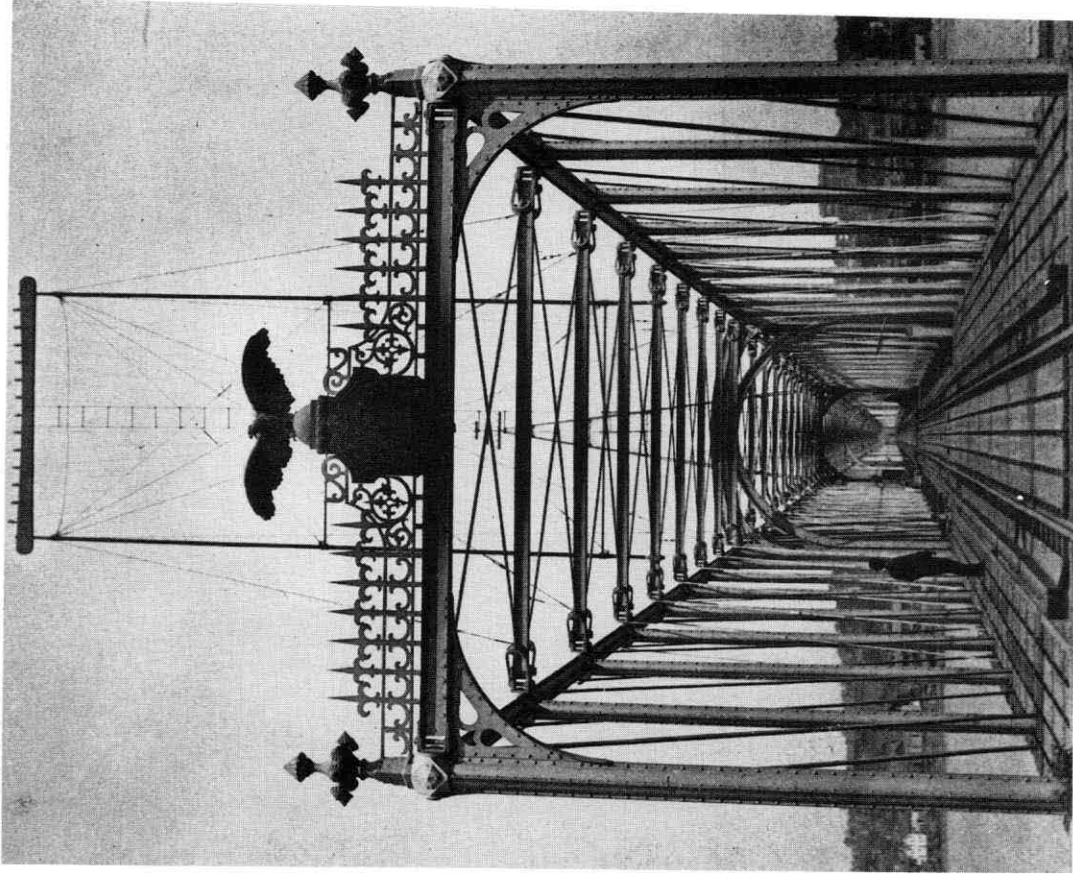
Tuesday, July 10: - Went down to Davenport, Iowa in a two masted sail boat. Came back on the railroad cars.

Wednesday, July 11: - Took Al with me and went on the railroad cars to Moline, Illinois. Took views on the upper Part of Rock Island, Illinois.

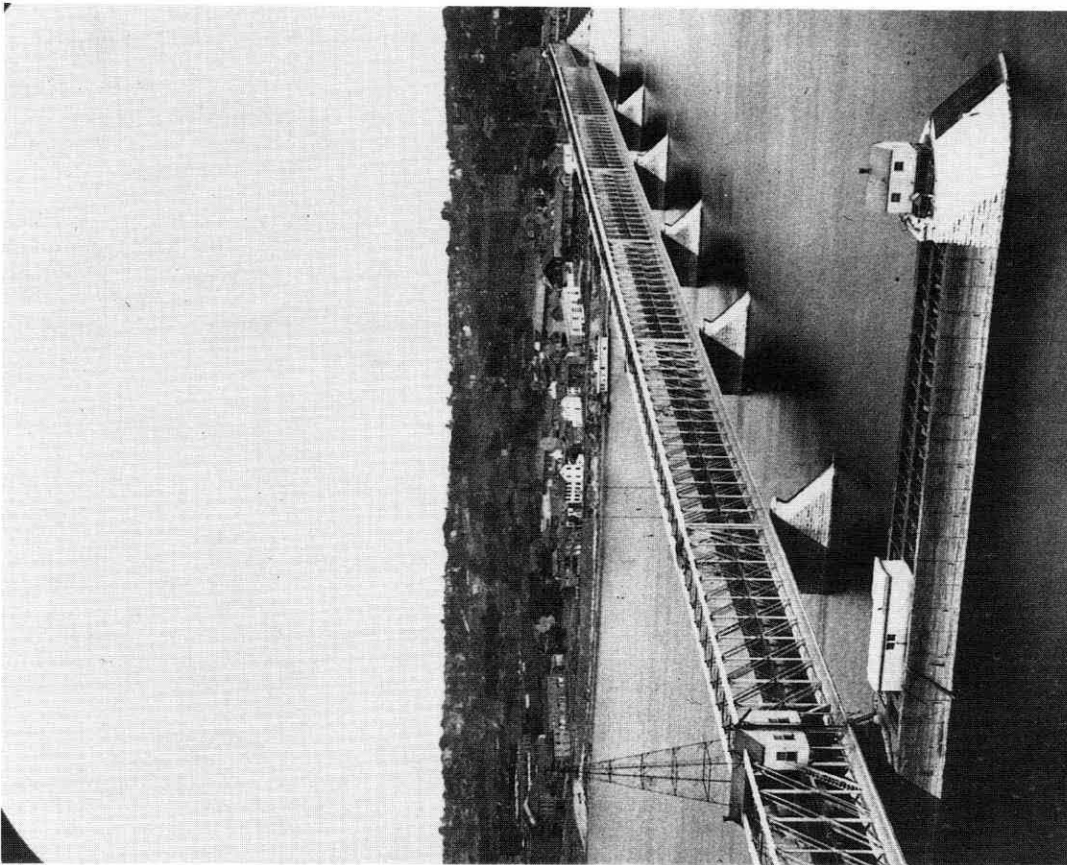
Thursday, July 12: - Al and I went to Rock Island and took views of the bridge.

Monday, July 16: - The steamboat which was to tow us to Davenport having stopped running forced, us to start down the rapids on our own hook this morning. We pulled across the river and got along very well until after dinner when the wind rose and we tied up.

I swung the hammock on shore under some crabapple trees and the rest of them, Al, Hattie and Lizzie, set



When first planned, the railroad was to be below the wagon road. Major Warren decided the horses may be frightened and placed the road 12 feet below the tracks. Aside from the roar of the trains above, the horses may have been discomfited by hot coals dropping down but the Major knew his horses. The bridge was rebuilt in 1899. From the Mary Green coll.



Thursday, July 12, 1877. John Doremus and assistant Alfred Pritchard took views of the bridge between Arsenal Island and Davenport, Iowa. The bridge carried both wagon and railroad traffic and was built to the design of Major G. K. Warren between 1869 and 1872. The total length was 1,546 feet with a 366 foot swing span in the foreground above.

up the arches and commenced playing croquet.

After supper, we started again. We kept a little too close to the Iowa shore for fear of being blown to the other side and ran on some rocks which projected under the water, letting the hull of the WANEGAN go over but raking the top. It knocked it in some and knocked down all the shelves on that side and took out the same corner that was taken out last year. There was the greatest rattling and cracking I ever heard as the side crushed in. The things on the shelves came rattling down.

We got to Davenport and tied up at half past 10.

Sunday, July 22: - Dropped down with the fleet to just below the bridge.

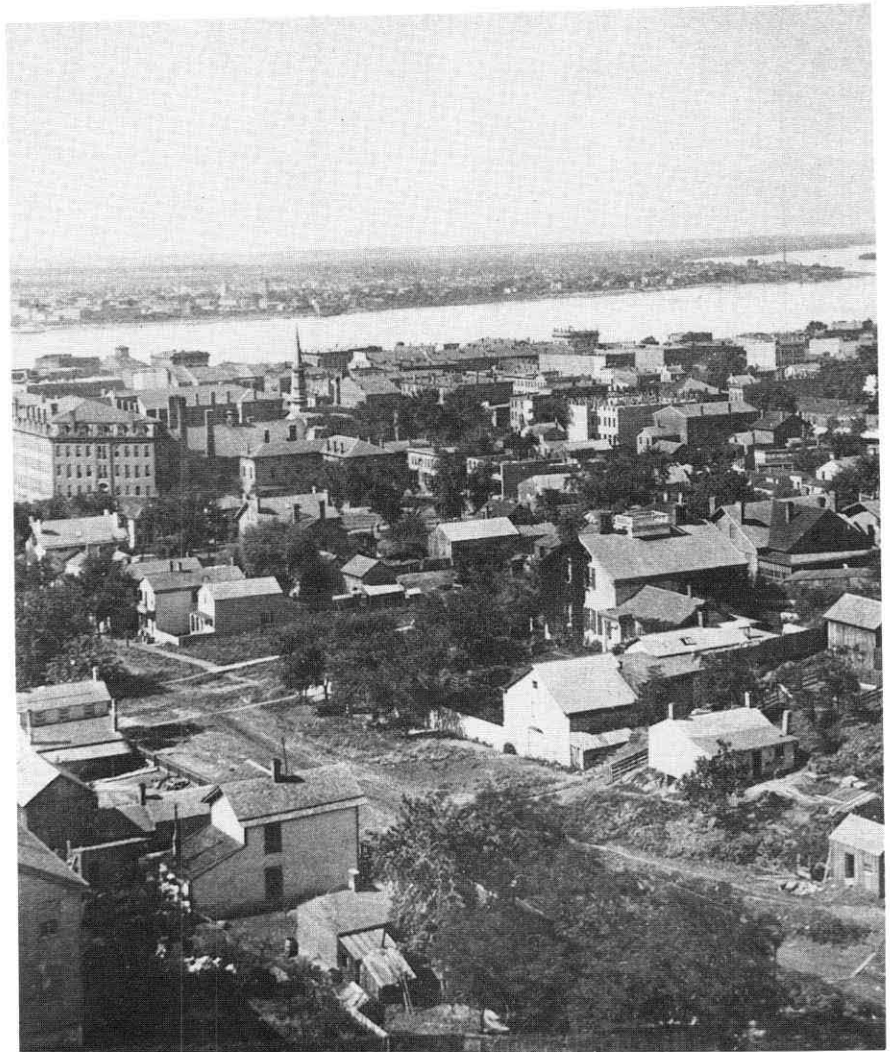
Saturday, July 28: - Hattie Spellman left this morning, intending to visit her uncle in Indiana and then go to Ohio.

Thursday, August 9: - The little steamer NEWSBOY took us in tow this afternoon and brought us to Buffalo, Iowa.

Monday, August 13: - The little ferryboat TULULU towed us over to Andalusia, Illinois.

Tuesday, August 14: - We all three went to Dan Rice's Circus. We made many pleasant acquaintances in Davenport, Iowa: Mr. & Mrs. Adams from Sussex County, New Jersey; Mrs. Chatterton, Passaic County, New Jersey; Mr. Ogilvie of the waterworks and Mr. Evans, both from Paterson, New Jersey 20 years ago. My niece, Mrs. Ballon, also lives there (Davenport) so we had a fine time visiting, etc.

Monday, August 27: - Went last Friday morning with Lizzie Schoonmaker on the COMET to Davenport. Took small rowboat along.



Davenport, Iowa in August, 1877. Looking toward Rock Island, Illinois and the bend in the river below. The railroad-road bridge to Arsenal Island is out of view to the left. Doremus visited his niece Mrs. Ballon and others here. From Mary Green collection.

Took dinner with Mrs. Chatterton then went to Ballon's on Sunday and we took dinner and supper at Mr. Adams, Bridge Avenue. Came back today in rowboat, bringing Susie Ballon along.

Thursday, August 30: - Sent Susie home on the COMET and about sundown started down the river. Went about a mile and tied up to an island, it being very dark.

Friday, August 31: - The river was high this morning. Got another mile this evening and anchored.

Saturday, September 1: - Started at 3:30 this morning and reached Fairport, Iowa, 12 miles from Andalusia.

Broke a rope trying to stop above the town so this afternoon I went for it. As I neared the shore, sailing very fast, a black bass of about three pounds weight jumped into my boat.

Monday, September 3: - Left Fairport, Iowa at four o'clock and reached Muscatine, Iowa about 10 am.

Tuesday, September 4: - Took some views of Muscatine, Iowa.



Tuesday, September 4, 1877. Muscatine, Iowa as viewed looking downstream from the upper end of town. In the foreground is a lumber mill; the Musser and Hershey Lumber Companies were big operators here during rafting days. Beyond the mill is a run (Mad Creek?) and in the distance a grain elevator shows. From the Mary Green collection.

Wednesday, September 5: - Was hard aground this morning but hauled off with the anchor and crab. Pulled down against a headwind for about 8 miles when we had to anchor again.

Thursday, September 6: - We reached Port Louisa (Iowa) this afternoon. It has about eleven occupied houses and about the same number of unoccupied.

Friday, September 7: - Took in \$3.00 this morning as I told the people I was going away immediately at

noon. As we were starting from Port Louisa, a man called out to know if we wanted help as he wanted to work his passage down. I told him to jump on. His name is James Williams.

Proctor's gallery came along and we tied all the boats together and floated down in a big fleet, reaching New Boston, Illinois about dark. Proctor has his wife and four girls - Blanche, Zoe, Minnie and Belle - and one boy, Charley. Also, a young man George S. LaDare along.

We had a merry time all afternoon and evening.

Monday, September 10: - The last two days were too windy for us to move so we remained at New Boston with our boats all tied together.

This morning, the wind being downstream, we started. We got near Keithsburg, Illinois and then anchored to prevent the boats going on a sandbar. I put the small anchor out to pull off and lost it with most of my rope and came near being compelled to leave the large one (anchor), it being caught in a snag in about 10 feet of water. However, we got it up with the crab and got to Keithsburg about sundown.

Tuesday, September 11: - Started about daylight and had a splendid run, getting to Burlington, Iowa, 27 miles, about sundown. The longest run I ever made in one day without being towed.

Wednesday, September 12: - Found that our new man James Williams had decamped during the night taking the old LADY ANNIE which we lately called the MATTIE. He took plenty of food and a new rubber coat belonging to me and some clothing belonging to Al. I telegraphed to Keokuk, Iowa to have him arrested if going down the river and sent postal cards to Iowa towns down the river.

Took some negatives of Burlington, Iowa before dinner. We started about sundown and got about six miles down the river.

Thursday, September 13: - Floated to within a half a mile of Dallas City, Illinois this forenoon and was again windbound. Rowed to the town and found a gallery there taking photographs, \$1.00 per dozen and small tintypes (of) faces, four for 25 cents. We were very much disappointed as we had expected to stay for several days.



Help wanted! Ralph DuPae passed along this excellent photo of an attractive sidewheeler and, with a smile, noted that it was not listed in the towboat directory. On the back of the original photo is a note that the M. D. MOORE is a rafting bowboat and that seems very likely.

Help was close at hand: Ed Hill and staff at the Murphy Library found the MOORE, built at Oshkosh, WI in 1880, 75x19.5. She operated on Lake Winnebago and Wolf River in east central Wisconsin. The M. D. MOORE was laid up at Oshkosh in 1909. The photo was taken about 1882 by Cook Ely, Oshkosh, WI.

Started with the fleet again after dinner; ran on a snag which lifted one side of the SUCCESS out of the water, nearly. Got a line to shore and hauled off by means of the crab. Got a mile below Dallas City, Illinois and had to anchor on account of wind.

(The author makes several references to using a crab; this was evidently a type of mechanical "come along", probably in use by the loggers. Ed.)

Friday, September 14: - Windbound yet this morning. Harbored down near shore as we were in the channel and in danger from rafts and steamboats. We are getting negatives ready and silvering paper for printing tomorrow. (Stock printing paper of the time was coated with albumen and had to be sensitized before use by floating it, albumen side down, on a bath of silver nitrate. Ed.)

Sunday, September 16: - Started after supper yesterday and arrived at Fort Madison, Iowa about eleven o'clock.

Friday, September 21: - Left Fort Madison, Iowa about 5:00 pm. yesterday. Arrived at midnight within a quarter mile of Montrose, Iowa when the wind blew us to the wrong side of the river so I anchored. This morning, rowed with the SUCCESS to town.

Thursday, September 27: - Left Montrose, Iowa this morning having hired two men to go along to the beginning of the Des Moines (Rapids) canal. The bottom of the river here is all smooth rock.

We ran on the rock soon after starting but hauled off with the anchor and crab. By that time, there was a steamer aground in the narrowest part of the channel below us and another on the rocks still farther down so we had to wait an hour or more until they got off. Then, before we got through that place, we saw

another (boat) stuck and before we got to the canal we saw another big steamer with barges aground on the rocks so I think we did very well. Reached Nashville, Iowa at 11 o'clock.

Saturday, September 29: - Started yesterday morning at daylight with the LADY ANNIE down the rapids to Keokuk, then to Alexandria, Missouri where I put up show pictures and bills. Then, boarded the steamer AUNT BETSY coming down with four lumber barges and went to LaGrange, Missouri. Put up a show picture in the post office there and put away the LADY ANNIE.

Took the railroad cars at 5:20 and went to Keokuk, Iowa, leaving bills at Gregory Landing, Missouri. Went to hotel at Keokuk, Iowa and arrived by railroad cars on my boat this morning.

(Ed. Note: The LADY ANNIE mentioned here is evidently a boat Doremus bought as a replacement for the "old" LADY ANNIE/MATTIE which was stolen by James Williams on September 12, 1877. The AUNT BETSY was a sidewheel packet/towboat which had been built at Allegan, Michigan in 1867 and by 1873 appeared on the Mississippi. She was renamed CITY OF SAINT PAUL in 1883.)

Tuesday, October 2: - Word came tonight that the canal was to be closed for repairs so, as we were below the first lock, we had to haul out pretty quick. I have engaged a pilot to take us over the rapids tomorrow if the wind will allow. (The canal around the Des Moines Rapids extended some seven miles, from the guard lock near the village of Galland to the foot of the rapids at Keokuk. Ed.)

While in Montrose, Iowa Al took a 1/4 group negative of Frank Davis and was paid three dollars on it. (Quarter plate = 3 1/4" x 4 1/4". Ed.) The afternoon of the day I arrived here I was waited upon by a constable who said he had a states warrant for me. I

was very much puzzled but he read the warrant signed by Mrs. L. Davis stating that I had obtained three dollars on false pretenses. As I had the picture ready, it having been finished within a half hour, I handed it to him but had to pay the costs of \$2.50. The constable's name was _____.

Thursday, October 4: - Rowed this forenoon across the river to Sonora, Illinois to get some things at the store. Took the small boat; the waves were very high but I got across alright except a good wetting from the spray. Got back with the boat half full of water from the waves dashing into it.

In the afternoon, put boat on the TIBER (raftboat), Capt. Davis who has also been captain of steamboats on Northwestern Packet Line all summer. A very fine gentleman. Got some medicine from Dr. W. T. Blakely for Lizzie who has been very sick (I have had the doctor to Nashville, Iowa to see her). Rowed back after dark. (Nashville is present-day Galland, Iowa; Sonora, Illinois no longer exists. Ed.)

Friday, October 5: - Started down the rapids this morning, Samuel Williams, pilot. Mr. Lyon, Dan Ryder and a boy with us. Wind too brisk; got out of the channel and on the rocks. Worked hard with anchor and crab, off of one rock and on another until, at last, we got stuck. Gave up for today.

Mr. Lyon stayed with us while the rest went home. Lizzie sick; all the housework for me to do.

Saturday, October 6: - Pilot arrived before daylight with three good rivermen and an anchor. Got breakfast for all and then, after three or four hours hard work pulling with two anchors and the crab over the rocks, we got to the channel. Then with five men on the two sweeps, one

poling, one steering and the pilot in the cabin we went with a rush, touching some rocks but sweeping over them and arrived in Keokuk, Iowa about noon.

(Ed. Note: The canal around the Lower or Des Moines Rapids was completed and opened for traffic August 22, 1877. There were three locks in the canal (each 80'x350'), total length 7.6 miles and depth five feet. Rafts could use the canal during river stages too low to permit safe passage over the rapids and thus, according to Capt. Walter Blair, the demand for "rapids pilots" was greatly reduced. The canal was submerged when the Keokuk dam was completed in 1913.

Sam Williams, the rapids pilot hired by John Doremus, died in California in 1878.)

Wednesday, October 10: - Got some good negatives of the bridge, the town and the lock. Had to pay one dollar for wharfage, the first time I have been charged.

Thursday, October 11: - Left Keokuk, Iowa at eight o'clock and arrived at Alexandria, Missouri at eleven. (About five miles, Ed.)

Sunday, October 14: - As the wind was upstream yesterday morning, I took the railroad cars and started down to La Grange, Missouri for the LADY ANNIE. Started up river with her at 10 o'clock. Eight miles up, my mast broke. I cut down a small tree with my pocket knife and made a mast and got to Canton, Missouri for my dinner.

The wind was light and about four or five miles below Gregory Landing I had to row against a strong current. At dark I stopped and got some supper from some wood choppers and started out hoping to reach Gregory Landing, Missouri and stop for the night. Before I got there the wind got up so I up sail and went for the Gallery. As there was a thunderstorm coming up, it was rather dark and I had to feel my way around

the sandbars. Got to my boat about five hours after dark. (From La Grange to Alexandria, Missouri was a good 25 miles. Ed.)

Thursday, October 18: - Went to Keokuk, Iowa on the little propeller boat PLOUGH BOY. Sold some views.

Tuesday, October 23: - Proctor came down with his floating gallery last night and anchored alongside of us. He left this evening leaving a young man, George S. LaDare, and his daughter Blanche with us.

Sunday, October 26: - Made a contract with Mr. Butts for him to haul my boat out for \$45.

Monday, November 6: - My boat is all hauled out and blocked up. Lizzie and I are all packed up, ready to go to Riceville, Iowa. George LaDare is to have charge of my boat for the winter.

Monday, November 13: - We went to Keokuk, Iowa last Monday and took the BELLE OF LA CROSSE for up the river, reaching Prairie du Chien, Wisconsin on Sunday afternoon, having had a very

pleasant time. We reached Riceville, Iowa Monday night, going in a sleigh from Le Roy Post Office (Minnesota) to Riceville.

Tuesday, November 20: - Dan, Lib, Lizzie and I went to Carpenter's.

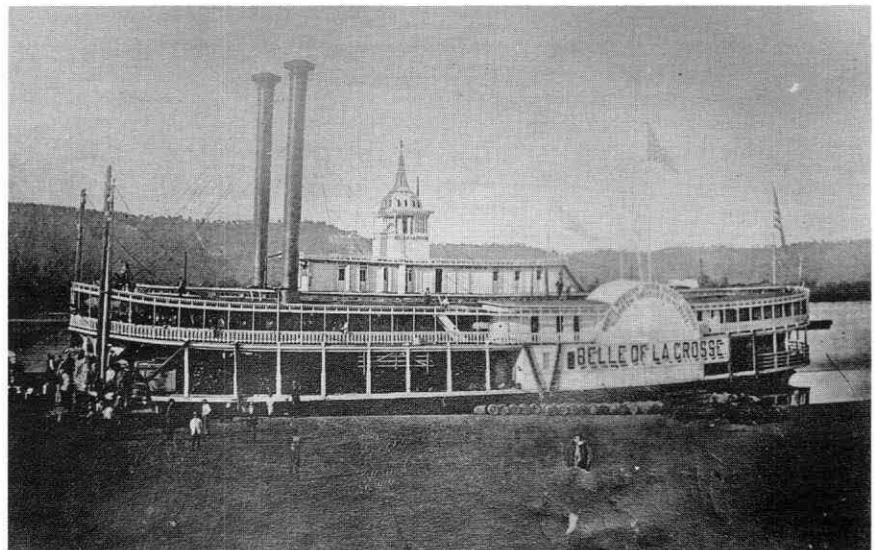
Saturday, December 1: - Left Dan's last Monday morning for Le Roy Post Office. Then, through Chicago and home by C.M. & St. P. (Chicago, Milwaukee & St. Paul) to Chicago, P. & N.W. (Could be Pittsburgh & Ft. Wayne? Ed.) and A. & G. W. (Atlantic & Great Western) and Erie, arriving last night.

Found my folks all at a tea meeting in the Cross Street Methodist Church.

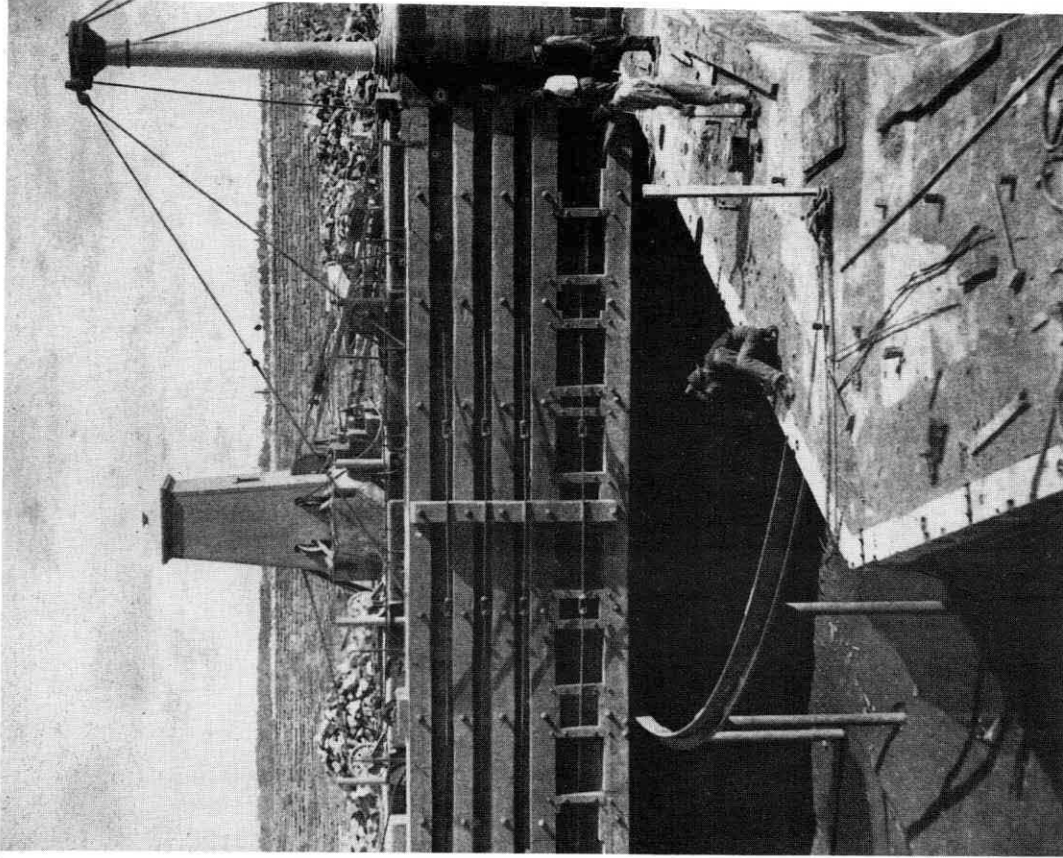
* * * * *

It strikes us that John Doremus infrequently makes reference to sending money home during 1877. Was the photography business not quite as lucrative as in the prior years or did he keep his records elsewhere?

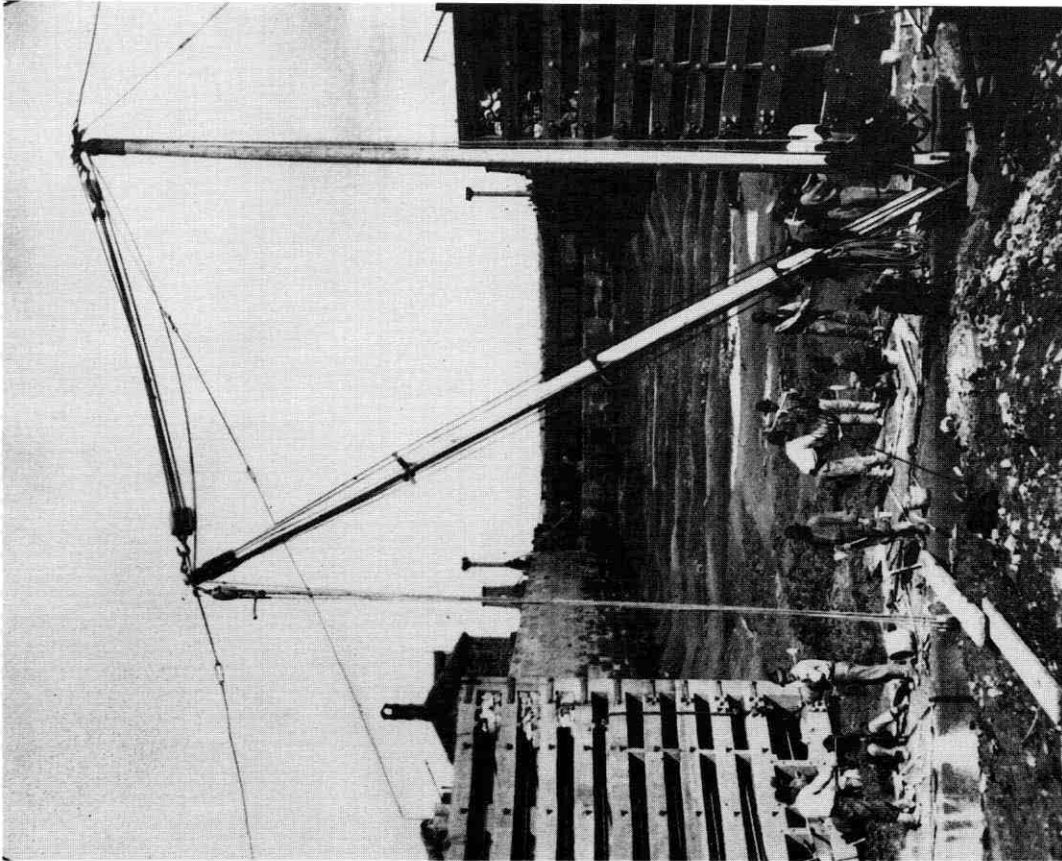
From Savanna, Illinois to Alexandria, Missouri is 178 miles for the 1877 season. We leave the gallery SUCCESS pulled up on the bank for the winter.



The season over, John Doremus and housekeeper Lizzie Schoonmaker went to Keokuk and boarded the BELLE OF LA CROSSE (0523). The Des Moines Canal had reopened on October 16, 1877.



Upper gate on the Keokuk Lock. Design depth of the canal was five feet. A track supported the gate and the fellow swinging the hand sledge seems concerned with the alignment. The square tower houses the pulleys for the gate operating cables. The lock chambers were 310x80 feet at the surface; 291x78 feet useable. Yet, the 302 foot SAINT PAUL went through regularly!



The lower lock in the Des Moines Rapids Canal at Keokuk, Wednesday, October 10, 1877. Opened on August 22, the canal suffered from leaks and had to be drained for repairs. The lower sill seems to be under repair while evidence of silting shows in the lock chamber. The building with the chimney is the powerhouse; lock gates were operated by cables. Mary Green collection.

WAY'S STEAM TOWBOAT DIRECTORY

Addenda and Errata No. 2

The first addenda and errata listing for the Towboat Directory was printed in the S&D Reflector, September, 1991, page 32. Since then, a few more oversights and bits of information have shown up. Our thanks to all who have contributed to this expansion and correction of the Towboat Directory.

F. Way and J. Rutter.

* * *

T0038A ADA V. (new)
Stw tb wh 1888-1912. b. Little Hocking, OH, 82x13.6x2.6. Engines reputed to have been in a mill at Belpre, OH, 9's-28 in. stroke. Built by the Varians and named for Ada Varian, Pt. Pleasant, WV. Owned by B. J. Riggs, New Haven, WV in March, 1899, Jacob Riggs in 1903 and Capt. John Donald, Ripley, OH owned her when she burned at Ripley February 23, 1912.

This boat once operated as a packet on the upper Kentucky River according to Capt. William "Bill" Horn.

T0179A AUNT BETSEY (new)
SW pkt-tb wh 1867-1883. b. Allegan, MI, 78.26 tons. First documented March 4, 1869 and inspected in the Chicago District through 1872. Inspected in the Galena District as a passenger steamer in 1873 with homeport St. Paul. She was used on the Upper Mississippi as both a packet and towboat; mentioned in the John Doremus diary as towing four lumber barges September 29, 1877. Name spelled BETSY in some accounts. Renamed CITY OF SAINT PAUL August 16, 1883.

T0190 B. HERSHEY
Additional info: The engines came from the ferry NORTHERN ILLINOIS (Way 4237). Built by Hershey Lumber Co., she was later owned by Buisson Bros. who towed for Hershey Lumber Co. Late in the rafting business, the boat was bought by Van Sant Navigation Co. who then sold ½ interest in her to Capt. Albert Day, Davenport, IA

T0302 BUN HERSEY
According to a letter by Capt. Samuel R. Van Sant published in the Burlington (IA) Post, February 9, 1918, this boat was first owned by C. August Staples, Stillwater, MN. She was usually used to tow from the Stillwater boom to the Staples rafting works.

Her engines did not come from the NORTHERN ILLINOIS; see B. HERSHEY.

T1566 LE CLAIRE BELLE
Additional info: Hull was built on speculation by Jonathan Zebly, Capt. John McCaffrey, Capt. Robert Isherwood and Van Sant & Sons, one quarter interest each. Engines, 14's-4 ft. stroke., came from the ferry BENTON (Way 0582) which had been operating at Alton, IL. The engines, shafts, doctor and other equipment were bought for \$1,000 and removed from the BENTON, then sunk in Alton Slough.

The completed boat did not sell and Isherwood and Zebly sold their interests to Van Sant and McCaffrey who named her POVERTY when first inspected. Later, Mrs. Ruth Van Sant gave her the name LE CLAIRE BELLE, probably before she was documented.

T0365A CHAMP CLARK (new)
Stw tb wh 1912-19???. b. Mudd's Landing, IL by Rust & Swift, contractors, 66x14x2.3. Registered at St. Louis 1915-1918. Later sold to Rocheport Ferry & Transportation Co., Capt. Thomas P. Craig, president for ferry service and then sold to Hermann Ferry & Packet Co., Hermann, MO and lengthened out for packet service. Dismantled at Hermann, MO.

This boat is also listed in Way's Packet Directory, number 0920

T0427A CITY OF SAINT PAUL (new)
Stw tb wh 1883-1890. Originally the sidewheel AUNT BETSY built at Allegan, MI in 1867. She evidently was rebuilt from sidewheel to sternwheel when renamed August 16, 1883, dimensions then 126x18.8x5.4 and homeport St. Paul, MN. Lost in a storm 70 miles below Cairo at Shotwell's Field on March 27, 1890 while carrying (towing?) the George Richards Circus.

T0469 COL. J. J. ABERT
SW snagboat wh 1867-1875? b. Cincinnati, OH by Office of Western River Improvements. The ABERT was launched December 18, 1867 and completed in March, 1868. This was one of three twin-hulled snagboats built in 1867, hulls 150x25, spaced 12 ft. apart for an overall beam of 62 ft. The sister boats were the R. E. DeRUSSY and S. H. LONG. All were designed by E. M. Shields under the direction of Col. John N. Macomb, Corps of Engineers, superintendent of Office of Western River Improvements. In addition to propelling engines, these snagboats had two engines operating the capstans and hoists and two driving the saws.

Capt. William B. Dobson was in charge of the ABERT and may have superintended her building. Initially, she was assigned to Mound City, IL and worked on the lower Ohio.

The Annual Report Chief of Engineers for 1868 notes that the J. J. ABERT was forced to lay up at Cairo because of crew sickness and the master, Capt. William B. Dodson died soon thereafter. The iron hulled E. A. WOODRUFF was built in 1875 as a replacement; disposition unknown.

T1189 IOWA

Comment: A photo taken in 1876 by John Doremus shows this boat then carrying the name "IOWA CITY" on the pilothouse; she was always listed as IOWA in the LMV.

T1250A J. G. TOTTEN (new)

SW snagboat wh 1867-1867. Originally the packet COMMODORE built at Cincinnati, OH 1866, 348 tons. Sold when new to the Office of Western River Improvements (Corps of Engineers) and converted into a wrecking and snagboat. The conversion into a snagboat was under the direction of E. M. Shields who also designed the snagboats J. J. ABERT, R. E. DeRUSSY and S. H. LONG about the same time.

The TOTTEN was equipped with submarine armor, diving bells, electrically-fired underwater torpedoes and derricks to deal with the numerous wrecks that had accumulated in the Mississippi during the civil war. She sank at Chester, IL late in 1867.

J. J. ABERT

See COL. J. J. ABERT

T1357A JENNIE HAYES (new)

Stw rafter wh 1879-1890? b. Franconia, MN, 117.4x14.5x3.6. Originally a packet operating on the St. Croix River and Lake St. Croix. Converted to a rafter and owned by S. E. Hallam and William Davis of Dubuque, IA. Master in 1890 William Davis according to the list published by the Davenport Democrat; she is not listed in 1893.

T1393 JOHN BARRETT

Correct dimensions are: 112x26.3x3.5.

T1600 LITTLE CLYDE

Additional info: She was owned by W. M. and M. L. Saverheber, Spottsville, KY. Ed Heck was once pilot as was J. Porter Hines.

T1807 MIDWAY ISLANDS

Prop tb sh 1944-1947. Sold to Sohio Petroleum Co. in 1946 and renamed SOHIO SOUTHERN October 11, 1947.

T1952A OLD HICKORY (new)

SW sawmill-tb wh 1896-1912. b. Leavenworth, IN, 125x30x4.4, 48.1 tons. Owned by Falls City Lumber Co., Louisville, KY. Capt. John A. Hottell was cabin boy on this boat. Last appears in the LMV 1912; disposition unknown.

T1953 OLD HICKORY NO. 2
SW sawmill-tb wh 1876-1894. Sank at West Point, KY July 18, 1894. Value at time of sinking was \$2,000.

T2088A R. E. DeRUSSY (new)
SW snagboat wh 1867-1882? b. New Albany, IN by Office of Western River Improvements. The DeRUSSY was launched December 20, 1867. This was one of three twin-hulled snagboats built in 1867, hulls 150x25, spaced 12 ft. apart for an overall beam of 62 ft. The sister boats

were the J. J. ABERT and S. H. LONG built at Cincinnati. All were designed by E. M. Shields under the direction of Col. John N. Macomb, Corps of Engineers, superintendent of Office of Western River Improvements. In addition to propelling engines, these snagboats had two engines operating the capstans and hoists and two driving the saws. The DeRUSSY was laid up in St. Louis, October 2, 1882 according to the diary of John C. Crane, master of the MISSISSIPPI (T1837); disposition unknown.

This Office of Western River Improvements had existed prior to the Civil War but had accomplished little beyond surveys and the construction of four Marine Hospitals. The Office was reestablished by the Rivers and Harbors Act of 1866, manned by Corps of Engineers officers. In 1871 the Office was moved from Cincinnati to St. Louis and in 1879 the Mississippi River Commission was established for the purpose of navigation improvements..

T2089A R. H. BARNHAM (new)
Stw tb wh 1862-1864. b. Warren, OH on the Pennsylvania and Ohio Canal, 30 tons. This small towboat was owned by Capt. Uriah B. Scott, Ironton, OH and undoubtedly used for towing produce boats or small flats. She burned at Louisa, KY, Big Sandy River, November 5, 1864 without loss of life.

T2214A S. H. LONG (new)
SW snagboat wh 1867-1868? b. Cincinnati, OH by Office of Western River Improvements. This was one of three twin-hulled snagboats built in 1867, hulls 150x25, spaced 12 ft. apart for an overall beam of 62 ft. The LONG was launched December 18, 1867. The sister boats were the J. J. ABERT and R. E. DeRUSSY; all were designed by E. M. Shields under the direction of Col. John N. Macomb, Corps of Engineers, superintendent of Office of Western River Improvements. In addition to propelling engines, these boats had two engines operating the capstans and hoists and two driving the saws. These snagboats were built for use on the Mississippi and lower Ohio and other tributaries but the life and disposition of the S. H. LONG is unknown.

T2219A S. THAYER (new)
SW? snagboat wh 1869-1877. This snagboat was added to the fleet of the Office of Western River Improvement, Cincinnati in 1869. It may have been a twin hull design similar to the three built for this office in 1867, the COL. J. J. ABERT, R. E. DeRUSSY and S. H. LONG. Disposition unknown.

T2288 SENTINAL
Additional info: Capt. A. B. French in his log for January 18, 1887 states that he traded the MARTIN J. MURPHY and \$350 to a Mr. Moran at Donaldsonville, LA for the SENTINEL. We believe that this MARTIN J. MURPHY was a steam launch, 35x8, purchased by Capt. French at Louisville, KY October 9, 1885.

T2320 SOHIO SOUTHERN
Prop tb sh 1947-1949. Originally the MIDWAY ISLANDS which was bought by Sohio Petroleum Co. in 1946. Renamed October 11, 1947.

T2513 VEGA
Comment: Original place of building in 1881 was Akron, OH on the Ohio and Erie Canal and completed at McConnelsville, OH on the Muskingum River in 1882. She may originally have been an unpowered canalboat or built as a tug with machinery added at the latter location. Purchased by USE in 1887 for Muskingum River service.

T2542A VOLCANO (new)
Stw tb wh 1916-1930. b. Dravosburg, PA, 126.5x25.8x4. Owned by Diamond Coal & Coke Co., Pittsburgh. Came out on maiden trip in February, 1917.

She took the last tow of Pittsburgh coal south in wooden coalboats and barges in May, 1919, assisted by the SAM BARNUM. She left Pittsburgh on May 10, 1919 with this tow, one day prior to when the MIDLAND overturned at Davis Island Dam, Ohio River.

She then was bought by the Hillman Coal & Coke Co. and under their ownership burned at the Lock Four Boatyard, Monongahela River, August 19, 1927; rebuilt. Capt. C. E. Hoge was master and Robert Donaldson, pilot at the time of the burning.

She upset at Dunlevy, PA on Monongahela on May 30, 1929 and was righted on June 5. In May, 1930 the ED. J. HOWARD came to Pittsburgh and got her, took her to Madison, IN where she was rebuilt to become the MENGEL, owned by Mengel Box Co. Later she was renamed BOB TRESLER.

T2583 W. M. REES
Stw tb sh 1913-1940. This boat was sternwheel, a duplicate of the AUGUSTUS J. NOLTY.

T2673 WM. McCLELLAN
Correct spelling of name; no "d".

T2066 PORT EADS

The boat was lost February 10, 1890 as a result of striking a pier of the Memphis Bridge while downbound with a tow of grain barges. Pilot on watch was Gus Hyner; pilot Arthur Townsend and master Nelson Davis were in the pilothouse at the time of the accident.



The Sons and Daughters of Pioneer Rivermen were honored with a reception at the University of Wisconsin, La Crosse, on the evening of October 14. The Eugene W. Murphy Library recognized the contributions of the J. Mack Gamble Fund since 1983 toward the river photograph collection project. Dr. Dale Montgomery, Director of Library and Media Services commented, "...the Sons and Daughters have made the sustained contributions that have made the critical difference."

In addition to some speechifying, we were entertained by Eddie Allen, folk singer.

Above, Edwin Hill, Murphy Library; Woody and Bee Rutter with plaque and Ralph DuPae, photo sleuth.

Sirs: Please be advised that the projected book on the ISLAND QUEEN is a joint venture. My brother Bob is the co-author and has done most of the work. The first draft of the manuscript is now completed.

In the September, 1992 issue, page 14, the curious device in the cookhouse is a sausage chopper. Turning the crank makes the walking beam move the sharp blades up and down to cut up the meat for boatmade sausage.

John H. White

Frederick Way, Jr.

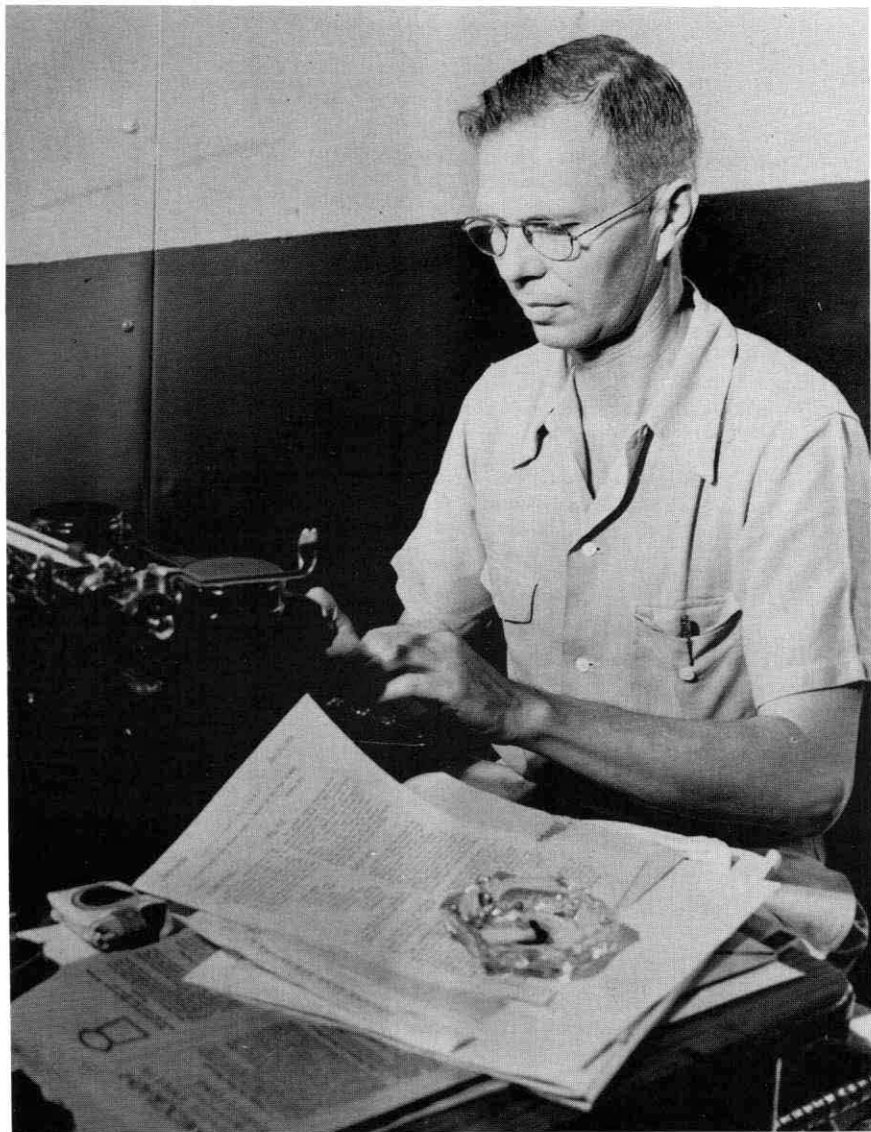
S&D President Fred Way died on the afternoon of Saturday, October 3, 1992. The end came for Fred in his apartment at 610 Sixth St., Marietta, Ohio with daughter Bee at his side at 2:15 pm., quietly as Fred did everything.

Fred Way was born February 17, 1901 in the family home, 311 Hazel Lane, Edgeworth, Pennsylvania. His parents were Frederick Way and Mabel Louise Nicols Way. A brother, Robert Wilson Way, was born January 15, 1902; he died in Miami, Florida September 20, 1973. The Way family had been in the Sewickley Valley since early in the 19th century having settled on several tracts laid out in the first surveys following the Revolutionary War.

Fred was twice married. His first wife was Charlotte Lyon of Sewickley in 1923. Children from this marriage were Frederick Way III, now of Cleveland Heights, Ohio, Betty Byrne Rutter, Marietta, Ohio and James C. Way, Holtville, California. Fred is also survived by nine grandchildren and thirteen great grandchildren.

Divorced in 1931, Fred married Grace Morrison of Sewickley in 1934 and they moved into the house at 121 River Avenue, Sewickley on April 1, 1935. It was this gracious home that most readers will identify with Fred and Grace Way. Grace died in 1980 and Fred continued to live at 121 River Avenue until moving to 410 Sixth Street, Marietta, Ohio in October, 1990.

Fred attended the public schools in Edgeworth, Pennsylvania and graduated from Sewickley High School with the class of 1919. Fred Way's interest in writing manifested itself during his high school years when he wrote a school news column for the weekly Sewickley Herald and also was editor the the high



In May and June, 1944 the GORDON C. GREENE made a trip from Cincinnati to St. Paul. It was a trip too tempting for Fred Way to miss; he had been aboard the JOE FOWLER in 1914 when she went from Pittsburgh to St. Paul. Taking leave from his job as captain of the MV. JIM MARTIN, Fred made the trip on the GORDON as editor of the daily newspaper, River Cruise-Aider. Here, happily at work.

school yearbook, The Red and Blue. Interesting in view of his writing career, The Red and Blue noted Fred's flunking junior English.

The river held a lifelong fascination for Fred Way and it all started with a trip from Pittsburgh to Cincinnati aboard the QUEEN CITY with his mother and brother in 1911. Upon

graduation from high school, Fred enrolled in the college of engineering at Carnegie Institute of Technology, Pittsburgh but left after two months to work for Campbell's Creek Coal Co., Pt. Pleasant, West Virginia. Fred was hired as assistant to manager E. A. Burnside and later became steersman on the EUGENE DANA SMITH.

The job with Campbell's Creek ended in the spring of 1920 and Fred soon became third clerk on the packet CORKER in the Pittsburgh and Wheeling trade, three trips a week.

In the fall of 1920, largely at the plea of his mother, Fred enrolled in the engineering course at the University of Cincinnati. Fred completed the freshman year before the river called again and he took a "summer" job on the former CORKER, now called the GENERAL BEACH and operating in the Pittsburgh-Zanesville trade. From then on, the river was Fred's life and he never looked back.

Fred Way's writing skill and the stories he left, serious and otherwise, are his great legacy. From age thirteen, "Fred Way" was a byline in the pages of *The Waterways Journal*. He was a writing contemporary of Donald Wright, Bill Tippitt and Mack Gamble who also wrote river news for the *Journal* at that time. Reading their letters, it is obvious that there was some friendly competition between the four for space in the *Journal*.

From unpaid submissions to *The Waterways Journal* while still in high school Fred went on to author successful books on river life and others which are the authoritative references on the age of steam on the Mississippi River system. As he was in person, Fred's writings have a warmth, unpretentiousness and sense of amusement in them. In 1933 the *Log of the Betsy Ann* telling of the trials and tribulations of operating a packetboat was published and well received. This was followed by *The Allegheny* (1942) in the *Rivers of America* series, *Pilotin' Comes Natural* (1943), *Saga of the Delta Queen* (1951), *She Takes the Horns* (1953), *Way's Packet Directory* (1983), *Way's Steam Towboat Directory* (1990).

The last two directories are reference books but Fred's anecdotes, often from personal contact, about the people who worked or owned the boats enliven almost every page. A good example of Fred's style may be found under DICK FULTON in the *Towboat Directory* wherein he relates the achievements and peculiarities of the Dippold family.

In 1945, after spending the war years piloting diesel towboats for Ashland Oil and Refining Co. in the petroleum trade between Ashland, Kentucky and Pittsburgh, Fred announced to his wife Grace that he didn't intend to hold a regular job again. He became the publisher of *Inland River Record*, an annual compilation of boats operating on the inland waters. From a small beginning, the IRR grew into an indispensable reference for anyone dealing with river traffic. Fred was editor and publisher of the IRR through 1976 and the annual is still published by *The Waterways Journal*.

Fred Way's first license was for "Mate, Packets" and received in 1922. In 1927 he received his Master's license and in 1929 the first issue of Pilot's license. The Pilot license covers the Ohio River from Pittsburgh to Louisville, Kentucky River to Lock One, Kanawha River to Lock Eleven, Monongahela River to Floreffe, Pennsylvania and the Allegheny River to the Head of Navigation. The Allegheny extension is so worded because, although Fred drew a detailed map from Olean, New York to Pittsburgh, the Coast Guard was aware of the proposed dam on the river at Kinzua and the U.S. Engineers wanted no future argument about blocking navigable waters.

In 1941 Fred contemplated applying for the job of Inspector of Hulls at Pittsburgh and listed the boats he had worked on:

EUGENE DANA SMITH
CORKER
GENERAL BEACH
GENERAL PERSHING
GENERAL CROWDER
BETSY ANN
GENERAL WOOD
SENATOR CORDILL
LIBERTY
J.S. DELUXE
DONALD BIRMINGHAM
LEONA
IRON CITY
STEEL CITY
E. D. KENNA
MAMMOTH CAVE
WASHINGTON
SAINT PAUL
SENATOR
TOM GREENE
ISLAND QUEEN

Later, he would work on the Ashland Oil and Refining Co. diesel towboats JIM MARTIN, TRI STATE, ASHLAND and PAUL BLAZIER. He was trip pilot on the Mv. FRANK B. DURANT for a short time in the early 1950s. The DELTA QUEEN during her transport from the West Coast to New Orleans and up the river to the Dravo Shipyard was, of course, Fred's charge and he served as pilot on her on several occasions later. We should include the W. P. SNYDER JR. since Fred was master on her last trip, Brownsville, Pennsylvania to Marietta, Ohio, in 1955.

There was nothing Fred Way enjoyed more than piloting a boat. He often mentioned his dreams of almost every night, in the pilothouse at the wheel and usually under pleasant circumstances such as a balmy day in early spring on the upper Ohio. Usually, old friends were present to share the joy of just being on a steamboat out on the river.

Fred was elected president of the Sons and Daughters of Pioneer Rivermen in the fall of 1941 and remained president until his death. Under Fred's guidance, the river museum grew into its own building, the Inland Rivers Library was established, the W. P. SNYDER JR. was donated by Crucible Steel Co. and brought to Marietta, the

TELL CITY pilothouse was moved to the museum complex and restored and the J. Mack Gamble Fund was established.

But perhaps Fred's greatest contribution to preserving river history was the establishment of the S&D Reflector in 1964. For 29 volumes the quarterly has appeared, usually with 36 pages or more packed with photos and articles written in an entertaining manner. Fred wrote most of the articles, did the typing, made the layout and produced a body of knowledge that is a wonderful treasure of river history. If it were not for Fred Way and his writings, a great deal of the contemporary history of the rivers would have disappeared. Fred looked with great satisfaction on his work with the S&D Reflector as something worthwhile to leave for future river historians.

At his request, Fred was cremated. On Thursday, October 8 the ashes were turned over to Capt. Gabe Chengery of the DELTA QUEEN for one last trip to Sewickley, Pennsylvania. A young Gabe Chengery had frequented 121 River Avenue just as a hundred other youngsters fascinated with river life had done and it was fitting that Gabe take the Captain home. As the boat passed Newport and Clarington, Ohio, her flag at half staff, the whistle sounded a salute to Fred's old friends of happy memory, the Hughes, the Greenes, Mack Gamble, and Bob Thomas.

The DELTA QUEEN landed at Chestnut Street, Sewickley at 10:35 pm., Friday, October 9. Although there had been no announcement that the DELTA QUEEN would make a landing, some 200 citizens of Fred's Sewickley Valley were waiting under a cloudless sky and an almost full moon. Capt. Chengery, dressed in his white mess jacket uniform and carrying Fred Way's ashes, came deliberately down the landing stage followed by a trumpeter from the boat's band.

The box was handed over to the Mrs. B. G. Shields, retired editor of The Sewickley Herald and an old friend since the days when Fred was summer editor of the newspaper. Mrs. Shields responded with appropriate remarks, the trumpeter sounded taps softly and the roof bell was heard to tap once. The QUEEN drifted out from the shore and the deep whistle sounded a final salute for the boat's former master, a long and two shorts. As the steamer headed up the river in the moonlight toward Pittsburgh the calliope played the Stephen Foster ballad, Beautiful Dreamer and the surrounding hills faintly echoed the notes. It was a picture from one of Fred Way's pleasant dreams.

Goodbye good friend.

* * * * *

A memorial service for Fred Way was held at the Lafayette Hotel, Marietta on the afternoon of October 27. The hotel seemed fitting, the scene of S&D meetings for 50 years and Fred's headquarters whenever he was in Marietta.

The day was typical of the best of October in southeast Ohio, warm sunshine and color still painting the river hills in reds and yellows. The DELTA QUEEN arrived at the landing about 3pm, enroute from Pittsburgh to Cincinnati and Fred would have been pleased with her addition to the scene.

The Delta Queen Room held more than 125 descendants, friends and neighbors from as far away as California. Sewickley was well represented as was St. Louis, Cincinnati, Louisville, Pt. Pleasant and a dozen other river towns. Officers in dress uniform from the DELTA QUEEN were in attendance.

The room had a John Fryant painting of the TELL CITY on one wall and a model of the VIRGINIA graced the front table. This model had resided on the mantle at 121 River Avenue and also in

Fred's apartment in Marietta and was always a conversation piece among rivermen.

Rev. Roland Fredericks, retired and now a resident of one of the attractive townhouses overlooking the Ohio just above the Marietta - Williamstown Bridge, lead the services. Three long-time friends of Fred Way's had been asked to speak reflecting on their association with him. Daughter Bee Rutter spoke for the family.

First, was Capt. Charles Henry Stone, Pt. Pleasant, West Virginia, followed by Capt. C. W. Stoll, Louisville, Kentucky, and then Capt. Graydon "Bub" Crain, Mars Pennsylvania. Each had both serious and humorous reminiscences, typical of how many of Fred's river friends found him over the years. All remembered Fred as ready to start a new adventure anytime, willingly sharing his knowledge and always with time to visit friends and strangers alike.

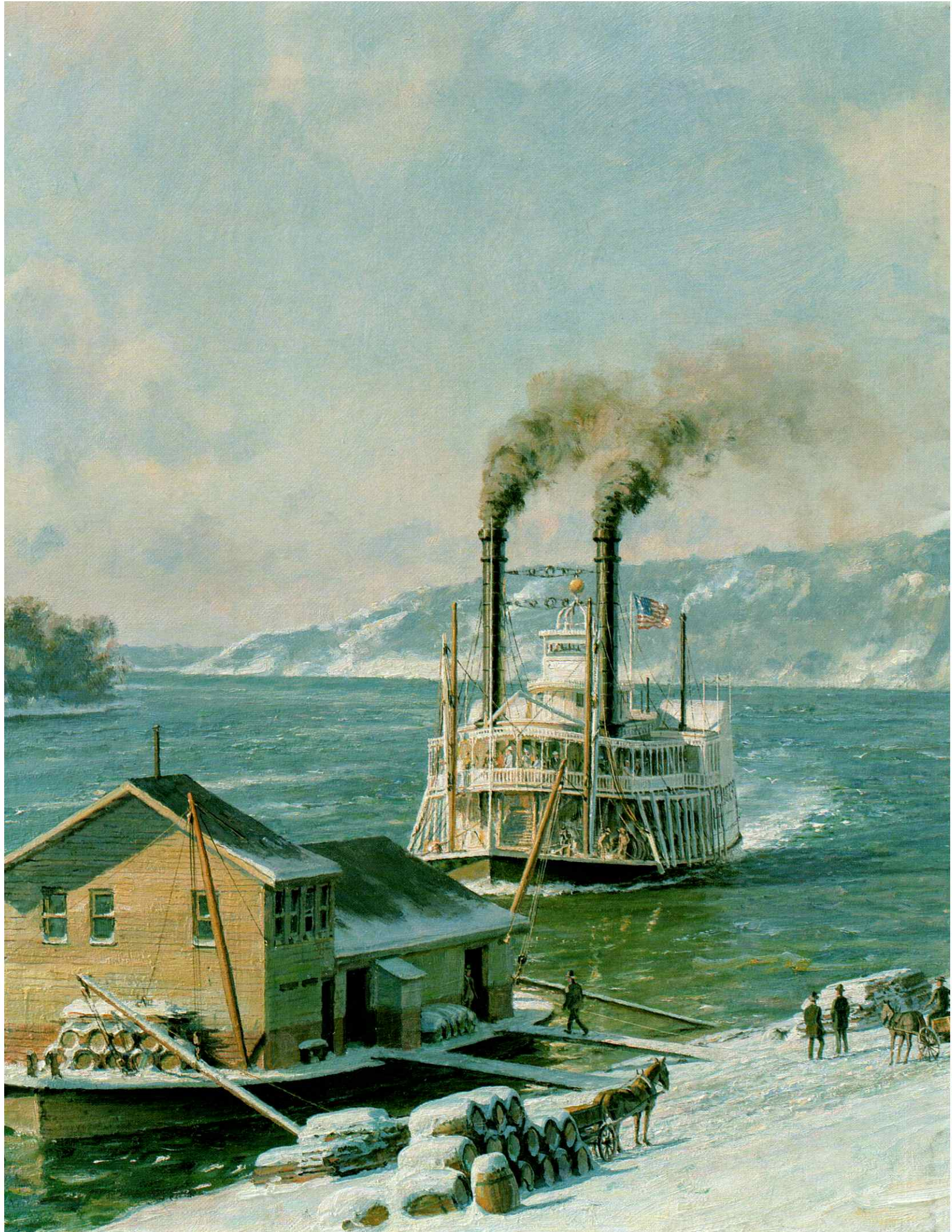
The Lafayette Hotel provided light refreshments in the main lobby while family and friends visited after the services. Through the lobby windows the DELTA QUEEN could be seen at the landing. Many waited around the Bicentennial Fountain at the top of the Marietta landing until the QUEEN departed downriver at 6pm.

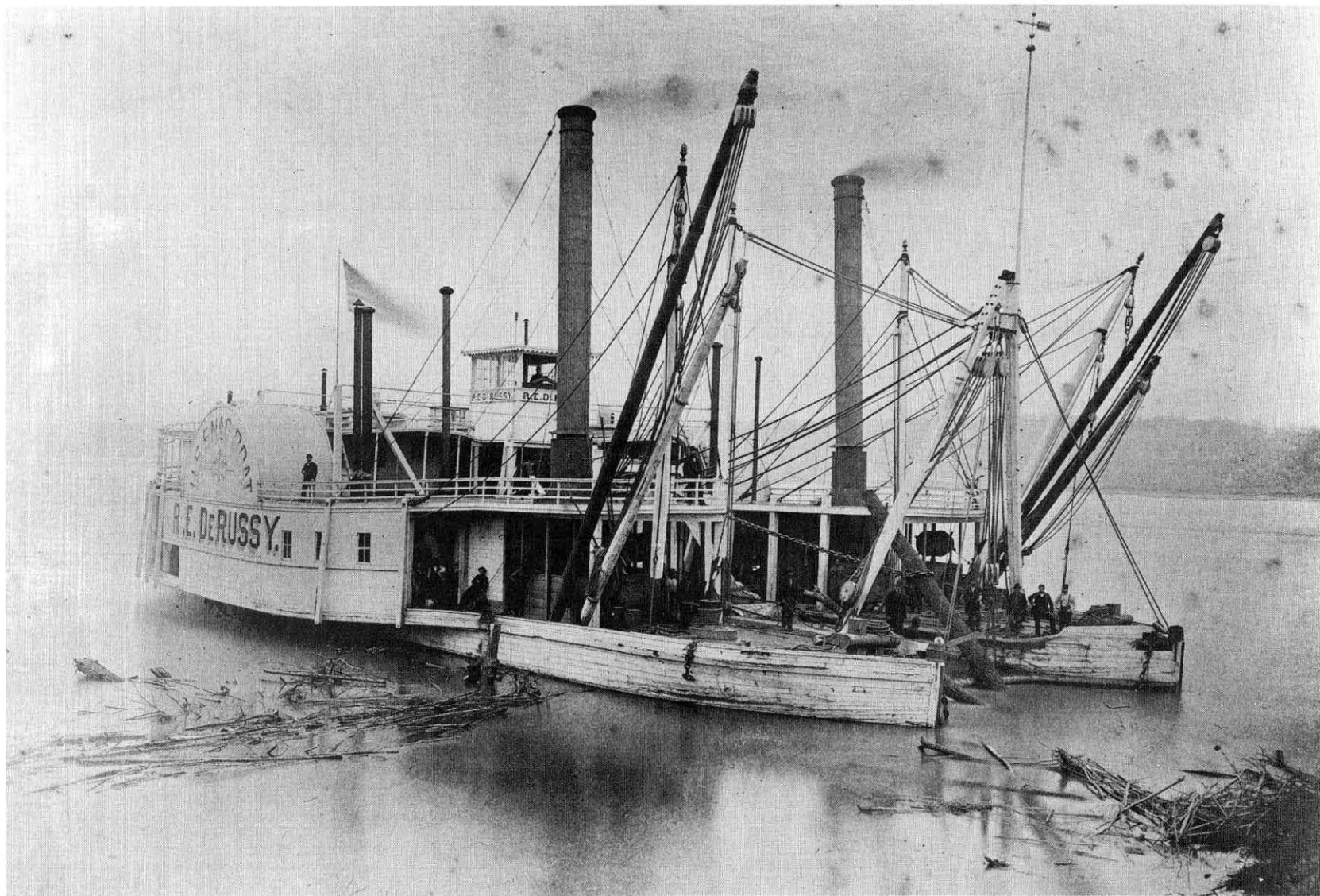
All in all, the gathering of friends from far and wide in the Delta Queen Room of his favorite hotel and with the boat he rescued on hand couldn't have been more appropriate for Fred Way. It wasn't a "party" for those attending but Fred may have called it that, as was his wont for any gathering of more than two. It was a tribute to a life of accomplishment by a talented, friendly fellow who was lucky enough to make his life's work his hobby. In his 91 years, Fred left a great legacy in his writing, touched hundreds with his friendship and with his gentle ways affected for the better all who knew him.



To our mind, this is one of the best photographs of Fred Way and the last "formal" portrait; the pose is about as formal as Fred could get. W. J. "Bill", Penberthy, a photographer who operates a studio in Sewickley, Pennsylvania, came down to Marietta to capture Fred's likeness.

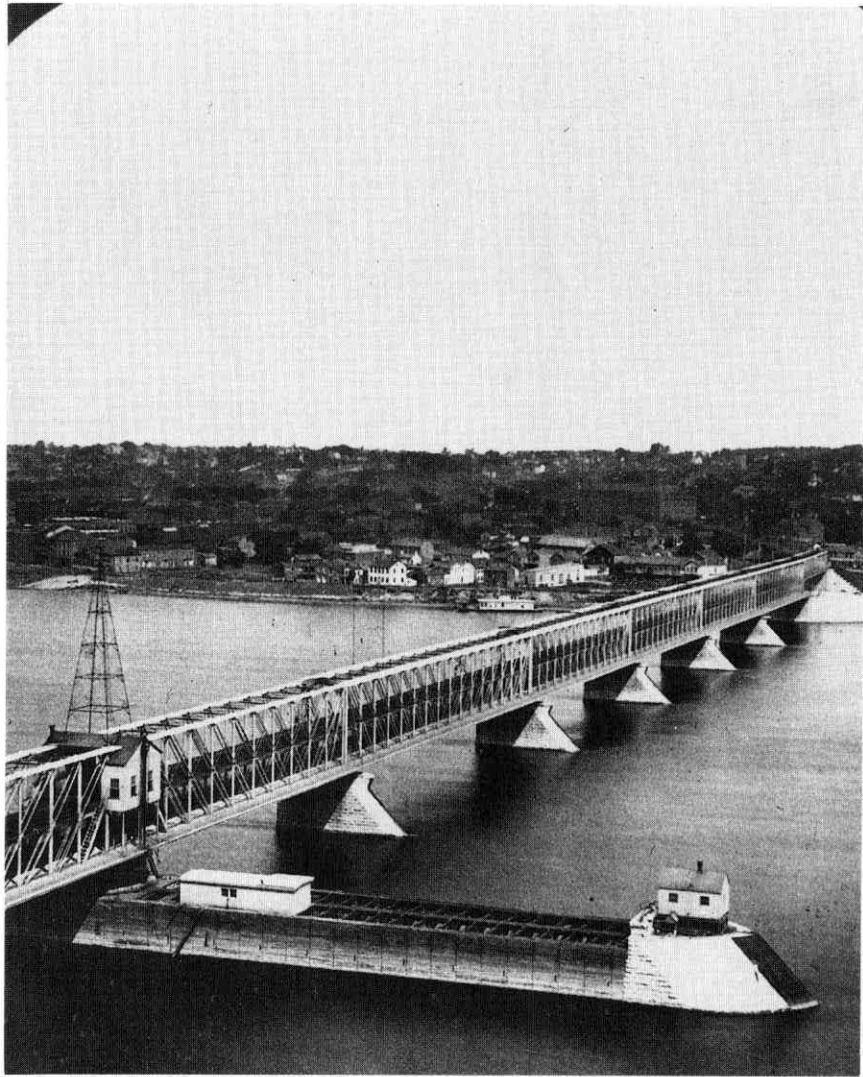
The date chosen couldn't have been better: March 16, 1991, the 50th anniversary of the opening of the S&D River Museum. Here is Fred in the pilothouse from the TELL CITY with the W. P. SNYDER JR. visible over the breastboard. Of all his many projects over the years, the restoration of the pilothouse and the 1955 trip of the SNYDER to Marietta were among Fred's favorites.



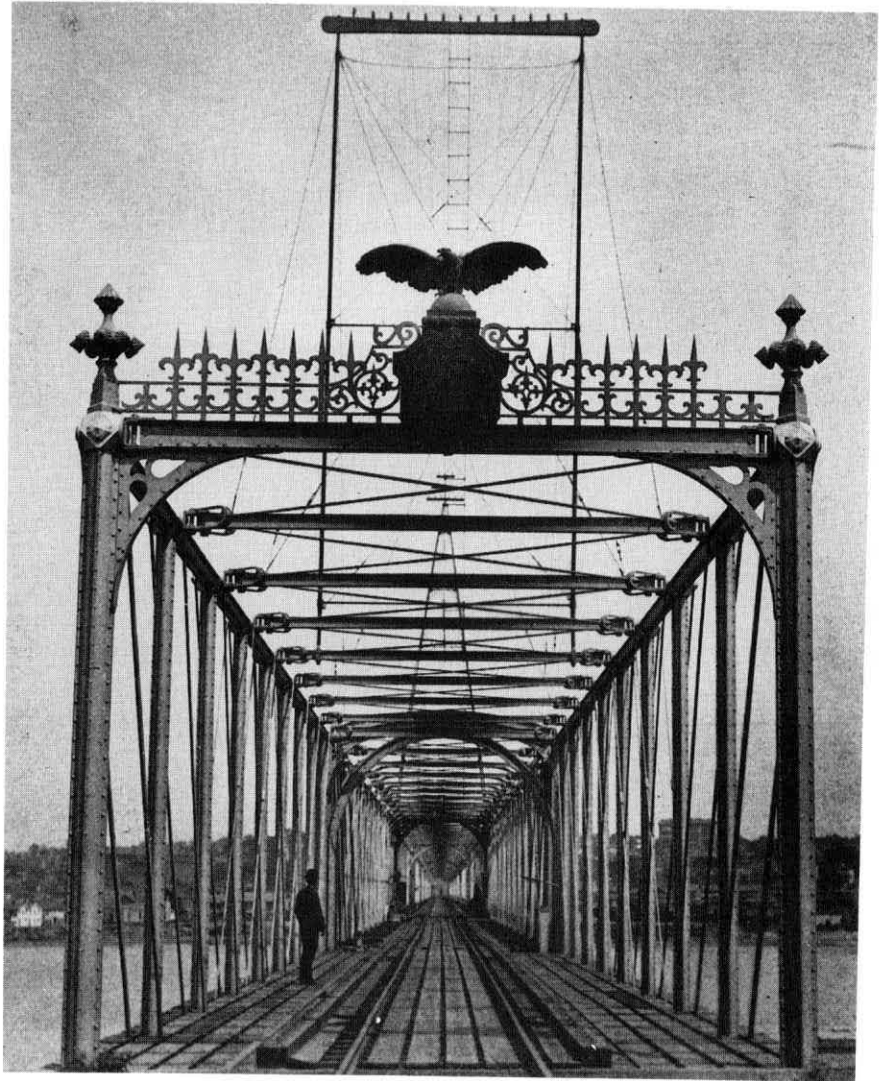


Ralph DuPae sent us this photo of the U. S. Snagboat R. E. DeRUSSY some months ago as a gentle reminder that there was an omission or two in Way's Steam Towboat Directory. Our thanks to Ralph and the DeRUSSY and others have now been attended to in Directory Addenda No. 2 found elsewhere in this issue.

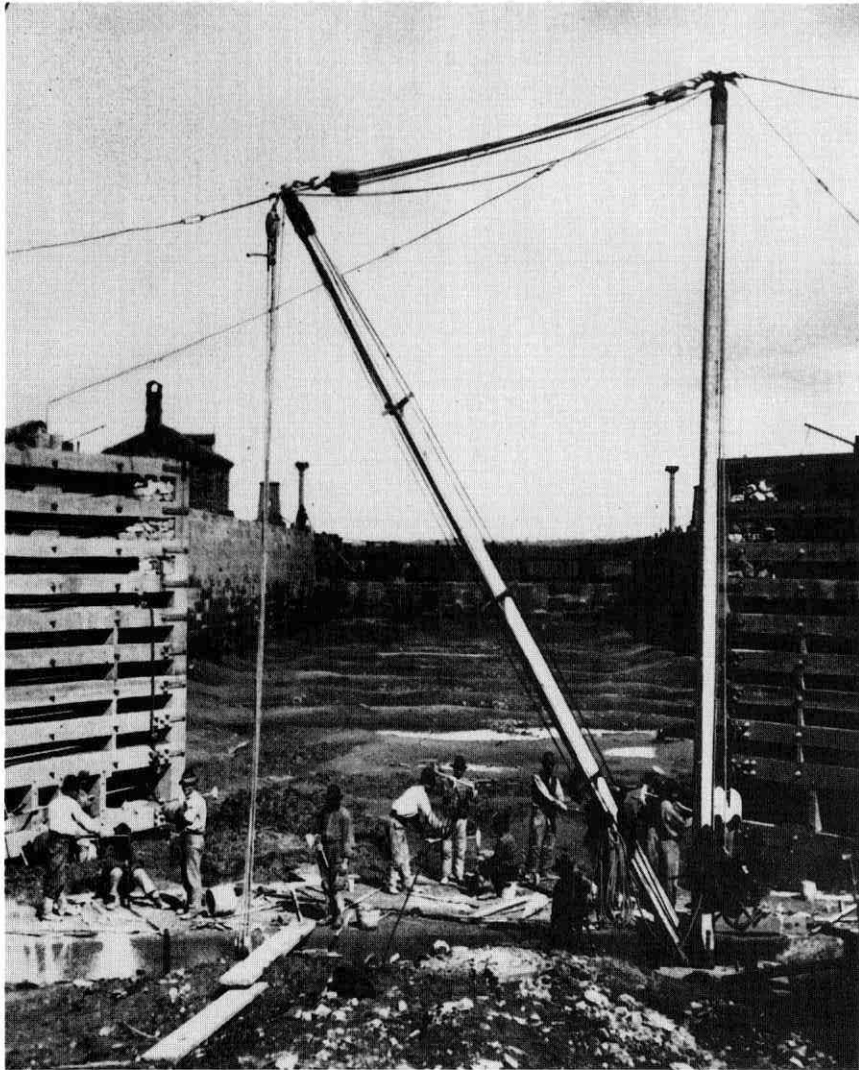
This is a good view of a snagboat at work: A sizeable tree has been pulled up over the beam between the twin hulls, the top has been lopped off and the power saws will make short work of the trunk with the pieces probably left to drift off downriver. The photographer was R. Benecke, St. Louis; from the Wes Cowan collection.



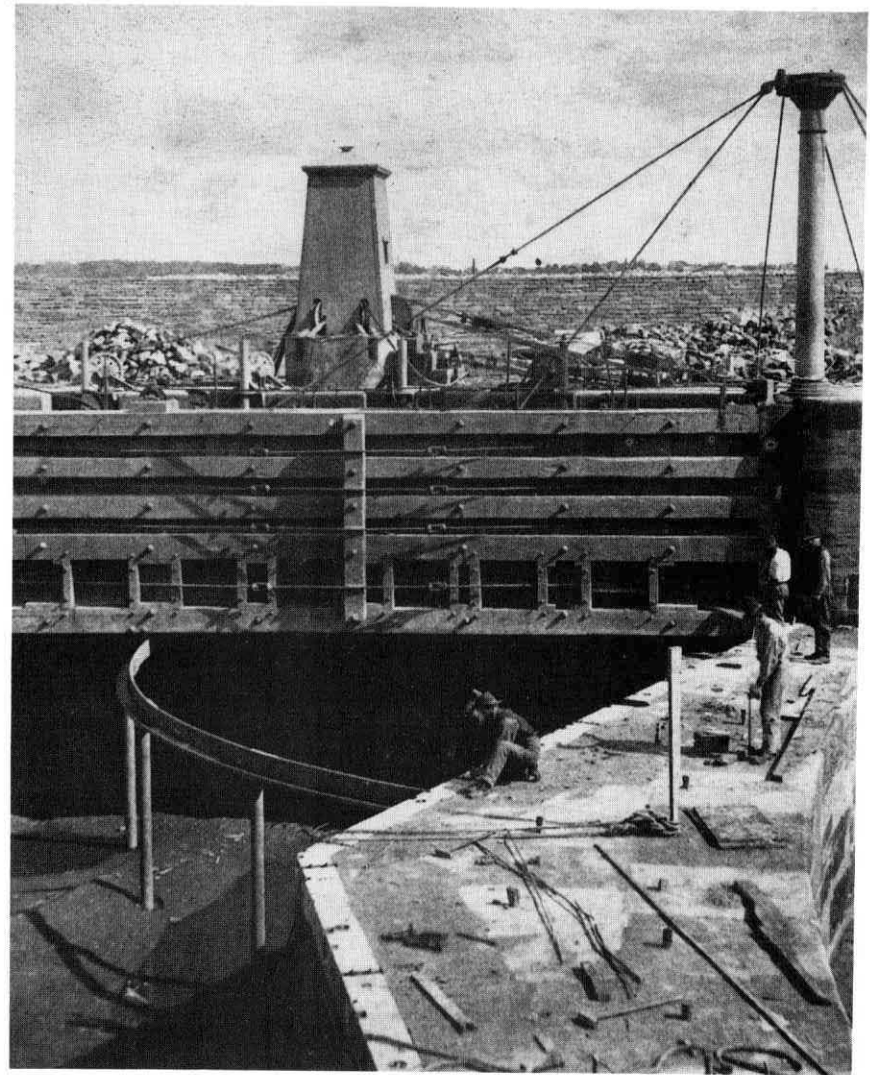
Thursday, July 12, 1877. John Doremus and assistant Alfred Pritchard took views of the bridge between Arsenal Island and Davenport, Iowa. The bridge carried both wagon and railroad traffic and was built to the design of Major G. K. Warren between 1869 and 1872. The total length was 1,546 feet with a 366 foot swing span in the foreground above.



When first planned, the railroad was to be below the wagon road. Major Warren decided the horses may be frightened and placed the road 12 feet below the tracks. Aside from the roar of the trains above, the horses may have been discomforted by hot coals dropping down but the Major knew his horses. The bridge was rebuilt in 1899. From the Mary Green coll.



The lower lock in the Des Moines Rapids Canal at Keokuk, Wednesday, October 10, 1877. Opened on August 22, the canal suffered from leaks and had to be drained for repairs. The lower sill seems to be under repair while evidence of silting shows in the lock chamber. The building with the chimney is the powerhouse; lock gates were operated by cables.
 Mary Green collection.



Upper gate on the Keokuk Lock. Design depth of the canal was five feet. A track supported the gate and the fellow swinging the hand sledge seems concerned with the alignment. The square tower houses the pulleys for the gate operating cables. The lock chambers were 310x80 feet at the surface; 291x78 feet useable. Yet, the 302 foot SAINT PAUL went through regularly!

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 4

Marietta, Ohio

December 1992

