

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 30, No. 3

Marietta, Ohio

September 1993



THE FRONT COVER

The ISLAND QUEEN (2800) at Evansville, Indiana on a clear spring day, probably in the 1930s or 1940s. Each spring and fall, the Coney Island Co. sent "Big Liz" on tramping trips, before and after the Coney Island amusement park season at Cincinnati, and Evansville was a regular stop. The spring trip usually took the ISLAND QUEEN down to Memphis but she also had visited St. Louis and New Orleans.

The ISLAND QUEEN was started in 1923 at Midland, Pennsylvania to be an overnight passenger packet, a duplicate of the CINCINNATI. The L. & C. Line sold the unfinished hull to the Coney Island Co. and it was completed as an excursion boat in 1925. Her passenger capacity was 4,100 and riding from downtown Cincinnati to Coney Island was a feature of summer life in the Queen City.

An earnest discussion is going on in the lower right of the picture. The smaller member seems to have arrived by bicycle, ready to do anything to get on the boat. We hope he got a ticket for the afternoon excursion.

The ISLAND QUEEN was lost by a fuel explosion and fire at Pittsburgh on September 9, 1947.



STYLE NOTES, 1935: Sophisticated college girls aboard the excursion steamer IDLEWILD model hats, gloves and proper casual coats. Left, Mary Halbruge and Marguerite Stephens of Monticello College, Godfrey, Illinois. Mary later became Mrs. Bert Fenn of Tell City, Indiana.

S & D ANNUAL MEETING

September 17-18, 1993
Marietta, Ohio

The Hotel Lafayette, Front and Greene Streets, Marietta, the traditional headquarters, will again welcome S&Ders attending the Annual Meeting. If you arrive in town early you will be in good company; we suggest spending some time at the Ohio River Museum and W. P. SNYDER JR. to note the subtle changes which have taken place this year.

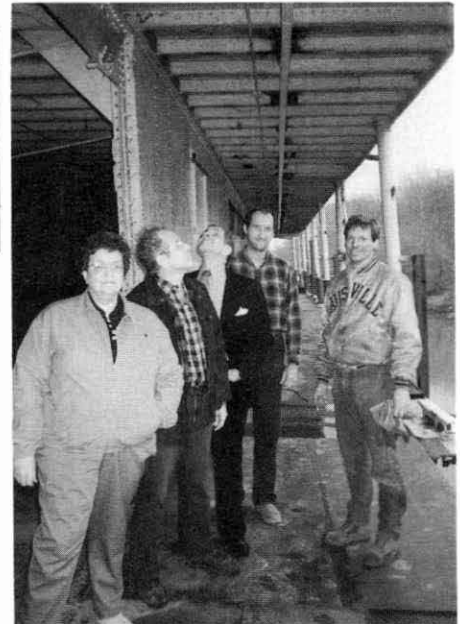
A schedule of meeting events will be available at the front desk in the hotel lobby. Be sure and pick up a copy for the latest meeting details.

"When are we going to have another Whistle Blow?" This is the year! Be prepared with tape recorders and ear plugs for an afternoon of joyful noise.

The annual banquet and election of officers will be held Saturday evening in the hotel ballroom. Following the business meeting there will be a program of entertainment, planned and unplanned. The featured speaker this year will be M'Lissa Kesterman of the Inland Rivers Library staff with a slide program on river photographers of note.

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On December 30, 1992 the sons and daughters of Tom and Letha Greene inspected the hulk of the TOM GREENE (5415), once the family home. Above, Jane Greene, Tom Greene, Gordon Greene on the main deck of the old packet with owners Bob and Ron Harrison. The boat will be used as a restaurant at the Harrison Boat Harbor, Melbourne, Kentucky.

Photo and info by Dick and Mary Greene Stewart.

LETTERS

Sirs: One of the valued contributions to the Keokuk River Museum is Clarence Elder's photo album, given to us years ago by Mary Elder. We have often wondered what was meant by Capt. Elder's written note under a picture of the crushed stem of the WASHINGTON, "BUDAH (sic) DONE THIS!" The article about the WASHINGTON's collision with a lock gate in the June issue answered the mystery.

There is no end to the fascination of steamboating. I especially like the Jesse Hughes' diary, both for what it says and what it leaves to the imagination.

Bob Miller, Curator
Keokuk River Museum
P. O. Box 400
Keokuk, IA 52632

= Clarence "Heavy" Elder was obviously a better musician and pilot than a speller. We are intrigued by another Elder adventure recently found in The Waterways Journal, 1934 Annual Review:

"The towboat I. LAMONT HUGHES left Pittsburgh with the 100th New Orleans tow of the Carnegie Steel Company. To celebrate this event, the calliope from the packet QUEEN CITY was placed on the HUGHES and Capt. C. W. Elder went along to play at all the towns and cities enroute."

On May 28 Ye Ed and Secretary Bee tried to slip aboard the GEO. M. VERITY at Keokuk, only to be greeted with a big smile and welcome by Bob Miller. Ed.

Sirs: My thanks to C. W. Stoll for the very interesting 1918 year of the Jesse Hughes diary. We lived on Front Street in Newport, Kentucky, across from the Cincinnati, at the time of the Big Ice.

My mother, age 95, tells me that the river was frozen two to four feet thick from shore to shore. When the ice was breaking up it

sounded like a cannon going off. She watched the ice starting to move and it took steamboats, wharfboats, pleasure craft, houseboats and shantyboats along. A sight not to be forgotten was a loaded coal barge striking the L&N Bridge pier end-on and splitting lengthwise as if by a knife.

Ken Pauly
505 Taylor
Bellevue, KY 41073

= Ken Pauly enclosed an article from the Cincinnati Post, January 19, 1977 which reviews the 1918 ice problems in Cincinnati; 1977 was being recorded as the coldest on record for the Queen City.

Quotes from the Cincinnati Post, January 30, 1918: "A gorge that had held for many days broke between 10 and 11 am. The river rose 7.4 feet, the ice tearing into boats tied up to the bank including the Coney Island excursion boat PRINCESS and the packet CITY OF LOUISVILLE. It was nature's own pageant - a seemingly endless parade of docks, wharfboats, wrecked steamboats, houseboats, logs and other works of man cast adrift on the river by the gigantic force of the breaking ice." Ed.

STR. ALTON AT ALTON?

The cover photo for the September, 1992 issue of S&D Reflector is a closeup of the octagonal pilothouse of the sidewheel ALTON at a landing with a high bluff in the background. We were dubious about the location, guessed that it was Alton, Illinois, and had several suggestions from readers.

Rudy V. Gerber, 418-D North Clay, Kirkwood, Missouri 63122 has been thinking about the ALTON photo and now writes: "I have considered myself extremely fortunate to have ridden the steamer ALTON twice on her daily run to Chatauqua, Illinois, probably in 1916 and 1917.

I believe that the bluff in the photo is at

Chatauqua, Illinois as there is a resort hotel faintly visible behind the trees and it resembles the one there which later burned. The ALTON ran daily (except Mondays) to Chatauqua which was and still is a resort community. In later years, steamboats could not always land there in the low water periods."

SCHEDULE

Str. ALTON, Passengers Only
Daily Except Mondays
Lv. St. Louis 9:30 am.
Lv. Alton 12:30 pm.
Arr. Chatauqua 1:40 pm.
Ret., Arr. St. Louis 6 pm.
Sat., Lv. St. Louis 2:30 pm.
Lv. Alton 5 pm.
Arr. Chatauqua 6:15 pm.
Ret., Arr. St. Louis 10 pm.

Sirs: Saturday, May 29, 1993 was the day I was supposed to be in Dubuque for the National Rivers Hall of Fame festivities. I had my reservations and planned to bring four whistles for the whistle blow, one being from the storeboat RANGER, operated by Gene Harris, Newport, Ohio. But, a heart attack this past February has slowed me down and on May 29 I was out of steam and dead in the water. Sorry to have missed the fun.

May there always be live, working steamboats!

Wm. "Bill" V. Torner
1119 Kent Circle, Apt. 209
Waterloo, Iowa 50701

= Bill Torner is the young 77 year old who drove all night from Davenport last September to attend the S&D Annual Meeting. Take it easy Bill; Dubuque didn't have the steam to do your old-time whistles justice but we would have enjoyed seeing you. Ed.

LETTERS Continued on Page 35



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Vol. 30, No. 3

Marietta, Ohio

September 1993

Established in 1964 as the official publication of the Sons and Daughters of Pioneer Rivermen, edited and published by Capt. Frederick Way, Jr. through 1992. The S&D Reflector takes its name from a newspaper published in 1869 by the management of the sidewheel packet FLEETWOOD, Parkersburg-Cincinnati trade.

Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible and welcome. Full membership entitles the holder to the S&D Reflector and admission to the Ohio River Museum including the W. P. SNYDER JR., Marietta, Ohio.

Membership dues are currently \$15 per year for a full membership; \$1 per year for associated memberships for spouses and children under 18. Please list full names of children so that each may receive a membership card.

Applications for membership in S&D together with your check should be sent to:

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

Memberships are for a calendar year including four issues of S&D Reflector. Renewal notices are mailed out near the end of the 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 the addressee's consent.

Additional copies of the current issue are available from Mrs. Rutter at \$5 each. Back issues through 1979 (Vol. 16) are available at \$5 each; for older years, check with Mrs. Rutter.

THE INDEX FOR THE S&D REFLECTOR IS ISSUED EVERY FIVE YEARS. Currently available are: 1964-1968; 1969-1973; 1974-1983; 1984-1988. The Index volumes are the same page size as the magazine and may be ordered at \$5 each, postpaid, from Mrs. J. W. Rutter, address above.

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

Joseph W. Rutter, editor,
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* * * * *

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The Delta Queen Steamboat Co.'s grand new paddle wheeler, *American Queen*, is scheduled to begin service in 1995.

Construction began on the new steamboat AMERICAN QUEEN on June 21, 1993. The new boat is being built at the McDermott Shipyard, Amelia, Louisiana and Rep. Billy Tauzin was invited to make the first cut of steel. Somewhere along the line we missed the dropping of the practice of laying the keel but cutting steel just may be more appropriate.

The statistics for the new boat are impressive and we submit the comparison with the fabled sidewheel ECLIPSE of 1852, long noted as the largest packet ever built:

	AMERICAN QUEEN	ECLIPSE
Hull Length	375 ft.	365 ft.
Hull Width	89 ft.	40 ft.
Draft	8½ ft.	10 ft.
Height	54 ft.	46 ft.

The tandem compound engines to drive the stern wheel come from the U.S. Corps of Engineers dredge KENNEDY. There are also two diesel-electric prop units.

Passenger capacity is 420 in 206 staterooms and suites. The new QUEEN's design, unlike the MISSISSIPPI QUEEN, provides for open decks and outside doors to many of the staterooms. This return to traditional Western Rivers packet layout should prove popular with the passengers.

The artist's rendering above hides the modern interior design features demanded by the cruising public today. These include elevators, a swimming pool, theatre for entertainments and several bars. The dining saloon is described as resembling a packet cabin and with, "a waterline view of the river, this is a return to the DELTA QUEEN layout although we rather enjoyed the view from on high aboard the MISSISSIPPI QUEEN.

The press release highlights that the engineroom will be accessible for passengers. We hope that this means thought has really been given to serious machinery watching and steam sniffing, a pastime enjoyed by many passengers.

AMERICAN QUEEN will cost \$60 million.

O-K CHAPTER MEETING

Sunday, June 13 was the date for the first meeting in 1993 of the O-K Chapter. The traditional first meeting of the year in March was snowed under by a 20" blizzard on March 14. About 40 members and guests gathered at the Mason County Library, Pt. Pleasant.

The June meeting of the Chapter is the business meeting of the year. Capt. Bert Shearer and Capt. Charlie Stone were unanimously reelected to serve as Captain and Engineer respectively. Clerk Howard Tyler had declined to serve another term because of travel problems. A person to take the Clerk's job had not come forward nor found by the nominating committee; Jim and June Bupp, Charleston, were not in attendance but their names were mentioned as Clerk prospects.

Clerk Tyler reported that the famous O-K Chapter treasury had sunk to a new low. Like the Federal government, there was a deficit situation as a result of optimistic spending to send out the meeting notice. The treasury was quickly replenished by the attendees stepping up to pay their dues.

Charlie Stone reported that the long-planned river museum for Pt. Pleasant was making some progress. State funding for the plans for remodeling the donated building had resulted in an architect being hired. The plans were expected to be delivered by the end of June and it was then hoped that construction could quickly follow. Thinking about the recent high water on the Mississippi it is to be noted that the proposed river museum in Pt. Pleasant is located safely inside the flood wall.

The program for the day was provided by Bill and Marga Smith, Gallipolis. The Smiths had prepared a video of the former O. F. Shearer & Sons boats as a present for Bert Shearer. They had captured many of

the boats still operating since most are now towing for American Electric Power on the upper Ohio. Many of the views were taken from the front door of the Smith estate which overlooks the Ohio a short distance below Gallipolis and included radio conversation with the pilots, whistle blowing, etc.

Although Bill Smith introduced the film with the disclaimer that it was put together as a "video album" for Bert Shearer rather than as an entertainment program, the Smith film was well received and enjoyed by all. The next meeting of the O-K Chapter is scheduled for November 14, 2:00 pm. at the Mason County Library, Pt. Pleasant, West Virginia.

M. O. R. CHAPTER MEETINGS

The Spring meeting of the Middle Ohio River Chapter of S&D was held March 26-27 at Covington, Kentucky. We regret that this report was not available for the June issue.

The headquarters for the meeting was the Quality Hotel Riverview which provides an interesting view of the river, bridges and the lower end of downtown Cincinnati. Some 30 members were on hand for an informal get together on Friday evening.

Saturday morning was open for general exploration of points of interest along both the Ohio and Kentucky riverfronts. The formal program was held on Saturday afternoon at the Public Library of Cincinnati and Hamilton County, seat of the Inland Rivers Library. M'lissa Kesterman, with the assistance of husband Rick, had assembled slides of representative views taken by ten photographers of the steamboat age to illustrate her talk on their careers and work.

Most of these artists are well known to our readers: Thornton Barrette, H. C. Williams, W. C. Brown, Harry Fischer, Harry Feiger, Richard Hunster, Herbert Flora, Capt. Jim Howard,

Capt. Tony Meldahl and Capt. Jesse P. Hughes. M'Lissa and Rick had investigated widely to locate some new photos and to research the lives of some of the lesser known photographers. The show was a stellar success and was too soon over in forty-five minutes.

The annual meeting of the Chapter was held at the Quality Hotel with sixty-two members in attendance. A report was given on the project to purchase a display case for the Inland Rivers Library as a memorial to Fred Way, Jr. The case had been ordered at a cost of \$2,122 and was to be delivered by the end of June. Chapter members and others had contributed toward cost of the case, a valuable addition to the third floor display area of the library.

Jim Haley reported for the nominating committee. New officers for the coming year are: President, Rick Kesterman; First Vice President, Lucy Stoll; Second Vice President, Fred Rutter; Secretary, M'Lissa Kesterman; Treasurer, Ann Zeiger; Board Members at Large, Frank Prudent and Jim Schenk. Entertainment for the evening was provided by a panel of members reminiscing about river experiences, many of which proved to be humorous.

The second meeting in 1993 for the M.O.R. Chapter was held in Madison, Indiana on June 25-26 at the Cliffside Hotel but we do not have a detailed report at press time. It goes without saying that Madison is an enjoyable town to explore for river buffs, railroaders or historians of 18th century architecture alike.

Jack Custer was the speaker of the evening on his favorite subject, the SPRAGUE. We understand that some listeners were surprised to learn from Jack's presentation that he did not really think the mighty, superlative SPRAGUE was in all ways perfect.

The Fred Way, Jr. Memorial Case was dedicated at the Cincinnati public library on July 17, 1993.

NATIONAL RIVERS
HALL OF
FAME

The National Rivers Hall of Fame held its eighth annual meeting on May 29, 1993 at Dubuque, Iowa. The membership meeting convened in the auditorium in the Boatyard Building of the Ice Harbor museum complex at 10:30 am. with nearly every seat filled.

The business meeting heard financial reports concerning the operation of the museums and shops, membership and standing committees. The reports reflected the popularity of the area with tourists. There has been about a 5% growth annually in the past few years and, apparently, this has been independent of the activity generated by the gambling business. The Hall of Fame presently has about 350 members.

As first time visitors to the Ice Harbor in Dubuque, we were impressed with the size of the operation developed by the Dubuque Historical Society. It is described as, "Six sites within two blocks, all created to capture the rich heritage of America's historic inland waterways." The annual budget includes \$234,000 in salaries, \$34,000 for utilities and \$57,300 cost of goods sold in the gift shops.

Following the presentation of reports there was a showing of the multi-media program of the history of the Mississippi. This program lasts 22 minutes and utilizes 12 projectors, background music and narration, a most professional show all around.

The schedule of events for the day left little time for just wandering. Lunch was called at high noon on the museum, sidewheel dredge WILLIAM M. BLACK and well filled box lunches were available. We found a seat in the dredge's officers dining room and spotted S&D members Bob and Nell Hamilton from Nashville, Indiana at the next table.



Jack Custer, Capt. Clarke "Doc" Hawley, Judy Patsch and Jimmy Swift at the Dubuque River Museum with the starboard wheel from the WILLIAM M. BLACK in the background.

The WILLIAM M. BLACK is one of four similar sidewheel dredges built in 1934 for the Corps of Engineers and identical to the WILLIAM S. MITCHELL. She is big: 277 feet long and 85 feet wide over the sidewheels and was built by the Marietta Manufacturing Co., Point Pleasant, West Virginia. She has been on exhibition at Dubuque since 1980 and is maintained as she was when operating with machinery and crew quarters intact. Roger Osborne oversees the WILLIAM M. BLACK and is assisted by a number of well informed volunteers.

The BLACK has received designation as a National Historic Landmark and the dedication ceremonies took place immediately after lunch. Master of ceremonies was Gordon Kilgore who introduced the mayor of Dubuque, James Brady, and other dignitaries. The National Park Service was represented by Bill Wilcox, Historian of the Herbert Hoover National Historic Site, who presented the history of the boat and the plaque. We learned that General William M. Black for whom the boat was named had been first in his class at

West Point and Chief of Corps of Engineers beginning in 1916.

The formal ceremonies over, we started to explore the Ice Harbor area and its attractions. The Woodward Riverboat Museum, Boatyard Building, Iowa Welcome Center and museum boats WILLIAM M. BLACK and gasboat LOGSDON are all part of the complex. This is the area once occupied by the Dubuque Boat and Boiler Co. shipyard and railroad yards, the Woodward Museum building being converted from a railroad freight house. It is easy to understand the designation "ice harbor" since the inlet from the main river channel would be well protected. Today, gates in the flood wall to completely cut the Ice Harbor off from the main river during high water.

Jerry Enzler and crew have developed museum exhibits and the two boats into more than just a walk-thru and out-in-an-hour experience. This is evidenced by the billing of "River Adventure" and a two day admission ticket. The gasboat LOGSDON, 72x15x2.5, wooden hull, built 1940 is up on dry land and may be explored. The Woodward Museum includes a number of

unusual exhibits: a diorama of the Dubuque Boat and Boiler Co. yard, a cutaway model in large scale of a typical sidewheel boat, a log raft which appears to be a full size (accomplished by ingenious use of mirrors), several small boats, shipyard tools, etc. More small craft are found in the Boatyard building.

The Iowa Center building includes the Hall of Fame exhibits for each of the designees plus video presentations in two areas and interactive displays. This building also contains the Dubuque Heritage Center of local history and a fourth floor observation deck. An eye opener is the Portside addition which once served the gambling boat DUBUQUE CASINO BELLE, now departed for other climes. It reminded us of a large, ornate 19th century railroad station waiting room with its two rows of ticket windows and a ceiling two stories up. The lights were on but hardly a person in sight, testimony to the fickleness of gamblers.

The induction ceremonies for those to be honored by the Hall of Fame this year followed a dinner at the very new Clarion Hotel in downtown Dubuque. About 75 were in attendance including S&D regulars Bill Bowell from St. Paul, Jack and Sandie Custer from Louisville, John and Ruth Bickel of the American House, McGregor, Iowa, Bill and Wilma Warrick of Portage, Indiana, Judy Patsch, Rock Island, Illinois, Tom Dunn, Jim Swift and Gary Frommelt, St. Louis and many others. David Tschiggfrie, who worked on the DELTA QUEEN while in college and is now a teacher in the Dubuque area, has completed a very fine model of the DELTA QUEEN which graced the head table.

Capt. Clarke C. "Doc" Hawley was the recipient of the Lifetime Achievement Award for his long association with excursion boats and the tourist boat DELTA QUEEN. Doc's remarks of acceptance were centered around an acorn from the

jackstaff of the packet QUEEN CITY which he had received from Fred Way many years ago. The ancient acorn, perhaps dating to 1897, rested in a shoe box under Doc's watchful eye as he traced its use on the AVALON, DELTA QUEEN, BELLE OF LOUISVILLE and now on the NATCHEZ.

Bee Way Rutter accepted the plaque signifying Fred Way, Jr., 1901-1992, as a member of the National Rivers Hall of Fame. She was joined by her brother James C. Way and wife Terry of Holtville, California and their daughter Therese Way.

There were two other inductees into the Hall of Fame this year, namely: Capt. Daniel Smith Harris, 1808-1892, a notable Upper Mississippi pilot and packetboat owner; John Wesley Powell, 1834-1902, noted for his exploration of the Green and Colorado

Rivers including the Grand Canyon. Capt. Smith Harris was active on the Upper Mississippi for 30 years prior to the Civil War, retiring from active boating after the loss of his GREY EAGLE (2457) on the Rock Island Bridge on May 9, 1861. Mrs. Marian Bissell read the biographical information on Major Powell.

After visiting Dubuque and seeing the Ice Harbor area we have to admit that there are some benefits from riverboat gambling: it brings focus for riverfront development. We admired the new 3rd Street overpass giving direct access to the Ice Harbor area and the spacious parking lots. The Iowa Welcome Center building and the now unused waiting facility for the boats is an attractive rehabilitation of an old building. Shops have gravitated into a recycled industrial building at the Ice Harbor. Uptown, the new Clarion Hotel is first class and two older hotels have been remodeled on the promise of tourists, gambling and otherwise.

There is much in historic Dubuque worth seeing, on the riverfront and elsewhere. We hope that on our next visit the rain and fog will have lifted so we can see Lock 11 from Eagle Point Park.



Capt. Clarke Hawley received the Achievement Award in recognition for his long association with excursion tourist boat industry. Genial "Doc" has been host to the mighty and humble, always with friendly enthusiasm for the river and his boats. Photo by Judy Patsch.

National Rivers Hall of Fame

Honoring

Captain Fred Way, Jr.
and two other inductees,

Captain "Doc" Hawley,

Dedication of the Sidewheel
Steamboat *William M. Black*
as a National Historic Landmark.

Saturday, May 29, 1993



JULIA BELLE SWAIN alongside the wharfboat CITY OF BATON ROUGE at Le Claire, Iowa.

TWO DAY MISSISSIPPI CRUISE

Le Claire, IA - Galena, IL

In this age of states seeing painless revenue in taxes from gambling and weekly announcement of ever larger boats for this or that location, there is still an attractive trip available for lovers of just boats. We refer to Capt. Dennis Trone's continued operation of the JULIA BELLE SWAIN and TWILIGHT on a part of the Upper Mississippi which is also the hotbed for gambling boats. We took advantage of a trip to Iowa to ride the JULIA BELLE SWAIN on her second trip from Le Claire of the 1993 season, June 1.

This was our first opportunity to see the boats of the Trone Fleet in operation, a lapse for which we have small excuse. The JULIA BELLE is very familiar to readers through TV and movie appearances (under various guises) and mention in these pages over the years and she is every bit as attractive in the flesh. There had been some speculation earlier this year that Capt. Trone would relocate to another trade

but that has not taken place. The Le Claire, Iowa to Galena, Illinois trip, 63 miles each way, with a night at the Chestnut Mountain Lodge is a perfect fit for these boats and covers an interesting part of the river. We hope they can continue there.

The JULIA BELLE SWAIN (3180) was sparkling in the early morning sunshine at the Le Claire landing when we arrived about 8:30 on the morning of June 1. She was built in 1971 but still looks new, testimony to the constant care she has received and the cleaning and painting just completed. No question, there is a unique charm to the look and smell of a real, alive steamboat, especially on a fresh spring morning.

A number of the passengers had stayed in motels in Davenport and used the complimentary van service to get to the landing. Baggage is deposited for transfer to Galena by van and was in our room at the lodge when we arrived later. A TV crew was hustling about the boat on June 1, taking footage for some TV advertising spots. Most passengers took advantage of the continental breakfast available on the boat while the TV crew soon departed to catch some more footage as we passed farther up the river.

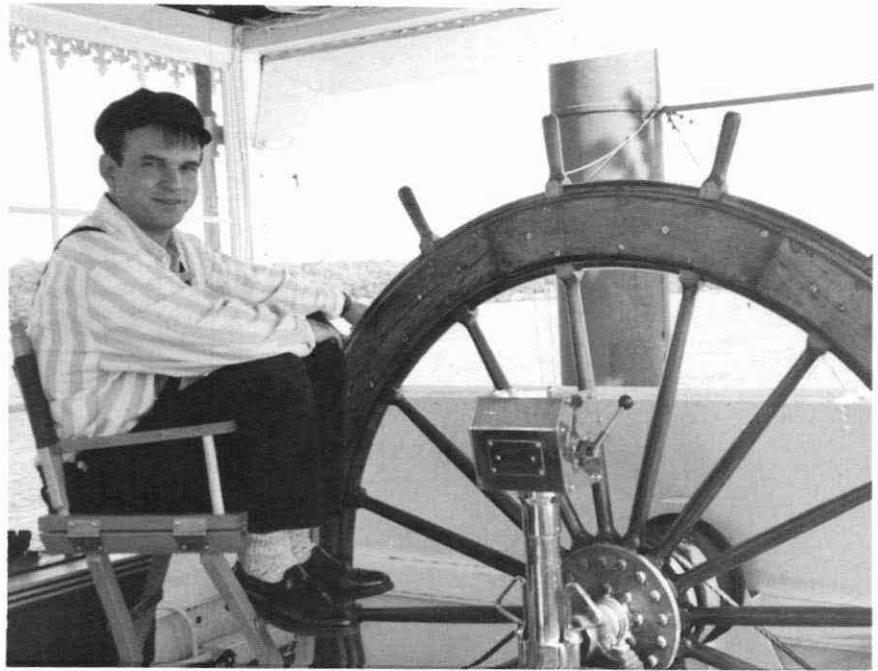
The Upper Mississippi is not our regular stamping grounds and river watching took priority over the entertainment which is offered morning and afternoon. We did visit



with folksinger Art Thieme who is the regular on the JULIA BELLE SWAIN and an S&Der. The crew consisted of Capt. John Vaughn master and pilot with John Sexton engineer, Jill Ahlers chef, Kristi Kelly bar, Heather Mathis waitress, Bob Pence and Tom Weiss deckhands. Libby Trone (Mrs. Dennis) plays the calliope and made her appearance when the TWILIGHT was met after lunch.

The twin screw, diesel TWILIGHT operates opposite the JULIA BELLE SWAIN leaving Le Claire on alternate days. The two boats come alongside to exchange entertainers when they meet, usually in the vicinity of Savanna, Illinois. This is the same practice as followed in the palmy days of the Louisville and Cincinnati Mail Line when the "meet the boat trip" was a popular Sunday outing.

We spent a lot of time in the pilothouse looking at the scenery, watching John Vaughn following the sometimes serpentine channel, and were able to identify a few spots. A photo of Savanna by John Doremus appeared on page 18 of the December, 1992 issue



Capt. John Vaughn on watch in the pilothouse of JULIA BELLE SWAIN.

and we noted several landmarks which show in the 1877 photo, particularly the tall smokestack near the large grain elevator. The town of Sabula, Iowa, two miles below Savanna, was frequently mentioned by Doremus and doesn't look like it has grown much since 1877.

Of equal interest is the engine department on the JULIA BELLE. The engines came from the ferry CITY OF BATON ROUGE (1050), 12s-5 ft. by Gillett & Eaton, Lake City, Minnesota. Engineer Tom Sexton is a double-ender who fills in as pilot when the occasion demands. These are piston valve engines with a separate piston valve for the cutoff. A period advertising circular of the builder is posted on the bulkhead to assist in understanding the linkages and motions. At 185 psi., the engines turn the wheel at about 15 rpm. with the cutoff at about half stroke. After admiring this 1915 mechanical marvel (the advertising said it was) for considerable time, Engineer Sexton stopped by with, "Have it figured out yet?" Well, maybe.

Lunch and dinner are served in the cabin each day, passengers being assigned tables in steamboat style. Arrival at Chestnut Mountain Lodge is about 7:00 pm. where the boats land behind an island, a short distance above Lock and Dam No. 12 at Bellevue, Iowa. A ferry, the TOOTH FERRY, conveys passengers over the



Cabin, looking aft toward the bar. Meals are prepared in main deck kitchen.



Coming or going, the twin screw TWILIGHT is an attractive boat. As here, the two boats meet somewhere in the vicinity of Savanna, Illinois and exchange entertainers.



shallows to the landing within sight of the lodge. It would be much simpler if the boats could drop a stage on the bank but the ferry transfer is a smooth operation, even on a rainy evening.

The schedule permits a visit to the historic town of Galena before reboarding the boat at noon for the return to Le Claire. A light rain persisted during our visit so, after viewing the house given to General U. S. Grant by Galena upon his return from the Civil War, we retreated to the local museum or the morning. Galena is a town with a lot of history and the entire business district is a prize of 19th century architecture deserving of a complete walking tour.

The only sensible way to get back to Galena to complete the sightseeing is by boat from Le Claire.

RIVER CRUISES

P.O. Box 406 • Galena, Illinois 61036

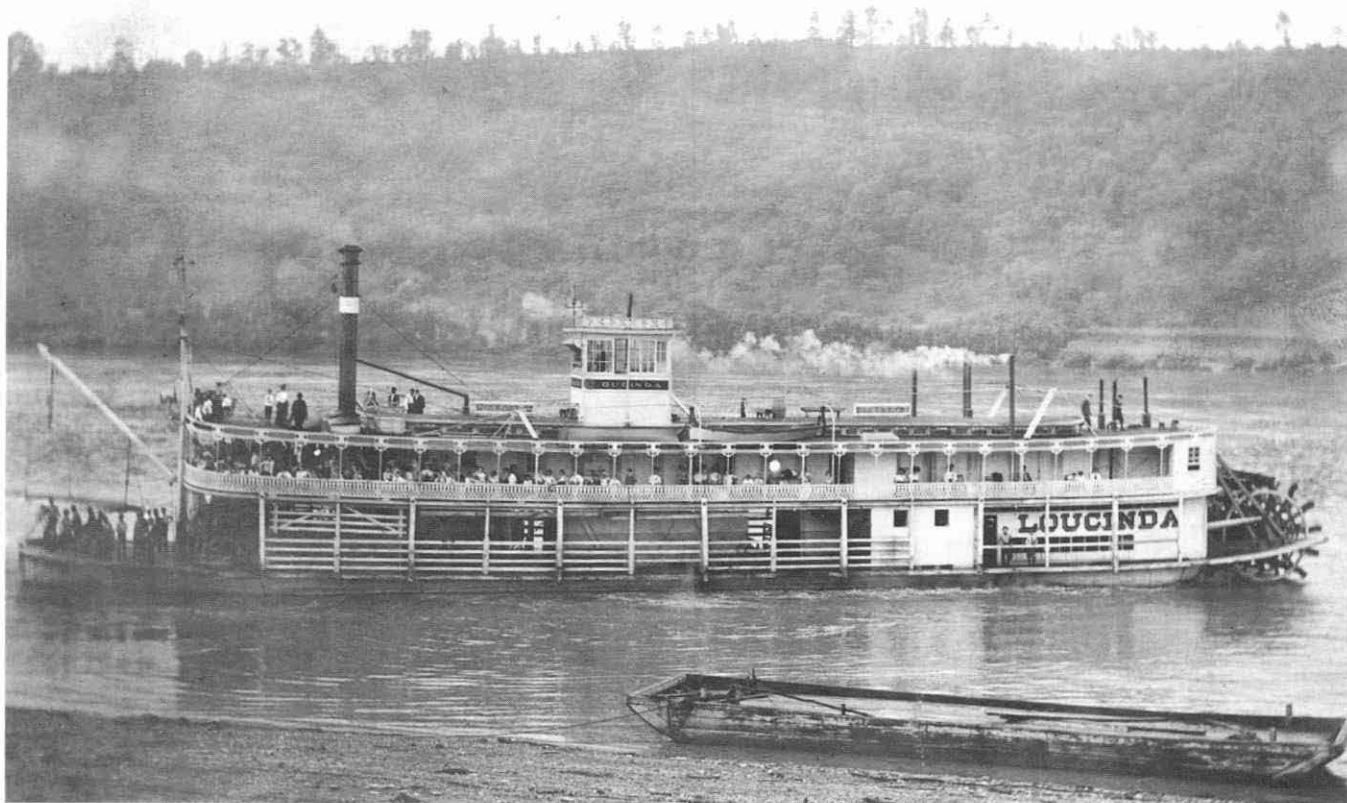
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Not all entertainment on the JULIA BELLE is watching the shore go by; here, the waitresses can can-can.



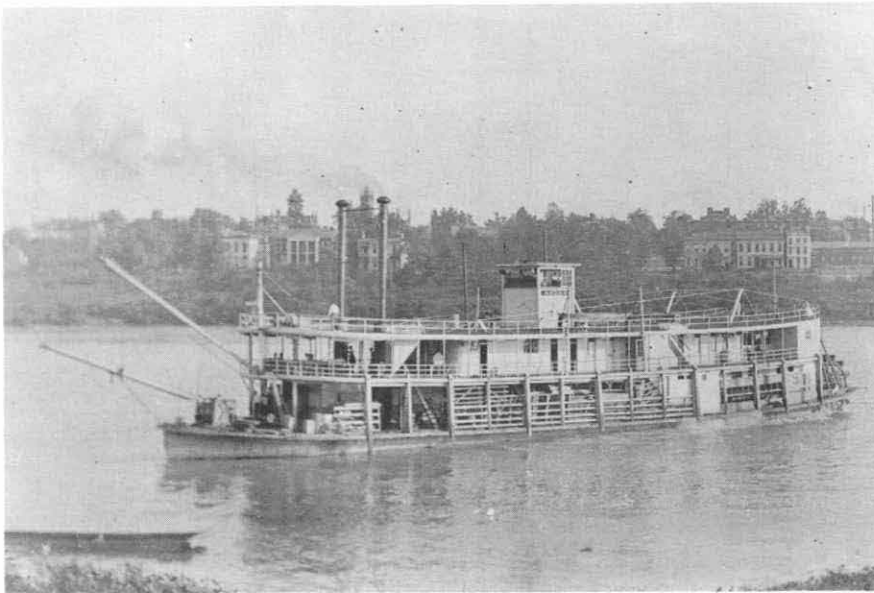
Ralph DuPae presents these two photos from the files of the Murphy Library and wonders about the difference in appearance of LOUCINDA and LOUCINDIA. The photos are both at Madison, Indiana, the boat above very fancy and the other Plain Jane. Look to be the same size but a change in name spelling; how related?

LOUCINDA (3573) had been built by the L&C Packet Co. in 1910 at Pt. Pleasant, a new, larger hull placed under the HELEN M. GOULD (2573). LOUCINDA was lost in the ice at Cincinnati in 1918 but the hull and machinery was recovered. She was rebuilt as the ANDES (0253). The investigation continues on the next page.





The wreckage of the LOUCINDA, after the ice sank her above the Suspension Bridge at Cincinnati on January 30, 1918, rests against the sunken CITY OF CINCINNATI. Not much left but kindling.



The ANDES (0253) after the rebuilding on the LOUCINDA's hull: compare with the lower photo opposite, the "LOUCINDIA" without a doubt. It would seem that someone assumed the owner intended keeping the same name on the rebuilt boat; the spelling could be the sign painter's error.

Martin F. Noll, treasurer of the Louisville and Cincinnati Packet Co., had been part owner of the earlier ANDES (0252) in the 1880s and chose the name for the rebuilt boat. The ANDES was cheap-built with beaverboard bulkheads and lacking a skylight in the cabin. She was operated by the L&C line until 1922 when she was leased by the Greene Line. Sold to New Orleans in 1927 and sank near Plaquemine, Louisiana July 1, 1931.

Photos opposite from C. W. Stoll and, lower, by Alene Stottlebower, from Mrs. Norbert Steinhardt.

REPRINT COMING!

STEAMBOATS ON THE WESTERN RIVERS

Dr. Louis C. Hunter's authoritative 1949 study of the rise and fall of the packets is to be reprinted by Dover Books. Long out of print (even in reprint edition) the new paperback edition should be released in December, 1993. The tentative price is \$16.95.

We thank John H. White, Division of Transportation, Smithsonian Institution for keeping us posted on this welcome news. "Steamboats on the Western Rivers" is a book frequently suggested for reprint since it is such an excellent reference and hard back copies are scarce.

* * *

CAPT. MIKE FITZGERALD, Graduates with Honor

Mike Fitzgerald of the BELLE OF LOUISVILLE received his degree with a double major in business and communications at Spaulding University, Louisville this past May. Mike completed his undergraduate work by putting in four years of weekend college while holding down his regular job as master of the BELLE. And still managed to maintain a grade-point average to graduate with Honors.

According to the Courier-Journal, May 10, 1993, Mike's 36th birthday came on graduation day. Mike started working on the BELLE OF LOUISVILLE upon graduating from high school in 1974. He balanced his school work with a job that demands up to 50 hours a week and gives credit to his wife for supporting his effort to earn the degree. The Fitzgeralds have two sons and a daughter.

Management of the popular Louisville excursion boat is a constant challenge. The aim is to keep the BELLE self-supporting and still maintain the ticket prices affordable, not easy with a steamboat built in 1914. Mike's new skills will be put to the test for there's often a surprise where old boats are concerned.

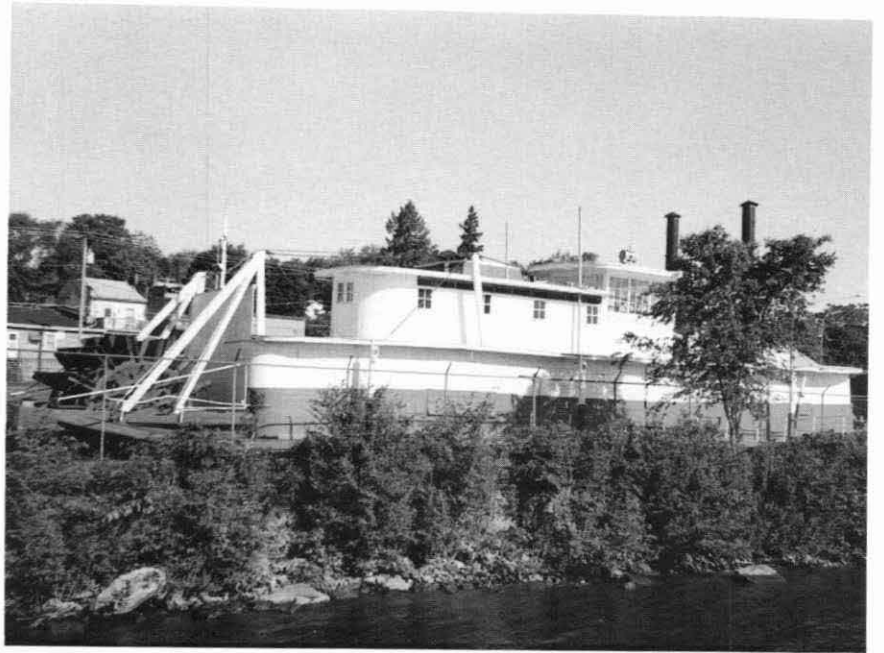
A WALK AROUND THE LONE STAR

Not to be missed on a visit to Le Claire, Iowa is the Buffalo Bill Museum. William Frederick Cody, 1846-1917, later known as "Buffalo Bill" from his days as a buffalo hunter on the plains, is claimed by Le Claire since the family resided in the town and thereabouts for a number of years.

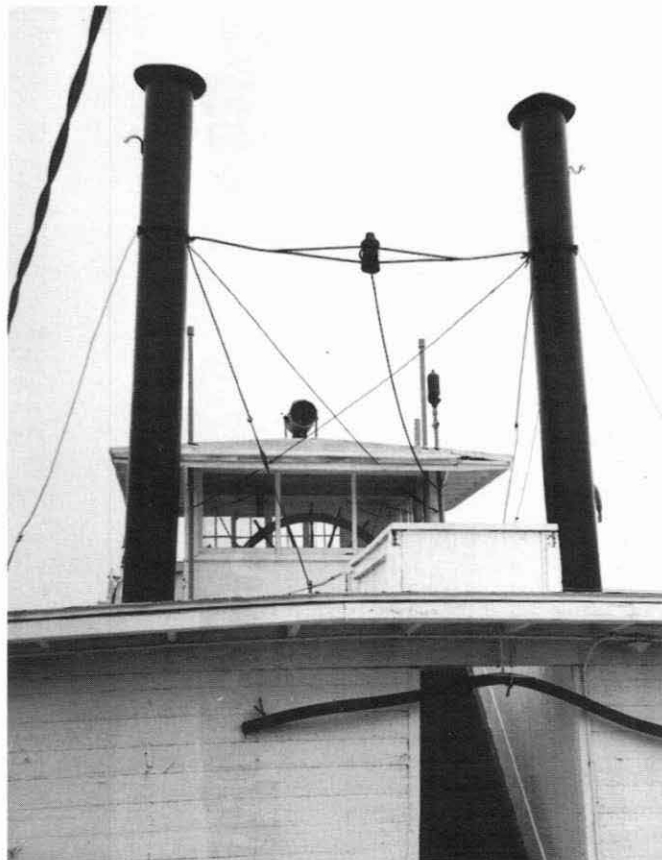
The museum does contain a lot of Buffalo Bill memorabilia relating to the Cody family in Iowa and to Bill's days as the premier performing artist with his traveling Wild West Show and Cavalcade of Rough Riders. But there is much local history of the town and some notable people who came from Le Claire. Le Claire was a busy place in rafting days on the river and a number of photographs and models depict the local boatyard and boats of the Van Sant fleets.

The LONE STAR (T1627), the last operating steam, sternwheel towboat, rests outside the museum building. Her last trip for the Builders Sand and Gravel Co., Davenport, Iowa was August 28, 1967 and she came up to Le Claire under her own power and cooled down. The boat was pulled up the river bank and rests on dry land, a last example of the wooden hulled towboats that were once so common.

The LONE STAR is small, 90x24.5x4.1, built in 1922 at Rock Island, Illinois. The machinery and perhaps some of the upper works came from the earlier LONE STAR (T1625) of 1890. The elements have not been kind to the little boat during the 26 years she has been on the bank. The museum has undertaken some recent renovations with a fresh coat of paint, new sternwheel supports, new roofing, etc. but the interior is 1967 (or 1922). If the deck is a little tender in places it was no different than on some other old boats we have explored.

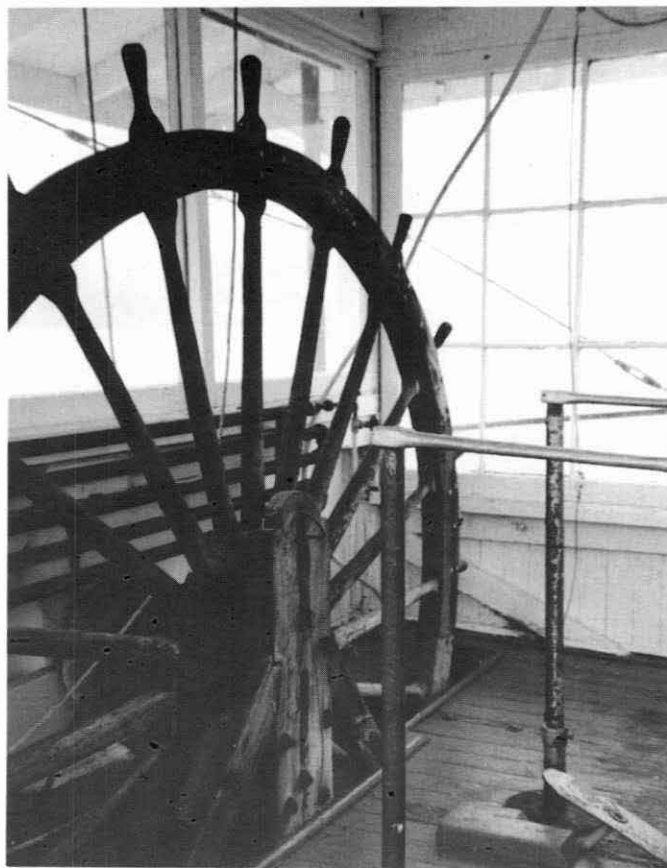


The LONE STAR on the bank of the Mississippi at the Buffalo Bill Museum. Her layout is typical of the smaller towboats once seen in the sand and gravel trades and contractor outfits.

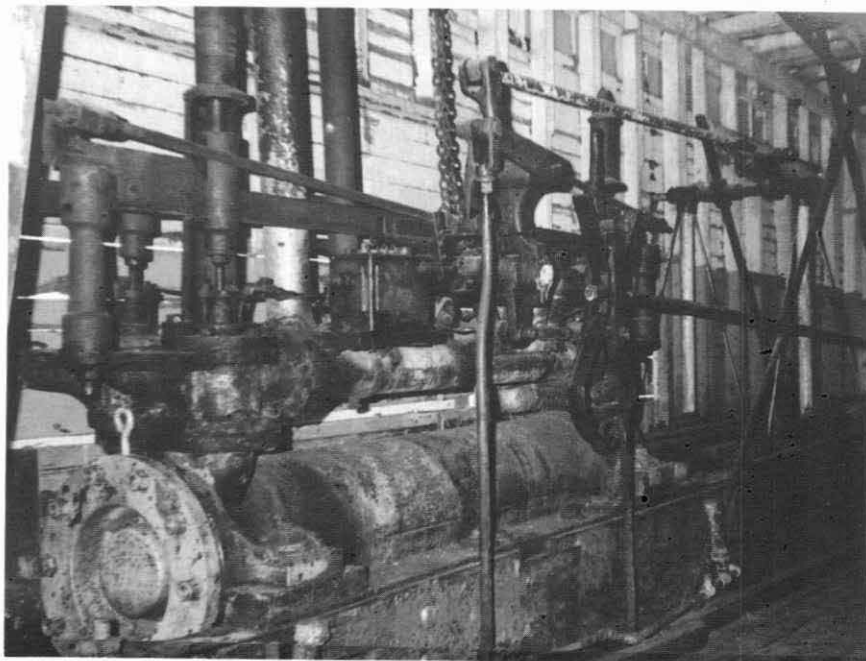




The LONE STAR operated with a crew of four. The three cabins behind the pilothouse would have been needed only when she operated with a double crew.



Note the steam heat radiator and steam steering gear levers, up-to-date for such a little boat in the short sand and gravel trade.



The engines are 12s, 5 ft. stroke of unknown manufacture, rated at 340 hp.



The coal cook stove is in the engine room on LONE STAR.

RADAR COMES TO THE RIVER

Radar came to the Ohio River in the fall of 1946. Capt. T. Kent Booth was pawing through his files a short while back and ran onto some clippings about the first installation of radar on the western rivers. This prompted Kent to write us a letter and that led to further inquiries of others familiar with the story of the first river radar.

Radar, radio detecting and ranging, had been perfected during World War II. The crude radio detecting and ranging sets which had saved the bacon during the Battle of Britain had evolved by 1945 into the familiar cathode ray tube still in general use today. Radar was on almost every navy vessel by the end of the war and was quickly adopted by other deep sea and lake shipping. But it had not been tried in the confines of a narrow river with a wiggling channel; its usefulness in guiding the pilot of a long tow was doubtful.

Radio waves bounce off of solids and the river shores provided much interference from reflecting objects not on the water. In 1946 a suitable radar installation cost between \$10,000 and \$12,000 and for the Transportation Department of Ashland Oil and Refining Co. that was considerable. But laying up for fog was a sizeable expense too and on the run from the Ashland terminal at Kenova, West Virginia to Floreffe, Pennsylvania on the Ohio and smokey Monongahela there were frequent delays by reason of poor visibility.

Jim Wallen, then editor of the Ashland Oil Log gives Robert L. "Bob" Gray of the Ashland Marine Department much credit for researching and promoting radar on the company's boats. Bob contacted Sperry Gyroscope Co. about the feasibility of using one of the Sperry radars and got a mixed reply. The master of the Sperry research vessel, Capt. Bill Griswell, was skeptical while the engineer



The mv. TRI-STATE of the Ashland Oil and Refining Co. fleet had the first installation of radar. When built at the Calumet Ship Yard & Dry Dock Co. in 1942 she was the last word in design and boasted two National Superior diesels, a total of 1,600 hp., twin prop. In size, the TRI-STATE was 145x31x8.8 ft.

types rolled their eyes and worried about wave lengths, scanner size and other means to defeat echoes that would clutter up the screen.

According to Bob Gray, the proposed installation was such a question that Sperry agreed to provide the equipment and engineering if Ashland would supply the vessel and installation. In November, 1946 the diesel towboat TRI-STATE was on her way up the Ohio with refined oil products for the Floreffe, Pennsylvania Ashland terminal. Capt. Kent Booth aboard relieving regular master Capt. Tommy Stevenson and was scheduled to stop at the Dravo shipyard for minor repairs. This was the opportunity to install the radar and give it a try.

Kent takes up the story. "We left Dravo's with Bob Gray, Marine Supt., Frank Philips of Sperry and Bob Scatterday, Cleveland marine supervisor for Sperry in the pilothouse. The date was November 24, 1946, I believe. I was standing the

forward watch and Capt. Henry Dixon was pilot standing the after watch. We picked up our empty barges at Floreffe and started back down the river to Ashland.

That first night coming out of Pittsburgh we were all puzzled by a series of small boats that seemed to be coming out from the shore from time to time. This was worrisome so I sent the 2nd mate out on the tow and turned on the headlight. Nothing! These same events kept happening all night long with the same results. The next morning we were passing the Beech Bottom (West Virginia) power plant and then saw that the overhead cable crossing was causing the blips; there were no boats.

(The Pittsburgh Post-Gazette wrote up this first trip in the issue of November 27, 1946 with the headline, 'Radar Pilots River Vessel From Here to Kentucky'. So much for Kent Booth and Henry Dixon. Ed.)

We started back up the



Bob Scatterday of Sperry Gyroscope Co. explains the fine points of reading the radar display to Capt. Kent Booth, November, 1946.

river with a double locking and Henry and I agreed to call the other if any fog was encountered. On the morning of November 29 Henry ran into fog at Pomeroy and we decided to give this new gadget a try. We had the mate and his crew out on the head of the tow and, blowing fog whistles, proceeded at reduced speed. Henry went down to breakfast and the crew on the head of the tow changed watches.

I called Lock 23 on the radio-telephone and told them what we were attempting to do. We proceeded on up the river and eventually the lock and dam appeared on the radar screen. We continued working our way along and pretty soon the mate called that he could see the lower guidewall. A big cheer went up from the crew and, with some sense of relief, we made the locking. The sun came out and we went on up the river.

We figured that the radar had saved us about six hours on that first incident. We had new confidence in that gadget."

There was considerable interest in that first river radar on the TRI-STATE. The Indianapolis Star magazine section carried a feature with pictures. The American Magazine had an article quoting Kent Booth saying, "I was sold on it the first night." The Cincinnati Enquirer reported the success of the first radar on December 7, 1946. Mack Gamble wrote up the event in the Waterways Journal and noted that the TRI-STATE had navigated from Pt. Pleasant to Kenova at night on radar.

The estimated cost at that time for operating a boat similar to the 2,000 hp. TRI-STATE was \$100 per hour. In the first nine months of 1947 the TRI-STATE operated 120½ hours in dense fog when other traffic was laid up.

The payback for the cost and maintenance of the radar equipment was apparent to all. By September, 1947 the Ashland Oil Log reported that the JIM MARTIN, PAUL BLAZER and ASHLAND had all been equipped with radars with improvements based on the trial installation.

Bob Gray had the job of introducing the new radar equipment to the pilots and reports some resistance. Several suggested that radar would be wonderful to find a good place to tie up. One oldtimer commented, "Well, I suppose it's alright but you can't see around bends with it." Bob Gray's rejoinder was, "How have you been seeing around the bends?" The new equipment was not without problems of reliability (lots of vacuum tubes in those early sets), false reflections cluttering the screen, bridge piers not showing, etc. but radar soon became an essential piloting tool.

The Ashland Oil and Refining Co. Marine Dept. continued to pioneer modern technology for river use. In 1950 the first depth recorder was given a trial on the mv. HARRY TRUMAN of Federal Barge Line. In early 1951 the mv. ASHLAND made first regular use of the equipment. Master Bob Smith and pilot John Donaldson were the on the ASHLAND at that time and saw the depth finder as particularly helpful on the Mississippi with its shifting channels. The Ashland Oil Log reported that the depth finder could make a recording of the bottom contours of the river on a paper roll aptly termed "Mark Twain paper."

Our thanks to Kent Booth, Bob Gray and Jim Wallen for setting down their recollections.

BACK ISSUES

Copies of S&D Reflector, Vols. 1 thru 8 are available in short supply. Write or call Secretary Bee Rutter.
FIRST COME, FIRST SERVED!

STEAMER "HENRY"

W. J. DOREMUS, CONS

Fitted with

A. Hartupers Patent Combined-C

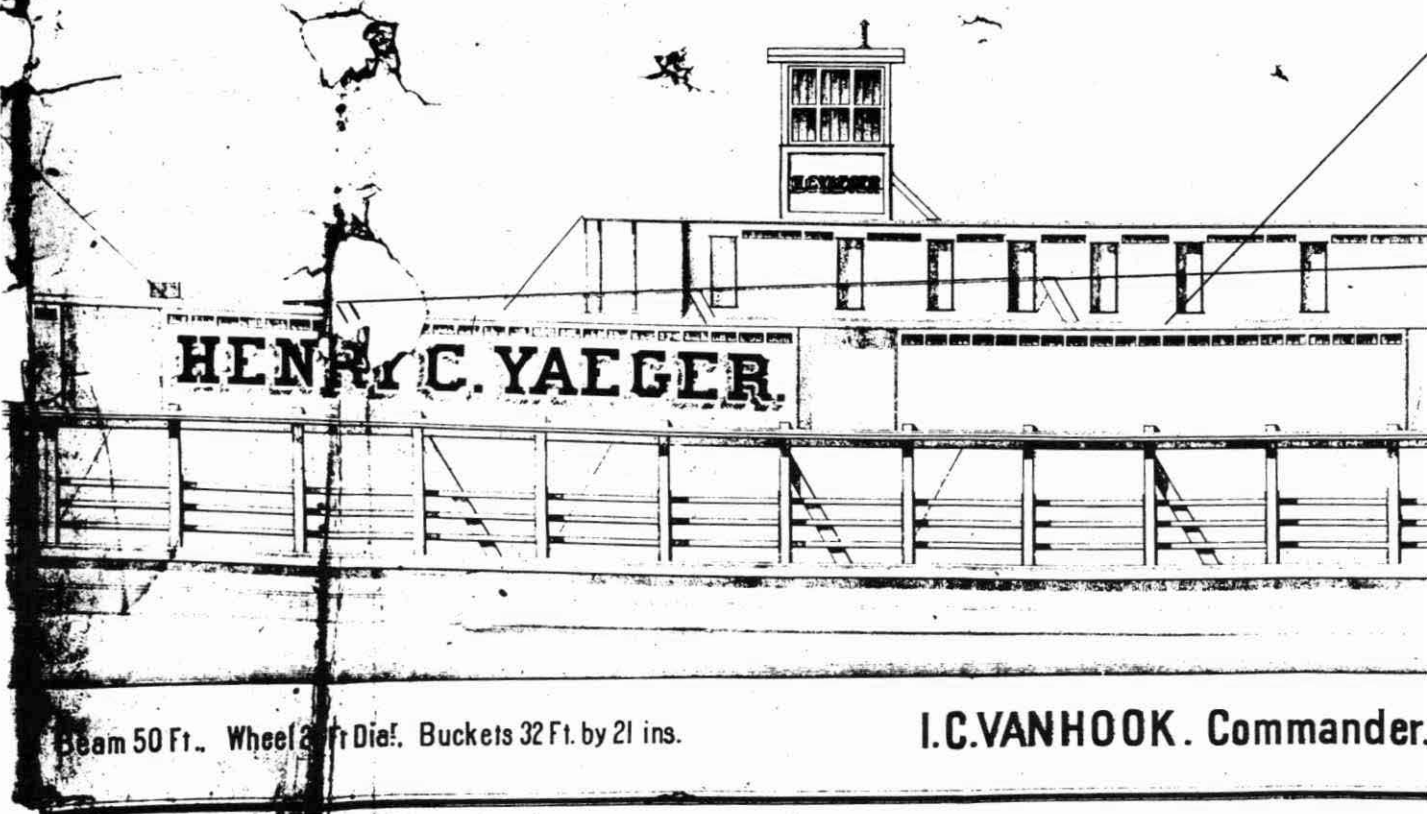
Drawn by J.C. Woodhead.

PITTSBURGH, PA

Scale 1/4 in = 1 Ft.

1870.

Otto Krebs lith. Pittsburgh Pa.



Beam 50 Ft. Wheel 21 ft. Die. Buckets 32 Ft. by 21 ins.

I. C. VANHOOK. Commander.

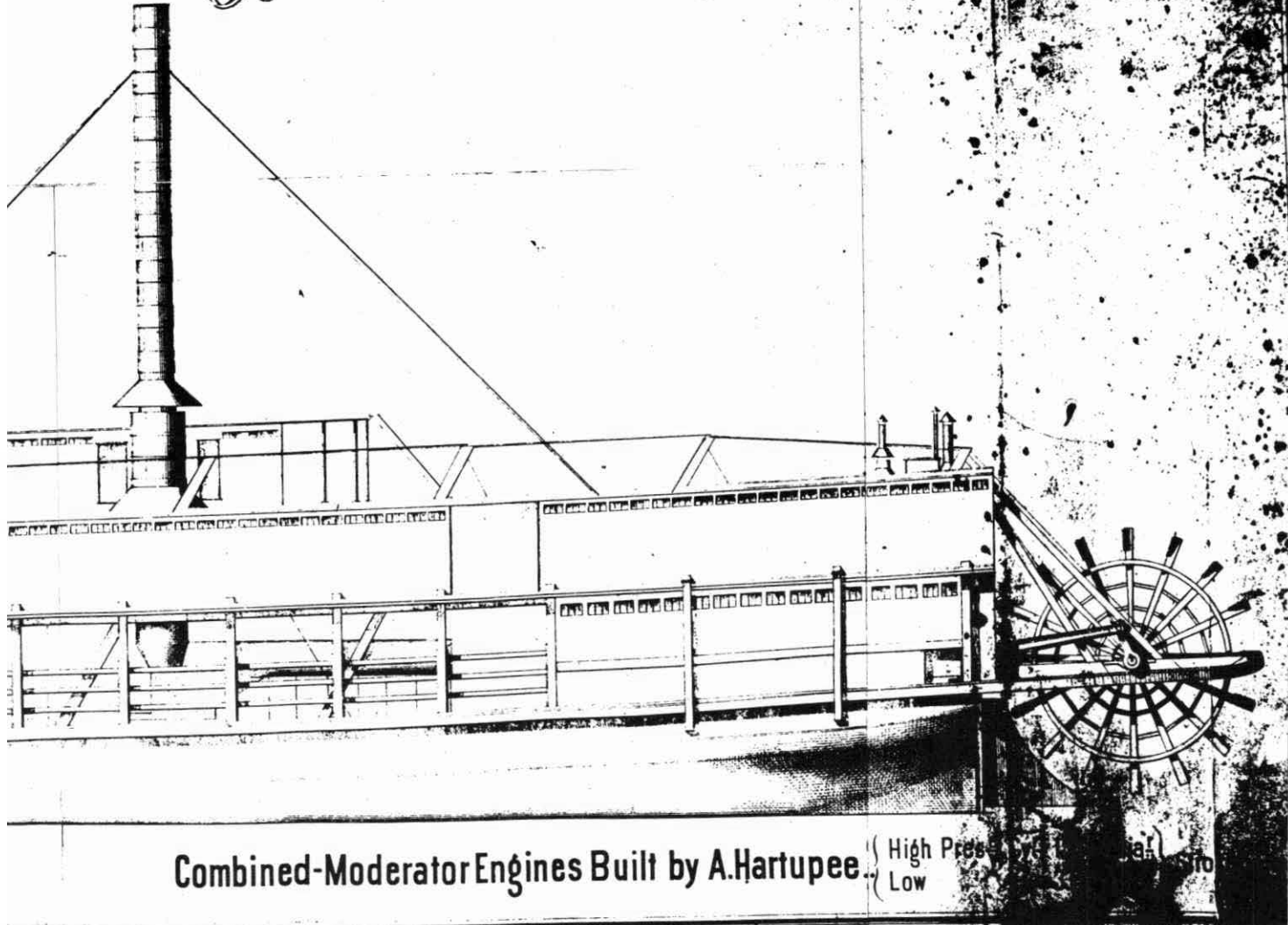
The Doremus photo of the HENRY C. YAEGER on page 28 of the June issue prompted John Fryant, 6508 Dorset Dr., Alexandria, VA 22310 to send us the above drawing of this unusual boat. The drawing reveals that the design of the YAEGER was perhaps even more unorthodox than can be deduced from the photo; for instance, the boilers just ahead of the engineroom.

The YAEGER (2588), designed as a freight boat, was built at Elizabeth, Pennsylvania. Her hull size was 234x50x8 and this posed a problem in getting her down the Monongahela River to Pittsburgh; Locks Nos. 1 and 2 had dimensions of 215 ft. by 56 ft. The lock chambers were extended by temporary cofferdams to allow the HENRY C. YAEGER to pass through, an ingenious if expensive solution.

YAEGER

TOR.

Condensing-Moderator Engines.



Combined-Moderator Engines Built by A. Hartupée

(High Press. Engines)
(Low Press. Engines)

The wheel size is given above as 23 ft. in diameter with buckets 32 ft. long, 21 inches wide. The engines were built by Andrew Hartupée, Pittsburgh and were compound 15s, 33s-6 ft. stroke. Hartupée engines incorporated a condenser giving a partial vacuum on the exhaust; we surmise that this feature is the "Moderator". Hartupée compounds were installed on some 20 boats in the 1865-1880 period.

Builder/owner William J. Kountz was born in Wellsville, Ohio in 1817 and rose to prominence as a master and boat owner by 1850. His home was Allegheny City, now part of Pittsburgh, and his river interests ranged from the Yellowstone to the Red River and New Orleans in the south. He had five boats in the St. Louis-New Orleans trade when the HENRY C. YAEGER sank on March 22, 1880.

BOATING ON THE DANUBE

A Spring Excursion

Madam Secretary and Ye Ed are hooked on the Elderhostel way of travel and when a week on the Danube was offered we couldn't resist. The Blue Danube, river of romance and waltzes, towing boats and towboats, castles, vineyards and wine, all to be sampled aboard a boat traveling from Vienna to Budapest to Passau and back to Vienna. And in the month of May.

The Elderhostel programs aim to educate so we started four days in Vienna learning about the Habsburgs, their Empire and how the Danube fitted into the history of Europe. Suffice to say that the history is complicated and goes back 1,000 years with cat fights breaking out at least once in each generation.

The Danube is 1,725 miles long, beginning in the Black Forest of southwest Germany and draining into the Black Sea on the far side of Rumania. The river was the northern edge of the Roman Empire and one of the interesting sights in Vienna are the ruins of Roman buildings that have been found and preserved in recent years.

The DDSG (Donau-Dampfschiffahrts-Gesellschaft, if you are curious) boat line dates back to 1828 and has been the largest passenger and towing companies until very recently. With the dismantling of the Iron Curtain, there has been increasing competition from the river fleets of former communist countries. DDSG sold off their newest and largest overnight passenger boat and, we understand, has sold much of its towboat and barge fleet, too. We boarded the DDSG mv. THEODOR KORNER on a bright Sunday afternoon in Vienna.

The landing is a floating dock alongside a very modern and attractive esplanade which borders the "new" Danube channel. The new channel dates back 80 or 90 years and is a cutoff of the winding channel of the river



The THEODOR KORNER on the Danube River at Vienna, May 9, 1993. Owned by DDSG Line, the KORNER was built in 1965 and utilizes cycloidal, side propellers. The lowest windows forward are the diningroom with staterooms on the upper decks aft.

which still goes through downtown Vienna, now called the Danube Canal. Several day excursion boats were loading and a number of barges and towboats, were tied up nearby. Quickly evident was the strong current in the river with the bridge piers cutting a wake and swirls and eddies evident.

The THEODOR KORNER went into service in 1965 and has 41 cabins (111 beds) on two decks. In size she is 286' x 54.5' x 5.9'. The width includes the sidewheel-style Voith-Schneider cycloidal propellers, of which more later. Power is provided by two diesel-generator sets supplying 772kw at 1,350 rpm. motors driving each propeller unit.

The layout of the KORNER is practical and attractive with the cabins on the main and second deck, diningroom down in the hull but with large windows just above the waterline. There are observation lounges forward on both main, and second decks. There is ample open deck space on the second deck and the roof is available to passengers except when low bridges are in prospect.

Low bridges are accommodated by everything above the roof being retractable. The mast, radar antenna, pilothouse, wing bridges and stack drop hydraulically while the railings fold flat. The pilot can peek out through a trapdoor in the roof of the pilothouse until the bridge is about to decapitate him. The newer towboats also have retractable pilothouses and look similar to those that ply the Illinois River.

Much as on the upper Ohio or Mississippi, the Danube has a series of dams on the upper reaches. These have been built since 1950, have roller gates on the dam, twin lock chambers 900' x 111' and each incorporates a hydro-electric generating plant. Thirteen dams have been projected between the German border (Passau) and a short distance below Bratislava, near the border between Austria, Hungary and the new Slovak Republic. Ten of these dams have been completed. Three of the projected dams have been stopped or delayed by various protests. There is another dam with locks farther downstream, below Budapest, at the Iron Gate section.

The last project built is the one downstream of Bratislava, Slovakia and known as Gabčíkovo-Nagymaros. In 1977 the communists of Hungary and Czechoslovakia entered into a treaty to jointly build an electric generation plant on the Danube and construction started in 1978. This is a huge project involving the construction of several dams, miles of dikes and levees and the flooding of several thousand acres on both sides of the Slovak-Hungarian border. The original channel of the Danube, a section with several riffles which at times restricted navigation, is bypassed by a new canal some 15.5 miles long.

The navigation section and locks were opened in November, 1992 but the completion of the hydroelectric plant, in fact the entire project, is now the subject of a disagreement between Hungary and the Slovak Republic. Electrical generation is needed by the Slovaks but the Hungarians backed out of their share of the project in 1990, citing the increase in cost and the damage caused by flooding farm land and lowering the water table on their side of the old channel. The environmental movement wants the entire project stopped, torn out and restored including filling in the long canal.

Since the canal, locks and power station are on the Slovakia side the Slovaks developed a "temporary solution": build a new dam through the reservoir on their side of the international boundary. This new dam is no small project, 6.8 miles long with a sizeable control structure at the head. When the new dam is completed the end of 1993, the Hungarians can do what they wish with their third of the reservoir and completed structures on their side. Should the Hungarians change their minds the Slovaks say they will welcome them back. It was interesting to hear about this monumental project and see the miles

of dams, levees and uncompleted power station as we went along on a pleasant spring evening.

The old practice on the European rivers was to pull barges on a line behind a tug and a few of these outfits are still to be seen on the Danube. Each barge, long deep affairs with a model bow, has a helmsman when underway with crew space in a cabin at the stern. The tugs in

appearance are somewhat typical tugboat style with heavy towing bits at the stern. The use of Western Rivers style towboats and pushing barges dates from 1961. The locks can accommodate four barge tows and this is the standard because of the narrow channels and stiff current. Freedom of navigation on the Danube has existed since 1856 so boats from half a dozen countries are to be



U.S. style push towing on the Danube dates from 1961. Above, a typical small towboat with lowering pilot house tied up at Vienna. One of the large, newer cruise boats is astern.

Below, a newer towboat with oil barge hustles by.



Continued from Page 21 -

seen.

Traffic on the Danube does not appear to be very heavy and, in fact, has declined somewhat in recent years. The upset in the economies of the former communist countries of eastern Europe has affected barge traffic but this should increase in the future as the capitalist system becomes established. Iron ore, scrap metal and coal are the largest tonnage moved. The river is popular for cruises and some of the passenger vessels with home ports in the Ukraine and Romania are huge compared to the THEODOR KORNER, carrying upwards of 300 passengers. The only steamers we saw were sidewheelers, tied up at the bank in Budapest and turned into restaurants. DDGS does operate some sidewheel, diesel driven excursion boats from Passau and Vienna. Not to be overlooked are the fast hydrofoils which provide scheduled service between major cities; the run from Budapest to Vienna takes four hours, for instance.

The cycloidal propellers on the KORNER were mentioned earlier. When landing or maneuvering around the locks the operation is impressive. On each of the wing bridges there are throttles and the control for changing the direction of thrust on the props. Moving the control to either starboard or port causes the boat to move sideways and gently touch the lock wall or to move away from it when leaving the lock or landing. Neat though the system seems to be, the pilot said that it really was a solution in the days before powerful bow thrusters; prop efficiency is only about 30%. The newer passenger boats all have gone to stern props and the familiar bow thruster.

The locks are all of similar design (except for possibly the newest one) and have an upper gate which drops down. Lower gates are the two leaf swinging type. The average lift seemed to be 20-25 feet and the lock operations took about 15 minutes. There seemed to be



The only steamboats noted were tied up, often used as restaurants. Here, the SCHONBRUNN is just below the Chain Bridge in Budapest, now a casino.



The slim-jim UKRAINA (from the Ukraine) is the modern cruise boat design, twin prop, 236 passengers. Here, leaving Budapest May 10, 1993.

greater turbulence in the chambers when filling than is common in Ohio River locks.

There are bouyed channels, sometimes not much over 125 feet wide, and numerous wing dams. We thought that the color of navigation aids was universal but on the Danube the red bouys are on the left ascending side, the opposite of the familiar rule, "Red to right returning."

Without making this report a travelogue we can say that the Danube is a most interesting and scenic river, especially above Vienna. The hills are steep, the channel twisting and narrow, not unlike the upper Kanawha or Tennessee.

Castles and monasteries dating from the Middle Ages seem to dot almost every hill. The towns visited by the cruise boats are a delight to the eye, especially if baroque and rococo architecture styles appeal to you. Invariably, the Austrian towns look as if they were washed down every morning and most have the main street on the river.

We can commend the DDGS line and the THEODOR KORNER for good service, excellent meals and comfortable cabins. The Elderhostel lectures on the Danube and history of the areas visited added to the enjoyment for hicks from Ohio and by boat is the only way to go.



Fred Rutter, M'Lissa Kesterman (M.O.R. Secretary), Rick Kesterman with Fred Way, Jr. display case.

**FRED WAY MEMORIAL CASE
Dedicated at
INLAND RIVERS LIBRARY**

The following news release comes from the Public Library of Cincinnati & Hamilton County:

An exhibit case dedicated to the memory of Captain Frederick Way, Jr., former President of the Sons and Daughters of Pioneer Rivermen and longtime river enthusiast, was presented to the Public Library on July 17.

Rick Kesterman, President of the Middle Ohio River Chapter, made the presentation to the Inland Rivers Library at the Main Library with acceptance by Alfred Kleine-Kreutzmann, Curator of the Department of Rare Books and Special Collections.

The Inland Rivers Library was established in 1956 at the Main Library by the Sons and Daughters of Pioneer Rivermen. At that time books, pamphlets, ledgers and other documents stored at Marietta, Ohio were transferred to the Public Library. It was also at this time that Captain Way began donating his own personal collection of river material to the Library. Over the years, until his death in 1992, he continued to deposit materials.

Because of the important role Captain Way played in the formation of the Inland Rivers Library, the Middle Ohio River Chapter felt that a gift of a display case in his honor would be a fitting tribute. The case was made possible through the generous donations of members of the Chapter. Contributions since November of last year raised over \$2,000.00 for the purchase of the case.

Participating in the dedication were C. W. Stoll, President of the Sons and Daughters of Pioneer Rivermen and longtime friend of Captain Way, and Fred Rutter, Second Vice President of the Middle Ohio River Chapter and Captain Way's grandson. Following personal recollections of Capt. Way by Capt. Stoll and Mr. Rutter and following the ceremony Captain Way's film, *Ohio River: 1928-1937* was shown.

An exhibit devoted to the life and work of Capt. Way is currently on display in the third floor exhibit gallery. It will remain on display through September 30.

DR. STEWART WAY, HONORED

Stewart Way, Whitehall, Montana was honored this past May 21 with the George Westinghouse Lifetime Innovation Award. Dr. Way was a 40 year employee of Westinghouse and held patents for the axial flow jet engine and silent propulsion systems for submarines among others.

In his presentation at the company's research facility in Churchill, Pennsylvania, Gary M. Clark, Westinghouse acting C.E.O, stated, "He is a pioneer and a true engineering genius. He is one of those select few engineers and scientists whose work has changed our world and helped our country achieve global technological leadership." Dr. Way is only the second winner of the Westinghouse award, the first one going to Edwin L. Harder in 1990.

Stewart Way, 85, was born in Sewickley, Pennsylvania, a first cousin of the late Fred Way, Jr. and attended two or more S&D annual meetings. He was last at Marietta in 1988 and his photo appears in the December, 1988 issue of S&D Reflector, page 18. After retirement, Stewart took up the button accordion, carries it along on all trips, and now participates in national accordion jamborees, most recently in California.

Our thanks to Bob Booth for spotting the news item in the Greensburg (PA) Tribune Review.

LUNA LODGE REVEALED

The John Doremus diary in the June issue S&D Reflector had unfamiliar (to us) Masonic terminology. Doremus attended the lodge at Pt. Pleasant, Missouri early in Mrch and it was, "a Luna" (entry April 5, 1879).

Jim Haley, Lakeside Park, KY writes: "Luna refers to a Moon Lodge which met on the Saturday night on or before the full moon. Meetings are now held on the third Saturday of the month." Our thanks to Jim.

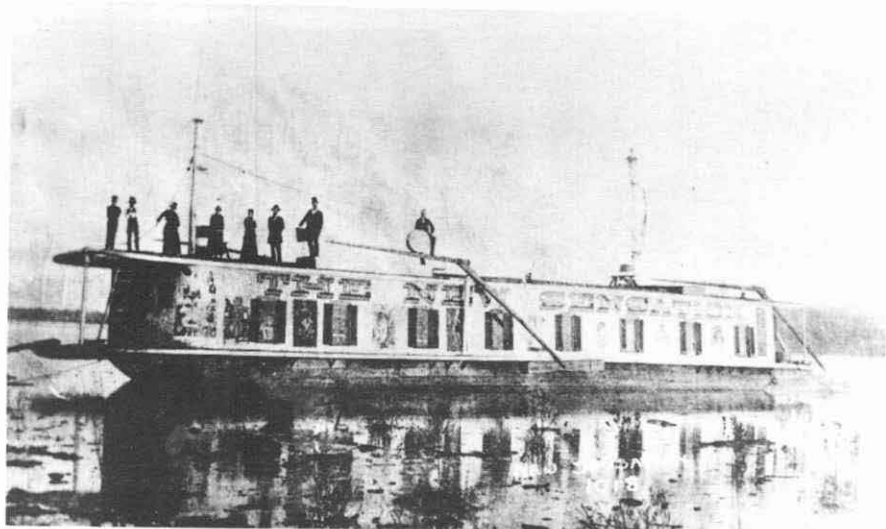
A PHOTOGRAPHER'S DIARY

John P. Doremus - 1880

This installment of the Doremus diary marks the seventh season of the photographer's trip down the Mississippi River. The year 1879 ended with the Doremus outfit, photo gallery SUCCESS, printing boat WANEGAN and assorted skiffs, at a small town he called Laconia, Mississippi. This may be Laconia Landing, Arkansas which appears on the 1934 Mississippi River chart which we have (courtesy of Capt. Bill Tippitt) near mile 375, then about 20 miles upriver from Rosedale, Mississippi.

The purpose of the trip by this photographer from Paterson, New Jersey seems to have been threefold: (1) to do a portrait photograph business in the small towns along the river not then supporting a resident photographer; (2) accumulate stereo views of places of interest for sale locally and in the studios which he operated in the east; (3) experience the adventure of floating down the river on his own boat and schedule with new sights around every bend. At times, the diary gives the impression that John Doremus enjoyed the challenge of the trip most of all and income was incidental.

While many individual photographs and stereo views taken by Doremus on the Upper Mississippi have been located, only a few covering the trip below Cairo have yet surfaced. Undoubtedly, Doremus made a number of portraits for the local citizens in the towns where he stopped (his diary often indicates how much he "took in") but few of these have been found. An explanation for the lack of evidence of Mr. Doremus' work might be the high water which periodically rolled into the small places then along the river. But, we keep hoping that a trove of Doremus photos will show up someday.



The showboat THE NEW SENSATION with Capt. Augustus Byron French and Wife Callie aboard caught up with John Doremus at Laconia Landing on New Year's Day, 1880. The showboat had departed from Elizabethtown, Illinois in October, 1879, floating with the current and guided by the side and stern sweeps which are visible here.

We appreciate Charlotte Doremus, New York, New York permitting our use of the John Doremus diary. To Ralph DuPae goes the thanks for copying the diary and to the Murphy Library for the copies of photographs.

Thursday, January 1, 1880 - A large showboat called the NEW SENSATION arrived this morning. It is a showboat owned by A. B. French, the performance being magic, singing, vaulting, etc. They have been behind us for some time and, having heard considerably of me and my boat (they say to our advantage), were hastening to catch us and missed some landings to do so.

We were there (on the NEW SENSATION) to dinner today and to the performance this evening. The boat is 100 feet long by 16 feet wide.

(The Showboat Centennials Newsletter lists this boat to have been built in Cincinnati in 1878 with a hull 93x16 and a seating capacity of 89; a new hull, 100x18, was built later in 1880 increasing her capacity to 100 patrons. The boat was dismantled 1887. Ed.)

Saturday, January 3 - French's showboat left this morning. He and his wife were to dinner with us yesterday. I took some pictures of their boat. A young man, one of the musicians, left them this morning to go with us. His name is Ed Lower.

Tuesday, January 6 - We left Laconia about eleven o'clock, taking three darkies along to work their passage and reached Concordia, Mississippi in about two hours. It took the showboat all day Saturday to reach here on account of the low eddys at both places and the wind.

Thursday, January 15 - Moved up to Carson, a little over a half mile above. We were all to Leon's show at night. He travels with his troupe in a flatboat and puts on shows in a tent.

Wednesday, January 28 - Started on Monday down the river with the LADY ANNIE. Left show frames at Terrene and Boliver, Mississippi. When near Terrene, caught a produce boat, CAPT. STEVENSON, and stuck to them all day, going out in the

LADY ANNIE to the towns. Reached Arkansas City, Arkansas about 10 pm. The produce boat had on 14,000 bu. of corn.

Reached Greenville, Mississippi about 4 pm. (Tuesday). Took supper with Leon who was there with his show. Got some varnish of Charles Ball, photographer, and returned on the CITY OF HELENA. Got back this morning. Sent \$100 home from Greenville.

(This three day jaunt in the LADY ANNIE would have been something over 100 miles. Ed.)

Friday, January 30 - Sent \$150 home.

Monday, February 2 - Signed a note for \$180 and forwarded it to Schoonmaker, due eleven months from January 10, 1880. (It will be recalled that Dan Schoonmaker was a friend and related to Doremus whose wife was a Schoonmaker, lived in Riceville, Iowa. Ed.)

Thursday, February 6 - We had to pull up and move father down the slough last night as the river is falling very rapidly. We had quite a little flatboat town up the slough and we had all been together at Friar's Point, Mississippi. We were well acquainted.

I got down the river first; then came Mr. Martin, the merchant, and his wife and they tied to our boat on the left. He sells goobers (peanuts) and candies by the nickels-worth. Then came Dr. Silas Powell, the deaf and dumb man, with his little shantyboat and tied to the left of Martin. Then came Dr. Malloy, his boat about half the size of mine, with his wife and daughter (13 years old) and a man to sell his patent medicines, and tied on my right. Then two brothers, Ole and Dory Raynor, fishermen and hunters, with a boat nearly as large as mine and tied behind the DOCTOR.

My boat is tied to shore at the bow and anchored at the stern, looks like a big towboat with barges.

(On the 1930 river chart the village of Concordia, and presumably Carson too are shown on Concordia Bayou which is an old channel of the Mississippi. Evidently, this cutoff from the 1830 channel had occurred by the time Doremus arrived. Ed.)

Monday, February 9 - Left Concordia Mississippi about 4 pm. and floated about ten miles before dark.

Tuesday, February 10 - Reached Terrene about noon. About two hours afterwards, Dr. McClure arrived with his boat.

Sunday, February 22 - Have done a good business here.

Had an affair with one of the fancy Southerners today: A man named John Underwood came with another, both of them pretty tight, and wanted their pictures taken. Although the boat was crowded with customers, I let Ed take them to get clear of them. The pictures, of course, did not suit and Underwood brought them to me on the bow of the boat and began making a fuss about them. He finally threw them into the river and hit me a couple of blows on the head. I did not strike back but ran him off the boat landing on all fours. He was dressed in the pink of perfection in light cloth and it did not help his clothes any.

He got on the boat again and seemed sorry so I commenced brushing his clothes when all at once he commenced striking me on the head with a keg and his fists. I then pitched him over the hog chains between the boat and the shore, landing him on all fours in the water. He crawled out and commenced abusing me and at last threw a can at me.

I then jumped for him and drew blood the first blow and, if the man who was with him had not got between us, I would have given him a big licking. He seemed pretty well tamed to I let it go at that.

Monday, February 23 - Found that my man of yesterday had gone uptown and got a loaded gun and was going for me but his friends got it away from him and fired it off.

On January 25 I started my housekeeper Texas home on the steamer VICKSBURG as she was homesick. (This was Texas Tennessee Jeanette Ridge, 15 years old, who had joined Doremus at Grand Tower, Illinois on November 28, 1878. We believe the steamer would have been the CITY OF VICKSBURG (1141) of the Anchor Line. Ed.)

Tuesday, February 24 - We left Terrene about six o'clock yesterday evening and anchored about half way to Rosedale, Mississippi. Started again this morning and was blown into a lot of willows where we now are. We cannot touch bottom with an eighteen foot pole.

Hired a colored girl named Annie Thomas yesterday to do house work.

Wednesday, February 25 - Arrived safely at Rosedale, Mississippi.

Monday, March 1 - Left Rosedale for Bolivar, Mississippi but pulled in at Niblets Landing, four or five miles above. Will stay a day or two.

Saturday, March 7 - Left Niblets Landing this afternoon. Went about four miles when the wind raised and drove us into the timber on the Mississippi side. We narrowly escaped a smashup.

Tuesday, March 9 - Got out of the timber this morning and got to Bolivar, Mississippi.

Thursday, March 11 - We lay in a very secure place between the new and the old levees so we did not secure the boat as well as usual. About 8 o'clock this evening, as Ed and I were playing cards, there came up a wind storm and drove us into the timber. It was pitch dark.

As soon as we got to the trees we tied to them and am

now swinging securely to two of them.

Sunday, March 14 - We are near a weak place in the levee and a large body of convicts are working at it cutting brush and trees and wheeling earth. They are all in their striped suits and have guards with loaded guns over them. They present rather a miserable appearance today as it is raining hard and they are in the mud and swamp up to their knees.

The river is 15 feet or more above the surrounding country and we are near the top of it and look down on the houses in town. If the levee should break at the weak place, we would shoot across the country and the SUCCESS would never see the Mississippi River again.

Monday, March 22 - Left Bolivar this morning and reached Mound Landing.

Thursday, March 25 - Took my outdoor apparatus and went on Tuesday to Arkansas City, Arkansas to take views as the city is all under water and the only way to get about is with boats. Worked for two days and got some good views.

Sent a draft for \$100 to Dan Schoonmaker. Started to row back this morning but a tug overtook me and towed me up.

Saturday, April 3 - George Lower, Ed's brother, arrived from Vicksburg, Mississippi this morning.

Have a queer lot of customers lately, and a darkie would not take his picture because it did not look sorrowful enough. He wanted to be taken grieving for his wife. Another who was not exactly happy said he wanted the return of his money anyhow; they often take their pictures to the looking glass and look alternately at the picture and at themselves to see if the likeness is good.

Monday, April 5 - Left Mound Landing and went to Arkansas City, Arkansas.



The photographs taken by John Doremus at Arkansas City in March, 1880 haven't yet appeared but he says, "...the city is all under water and the only way to get about is by boats." The scene probably resembled these views taken 47 years later, April, 1927, by Capt. William H. Tippitt. Bill was engaged in flood relief work for the U.S. Engineers when he landed at Arkansas City.



Thursday, April 15 - Dropped down to Greenville, Mississippi.

Monday, April 19 - Did very little business at Greenville.

Started out about 4 pm. Soon came to a break in the levee and was drawn in. Got out the anchor and kept to the edge of it as the water was hardly deep enough to float the boat. Sent the boys in the LADY ANNIE to Arkansas City for the tug. If she don't get us off, the boat will remain here likely until she rots as the water seldom gets as high as it is now.

Tuesday, April 20 - The tug came down about 10 o'clock today and commenced pulling. The bits gave way so we fastened to the ring bolts and at last got her off. It was a narrow escape.

The tug towed us to Gaines Landing, Arkansas. (Mile 448 below Cairo. Ed.)

Tuesday, April 27 - Left Gaines Landing yesterday morning. Blown to shore two miles above Luna Landing. Took in nearly seven dollars. Dropped down to Luna Landing about dusk. Got in between some cypress stumps and had to work hard until 11 o'clock to get out.

Ed Lower, Mrs. Marsh and I went down to Greenville, Mississippi this morning. They got married and went back. I went on down the river in the LADY ANNIE. Got as far as Relief Landing and stopped for the night with a Mrs. Dairs who keeps a boarding house.

Wednesday, April 28 - A stormy day. Made 23 miles. Got dinner at Lake Washington at Wm. Bant's. Stopped at Ashton Landing, Louisiana for the night.

Thursday, April 29 - I am storm-bound and will write out my trip a little better:

Left Greenville, Miss. about three o'clock on Tuesday. Rowed through a beautiful chute commencing about three miles above Relief Landing.

Wednesday, it commenced raining shortly after I started. Got dinner at Lake Washington, Mississippi and crossed to Barnard's Landing, Arkansas; big eddy there. Then, to Leota Landing, a good sized place but falling into the river.

Stopped at Sterling Landing, Arkansas in the rain and I handed some bills to a colored man and began to feel very wet and desolate when I stopped at Ashton Landing at a little log cabin kept by T. H. Foote. But, soon felt at home when I found that he was also a Mason.

Friday, April 30 - It rained very heavily yesterday until 10 o'clock. I then started and being warned by Mr. Foote to keep out from sucks or eddys in the bend below, I struck right across the river. I soon passed Bunch's Cutoff. (Stopped at the store at Wilson's Point, Louisiana and got something to eat so as not to delay for dinner.)

Stopped at the landing at Lake Providence, Louisiana about the middle of the afternoon but did not go up in town. Kept on until I reached Concord Plantation where, after a great deal of trouble securing my boat and baggage and tramping in the dark through the mud, I reached the house of Mr. Clark N. Hall where I was very hospitably entertained.

The next day, or this morning rather, I again started, stopping at Wilson's Point. (The above parenthesis should have been inserted here as I got a good dinner at Mayersville, Mississippi yesterday.) I reached Vicksburg, Mississippi at six o'clock, pretty well tired out. Put up at the Lamadrid House, formerly the Washington Hotel.

Saturday, May 1 - Sent the LADY ANNIE up on the steamboat GRAND TOWER this morning; freight \$3.50. Called on the Vicksburg photographers, Mr. Freeing and Mr. Blanks. Got acquainted also with Mr.

Spier, operator for Mr. Blanks.

Changed my quarters to the Trowbridge House, getting a better room a less price. Visited Vicksburg Masonic Lodge No. 26.

Tuesday, May 4 - Started yesterday on the J. M. WHITE for New Orleans. Saw peaches today as large as hickory nuts.

Wednesday, May 5 - Arrived in New Orleans at six o'clock. Put up at Cassidy's Hotel.

Thursday, May 6 - Started for New York on the Cromwell line of steamships, the LOUISIANA.

Wednesday, May 12 - Reached New York about 7:00 yesterday evening and was at home at 9:00.

Tuesday, July 13 - Have had a very pleasant time at home. Started for Iowa this morning; am now at Hornellsville, New York.

Saturday, July 17 - Stopped in Chicago and saw my sister Sarah who is not very well. She is visiting at Henry's.

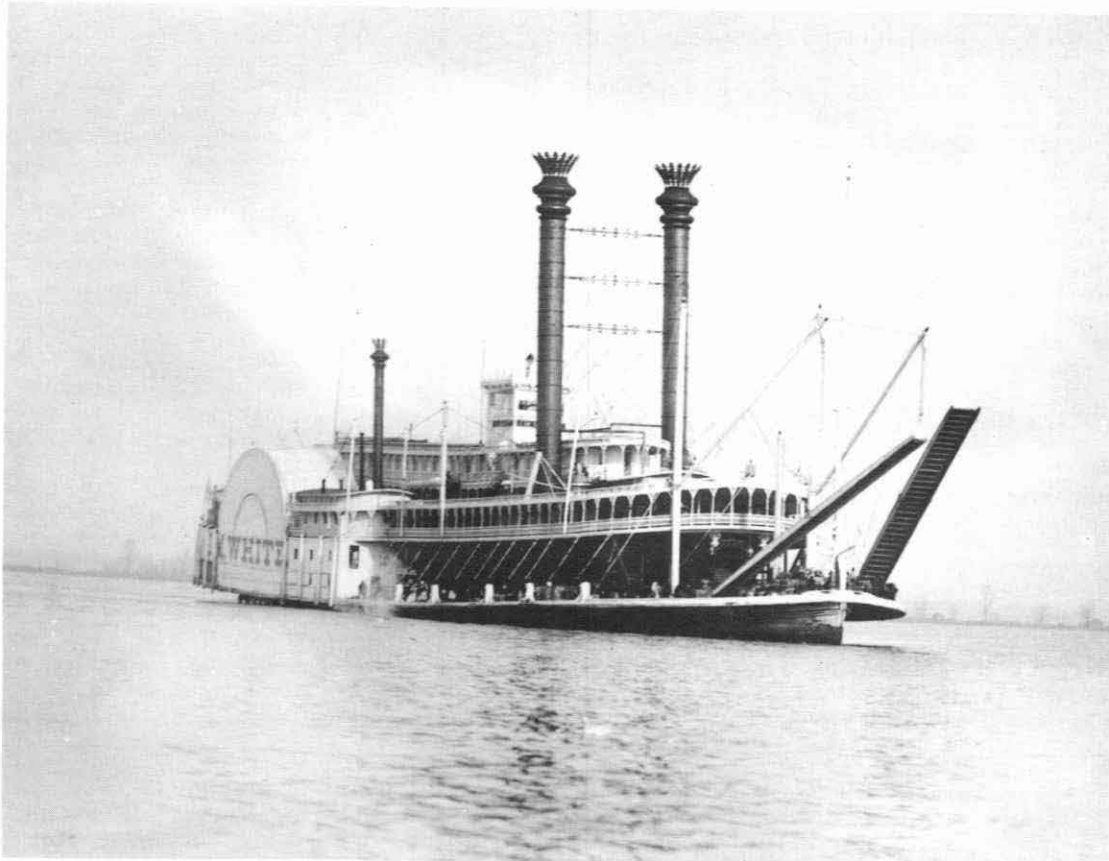
Arrived at Cresco, Iowa at 11 am. today. Took dinner at Dilworth's house and rode to Riceville, Iowa with John McIntyre of Wentworth, Iowa.

Monday, July 19 - Took a ride to see the Jenks place with Charles Haring who has bought it. We then went to Wallace's at Saratoga, Iowa and took dinner, then to Bennett's for supper.

Thursday, July 22 - Lizzie (Schoonmaker) and I went with Dan's team to Cresco, Iowa to see Gertie. It is a fast team.

Tuesday, July 27 - Went yesterday to Bennett's; back today.

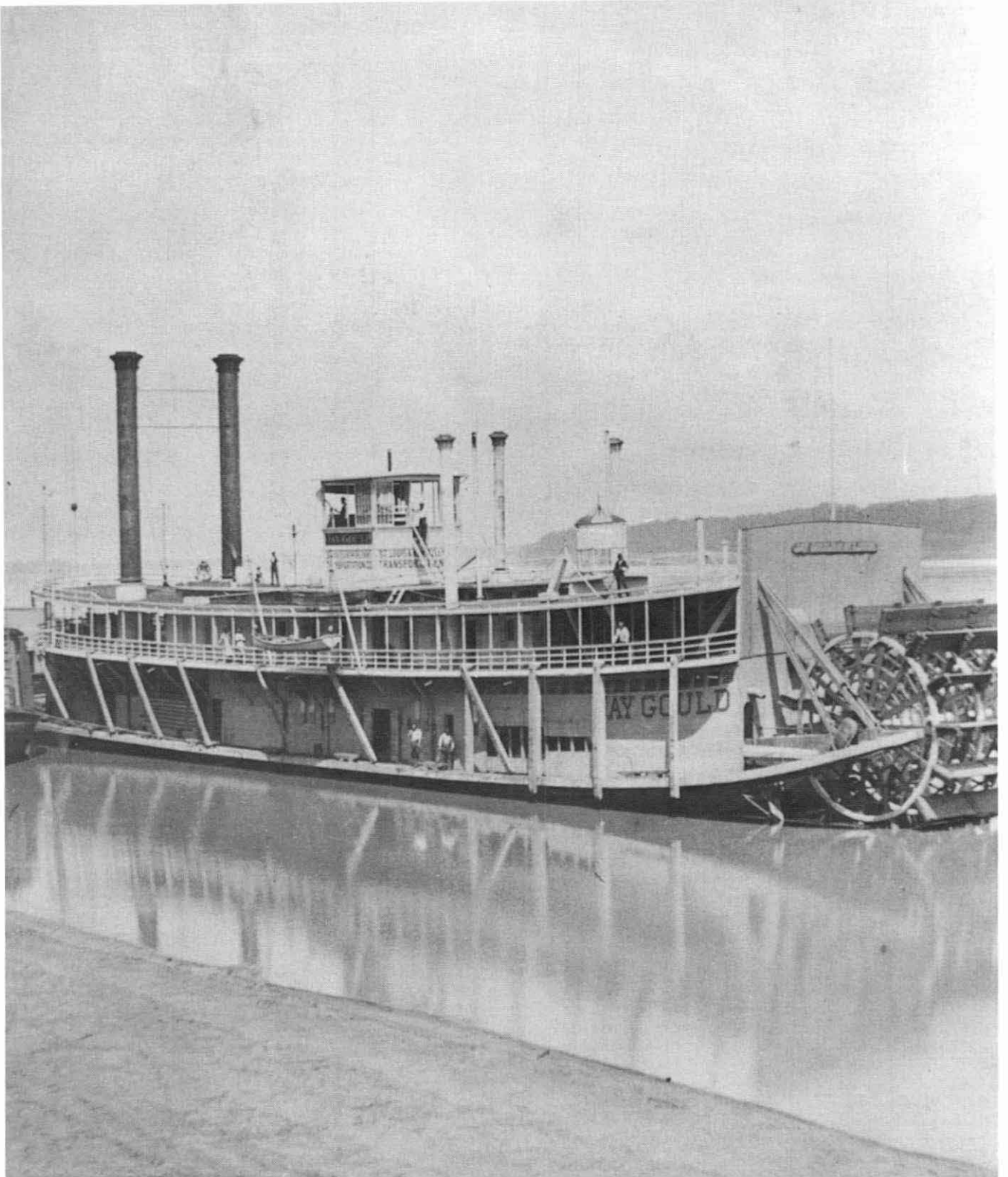
Friday, July 30 - Walked to J. Foster's yesterday. Went from there to Carpenters today and back to Dan's after dinner.



On Tuesday, May 3, 1880 John Doremus stepped aboard the J. M. WHITE at Vicksburg. We're glad that he chose to start home on the WHITE for it presents the opportunity to run two excellent photographs of a magnificent steamboat. These same views have appeared in S&D Reflector in years past and a full description of the J. M. WHITE (2867) was featured in the March, 1974 issue (Vol. 11, No. 1).

The wonder is that John Doremus didn't comment on his impressions of the J. M. WHITE. The view on the hurricane deck at left testifies to the size and ornate details of this masterpiece of Steamboat Gothic. The photographer's camera is pointed aft on the starboard side. The skylight structure for the pantry is on the left with the arc of the wheelhouse behind. The gentleman leaning against the Samson post provides scale for the 'scape pipe behind and the stairways leading up to the texas guard. And our diarist only commented upon the size of the new crop of peaches.

These photographs and a number of others taken aboard and of the J. M. WHITE, obviously formal portraits, were widely sold by J. Mack Moore, a photographer of Vicksburg. In 1946 Mack Moore informed Fred Way, Jr. that the originals were taken by photographer A. L. Blanks, of whom we know not.



The JAY GOULD (T1347), new in 1880, is one of the few Doremus views taken below Cairo that have shown up although this exact location is a question. The JAY GOULD's hull, 186.8x30.4x6.3, was built at Mound City, Illinois and the boat completed at St. Louis; engines 24's-8 ft.

The JAY GOULD was built for the St. Louis and New Orleans Transportation Co. (lettered on the pilothouse). She appears here fresh from the yard with the crew out for the photographer. The GOULD was dismantled at Madison, Indiana in 1896; her engines went to the GLEANER.

Sunday, August 1 - Went with Charles Arnold to see W. F. Doolittle, six miles south of Cresco. He gave up his land, SW quarter No. 24. Took dinner there and supper at Dilworth's at Cresco. Back at 10 o'clock.

Wednesday, August 4 - Took Dan's horses and went to Bennett's yesterday. Then, to the Buckingham place and then to Wallace's, Saratoga, and stopped over night; back today.

Saturday, August 7 - Dan, Lib and I went to R. St. John's visiting.

Saturday, August 14 - Have taken back from W. F. Doolittle the SW quarter No. 26, he not being able to pay for it.

Burke, Dan and I went to Osage, Iowa last Wednesday.

Thursday, August 25 - Went to Wallace's yesterday. From there, to Bennett's today and back to Dan's. Weather dull.

Monday, August 30 - Took four colts of Charles Haring, value \$200; \$100 to pay for rent of Doolittle Place and \$100 on interest of Jenk's place.

Tuesday, August 31 - Will, Lizzie, Gertie, Matt and I started to Cresco, Iowa. Dan taking over there and I reached Prairie du Chien, Wisconsin and boarded steamer MINNESOTA about 6 pm.

Friday, September 3 - Was in Dubuque Tuesday morning, Burlington Wednesday morning and Louisiana, Missouri this morning. The captain's name is Sencerbox.

Saturday, September 4 - Collected my freight from New York and Paterson, New Jersey. Bought \$76 worth of groceries; 400 feet 1 1/8 inch rope at 11 1/2 cents a pound and one coil of 1/2 inch rope, same price; bale of oakum, \$5.25; cotton, \$2.50 and other articles. Shipped them and took passage on steamer GOLDEN CITY. Capt. J. D. Hegler, which left this evening.

Friday, September 10 - Arrived at my boat about 3 pm. She is at Lake Providence. Mrs. Lower has been very sick.

Wednesday, September 15 - Started about 9 o'clock am. and got to Illawanna Landing, Louisiana.

Monday, September 20 - Left Illawanna the middle of the afternoon and got about eight miles down the river.

Tuesday, September 21 - Reached the sandbar above Vicksburg, Mississippi.

Wednesday, September 22 - Started to pull to the landing below the city and reached it during a hard shower.

Thursday, September 23 - Mr. and Mrs. Lower left today for Yazoo City, Mississippi, intending to start business there or thereabouts.

Saturday, September 25 - Called on the mayor, Dr. Birchett, and got a permit to take views about the city. Aunt Sally, our colored cook, left for home at Lake Providence, Louisiana today. She was a good cook but her dishes were rather too many for a small family.

Tuesday, October 12 - The weather is hot. I have sweat more today than I can remember doing in my lifetime.

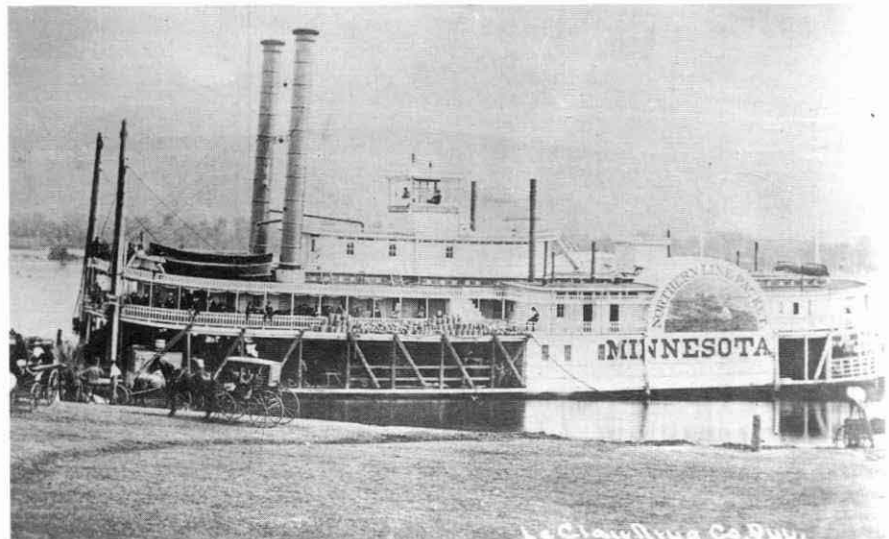
Monday, October 18 - Left Vicksburg today and am now anchored about seven miles below. My boat has been in the floating drydock and has been repaired at a cost of over \$100. I think we are in good trim for the winter.

Tuesday, October 19 - Started at four this morning but soon ran on a sand bar. After breakfast, went to work and about two hours got her off. Arrived at Newellton, Louisiana landing (19 miles) at about three pm.

(Newellton, Louisiana is a considerable distance from the river; Doremus meant Newton Landing, mile 626 or thereabouts, as evidenced by entry for November 10. Ed.)

Monday, October 25 - Lizzie has been down with a fever three days. Will is down with one today. I have been attending to them, getting my own meals and taking pictures of nigger babies all day. Walked three miles after dark and got a girl to come to work.

Wednesday, October 27 - The LADY ANNIE got badly



The MINNESOTA (3952) carried Mr. Doremus from Prairie du Chien to St. Louis in August, 1880. Built in Wheeling, West Virginia in 1866, the MINNESOTA was rebuilt in 1881 into a railroad transfer boat and renamed TRANSFER NO. 2.

smashed by a coal tug in Vicksburg so, just before I left, I ordered a skiff made, - \$18.00. I went after it today; started before daylight with a teamster and got there about 10 o'clock. Got my skiff and started back at half past three. It was raining but I had promised to be back; got back about nine, wet through and through. It was pitch dark and I had to feel my way around the sand bars, running on a snag sometimes.

Thursday, October 28 - Seven o'clock: Will and Lizzie are asleep and I have a long, dull night before me. The black girl I had was sick this morning so I let her go home. It has rained here all day and is raining hard now. I must say it is lonesome. Will and Liz are better and I hope will be about soon.

Well, it has not been as dull after all. The wind has commenced blowing very hard. The wood flat commenced taking a pounding and I found the waves were dashing in. All our little stock of firewood was in it and plenty of other things as I had to go in it and take them all out. It plunged and pitched awfully and I got wet through again. I secured it with another heavy line and I think it is safe although it may wash full.

Sunday, October 31 - Expected Mrs. N. Stith from Vicksburg Friday night but she did not come.

Will and Lizzie are getting better and I have struggled alone until now, three meals a day to be carried to each besides drink, medications, oranges, lemons, lemonade, etc. Three beds to make, my own meals to cook, wood to collect and saw and split, pictures to take, my own courage to keep up which is the hardest of all. It has been stormy the last four days or I don't know how I would have stood it as the storm keeps away customers.

Tuesday, November 2 - There came a colored girl, Ada Johnson, who wanted to cross the river but could find no one to take her. She stayed with us until Sunday and then left.

Received a letter last Friday or Saturday from Mrs. Lower; they have moved to Lexington, Mississippi; part of it is dated Monday morning, October 25th.

Wednesday, November 3 - Mrs. Nellie Stith, with Mrs. M. A. Forbes, arrived this morning at one o'clock. Mrs. Stith comes to learn photographing and Mrs. Forbes on a visit.

Saturday, November 6 - Mrs. Addie Forbes went back to Vicksburg today.

Tuesday, November 9 - Mrs. M. Wells from Glenmora, Louisiana arrived today with her little boy.

Wednesday, November 10 - Will and Lizzie are up and around but very weak.

We left Newtown Landing today. While there, the boat has acted as a boom and the drift wood accumulated between her and the shore and under her to that we could make no progress from shore so we ran a line to a snag and stopped the boat. She was going so fast that it took the skin off my hands some in checking her. A man named Max accompanied us.

We went to Point Pleasant, Louisiana (mile 633).

Thursday, November 11 - Max Hoffman went back to Newtown this morning. He is to come and go with us next Monday. Mrs. Wells came yesterday to assist operating the boat but though the work would not be suitable and as I did not engage to board her boy, I helped her onto the BETTIE GILBERT this evening and she is off.

(What was the BETTIE GILBERT (0605) doing down there in the deep south? This was a small, 54 tons, sternwheel packet built in

Parkersburg, West Virginia in 1869 and operated on short trades on the Kanawha and Upper Ohio. She was sold to Evansville in 1876. She was inspected at Nashville in 1881 and at Evansville 1882 but, until this entry, we knew not about her venture down the Mississippi in 1880. Ed.)

Tuesday, November 15 - Mr. Max Hoffman came down today and he and I sailed the SUCCESS up river about a mile to the entrance of Davis Bend and, as the water was running in high, we went down it in good style and went to Palmyra Landing.

Monday, November 22 - The BETTIE GILBERT, Capt. J. W. Smith, towed us to New Carthage Landing.

Tuesday, November 23 - A beautiful, pleasant, and sunshiny day. Have enjoyed myself very much.

Wednesday, November 24 - Had a high old time last night, or rather yesterday evening, with Capt. James Smith and the whiskey. It is hard to get away from the hospitality of these southerners.

Wednesday, December 1 - Received a letter from Mrs. J. W. Lower dated Wednesday, November 24, 10 am. stating that they were coming back to the boat.

Saturday, December 4 - The BETTIE GILBERT towed us last night back to Point Pleasant, Louisiana.

Tuesday, December 8 - Left Point Pleasant this morning and am now anchored a mile or two above St. Joseph, Louisiana.

Friday, December 10 - Mrs. J. W. Lower arrived last night a little after midnight. Have been two days at St. Joseph; have got Lower's photo tent up town as we cannot get near town with the boat.

Wednesday, December 15 - Sold the skiff that I had made in Vicksburg for \$25.00; it cost me \$18.00.

Thursday, December 16 - Left St. Joseph this morning and reached Rodney Landing in good time. Made the acquaintance of E. W. Holly who has a boat 14x40; he is selling chromos and frames.

(We only surmise that that Mr. Holly was selling framed chromolithographs such as Currier and Ives prints. Ed.)

Sunday, December 19 - Dr. Mallory came in with his boat this morning. He has his wife and daughter and five men with him.

Tuesday, December 21 - Ed Lower and wife came in today from St. Joseph. I forgot to mention that I bought a boat last week at St. Joseph; put my cooking stove building, etc. in it and left them (Lowers) there with the tent. They did not do very well.

They will start tomorrow for Waterproof, Louisiana. They are to furnish their own food and have 40 percent of the receipts.

Thursday, December 30 - The river has been falling rapidly lately. We have a hard time moving the boat as it is very cold and the lines freeze.

The chromos boat has left and the gunsmith and candy boat run by two brothers named Hanley has made its appearance.

* * * * *

So ends 1880 with the SUCCESS and crew at Waterproof, Louisiana, about 300 miles of travel for the year.

In following these adventures, we are amazed at the diversity of enterprises conducted from flatboats, shantyboats and glorified skiffs which Doremus meets along the way. Sooner or later, whatever the citizens of the small river towns might need, from basic necessities to small luxuries, could be expected to appear at the landing.

BIG BOATS ON A BIG RIVER AT DAVENPORT, IOWA



This is being written on July 9, 1993 at which time the floods on the Upper Mississippi are attracting much more attention than when these two photos were taken. Pat Welsh, Box 3671, Davenport, IA 52808 took these views of the PRESIDENT (above) and the DUBUQUE CASINO BELLE (below) on April 11 at Oneida St., Davenport, an interesting contrast between the old and the new. The PRESIDENT had moved from her regular Main St. landing but was open for gambling, sans cruising.

The spring high water crested at Davenport on April 25 at 18.59 ft. After the water dropped some, the CASINO BELLE continued down the river toward a new home port at St. Charles, MO (eventually or someplace).

But the rains continued through May and June and the river soon came up again. By early July the stage at Davenport was approaching 20 ft.; highest stage was 22.5 ft. on April 28, 1968. In April the PRESIDENT advertised a "Flood Party" but the encore is unwelcome.



RUTH FERRIS

Miss Ruth Ferris, 95, died on July 6 at Memorial Home, 3625 Magnolia Avenue, St. Louis. Ruth was the Honorary President of Sons and Daughters of Pioneer Rivermen, elected to that position by the Board of Governors in 1984.

Miss Ferris was born in Moberly, Missouri and received a teaching degree from the University of Missouri, Columbia in 1922. Later, she received graduate degrees in geology and geography. She became a teacher at the Community School, Ladue, Missouri, a St. Louis suburb, and taught there for 35 years, retiring as assistant principal in 1957.

Ruth's interest in the river came at an early age following a reading of her grandmother's account of a steamboat trip on the Missouri in 1854. "That account just set me afire," said Ruth and river history was her great interest and hobby thereafter. She became a diligent researcher, a collector of memorabilia and a writer of numerous articles for historical journals. Many readers are familiar with Ruth's article, "Steamboat Art, Decoration and Elegance" which was published in The Bulletin of the Missouri Historical Society, January, 1962 and later reprinted as a paperback booklet.

Many students at the Community School first learned of the river and its lore through Ruth Ferris. The river was Ruth's teaching tool to open the minds of fifth graders to the fascination of history. One of her students was John Hartford who later wrote a song about Miss Ruth Ferris.

Students at the school saw a reminder of the packetboat age everyday. In 1948 Ruth acquired the pilothouse from the GOLDEN EAGLE and had it moved to the Community School grounds. In 1961 the pilothouse was relocated to the Missouri Historical Society where a River Room was established and Ruth became the first curator.



Miss Ruth Ferris, 1962 at the Missouri Historical Society River Room. Photo by C. W. Stoll. Copy furnished by Kurt Swan

Keith Norrington, New Albany, Indiana, first met Ruth when he was thirteen years old and bitten with the river bug. Keith has favored us with his thoughts upon learning of the passing of a good friend:

"For 26 years it was my pleasure and privilege to be counted among Ruth's great multitude of friends. As a lad of 13, I began a correspondence with Ruth that has resulted in many file drawers full of treasured letters and cards. Through the years, we shared the fun and excitement of our riverboat interests in many adventures.

Ruth's legacy to all of us who love the river and its boats is her fabulous collection of memorabilia which she amassed over a period of 60 years and which now is housed at the Mercantile Library in St. Louis. It pleased Ruth greatly when the library accepted her collection for she wanted it to remain in St. Louis and be near the riverfront where so much St. Louis history began.

In 1966, when she was asked to serve as designer and curator of the Midship Steamboat Museum aboard the BECKY THATCHER, former the steamer MISSISSIPPI, Ruth revealed in having a riverboat museum on an authentic steamboat. She said she considered it the highlight of her steamboat interest. She once said that looking out one door of the boat at Saarinen's Gateway Arch and out the other door at the Eads Bridge and the Mississippi made her thoughts and spirits soar above everyday things.

Ruth had a tremendous zest for life and a contagious enthusiasm. Over her desk calendar was a sign Ruth had fashioned which read, **A NEW DAY!**

Ruth is survived by her sister Frances Ferris, St. Louis. Burial was in Woodlawn Cemetery, Moberly, Missouri and Ruth was wearing her favorite blouse, decorated with steamboats.

Our thanks to John Hartford, Keith Norrington and Dan Martin for providing information.

CLYDE KEAN SWIFT

One of the staunch supporters of S&D and a frequent contributor to the pages of S&D Reflector died on April 8, 1993 at Central DuPage Hospital (Illinois) after a short illness. Clyde Swift was 84 and had lived for 53 years at Glen Ellyn, Illinois. He worked for 41 years for A.T.&T in Chicago, retiring in 1969.

Clyde Swift was born at Stockport, Morgan County, Ohio on January 9, 1909 to James Newell and Annie Kean Swift. The Keans came to Stockport in 1836 while the Swifts had located at Swifts village, a short distance below the present location of the Luke Chute Lock on the Muskingum, in 1800.

Clyde's father's father died at an early age. Clyde's father, Newell Swift, and his brothers were farmed out to relatives and family friends, a not unusual practice at the time if finances were tight. After a few months on a farm near Marietta, Newell Swift decided that there must be an easier life so he boarded the packet GEN. H. F. DEVOL, headed back up the Muskingum toward home. The steward asked him if he wanted a job and Newell became cabin boy, staying on the DEVOL 1883 through 1885 and finally becoming second steward.

The Swift family moved away from Stockport to Chicago the year that Clyde was born but returned to the Muskingum Valley every summer to visit relatives at Stockport, Chesterhill and Swifts. Clyde was soon hooked on the history of the valley and its boats, a hobby which carried throughout his life. He searched out the river news from the Morgan County Herald (McConnelsville) from 1895 to 1913 and a copy of his manuscript "The Muskingum Years" is in the Marietta Collage Library. Clyde's "Muskingum River Steamboats" is an appendix in Mack Gamble's book, "Steamboats on the Muskingum."

Clyde Swift is survived by his wife of 62 years, Helen, 274 Newton Ave., Glen Ellyn, IL 60137, son David and daughter Diane Modaff, eight grandchildren and eleven great-grandchildren. He was preceded in death by one son, Bruce. As requested, Clyde was cremated with no services.

We will miss Clyde's letters which could be depended upon whenever the S&D Reflector featured a Muskingum River boat. Usually, there was a bit of information that added to the story or a suggestion for another tale about the Muskingum. Clyde's sense of humor will also be missed: a postscript to a recent letter asked, "Did you know that your wife has been writing me for money since 1968 and I have been sending it to her?"

CHARLES ELLIOTT WHITE

Charles E. White, age 75, of Murraysville, West Virginia died May 15, 1993 at the Charleston Area Medical Center. He was born October 7, 1917 at Villa, Kanawha County, West Virginia.

Charles operated a machine shop on First Street, Parkersburg for several years and it had previously been operated by his father and grandfather. Although he never crewed on the river, the machine shop did work for the boats and Charles became well acquainted with towboats and the crews. He had been foreman of the machine shop at the Kaiser Aluminum plant below Ravenswood for 25 years before retirement.

Charles and wife Alta were regulars at the meetings of the O-K Chapter and also at the annual S&D get-togethers. Except for two omissions, they had attended every annual S&D meeting at Marietta since 1964. We'll surely miss the smile and friendly greeting, of quiet Charley who just enjoyed being around river people and talking about the boats.

In addition to his wife, Charles is survived by one son, Kenneth R. White, Miami, Florida and a sister, Charlotte Trusdall of Longwood, Florida plus five grandchildren and two great-grandchildren. Burial was at Ravenswood, West Virginia Cemetery.

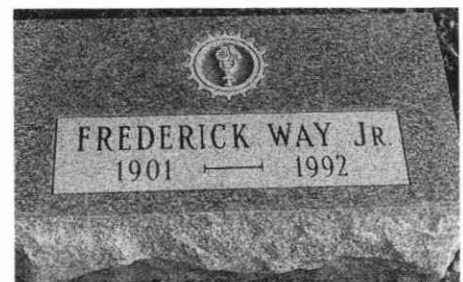
MARTHA VIRGINIA GAY

Martha Gay, 79, died at her home in Grandview, Washington County, Ohio on July 10. Martha and husband Capt. Henry Gay were regulars at the S&D annual meetings for as many years as we can remember. Martha died in her home overlooking the Ohio just above Grandview Island after an illness of several months.

Martha was born in Brownsville, Pennsylvania, a daughter of Enoch Percy and Annie Mary Wright Smith. She was a member of Grandview Rebekah Lodge 457, Order of the Eastern Star Chapter 261 and active in the United Methodist Church of New Matamoras where she had served as lay speaker and treasurer of the choir.

In addition to husband William Henry Gay, Sr., Martha is survived by two sons, James of Palo Alto, California and William Henry, Jr. of New Martinsville, West Virginia, eight grandchildren and two great-grandchildren. She was preceded in death by one son, Robert Stancel Gay.

Burial was in the New Matamoras Cemetery.



This photo of Fred Way's marker comes from Eileen Daily, Toronto, Ohio. The Way Family plot is in the old section of Sewickley, PA Cemetery, about the high point and not far from the Civil War monument, "Fame".

LETTERS CONTINUED -

Sirs: Of course I enjoyed seeing the Sarah Halliday story in print in the June issue but, aside from that, it was a readable issue with lots of variety. One that I particularly liked was that of the WASHINGTON's accident at Lock 8, a story that I had heard recounted by Clarence Elder. And that picture of Bill Pollock on watch in the pilothouse is a scene that I remember so well.

The Jesse Hughes Diary is something to be read word for word. I suppose there are a lot of years yet to come because I made a trip to new Orleans on the GORDON GREEN in 1940 and Jesse was the captain.

J. A. Wallen
111 Eleventh Ave. E.
Huntington, WV 25701

= We thank Jim for the kudos regarding the June issue. Contributions such as his Sarah Halliday story add interest to the Reflector and ease the editor's concern for filling 36 pages.

Yes, the Jesse Hughes diary runs on for a good many years but the 1919 installment might be delayed until the next issue; our scribe C. W. Stoll took time off to attend his 55th college class reunion. Ed.

* * *

Sirs: What a surprise and delight to see the picture of the DESTREHAN and W. P. SNYDER (models) on page 35 of the June Reflector. Until I got to the editorial note about the Reflector being a serious chronicle on steam boating.

This seems to be some what of a slap as to the seriousness of model builders. To a great deal of these people these boats (models) are the only way that they will ever see a paddlewheel turn again.

Roger L. Lang
2050 Beechmont Ave.
Cincinnati, OH 45230

= Ouch! No slap intended Roger; we were just amused by, "Small Stacks". Ed.

* * *

BROWNSVILLE (PA) MUSEUM

From E. E. Liggett, Liggett and Associates, we are informed that a group has been organized in Brownsville, Pennsylvania to preserve transportation history in the Monongahela Valley. The organization is the Brownsville Area Railway & Transportation Society and for starters they have use of 3,000 sq. ft. of space in the former freight station of the Monongahela Railway.

There is a lot of river history centered in the Brownsville area and we are pleased to learn that the locals are taking an interest. The Steamboat Museum at the Dubuque Ice Harbor proves that an old freight house can be a wonderful location for a museum and we wish the Brownsville folks well.

Inquiries regarding the Brownsville museum may be directed to:

Brownsville Area Railway & Transportation Society,
Attention Gene Leggitt,
P.O. Box 1,
Brownsville, PA 15417

* * *

THE BACK COVER

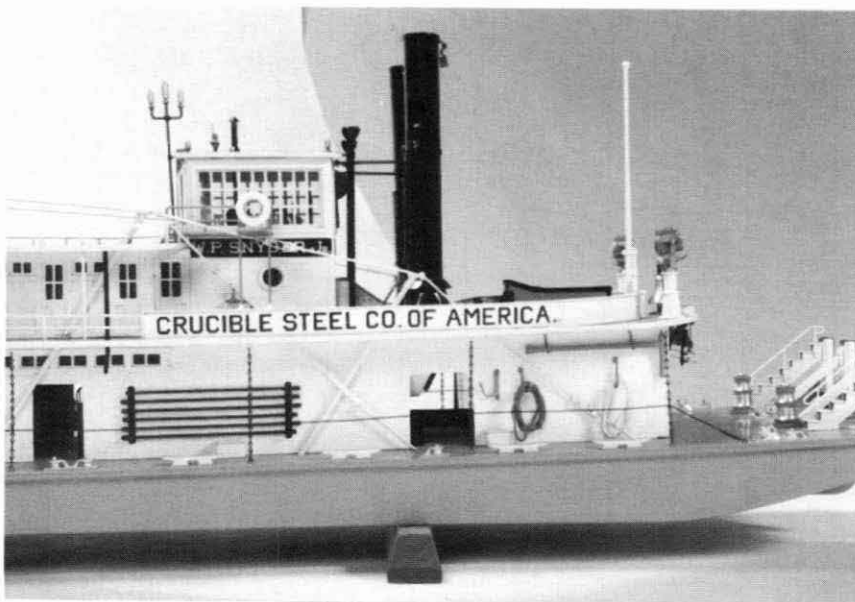
The museum boat GEO. M. VERITY at Keokuk, Iowa sits on concrete footers and has holes cut in the hull; she didn't float as the Mississippi came up. Normally, the VERITY towers above the surrounding parking lot in Victory Park and the the depth of the water can be judged by the top of the chain link fence, just showing.

This is the scene on July 15, 1993 after the flood had crested on July 10 at 27.17 feet; the water was dropping all too slowly. The previous high water was 23.57 feet, April 23, 1973.

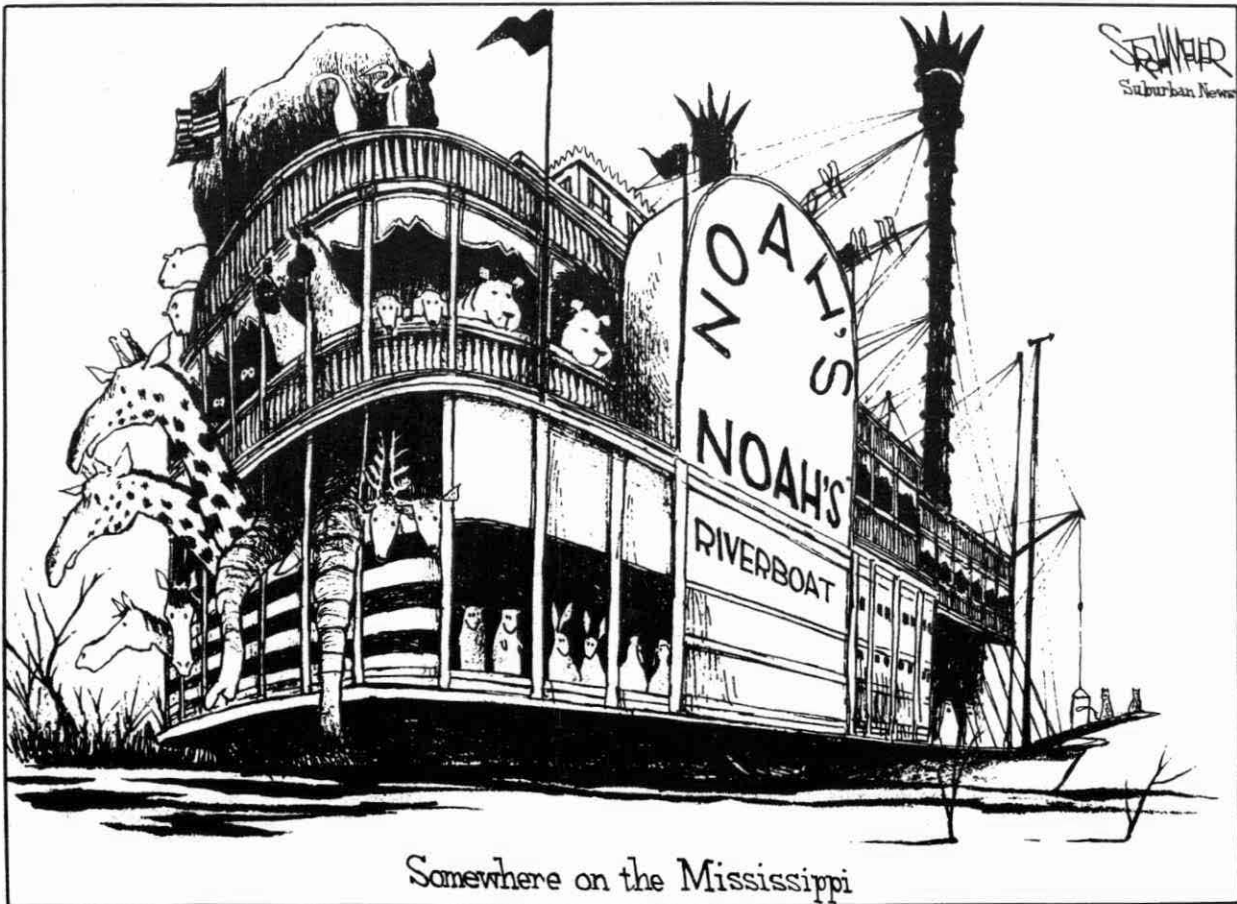
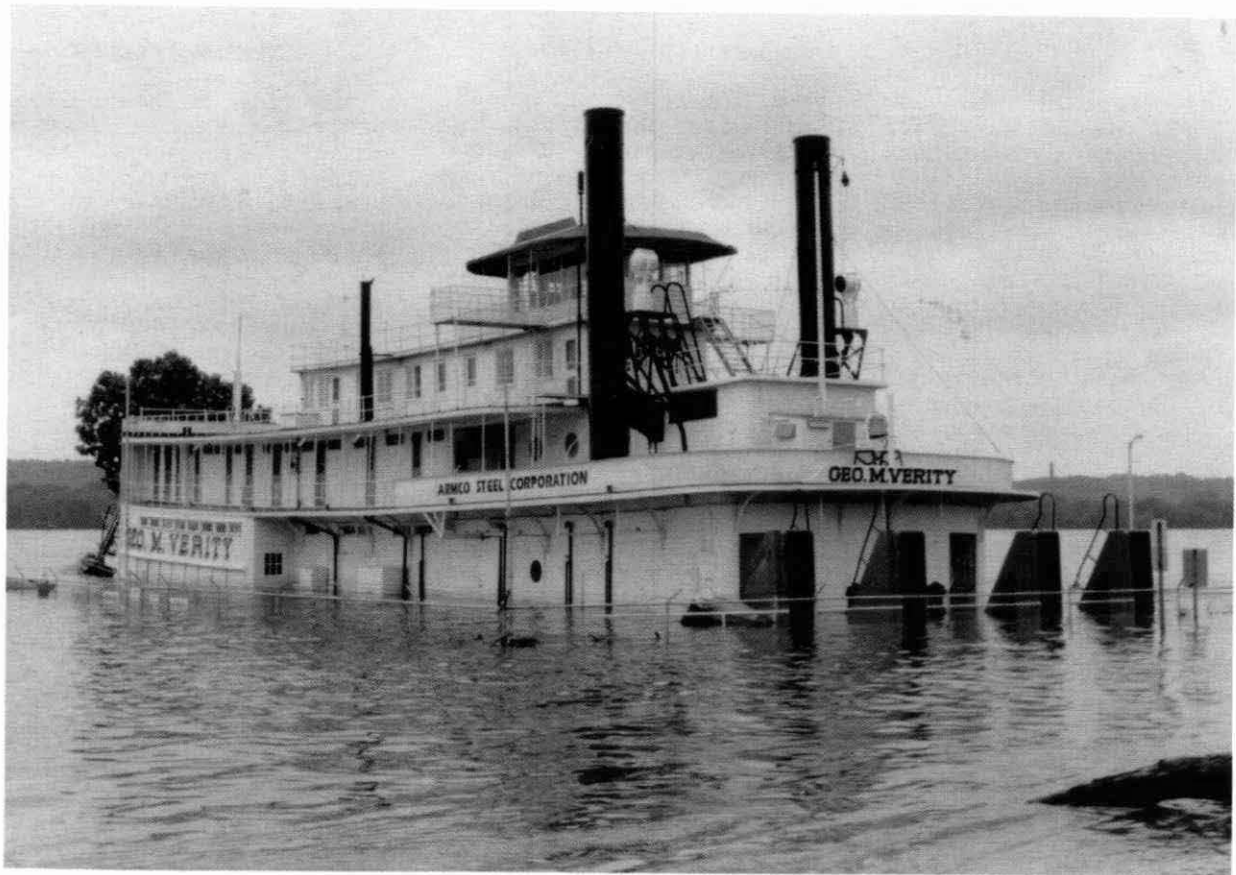
Bob Miller, curator of the Keokuk River Museum, P.O. Box 268, Keokuk, IA 52632 supplied the photo. Lockmaster Frank Robbins at the Keokuk Dam, just above the VERITY, had all 119 spillways open on July 10, first time since the dam was completed in 1913.

The cartoon comes from The Times, Canal Winchester, Ohio where the closest water course is Little Walnut Creek.

* * *



Model maker Robert "Bob" Latta, 241 Morewood, Ave, Pittsburgh, PA 15213 has recently completed a model of the W. P. SNYDER JR. and here gives readers a peek. Bob says the SNYDER is built on a scale of 3/8"=1' and is 69 inches long. We anticipate that Bob will have his latest creation on display at the S&D annual meeting. Photo by Richard L. Rich, Image Point, Pittsburgh.



Somewhere on the Mississippi

STEAMER "HENRY C. YAEGER"

W. J. KOUNTZ, CONSTRUCTOR.

Fitted with

A. Hartupée's Patent Combined-Condensing-Moderator Engines.

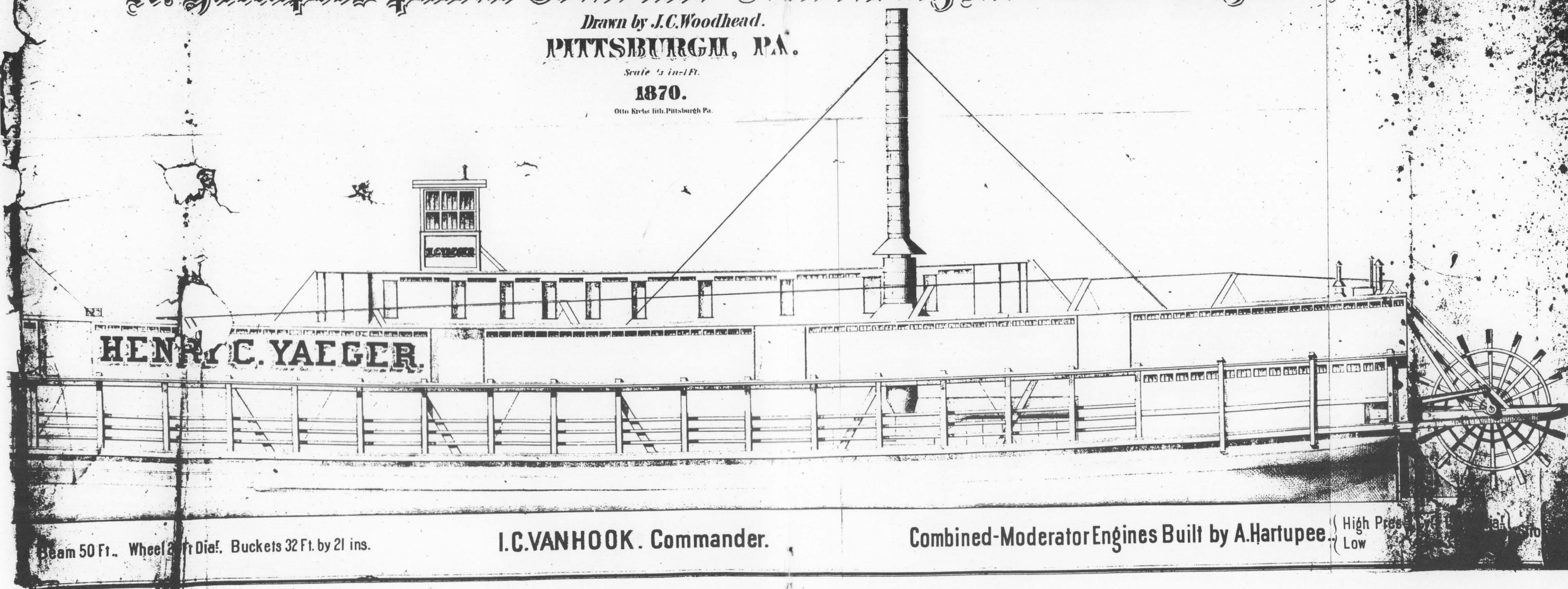
Drawn by J. C. Woodhead.

PITTSBURGH, PA.

Scale 1/4 in = 1 Ft.

1870.

Otto Krebs lith. Pittsburgh Pa.



Beam 50 Ft.. Wheel 23 Ft Dia. Buckets 32 Ft. by 21 ins.

I. C. VANHOOK. Commander.

Combined-Moderator Engines Built by A. Hartupée.

(High Press
Low

The Doremus photo of the HENRY C. YAEGER on page 28 of the June issue prompted John Fryant, 6508 Dorset Dr., Alexandria, VA 22310 to send us the above drawing of this unusual boat. The drawing reveals that the design of the YAEGER was perhaps even more unorthodox than can be deduced from the photo; for instance, the boilers just ahead of the engineroom.

The YAEGER (2588), designed as a freight boat, was built at Elizabeth, Pennsylvania. Her hull size was 234x50x8 and this posed a problem in getting her down the Monongahela River to Pittsburgh; Locks Nos. 1 and 2 had dimensions of 215 ft. by 56 ft. The lock chambers were extended by temporary cofferdams to allow the HENRY C. YAEGER to pass through, an ingenious if expensive solution.

The wheel size is given above as 23 ft. in diameter with buckets 32 ft. long, 21 inches wide. The engines were built by Andrew Hartupée, Pittsburgh and were compound 15s, 33s-6 ft. stroke. Hartupée engines incorporated a condenser giving a partial vacuum on the exhaust; we surmise that this feature is the "Moderator". Hartupée compounds were installed on some 20 boats in the 1865-1880 period.

Builder/owner William J. Kountz was born in Wellsville, Ohio in 1817 and rose to prominence as a master and boat owner by 1850. His home was Allegheny City, now part of Pittsburgh, and his river interests ranged from the Yellowstone to the Red River and New Orleans in the south. He had five boats in the St. Louis-New Orleans trade when the HENRY C. YAEGER sank on March 22, 1880.