

# S & D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 31, No. 4

Marietta, Ohio

December 1994



### THE FRONT COVER

James "Jimmy" Swartzwelder is responsible for the photo of the MISSISSIPPI QUEEN on the front cover.

The location is on the Monongahela River opposite what was once the paved wharf at Pittsburgh, now usurped by the concrete supports for Parkway East. The 380 foot length of the boat seems to fill half of the river as she comes ahead to complete her turn downriver, a bit of illusion created by the elevated position of the camera.

You might not think of the MISSISSIPPI QUEEN as pretty but she surely is impressive.

**MERRY CHRISTMAS!**

### - LETTERS -

Sirs: I must comment upon Alan Bates' letter in the June S&D Reflector (page 3) regarding the Compton's Encyclopedia article.

If Compton's asked that the "Age of Mark Twain and Romance of the River" be covered isn't that a valid side of steamboats? I am sure that the cabin guest on the J. M. WHITE spent little time thinking about how difficult the jobs of the crew might be nor do the current guests aboard the DELTA QUEEN and MISSISSIPPI QUEEN ponder the jobs of the crews. I recently rode on the BELLE OF LOUISVILLE and never spent a moment thinking about the disposal of garbage, etc. but look back upon the trip fondly.

When I was a young boy living in Madison, Indiana, I had the good fortune of riding the IDLEWILD to and from Louisville any number of times. I used to watch the sweat running down the backs of the firemen as they shoveled coal into those boilers but what I remember most is the good time I had. I call that "romantic" and developed my own romantic notion (of steamboating) and wouldn't trade it for anything.

Yes, Capt. Bates, there are those who earn a living boating and those who benefit from their labors. Let's have both sides remembered.

Donald C. Stewart  
4904 Ithaca Lane  
Sarasota, FL 34243

\*\*\*

Sirs: The DELTA QUEEN passed Sewickley, Pennsylvania upbound for Pittsburgh about ten minutes before midnight on Monday, August 22. She gave the most soul stirring and prolonged whistle salute we ever heard, a tribute to Capt. Frederick Way, Jr. My thanks to the Captain and the crew for this thoughtful action.

On board this trip were four couples with Sewickley connections: Roger and Marcia Willock, Mr. and Mrs. Steve Handy, Woody and Bee Rutter and Nell and Fred Way. We were not alone in applauding the midnight salute to the memory of one instrumental in the DELTA QUEEN being on the Ohio River today.

A most remarkable discovery made on this trip occurred on a visit to the boiler room. Undaunted by the noise and heat, under the eye of the fireman on duty, we descended into the nether regions: the DELTA QUEEN is equipped with not one but two periscopes. Are there also torpedoes on board?

Frederick Way, III  
1258 Castleton Rd.  
Cleveland Hts., OH 44121

= See a full report on the Cincinnati-Pittsburgh D.Q. trip elsewhere in this issue. As for the periscopes, they are there and in use but for tracking smoke not torpedoes. Ed.

### - CONTENTS -

Texas Packets, Pt. 2	Pg. 5
Annual Meeting	Pg. 12
Obituaries	Pg. 24
Capt. John Beatty Selma Distel Sallie Wright	
The Seduction	Pg. 25
DELTA QUEEN Revisited	Pg. 31

Sirs: The story, The Galveston-Houston Packets, in the September issue is fascinating. But, how in the world did the RUFUS PUTNAM, the first steamboat from Marietta to Zanesville get way down there to Texas?

J. Mack Gamble's book Steamboats on the Muskingum says that the RUFUS PUTNAM made only one trip to Zanesville and was sunk on the Mississippi in December 28, 1825. Please explain.

Frank E. Schwartz  
8621 Lithopolis Rd.  
Carroll, OH 43112

= The RUFUS PUTNAM which went to Zanesville in January, 1824 is not the same boat that appears on Buffalo Bayou, Texas in 1838. The second RUFUS PUTNAM was built in Marietta in 1835, a sidewheeler somewhat larger at 98 tons than the first boat of the name (68 tons).

Mack Gamble describes this second boat on page 5 of Steamboats on the Muskingum and notes that she was registered "foreign" in 1839, her fate unknown. Now we know that Capt. John Sterrett took her to Buffalo Bayou in December, 1838; Texas was the Republic of Texas in those days, 1836-1845. Ed.

\*\*\*

Sirs: My husband Joseph E. Vollmar, Jr. and I have been introduced to your interesting organization by Capt. Tom Dunn, Gateway Riverboat Cruises. We would appreciate the privilege of membership.

Helen Deppe Vollmar  
10 - Fair Oaks  
St. Louis, MO 63124

= Joe Vollmer owned and operated Vollmar Bros. Construction Co., St. Louis and his father was president of Fruin-Colnon Const. Co., who once owned the towboat RALPH HICKS (T2108). Mrs. Vollmar is descended from Frederik W. Deppe, a boatbuilder, and Wright M. Powell, steamboat engineer. Ed.

LETTERS CONTINUED ON PAGE 11

## THIS AND THAT

### SHOWBOAT CENTENNIALS REFERENCE BOOK

Don McDaniel, originator and publisher of the Showboat Centennials Newsletter is seeking ideas for wider exposure of showboat information. In 1991 Don prepared a reference book, a loose-leaf binder which incorporated the newsletters to date (29), an index and a graphic chronology of showboat history. The original subscription price for the reference book, complete, was \$30 and entitles the holder to future newsletters and up-dates without charge.

As a goal for the coming year, SHOWBOAT CENTENNIALS is seeking to place its updated, 1994 version of the Reference Book in 40 additional libraries in communities along the inland waterways. S&D Reflector readers are requested to send Mr. McDaniel the name and address of the Librarian who might welcome this unique research publication.

With this year's distribution of the updated Chronology of Floating Theatres and expanded Index for the set of 36 SCNewsletters the reference book now exceeds 300 pages. Perhaps local historical societies would be interested in providing the Showboat Centennials Reference Book for its own files and/or the local library; if this is a possibility send the appropriate contact. All suggestions and assistance are welcome.

"We will respond to each letter received and advise the writer of further progress towards the placement of the Reference Books in additional libraries." Write to: Don McDaniel, 76 Glen Drive, Worthington, OH 43085.

\* \* \*

### THE STEAMBOAT STORE

Jack and Sandie Custer provided copies of a new catalog of steamboat related items to attendees at the recent S&D Annual Meeting. This is a 19 page offering of steamboat related books, videos model plans, prints, etc. Copies are available at \$4 postpaid from: Steamboat Masters & Associates, Inc., P.O. Box 3046, Louisville, KY 40201

\* \* \*

### GUNBOAT EXCAVATION

From The Waterways Journal, 10-19-94: "The Vicksburg Engineer District is soliciting bids for the excavation of the gunboat U.S.S. EASTPORT from the Red River Waterway in Grant Parish, LA. The proposed contract consists of furnishing all plant, labor, materials and equipment required for the work which, in addition to the excavation, includes construction of an access road, straw or hay bale erosion protection, construction of a cut-off trench, outlet control structure and diver access ramp."

This 700 ton sidewheel ironclad was captured from

the Confederates in 1862 and completed by the U.S. at Mound City, Illinois. She was sunk by a Confederate torpedo (mine) eight miles below Grand Ecore, Red River; raised, she made about 50 miles down the river toward Alexandria before grounding on a bar. She was blown up by the navy April 26, 1864.

\* \* \*

### WHERE WAS REDDEN'S LANDING?

David DeHart, Box 202, Cambridge City, IN 47327 came across a boat building contract dated 1823. It is really a contract for planking a steamboat hull being built in Boone County, Kentucky at a place called Redden's Landing.

This is early in the age of steamboats, only twelve years after the NEW ORLEANS made her trip down the river from Pittsburgh. We could wish for more detail as to the size, construction and particularly the name of the boat.

*This agreement made this 12 day of Nov., 1823*

*between William Gordon of Cincinnati, Hamilton County, State of Ohio of the one part and Jno. Redden of Boon(sic) County, State of Kentucky of the other, with respect to said William Gordon agrees to plank the steam boat now building at the aforesaid Redden's Landing in good, substantial and workmanlike manner.*

*And the said Redden agrees on his part to furnish all the materials on the spot at the side of said boat, to board and lodge all hands that the said Gordon may see proper to employ during the time they may be engaged at said job.*

*And the said Redden further obligates himself to furnish the materials as they may be wanted and not to keep them waiting or hinder them in any way. And also to pay the said Gordon the sum of two hundred dollars in specie after work may progress.*

*In witness where of the said parties have hereunder set their hands and seal, the day and the year above written.*

*William Gordon (seal)*

*John N. Redden (seal)*

*In presence of -*

*J. Strader*

The witness "J. Strader" could well be the Jacob Strader who started out on the river as clerk on the GENERAL PIKE of 1818 and became captain in 1821. The second GENERAL PIKE, a sidewheel boat listed in Statistics of the West, 1837 but not found in Lytle, had her hull built at Big Bone, Kentucky (Boone Co.) and was completed at the Brooks Yard near the foot of Western Row, Cincinnati in 1824.

Possibly this contract is for the hull of the second GENERAL PIKE as Jacob Strader was her master. Were there Reddens living near Big Bone Creek in the 1820s? Reader comments welcomed.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 31, No. 4

Marietta, Ohio

December 1994

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: 1964-68; 1969-73; 1974-78; 1979-83; 1984-88; 1989-93. The indexes are the same page size as the magazine and may be ordered at \$5 each, postpaid, from Mrs. J. W. Rutter, address above.

\* \* \* \* \*

The S&D Reflector is entered in the post office at marietta, OH as Third Class matter, Permit No. 73. It is printed and mailed by the Richardson Printing Corp., Marietta, OH. Please send address changes to the S&D Secretary, Mrs. J. W. Rutter, 126 Seneca Dr., Marietta, OH 45750.

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

Joseph W. Rutter, editor,  
126 Seneca Drive  
Marietta, OH 45750  
(614) 373-7829

\* \* \* \* \*

## SONS & DAUGHTERS OF PIONEER RIVERMEN

### Officers:

J. W. Rutter, President  
126 Seneca Drive  
Marietta, OH 45750

G. W. Sutphin, Senior V.P.  
204 Chestnut Street  
Huntington, WV 25705

Capt. Clare Carpenter, V. President  
816 George Street  
Belpre, OH 45714

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

Guy C. Anderson, Treasurer  
2838 Colonial Ridge Ct.  
Cincinnati, OH 45212

### Board of Governors:

Term Ending 1995 -  
Gerald W. Sutphin  
William Barr  
Anne Mallinson

Term Ending 1996 -  
Jack E. Custer  
Catherine Remley  
Capt. C. W. Stoll

Term Ending 1997 -  
William Judd  
J. W. Rutter  
Frederick Way, III

### Trustees J. Mack Gamble Fund:

Yeatman Anderson, III  
J. W. Rutter  
G. W. Sutphin

### Affiliated Chapters:

Ohio-Kanawha Chapter  
Capt. Bert Shearer, President

Middle Ohio River Chapter  
Rick Kesterman, President

Mississippi River Chapter  
J. Thomas Dunn, President

### Inland Rivers Library, Cincinnati:

Alfred Kleine-Kreutzmann, Curator  
(513) 369-6957

### Ohio River Museum, Marietta:

John D. Briley, Manager  
(614) 373-3750

## The Galveston-Houston Packets War, Recovery and Decline

BY

ANDREW W. HALL.

*This is Part II of the two-part article on the packet trade on Buffalo Bayou, Texas. Part I began on page 7 of the September issue.*

*Part I traced the development of the Galveston-Houston short trade which became the principal transportation route from the coast into the Texas heartland. Part II covers the Civil War years and the post-war expansion and decline of the steamboat trade.*

*Our thanks again to author Hall for his fine scholarship in preparing this fascinating story about a little appreciated trade. We take no credit for the typing and setup of this article; Mr. Hall submitted it with a computer disk and neighbor Dr. James Hoy has our thanks for the printing.*

*Those were Western River style packets with wind catching upper works and tall stacks operating out there on Galveston Bay and many of them came direct from the calm waters of the Ohio and Muskingum. Our hat is off to the navigators of Buffalo Bayou 130 years ago.*

---

The years just before the Civil War may be considered the "golden age" of steamboating both on Buffalo Bayou and throughout Texas. Though the Galveston, Houston and Henderson Railway completed a line from Houston to Galveston Island in 1860, it initially presented no real competition to the established boats for either freight or passengers. But Texas' secession from the Union on February 1, 1861, brought quick and dramatic change to the Galveston-Houston trade. That summer, Galveston and the rest of the Texas coast was blockaded by the Union Navy, and commerce quickly ground to a halt. There were few vessels attempting to run the blockade - Galveston and Texas were too far removed

from the center of the conflict - so most of the packets sat idle. Steamboat owners tried to recoup their losses by chartering or selling their boats to the Confederate government. In September 1861, the Houston Navigation Company offered three of its boats, DIANA (Way 1540), BAYOU CITY (Way 0464) and NEPTUNE NO. 2 for charter or sale to the Confederate government, at a price of \$7,500 per month per boat (with the company providing fuel, crew and supplies), or for sale at \$25,000 apiece. The Confederate government, probably anticipating a quick end to the war, chose to charter BAYOU CITY and NEPTUNE NO. 2 at an undisclosed price. The boats were kept busy ferrying troops, munitions and supplies between the isolated garrisons around Galveston Bay, taking turns as "guard boats" at the entrance to the bay and, on occasion, exchanging messages and paroled prisoners with the Union blockading force anchored just offshore.

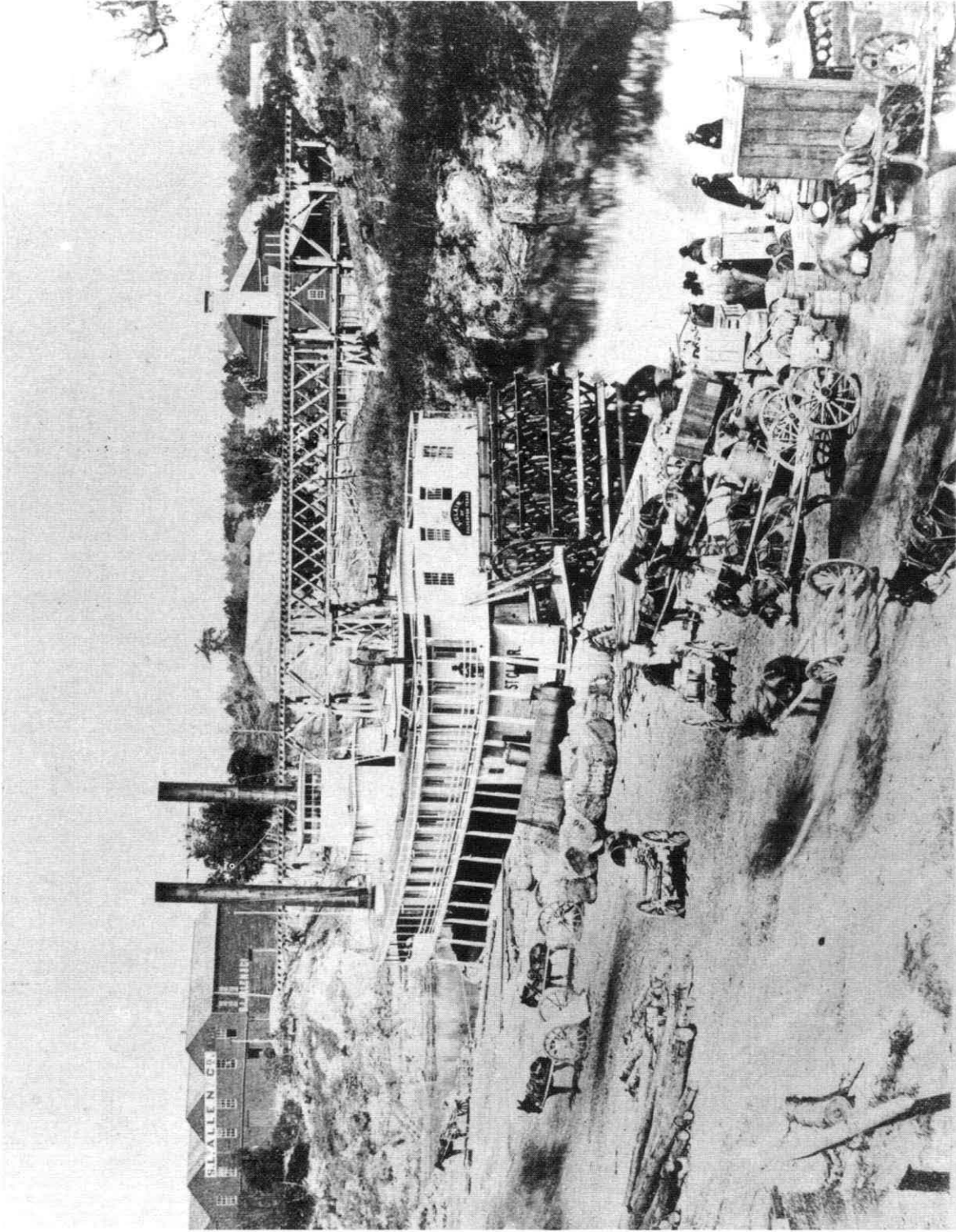
The rivermen settled into the new arrangement quickly. John Sterrett, already the most experienced and best-known master on the Galveston-Houston run, took a position as Superintendent of Transports for the Marine Department in Texas. His job of managing the fleet's operations was little different than the one he'd held with the Houston Navigation Co. before the war, although now he was overseeing a much larger collection of boats. The civilian steamboats bought or chartered during the war for military service included NEPTUNE NO. 2, BAYOU CITY, J. H. BELL (Way 2837), DIANA, DIME, MARY HILL, J. P. CARR, LUCY GWIN (Way 3623), ERA NO. 3 (Way 1887), A. S. RUTHVEN (Way 0026), LONE STAR, (Way 3550), ISLAND CITY, JEFF DAVIS, ROEBUCK (Way 4818), UNCLE BEN, GRAND BAY (Way 2418), and SUN FLOWER (Way

5223). Captured steamers, including the former New York ferries CLIFTON and SACHEM, added to the Marine Department's inventory.

Federal troops captured Galveston in October of 1862. The new Confederate officer commanding in the area, General John B. Magruder, decided to recapture the Island City in an attack the following New Year's Eve. He and his aides devised a two-part plan, comprised of simultaneous assaults on the city and the Union ships in the harbor. For the maritime part of the plan, the general chose NEPTUNE and BAYOU CITY to lead the attack. Both boats were piled high with cotton bales for protection - earning the nickname "cottonclad" in the process - and had heavy artillery pieces mounted forward on the main deck.

The attack was successful. The Union troops in the city were caught completely off guard, as were the naval vessels anchored in the harbor. BAYOU CITY, commanded by Maj. Leon Smith and with Michael McCormick at the wheel, steered for the larboard wheelbox of the Union gunboat HARRIET LANE. The collision heeled the LANE over to starboard, and when she righted herself, the iron frame of her sidewheel punched through the foredeck of BAYOU CITY. The two vessels were locked together. Confederate infantry scrambled aboard the Union ship and the fight was over in a few minutes.

The Union did not try to retake Galveston, but kept the island city blockaded to the end of the war. BAYOU CITY seems to have caused more than a few worried headaches for the officers of the blockading squadron, for the converted packet is listed frequently in dispatches to the Navy Department. Convinced by her collision with HARRIET LANE that she was designed specifically as a ram, Federal Commodore H. H. Bell



ST. CLAIR (4919) at the Houston Landing, Buffalo Bayou being bought by the U. S. and converted into Tinclad #19. circa 1868. Built at Belle Vernon, Pennsylvania in She was sold to John H. Sterrett August 28, 1965 for 1862, 156x32.6x4.9 with engines 15½'s-5 ft., the ST. the Buffalo Bayou trade. Note the Jackstaff of another CLAIR made one trip from Pittsburgh to St. Louis before packet on right. Photo from Houston Public Library.

wrote that "a formidable looking ram, having one smokestack, looking like the BAYOU CITY, came down the bay and took station at Pelican Spit." The Union Navy's fear of BAYOU CITY probably did more to protect Galveston than any number of coastal artillery pieces.

Commerce returned with renewed vigor after the war. Though the Confederate bank notes held by many loyal Southerners were now worthless — they had never been worth much to begin with — enough people were able to buy that the merchants were able to offer a wide variety of goods that hadn't been seen on store shelves in years. With the Union blockade ended and European and Northern markets opened to Texas cotton once again, the packets stood ready to reclaim their old role as the vital and profitable link between inland Texas and the sea.

But if the men and cargo stood ready to resume the trade, the boats did not. Four years of alternating neglect and overwork had left the few remaining antebellum packets in a sorry condition to resume the trade. Nevertheless, area rivermen did the best they could with the vessels at hand. In mid-June 1865, even before Federal troops occupied Galveston and formally ended hostilities, the steamers LONE STAR, Captain Blakeman, A. S. RUTHVEN and MARY HILL began making regular runs between Houston and Galveston.

The first new boat to arrive and enter the trade after the war was ARIZONA, which tied up to the Houston wharf on the first day of September 1865. She was followed a few months later by the packets SILVER CLOUD (Way 5109) and ST. CLAIR (Way 4919), Captain Blakeman, purchased by John Sterrett and outfitted for the Buffalo Bayou trade. The local press offered glowing reports on the new

boats, noting Sterrett's "reputation for attention to passengers and for keeping the best table anywhere to be met with." "Under such favorable auspices," the NEWS concluded, "there cannot be a doubt that these new steamers will be liberally patronized and well supported by the public." Both vessels had served as Yankee "tinclad" gunboats on the Mississippi, but Capts. Sterrett and Blakeman wisely decided to be vague about their new boats' role in the "late unpleasantness."

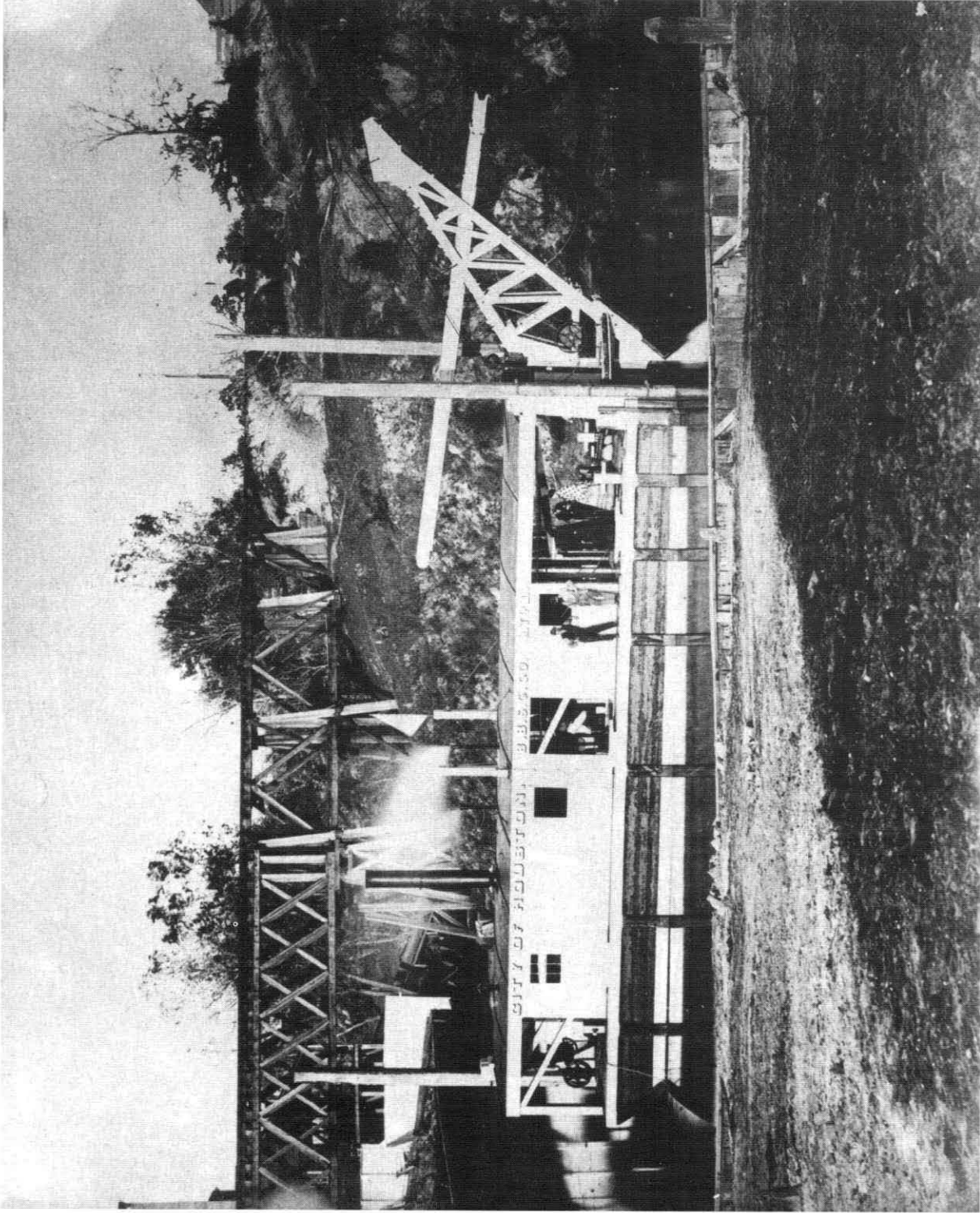
Sterrett operated his two new boats for several months on his own, under the name of "Sterrett's Galveston and Houston Daily Line of Steamers." The war had destroyed the old Houston Navigation Company. Its partners, though, were determined to resume the trade, and in 1866 organized the Houston Direct Navigation Company. Sterrett went in as a major partner, and assumed the position of superintendent. To most travelers, the new enterprise was little different from the old one. It offered daily service between the two cities, and several of the new boats, including DIANA (Way 1542), bore familiar names. But under Sterrett's stewardship, the new company embarked on two new avenues of business. First, the company would begin transferring passengers and cargo to seagoing ships — particularly the "little red steamers" of the Morgan Line — in the anchorage off Galveston. In theory, this would allow the company and its shippers to avoid the high tariffs and warehousing fees imposed by the Galveston Wharf Company. Unfortunately, the island wharves effectively countered this threat by increasing the fees. Sterrett's boats had to pay when they landed to wood and load return cargo, giving the packet line little incentive to transfer goods

and passengers "direct."

A more prescient decision of Sterrett's was to purchase a pair of small, powerful tugs, SUPERIOR and ONTARIO. These tugs would be used for towing heavy cotton barges to Galveston. Perhaps Sterrett recognized that the revitalized railroads, which could whisk riders between the two cities in under three hours, would gradually bleed off the passenger trade upon which his boats had depended. This early, firm step into the towing business gave the Houston Direct Navigation Company an edge that would allow it to survive the end of the packet era.

For several years the packets ran much as they had before the war. Traveling by rail in those days could be a bone-rattling, sooty experience, and many passengers continued to patronize the slower, stately packets. Jesse Youens, a young Englishman and aspiring poet who'd seen service in the Confederate Army, returned to his homeland in the spring of 1868. For the first leg of his long journey, Youens booked passage from to Galveston on the Houston Direct Navigation Co.'s sidewheeler J. H. WHITELAW (Way 2848). In a "diary" compiled later from notes made in transit, Youens recorded a vivid portrait of what it must have been like to ride the packets in their last days:

Checking my baggage for the steamer WHITELAW I sallied out in the town [Houston] to behold it and the few friends I possessed at rare intervals in the environs. I pounced "like a thief in the night" upon one or two and then as it was nearly the appointed season hied me to the boat which I found in that fussy hubbub state peculiar to one of that craft "getting up steam." Altho' it was past the starting time the cargo was still being rolled



Buffalo Bayou Ship Channel Co. dredge CITY OF HOUSTON in Buffalo Bayou at Houston about 1870. The B.B.S.C.Co. was chartered in 1869 with the expressed purpose of improving the bayou for navigation by seagoing vessels.

The B.B.S.C.Co. and the Houston Direct Navigation Co. were not officially allied but shared a common interest in promoting the city's maritime trade. Both became a part of the Morgan Line in the 1870s. Houston Library.



aboard and the brave cargoers were in as fussy and fuming a state as the engine itself, fervently damning themselves, the unconscious bales & boxes and finally any luckless wight that for a moment imposed the single gangway (I have never seen a vessel laden yet without a heavy running accomaniment [sic] of this kind. It must be an accessory of the business).

With a snort and a terrible gasping the from the mighty monster below we were off at about 5 o'clock and with many short tacks and crawfish movements from the crookedness of the Bayou found ourselves going down it as fast as we could. Steamboat traveling is in my opinion the real poetry of motion (provided that your boilers are sound)

especially when your boat throws the limbs of the beautiful Magnolias to the right and left as it whirls through them. I sat on the hurricane deck of the WHITELOW enjoying this spectacle until 11 o'clock when I repaired to the bunk which was a slight foretaste of the future six weeks of shipboard [life] and went to sleep to the lullaby of the thumping engine.

Awoke in the morning and found - chaos. I next found as soon as I could realize the position at all that we were at the Central Wharf, Galveston and surrounded by a clamouring mob of porters and runners of the various Hotels, who made the otherwise fine morning hideous with their bawling. Made my toilet and the best of my way thro'

these gentry who by the way almost laid violent hands upon me evidently regarding poor me as a stranger whom it was eminently their duty "to take in" to some of my good friends who were expecting me. I breakfasted with them and then commenced the serious business of the day (viz) The endeavouring to find a vessel or captain "to row me o'er the ferry."

The company faced no serious competition from other packets, but the Galveston, Houston and Henderson Railroad continued to draw away the passenger trade. Prices for cabin passage gradually fell, and freight assumed a more prominent place in the advertisements placed in local papers. By 1873, the company was running two

## HOUSTON

### Direct Navigation Co.'s Boats



Leave Central Wharf

at 5 P. M. Daily, Saturday excepted,  
SUNDAY at 9 A. M.

Fare - - - - - \$2 50 Currency,  
Including Meals and Berth.

DIANA, Capt. STERRETT,  
Sunday, Tuesday and Thursday.

BAGBY, Capt. CHRISTIAN,  
Monday, Wednesday and Friday.

Freight Boats—FOWLER, LIZZIE and JONES  
with barges, daily.

Goods consigned to this Company are forwarded promptly, free of commission or dray-  
age.  
JasDtf J. AIKEN, Agent.

Galveston News, January 31, 1873: An ad for the passenger trade by the Houston Direct Navigation Co. Two weeks later, freight boat HENRY A. JONES (2583) burned on Galveston Bay.

## HOUSTON

### DIRECT NAVIGATION COMPANY



Five Steamers, Twenty-two  
Barges, Three Tugs.

Receive and forward all freight consigned to them at GALVESTON, HOUSTON, HARRISBURG and LYNCHBURG.

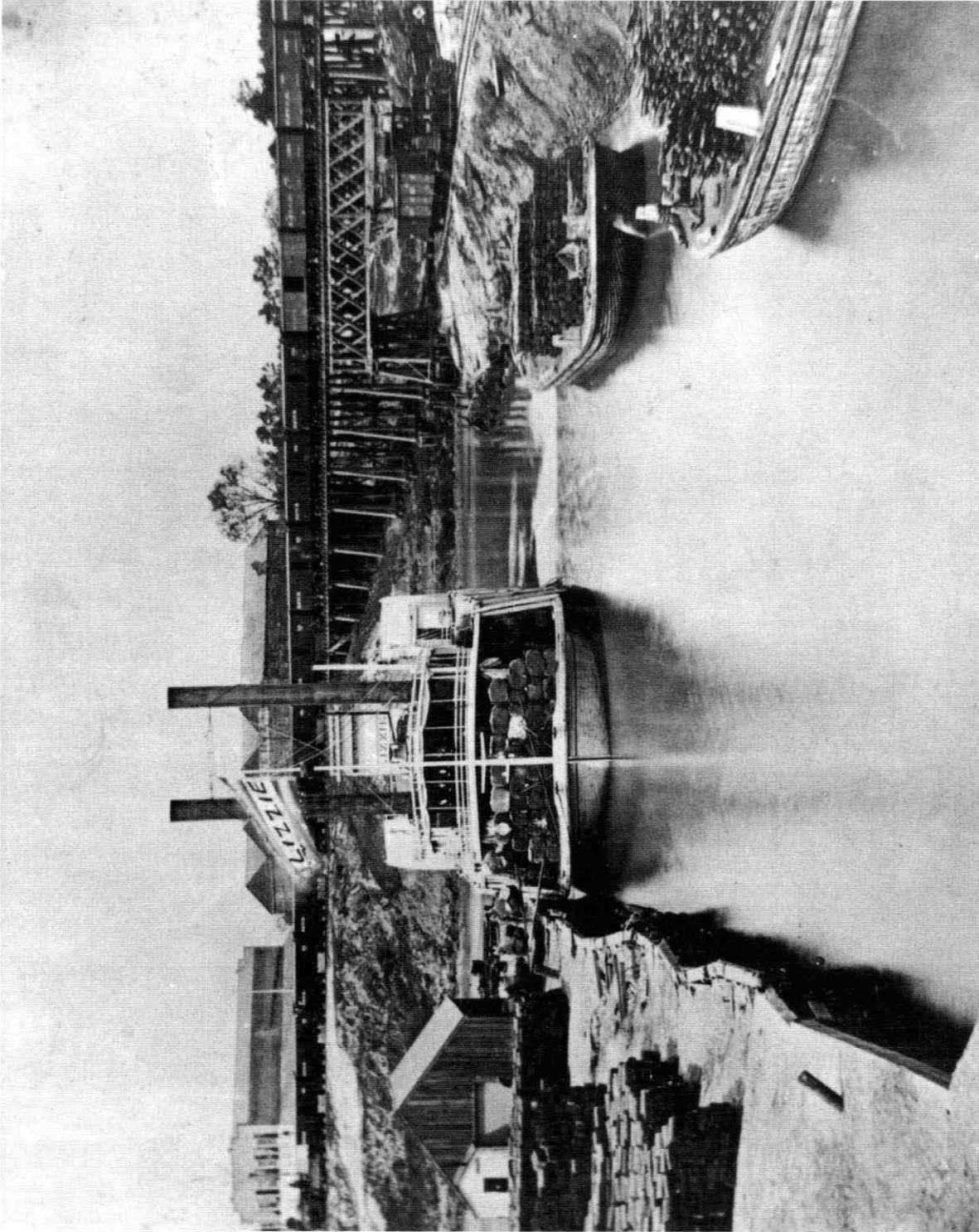
All COTTON and other PRODUCE covered to GALVESTON by their OPEN POLICY OF INSURANCE, without Expense to Shipper.

All Losses and Damages Promptly Adjusted and Paid.

Consign to HOUSTON DIRECT NAVIGATION COMPANY from all points inward and outward.

JOHN SHEARN, President.  
W. J. HUTCHINS, Vice President.  
Jan11-D-Wly

Galveston News, January 31, 1873: An ad for the H.D.N.Co.'s freight service. The freight service had always been the main source of revenue but only near the end of the packet era did it get equal ads.



The sidewheel LIZZIE (3527) at the Houston landing about 1875. (Note that the Way's Packet Directory description has her as "sternwheel".) She had been built by Howards, Jeffersonville, Indiana for the Houston Direct Navigation Co., launched July 19, 1871.

The LIZZIE was 165x35x5 and carried on the company roster as a freight boat but we spot at least five passengers on the boiler deck. Bales of cotton are being loaded and the model barges hold cordwood, boiler fuel probably. Research Center, Houston Public Library.

boats, DIANA (Way 1542), commanded by Sterrett himself, and T. M. BAGBY (Way 5280) as passenger packets, but also operated three vessels as "freight boats" - CHARLES FOWLER (Way 0950), LIZZIE (Way 3527) and, under charter, HENRY A. JONES (Way 2583). The freight boats were advertised "with barges, daily." In addition, the company operated twenty-two barges and three tugs.

Serious accidents involving the packets occurred less frequently in the years after the Civil War, but they were still a cause for concern among the traveling public. A particularly gruesome accident claimed the HENRY A. JONES, under the command of Curtis Blakeman, in early 1873. She left the landing at Commerce Street in Houston at dusk on the evening of February 13 and headed down Buffalo Bayou, carrying 412 bales of cotton and a barge lashed alongside, loaded with cordwood.

The first part of the trip passed without incident. But about 5 a.m. on Valentine's Day, a couple of miles above Red Fish Bar, those awake heard a loud report, followed almost immediately by shouts of "Fire! Fire!" It appears that the firewall gave way, sending out from the firebox flame which ignited the loose, ragged bales of cotton stacked nearby. W. Dugat Williams, the First Pilot, was on the hurricane deck at the time and, upon hearing the alarm, ran down to the main deck. Seeing that the fire was already too far gone to be stopped, he called to the man at the wheel, Assistant Pilot Dave S. Gordon, to abandon his post and save himself. They and some other men made it to the wood barge and cast off from the flaming steamer.

Twenty miles to the north, CHARLES FOWLER had just rounded Morgan's Point and begun the long run down

the bay. Set against the predawn darkness, the bright orange gleam on the horizon caught the eye of Captain S. P. Christian, who crowded on the steam in a race to the scene. He covered the distance in an hour and twenty-seven minutes. By then, though, the HENRY A. JONES had burned to the waterline. The crew of CHARLES FOWLER pulled the chilled survivors from the water and headed for Galveston. The keeper of the Red Fish Bar lighthouse, two miles from the scene, had also seen the fire and managed to pull two more men from the water with his skiff. Twenty-nine crewmen were saved, including Capts. Blakeman, Williams and Gordon. Twenty-three others died. Liability for the boat and its cargo, roughly estimated at \$50,000, fell squarely upon the shoulders of the Houston Direct Navigation Company, which had adopted the risky policy of underwriting its own boats.

Even at this early stage, though, the end of the Houston-Galveston packet trade was in clear view. Freight had always made the lion's share of the profit, but by the early 1870s the lines were devoting increasing tonnage to towing. Sterrett retired from the Houston Direct Navigation Co. in about 1875, and the reins of the enterprise were assumed by Charles Fowler, an experienced pilot and master on the Houston-Galveston route. Between 1877 and 1878, the Morgan Line bought a majority share in the company, and quickly began phasing out its passenger operations. For the Morgan Line, the H.D.N.Co. would be but one element in its expanding transportation empire, and was of more value for its freight business.

Sterrett went "over the river" in Galveston on June 18, 1879 at the age of 74. He had, according to his obituary, "amassed more than

a competence by the exercise of his head and hands," but "like the majority of old Texans, in his liberal generosity, did not retain much of it, and died a relatively poor man." Though he was gruff and abrupt in his manner, another obituary noted, "no man had a kinder or warmer heart." His old colleague, Curtis Blakeman, died on April 28, 1884. On that day there appeared in the Galveston Daily News a long-running advertisement for the Houston Direct Navigation Co., promoting its "line of Tugs and Barges." The H.D.N. Co.'s towboat operation continued well into the 20th century. But the days of the packets were gone, and the rivermen with them.

---

#### LETTERS CONT'D. FROM PAGE 2

Sirs: The June number of the S&D Reflector arrived OK and I see that the meeting is on the 16th and 17th of this month (September). Although I see from the local travel agent's window that transatlantic air fares seem remarkably cheap again, I fear that I shall not be with you this year and send greetings to all my friends.

Perhaps 1995 would be about right interval for my appearance at Marietta. But, perhaps my traditional means of transportation, the Greyhound, would not be so attractive. I take note of bag snatchings and miscellaneous murders of tourists in Florida.

Dr. A. E. P. Twort  
Bryn Tor, Deanery Road  
Godalming, Surrey, GU7 2PQ  
United Kingdom

= We look forward to seeing Dr. Twort next year. No muggings of tourists reported in Marietta so far, just the usual Saturday fights on Front Street. Ed.

\* \* \*

# MORGAN LINE

## OF STEAMSHIPS,

Between New-Orleans, Galveston, Houston, Indianola,  
Rockport, Corpus Christi, and Brazos San-  
tiago, Texas, via Morgan City and  
Morgan's Louisiana and  
Texas Railroad.

Carrying passengers, connecting in New-Orleans with all  
routes North and West. Tickets for New-York, Philadelphia,  
Baltimore, St. Louis, Chicago, and all points North and West.

## CARRYING MAIL, PASSENGERS AND FREIGHT.

Through Tickets and Bills of Lading issued to San An-  
tonio, Fulton, St. Mary's, and all the above points.

FROM

## NEW-ORLEANS FOR GALVESTON AND HOUSTON.

Passengers take the Railroad Ferry-boat, foot of St. Ann  
Street, at 7½ A.M., reaching MORGAN CITY at 11½ A.M.,  
there connecting with STEAMERS for GALVESTON AND  
HOUSTON DIRECT.

TICKETS AND STATE-ROOMS secured until 5 P.M., daily  
(Sundays excepted), at AGENTS' OFFICE; or at the FERRY  
LANDING, on the morning of departure.

THROUGH TICKETS will be issued from main office, COR.  
MAGAZINE and NATCHEZ STREETS, N. O., to points in the  
Interior of Texas.

CHAS. FOWLER, Agent,  
CENTRAL WHARF, GALVESTON.

HENRY SHEPPARD, Agent,  
INDIANOLA.

M. J. GOMILA, Agent, Brazos Santiago.

C. A. WHITNEY & CO., Agents,

COR. MAGAZINE AND NATCHEZ STS. NEW-ORLEANS

An ad for the Morgan Line, 1878. Morgan's getting  
the Houston Direct Navigation Co. was part of the plan  
to integrate all forms of land and water travel. By  
the late 1870s, Morgan Line spanned the continent with  
ocean-going and river steamers, railroads and  
stagecoach lines. Courtesy Houston Public Library.

### LETTERS CONTINUED -

Sirs: Sorry I will miss S&D but the  
September Reflector is here and  
that helps a lot.

In looking at the first ISLAND  
QUEEN on the cover of the new issue  
I notice a decorated object on the  
hed of the boat; would it be a  
stem?

James A. Haley  
33 Belle Monte Ave.  
Lakeside Park, KY 41017

= Right you are Jim, and the  
QUEEN CITY and VIRGINIA had similar  
fancy stem pieces. All three boats  
came from the Cincinnati Marine  
Railway Co. in about the same time  
period, 1895-97. Ed.

\*\*\*

Sirs: I learned about the S&D  
Reflector at "War Eagle Day" in La  
Crosse, Wisconsin. Please enter me  
in a one year subscription to the  
S&D Reflector. Enclosed is my check  
for \$15.00.

Jerome E. Selas  
2251 N-59th St.  
Milwaukee, Wis 53208-1041

= Mr. Selas (and several  
others) used a form with the S&D  
Reflector masthead which had been  
made available by, "WAR EAGLE DAY  
in La Crosse". Now, how can we  
scratch the War Eagle's back? Ed.

\*\*\*

### JULIA BELLE SWAIN SOLD

The steamer JULIA BELLE  
SWAIN was sold at public  
auction on October 29, 1894.  
Bids were received aboard  
the boat out on the river  
near Le Claire, Iowa. The  
new owner is Robert Kalhagen  
of Butler, Wisconsin. Mr.  
Kalhagen is president Ideal  
Crane Rental, Inc. and  
proposes to base the boat at  
La Crosse, Wisconsin.

Our thanks to Judy Patsch  
and Pat Welsh who were on  
scene and relayed the news.

## ANNUAL MEETING AT MARIETTA

First (to our knowledge) to have into Marietta for the annual S&D meeting was Ralph Du Pae and earlier than ever - Tuesday. Ralph had lined up several steamboat photo collectors in the area to visit for possible additions to the Murphy Library photo storehouse.

Bill Torner, often winner in the "earliest to Marietta" sweepstakes, was aground in Waterloo, Iowa this year. Bill has astounded us in the past by driving all night to arrive in the First City by dawn's early light but his year a heart attack put him to the bank. Taking a page from the book Power of Positive Thinking, Bill has made a reservation for 1995.

### GRACE HAWLEY'S BIRTHDAY

The Friday evening get together was dedicated this year to Grace Hawley who had celebrated her 90th birthday on September 14. Grace was accompanied to S&D by sons Capt. Clarke "Doc" Hawley and Ken Hawley plus grandson Cam. Judy Patsch had arranged for the Hotel Lafayette to produce a handsome birthday cake, enough for each of the assembled guests.

### FRED WAY ROCKING CHAIR

Hotel Lafayette manager Lori Pennell and Manager of Sales Carol Layh had arranged a dedication in honor of Fred Way and the Sons and Daughters organization.

Promptly at 9 pm. Marietta Mayor Joe Matthews was introduced by Ms. Pennell and read an official proclamation. The proclamation is replete with Whereas, Therefore and official city seal but the meat of the document says:

I, Joe A. Matthews, Mayor of the City of Marietta, Ohio, take pleasure to declare this proclamation, as fitting and proper during this 55th year of the Sons and Daughters of Pioneer Rivermen, gathering in Marietta

at the historic Lafayette Hotel, declaring September 17th as Captain Fred Way, Jr. Day.

A very comfortable rocking chair had been out in the hotel lobby since its presentation to the Lafayette by the DELTA QUEEN on August 25. The rocking chair was now center stage and equipped with a brass plate, to wit:

Captain Fred Way, Jr.

1901-1992

Historian and Ambassador of America's Inland Waterways from

The Lafayette Hotel and the Steamer DELTA QUEEN, his favorite Historic Hotels of America.

Two rooms now carry the name of the late Fred Way, Room 312 on the DELTA QUEEN and Room 203 at the Lafayette. No. 203 in the Lafayette is the corner room (once known as 210, we believe) with the balcony overlooking the landing. It certainly was a favorite with Fred and his frequent traveling partner Harold Putnam. As for the DELTA QUEEN, any room anytime was just fine with Fred but we know he would be mightily pleased being just next door being the "Tom Greene Room".

All of this whoop-de-do was a fine gesture by Mayor Matthews and the hotel in recognition of S&D meeting there over so many years. The first S&D dinner was held in Gallipolis, Ohio in 1939 at another Lafayette Hotel. In 1940 the meeting was at the Riverview Hotel, New Martinsville, West Virginia and then at the Lafayette, Marietta in 1941.

S&D found its home in Marietta with its founding of the River Museum at Campus Martius on March 16, 1941 following the invitation of Mrs. Edith Reiter, curator for the Ohio Historical Society. Except for (we believe) two war years when no meeting was held and 1947 when the meeting was hosted by the Dravo Corporation aboard the DELTA QUEEN at Neville Island, Pittsburgh we have been at the Lafayette for the annual meeting.

### DAVE MIARS BOOK SALE

It will be recalled that the late David Miars willed his collection of river books to S&D. Those attending the Friday mixer-reception found some 300 books spread out on tables in a corner of the ballroom with John and Margie Briley presiding over the sale.

Proceeds from the Miars sale were dedicated to the maintenance fund for the W. P. SNYDER JR. Interest was brisk and John reported \$2,227 raised for the SNYDER. Books remaining were available at the Ohio River Museum gift shop for later sale and to date have pushed the total well beyond \$2,500.

David's generous gift to S&D will provide hours of pleasant reading for many.

### EXHIBITORS

Adding to the entertainment of the Friday evening were the exhibits on display. The assortment of river interests and the various manifestations represented were worthy of an art gallery.

Guy Williams was down from Columbus with his fine model of the GORDON C. GREENE together with several albums of photos of her. Forrest Steinlage presented his large painting of the BETSY ANN just above the Louisville wharf while Dr. Martin "Pete" Striegel displayed paintings of the packets CITY OF CINCINNATI and JOHN W. HUBBARD. Helen Prater had a fine painting of the TACOMA by her father Jesse P. Hughes, one of Jesse's early efforts with fine shading and detail. John Fryant displayed two neat acrylic, pen and ink drawings of the BUCKEYE STATE and the ISLAND QUEEN and we understand these might appear as prints someday.

Out in the hall we found Bill Mueller, Middlebourne, West Virginia bookseller, with a stack of the new edition of Hunter's classic, Steamboats on the Western Rivers and at the reasonable cost of \$15.



Grace Hawley celebrates September 14 as her birthday but her 90th called for S&D to join in on Friday evening when the reception was dedicated to Grace. Hotel Lafayette cooked up a cake and Grace looks mighty happy. Photo by Judy Patsch.

Sons Capt. Clarke "Doc" Hawley, Kenneth Hawley and grandson Cam Hawley with the Birthday Girl.

That painting on the wall behind Doc is a misty scene of the TELL CITY painted some years ago by John Fryant, purchased for the hotel when under Harry Robinson's ownership.

Judy Patsch photo.



Aloria Hale, age five, discusses birthdays with Grace Hawley. Aloria decided to adopt Grace as another grandmother and Judy Patsch caught the moment.

**S&D MEETING CONTINUED -**

TV Image's Jane Goetzman had a supply of the new video, Poetry and the River available (see page 33, September issue).

John Fryant has been investigating the records of Ward Engineering Co., the innovative boat builders operating at Charleston, West Virginia into the 1930s. John found a treasure trove of original drawings at Morgantown and brought copies of a number of examples for display on a large board. Most interesting was the profile drawing of the sidewheeler WHITE SWAN, a monster, double-cabin design that would have made a good basis for a modern tourist boat. Never built, she was to be 450x60x12.5!

Also in the hallway was a Don McDaniel exhibit of showboat material, very appropriate in view of the honor to be awarded to Catherine Reynolds King at the Saturday evening banquet.

The BECKY THATCHER, ex-MISSISSIPPI, was featured in photos and posters arranged by Mike Giglio. It should be reported that the BECKY THATCHER fund raising efforts have been successful in meeting a requirement for matching funds from the state of Ohio. The Ohio Showboat Drama, owners of the boat, has been laboring to get out from under burdensome debts which followed from the sinking several years ago.

**BOARD OF GOVERNORS**

The meeting of the S&D Board of Governors was called for the early hour of 9 am. Saturday and all members were on hand.

The Board is the overseer of the association while the officers carry out the administrative details. This being the case and to avoid possible appearance of conflict, S&D President Rutter stated that his term was up as of the annual meeting and asked board member Jerry Sutphin to act as chairman and conduct the meeting.

**Treasurer**

Treasurer Guy Anderson reported a beginning balance of \$21,528.90; deposits of \$18,141.95; withdrawals \$10,950.31; balance as of September 15, 1994 was \$28,720.54. The reason for the welcome balance a two year saving in S&D Reflector expense.

**Secretary**

Secretary Bee Rutter reported the membership as 1,095. This is a small decrease from earlier years but the membership has changed. S&D used to have many families which included one or more full memberships and several \$1 members while now there are mostly single memberships.

**J. Mack Gamble Fund**

J. Mack Gamble Fund report was given by Trustee Andy Anderson. Eight grants in support of various projects relating to river history and its preservation were made during the year totaling \$15,605.

The generosity of S&D's first president, J. Mack Gamble, made it possible to establish this fund some 20 years ago. Each year, requests for assistance with river-related projects of an historical or educational nature are considered. The awards for 1994 are representative:

Ohio University Press for assistance on a rafting book; printing the latest S&D Reflector Index; Marietta College library for photograph preservation; Murphy Library, University of Wisconsin steamboat photo project; National Rivers Hall of Fame for exhibit construction; Inland Rivers Library, photo prints and copy negatives; Ohio Showboat Drama for preservation of the ex-U.S. MISSISSIPPI (BECKY THATCHER).

Applications for help with worthwhile projects relating to river history are encouraged. Such requests should be directed to the S&D Secretary.

**Inland Rivers Library**

Alfred Kleine-Kreutzmann reported activities at the Inland Rivers Library, Rare Books Dept., Public Library of Cincinnati: The David Miars Memorial Fund provided \$350 for books and materials; the

collection of Capt. Harold P. Wright was given to the Library by Mrs. Sallie Wright; the library acquired manuscript material at the Bert Fenn auction sale including a number of ledgers and account books, etc.

The formal printed report of the Inland Rivers Library is in preparation and should be distributed to the S&D membership during the next year.

**Ohio River Museum**

John Briley reported that W. P. Snyder, III has purchased the Bob Latta outstanding model of the W. P. SNYDER JR. and this will eventually come to the River Museum.

**S&D Chapters**

O-K Chapter report was given by Capt. Charles Henry Stone: Some reduction in membership but still holding quarterly meetings at the Mason County Library, Pt. Pleasant with interesting programs in the past year. Capt. Bert Shearer is chapter Captain for another year.

M-O-R Chapter report by Rick Kesterman: Meetings held at Louisville; Lawrenceburg, Aurora and Rising Sun, Indiana; aboard the TWILIGHT with the Mississippi River Chapter with good turnouts. The M-O-R treasury continues to be the envy of the O-K Chapter although no amount was revealed.

Mississippi River Chapter by Capt. Tom Dunn: Meeting in St. Louis with the subject of the Eads Bridge; cruise on the TWILIGHT with M-O-R. The chapter has 61 members and \$355 in the treasury which also looked attractive to Capt. Shearer and Stone of the O-K group.

**President's Comments**

Under this heading, S&D president Rutter complemented Lowell Warden of the River Museum staff for the fine job of maintaining the W. P. SNYDER JR. The boat has never looked better and one visitor was moved to make a contribution of \$500.

Reported that the Revised Edition of Way's Packet Directory should be available from Ohio University Press by Thanksgiving (see flyer with this issue).

**New/Old Business**

Board member Bill Judd asked that the issue be resolved of possible conflict of interest mentioned by Rutter in stepping down from the

Board. Bill pointed out that the S&D Constitution has no prohibition against an "officer" also being on the Board or acting as its chairman.

Chair Jerry Sutphin polled the Board members regarding their feelings of the Board chairman also holding the office of President. Two felt that the positions should be held by different individuals for the long-term good of the organization. Several agreed with Bill Judd that, in view of the loss two years ago of the main spark plug Fred Way, Jr., this was not the time to make a change. On a vote it was unanimous that continuity was desirable and Rutter was asked to stay on the Board.

The meetings of the Board of Governors usually crop up with some surprises and this one was no exception. It was a busy hour and the rain was beginning to fall when the meeting adjourned so all could prepare for the 11 o'clock departure of the VALLEY GEM for the luncheon cruise.

#### ON THE RIVER IN THE RAIN

Plans for the meeting are made well ahead and the weather is always a gamble. For the first time in several years S&D was not favored with clear skies and bright sunshine on Saturday, September 17. But the temperature was warm and the rain mostly a soft drizzle that masked outlines of the higher hills.

After watching the weather reports on Friday evening, a number of the faint hearts decided to find other interests in Marietta or Williamstown on Saturday afternoon rather than buy VALLEY GEM tickets. But, 149 boarded at the landing in front of the hotel and we were bound down the river. The VALLEY GEM has a capacity of 300 but our group filled the enclosed main deck with just enough tables and chairs for enjoying the buffet lunch.

Capt. Jim Sands and crew chose some back channels around Muskingum, Halfway and Neal islands and pointed out such sites as the

Argand Refinery below Mile Run, village of Boaz, West Virginia and the spot where Lock 18 once stood. The Ohio River islands in this section (14 of them) have been bought up by the Federal government as nature preserves, Byrd (Senator R.C.) Sanctuaries Capt. Jim calls them.

All in all, it was another jolly outing for river buffs of all ages and the rain just added another dimension. The food buffet was varied and ample, the beer supply held out, notwithstanding noble efforts by the St. Louis natives to dispose of their hometown product and the VALLEY GEM was back at the Marietta Landing on time at 2:30. We were particularly pleased to see Mrs. Scott (Gertrude) Schriver on board, undaunted by cab fare, difficulty in negotiating the rough landing and laughing at the rain as she and Nell Way walked up the hill, all for another boat ride.

RIGHT: The rain was coming down "right smart" as 149 S&Ders straggled down to the VALLEY GEM at the Marietta landing. The luncheon cruise down river went off as scheduled and the enclosed main deck just large enough to hold all. But some hardy river watchers braved the elements on the top deck and with or without umbrellas.

The lower end of Marietta Island is shrouded in mist and the back channel is just behind the bridge pier.

Photo by Bill Warrick.



It was a very damp morning as passengers boarded the VALLEY GEM. Bill Warrick.



LEFT: Somebody drank all that Budweiser?

Front Row - Ann Zeiger, Grace Hawley, Judy Patsch; 2nd Row - Barbara Hameister, Robin Mattingly, Doc Hawley, Jimmy Swift. And who are the two gentlemen looking over Doc's shoulder?

Let it rain!

Judy Patsch photo.



### ANNUAL BUSINESS MEETING

The Saturday evening dinner in the Hotel Lafayette Sternwheel Room is the official business meeting of the association.

Following the dinner, John Fryant gave the nominations committee report on behalf of fellow members Delly Robertson and Jeff Spear. The slate presented was: J. W. Rutter, president; Gerald Sutphin, senior vice president; Capt. Clare Carpenter, vice president; Bee Rutter, secretary; Guy Anderson, treasurer. Nominated for three-year terms on the Board of Governors were: William Judd, J. W. Rutter and Frederick Way, III. After acceptance of the Nominating Committee report and calls for nominations from the floor, the entire slate was elected by voice vote.

Jimmy Swift, river historian for The Waterways Journal, was called upon. Jimmy had the pleasant duty of presenting Mrs. Catherine Reynolds King the National Rivers Hall of Fame achievement award for her popular book about showboat life, *Cargo of Memories*. Mrs. King was accompanied to the meeting by her husband Harry and about a dozen family members and friends.

Following an intermission to clear the tables and rearrange the furniture, folksinger Joe Prater was asked to perform two numbers. Joe is the grandson of Helen and the late Bernie Prater and eight years ago presented his song about great-grandfather Jesse Hughes. Joe's musical memory of growing up with Capt. Jesse in the house is both amusing and poignant, as wonderful as we had remembered it. Only Jesse Hughes would teach geography by working the mashed potatoes into the shape of the states.

First timers representing the Steamship Historical Society of America were Bengt ("Bank" or Ben) and Merlom Hyberg of Burlington, New Jersey. We hope the Hybergs become "regulars" as were Jim and Alice Wilson from SSHA.

Speaker for the evening was Peter Voll of Palo Alto, California. Peter was director of the Stanford University Alumni Association Travel/Study programs for almost 20 years and now operates Peter Voll Associates. He has managed 20 charters of the DELTA QUEEN for the Stanford group and presented an interesting history of the Tenn-Tom Waterway and the DELTA QUEEN's first transit of the Tenn-Tom in September, 1992.



CATHERINE REYNOLDS KING

Mrs. Catherine Reynolds King and husband Harry of Marion, Ohio attended the S&D annual banquet. She is the daughter of Capt. Thomas J. Reynolds and grew up aboard his showboat MAJESTIC. The National Rivers Hall of Fame, sponsored by the Dubuque Historical Society, presented Mrs. King its National Achievement Award for her personal account of showboat life related in her book, *Cargo of Memories*, published in 1992 by Mountain State Press.

James V. Swift, contributing editor of The Waterways Journal and chairman of the Achievement Award Committee made the presentation of the handsome plaque.

Bill Warrick photo.

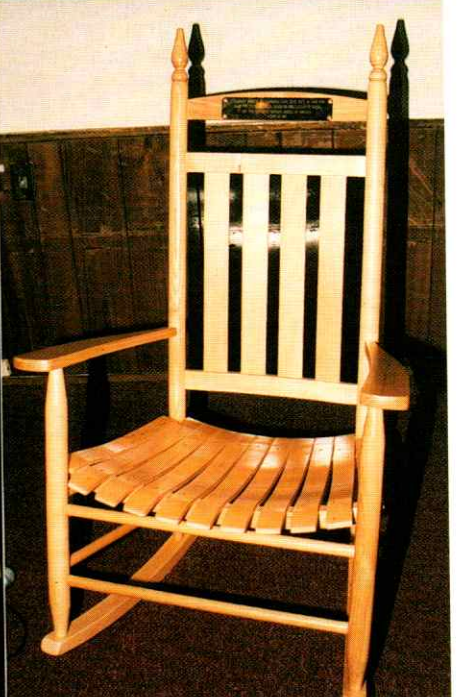
The completion of the canal and improved Tombigbee river to connect the Gulf of Mexico with the Tennessee River can be viewed as a wonderful pork-barrel project for Alabama and Mississippi or as the greatest civil engineering project since the Panama Canal. Peter's slides and narration was a fine illustration of the problems encountered by the DELTA QUEEN with narrow channels and low bridges. His program also pointed out the interesting scenery and sights to see down in one of the lesser developed and known parts of the South. Views of the D.Q. poking around those sharp bends in a narrow river with white, chalk cliffs in the background were outstanding.

As a finale, Mr. Voll had a series of slides of Fred Way entertaining the Stanford alumni with his story about the burial of Uncle Dave, heard many years ago at one of our

annual meetings. The taped speech was tied in with the slides of Fred on his feet and was as entertaining as ever. The closing scenes were of sunset on the river and a view from the pilothouse with Fred's straw hat in view.

A number of attendees asked Peter Voll if the Fred Way speech and slides might be incorporated into a video and this is being explored.

Another wonderful S&D weekend had officially ended but the visiting went on into the wee hours. The rain had moved east and Sunday morning was bright, warm and not a cloud in the sky. The Lafayette parking lot was a gathering place for many who hoped there was some way to extend the S&D meeting just a little longer. Peter Voll should have departed for a plane home at 6:30 am. but decided that a later flight would do and he was walking around Marietta until almost noon.





**OPPOSITE:** Dave Miars book sale; Jim Swift with Bud Dailey and Ralph DuPae.

Doc Hawley and the birthday cake; Bee Rutter with plaque and Marietta mayor's proclamation of Fred Way Day.

Tom Dunn checks in; Nell and Fred Way, III and Anne Mallinson; the Fred Way, Jr. rocker for the Hotel Lafayette lobby.

**ABOVE:** Capt. Cam Hawley; Mike and Sharon Giglio.

M'Lissa and Rick Kesterman, Larry Walker, Dorothea Frye, Alan Bates; Loretta and John Kuster.

Ye Editor, Andy Crain, Bud Daily; Helen Prater and Delly Robertson with J. P. Hughes painting of the TACOMA.

## 1994 S&D MEETING ATTENDEES

We hope that you registered sometime during the Annual Meeting and, if you did, your name should be included below. Copied from the Register in the order received and we trust we read your handwriting correctly; if not, our apologies.

Bee Rutter\*, Marietta, OH  
 Woody Rutter\*, Marietta, OH  
 Dick Rutter\*, Alameda, CA  
 Ann Hodson\*, Wilmington, OH  
 Lucy & C. W. Stoll, Louisville, KY  
 Judy Patsch\*, Rock Island, IL  
 Henry C. & Alice Muirhead\*, Vicksburg, MS  
 Pat Sullivan\*, Cincinnati, OH  
 Eileen & Bud Daily\*, Toronto, OH  
 Stan Garvey\*, Menlo Park, CA  
 Fred & Tammy Rutter\*, Lithopolis, OH  
 Bert & Ann Shearer\*, Charleston, WV  
 Jack & Bert Mettey\*, Rabbit Hash, KY  
 Alfred Kleine-Kreutsmann\*, Cincinnati, OH  
 Dianne & Lee Woodruff\*, Cincinnati, OH  
 Margaret & Jim Robertson\*, Claves, OH  
 Lois Kidd\*, Manchester, OH  
 Catherine Wilson\*, Springfield, OH  
 Fred & Nell Way\*, Cleveland Heights, OH  
 Anne Mallinson\*, Russell, PA  
 Richard & Carol Strimple\*, Oxford, OH  
 John & Sharon Fryant\*, Alexandria, VA  
 Yeatman Anderson\*, Cincinnati, OH  
 Dorethea Frye\*, Cincinnati, OH  
 Larry Walker\*, Cincinnati, OH  
 Doc Hawley, New Orleans, LA  
 Grace Hawley, Joppa, MD  
 Charles H. Stone\*, Pt. Pleasant, WV  
 Ken & Cam Hawley, Baltimore, MD  
 Bill & Lois Mueller, Middlebourne, WV  
 Delly & John Robertson\*, New Richmond, OH  
 Vesta Lee Haynes\*, Covington, KY  
 Jeffrey L. Spear, Marietta, OH  
 Keith E. Norrington, New Albany, IN  
 Guy C. Anderson\*, Cincinnati, OH  
 Rick & M'Lissa Kesterman\*, Cincinnati, OH  
 Jerry & Lenora Sutphin\*, Huntington, WV  
 Chuck Parrish\*, Louisville, KY  
 Don McDaniel, Worthington, OH  
 Rita & Alan Bates, Louisville, KY  
 Dr. & Mrs. Martin C. Striegel\*, Louisville, KY  
 George & Maxine McClintock, Jr.\*, Pt. Peasant, WV  
 Guy & Dee Williams\*, Columbus, OH  
 Dot & Forrest Steinlage\*, Louisville, KY  
 Barbara L. Hameister\*, Blanchester, OH  
 Michael & Leva Muldowney\*, Bridgeport, OH  
 Walter Carpenter, St. Marys, WV  
 Lynden E. "Gene" Reynolds, Columbus, OH  
 Gene & Maryann Hamer\*, Gray Summit, MO  
 Mr. & Mrs. Robert D. Ashley, Letart Falls, OH  
 Henry "Honk" Schmitl, West Chester, OH  
 John & Loretta Kuster\*, Dixon, IL  
 Capt. Clare & Mabel Carpenter, Belpre, OH  
 Gene & Mary Ann Corbey\*, St. Paul, MN  
 Col. & Mrs. Bengt T. Hyberg\*, Burlington, NJ  
 Karoline & Phillip Golovin\*, Columbus, OH  
 Jim Schenk\*, Hendersonville, TN  
 Wilma & Bill Warrick, Ogden Dunes, IN  
 Robert White\*, Cincinnati, OH  
 Susan Wielitzka, Marietta, OH  
 Catherine Remley\*, Marietta, OH  
 Jack & Sandra Custer\*, Louisville, KY  
 Robert "Bob" Prater\*, Columbus, OH  
 Helen Hughes Prater\*, Ft. Walton Beach, FL  
 Lil Smith\*, Lakewood, CO  
 Dick Prater\*, Ft. Walton Beach, FL  
 Bill Shive, Belleville, IL  
 Jeff Little, Parkersburg, WV  
 Charles & Ila Alden, Marietta, OH  
 Lexie Palmore, Uncertain, TX  
 Jim McMillen, Uncertain, TX  
 John Wunderle\*, Cuyahoga Falls, OH  
 Mary Lou Wunderle\*, Cuyahoga Falls, OH  
 Dan Goen\*, Franklin, IN  
 Ben Gilbert\*, Piney Point, MD  
 Robin Mattingly\*, Piney Point, MD  
 John & Ann Weise, Cincinnati, OH  
 Jim & Shirley Greenwood\*, Newport, OH  
 Lou Crawford\*, Cincinnati, OH  
 Paul & Dorothy Pryor\*, Dayton, OH  
 Beth & Don Hopkins, Mariemont, OH  
 Phil & Mercedes McCarroll, Winston Salem, NC  
 Tom Dunn\*, St. Louis, MO  
 Mary E. & Frank Parker, Shavertown, PA  
 Jim Swift\*, St. Louis, MO  
 Allen & Elaine Hess\*, Rochester, NY  
 Chris Eaton, Athens, OH  
 Annie Rutter, Alameda, CA  
 Alan Rutter, Alameda, CA  
 Peter R. Voll\*, Palo Alto, CA  
 Jane Greene, Cincinnati, OH  
 Bob Lodder\*, Cincinnati, OH  
 Joan & John Spear, Marietta, OH  
 Lela Vornholt, New Richmond, OH

Bill & Debbie Barr\*, Charleston, OH  
 Cori Reade-Hale\*, Covington, KY  
 Mr. & Mrs. Bob Reynolds\*, Memphis, TN  
 Helena & Bob Isfort\*, St. Bernard, OH  
 Jeannie Longrod\*, Medina, NY  
 Everett "Bus" Longrod\*, Medina, NY  
 Capt. John Leonard\*, St. Catherines, Ontario  
 Hope D. Barnhouse\*, Reas Run, OH  
 Helen McMahan\*, Reas Run, OH  
 Charles & Diana McMahan\*, New Matamoras, OH  
 Ann V. Zeiger, Cincinnati, OH  
 Jim Robinson, Gallipolis, OH  
 Sylvan Gardner, Gallipolis, OH  
 John B. Briley\*, Marietta, OH  
 Bill & Lucile Potts, Sardis, OH  
 John Byrd, Huntington, WV  
 R. Dale Flick\*, Cincinnati, OH  
 David Massie\*, Akron, OH  
 Fred McCabe\*, Hannibal, OH  
 Joseph Prater\*, Columbus, OH  
 Henry Schmitz\*, West Chester, OH  
 Gertrude Schriver\*, Marietta, OH  
 Robert & Joanne Kyle\*, Parkersburg, WV  
 Daniel Chaplin\*, Woodsfield, OH

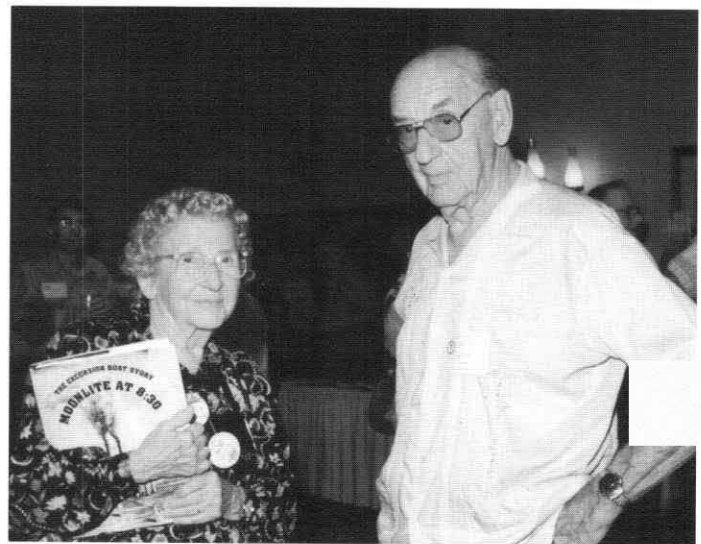
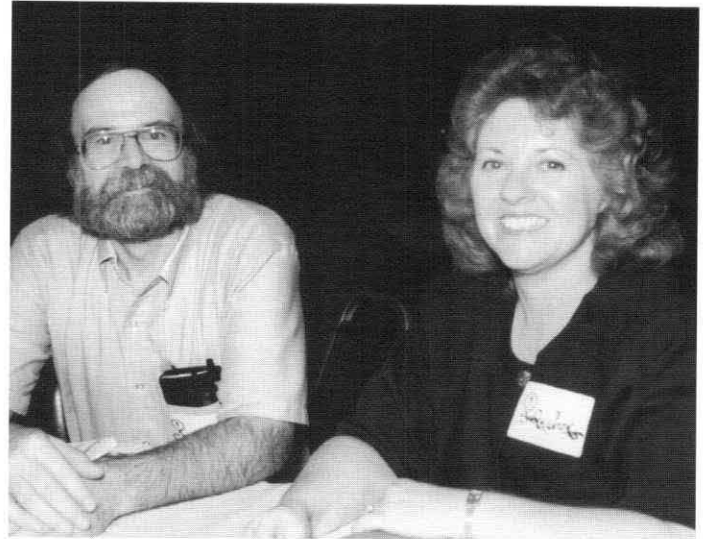
The asterisks (\*) after many of the names above will identify those hardy souls who were not deterred by the gentle rain and mist shrouded waters of the Ohio and enjoyed the luncheon cruise aboard the VALLEY GEM.

The boat ride ticket qualified for a drawing at the evening dinner, the prize being a woven coverlet depicting scenes around Marietta. John Wunderle, Cuyahoga Falls, Ohio was the lucky winner.

\* \* \*



Joanne and Robert Kyle, Parkersburg, WV.  
 Photo by Judy Patsch.



Top: Capt. Clarke, Cam and Grace Hawley.  
 Middle: Jack and Sandie Custer.  
 Bottom: Helen Prater and Clare Carpenter.  
 All photos by Eileen Daily.



**MARIETTA, OHIO, August 25, 1994**  
 The DELTA QUEEN presents a rocking chair to the Lafayette Hotel in remembrance of Fred Way, Jr.  
**TOP:** Bee Rutter, Clare Carpenter and J. Rutter of S&D with Lori Pennell, manager of the Lafayette and Capt. John Davitt, master of the DELTA QUEEN.  
**ABOVE:** Bee Rutter, Lori Pennell and Marietta mayor Joe Matthews with Fred Way's chair.  
**RIGHT:** Helen Prater and Catherine Remley; Helen Prater at the D.Q. piano. Photos by Lillian Smith



**NEW RICHMOND, OHIO, August 27, 1994**

The DELTA QUEEN at the New Richmond landing for a rededication of the "Capt. Ernest Wagner Park". Ernie Wagner, 1910-1979, lived in New Richmond and spent his career aboard excursion and tourist boats and was long master of the DELTA QUEEN.

An original air scoop from the DELTA QUEEN is a feature of the park which was first dedicated July 27, 1980. The plaque reads, "Cap knew every bend, sandbar and tree on the inland waterways but called this spot home."

**RIGHT:** Capt. John Davitt with Delly Robertson who was instrumental in establishing the park.

The Greene family was represented by Tom Greene, Jane Greene and Mary Greene Stewart.

Photography by Lillian Prater Smith.



## - OBITUARIES -

## CAPT. JOHN L. BEATTY

John Lesley Beatty, 80, died in Cincinnati on August 20, 1994. He was a long-time member of S&D as was his father the late William "Cap" Beatty and both were well known in the Cincinnati area.

For the past several years John had been in declining health and resided in a nursing home. The river was John Beatty's life and even in the nursing home, a little hazy about his surroundings, John was sure he was on a boat and referred to the nurses as his "crew".

According to John, and he always had a good story, his great-grandfather was Samuel Beatty who came from County Clare, Ireland and went to Missouri with William Clemens who named his son Samuel L. Clemens for him. Grandfather William S. Beatty was a ships carpenter and later built wooden water towers at various points along the Upper Mississippi and Ohio Rivers.

John Beatty was born in Ironton, Ohio February 25, 1914 and once said that the family had lived on a houseboat there. His father William "Cap" Beatty operated a sawmill in Ironton and John later helped on the log rafts brought out of the Big Sandy River. When John was 15 his father moved the family to Cincinnati where they settled in the Hyde Park section and "Cap" Beatty handled river operations for the Cincinnati Sheet Metal & Roofing Co. John became familiar with the heavy duty cranes and other machinery used to unload materials from barges, skills useful later in his salvage operations.

By WW-II John had acquired the BEJAC, a 50 foot prop tug he used for harbor work. In 1944 the ingenious John used the BEJAC as the port propulsion on the ISLAND QUEEN for four round trips to Coney Island while the wheel shaft was being repaired.

John enjoyed diving, both in working on construction jobs and also recovering objects, evidence for the police or historic relics. While poking around on the bottom of the Ohio in the East End of Cincinnati a few years ago, John found an old steamboat bell in the vicinity where the MOSELLE exploded in 1838, possibly from the ill-fated steamer.

John had been involved in river salvage beginning in the 1930s raising barges. After the war, the

salvage business grew and John built a specialized catamaran rig using two ex-L.C.I. hulls for raising barges. Over the years, John Beatty and his crew raised more than 1,000 barges and he was also credited by the Coast Guard with saving 67 lives on the rivers.

In the winter of 1977-78 Beatty took the contract to remove barges that had sunk in the gates of Markland Dam and his towboat CLARE E. BEATTY was stranded and sunk in the process. His solutions to salvage problems were often unconventional but usually successful. John was baffled, however, in an attempt to raise the hull of ISLAND QUEEN after its destruction at Pittsburgh in 1947. (Now, why didn't we ever get John's own view of that project?)

John Beatty's venture into the restaurant business is another success story but not without its battles. The towboat CHARLES R. HOOK (T0386) had been taken out of service in 1957 and John converted her into a floating restaurant called CAPTAIN HOOK, opening in the spring of 1964 at the Cincinnati wharf. The HOOK was an instant success and brought new activity to the waterfront which had been cleared by "urban renewal". The city planners had other ideas for the waterfront development and pulled out all stops to rid the city of John Beatty's lease on space. John responded by running for city council, twice but unsuccessfully.

A larger restaurant was needed to handle the trade so in 1967 John began converting the CHARLES DORRANCE (T0379) into the MIKE FINK. To discourage this flaunt at city planning, Cincinnati refused a permit for electrical power. John easily dodged this bullet by installing diesel generators in the forward hull of the MIKE FINK; he delighted in the frustration of the city bureaucrats. The MIKE FINK restaurant later removed across the river to a more hospitable Kentucky and operates today drawing business to the Covington waterfront.

John Beatty was an original and a friend to young and old with an interest in the river. His partner and wife for 45 years, Clare Elsie Beatty, died in 1989. Survivors include daughter Beverly B. Acree, Warsaw, Kentucky; sister Alicia Rickey of Cincinnati; three grandchildren and five great-grandchildren. Burial was in Spring Grove Cemetery, Cincinnati.

Our thanks to Barbara Hameister, Ann Hodson and Keith Norrington.

\* \* \*

## SELMA TURNER DISTEL

Mrs. Selma Katheryn Turner Distel, 70, of 202 West Second Street, Madison, Indiana died on August 22, 1994. Mrs. Distel was Jefferson County, Indiana Deputy Auditor and S&D member.

Mrs. Distel's father was Capt. Selby Turner who worked on packets and towboats on the Lower Ohio. In 1909-10 Selby Turner had been clerk on the packet NELLIE (4132) in the Louisville-Kentucky River trade. Capt. Turner was a 50% owner with George Ashby of the OHIO (4275) and operated her in the Louisville-Madison trade in 1916. In the 1920s Capt. Turner was on the gas packets NEW HANOVER, REVONAH and WHITE DOVE. Later, Capt. Turner worked for the Sinclair Oil Co. and as relief pilot on the DELTA QUEEN.

Mrs. Distel is survived by three daughters, Mary Distel and Katheryn Mitchell of Madison, Cecilia Teresa Knuckles, Charlestown, Indiana; two sons, George A. and Gregory Paul Distel, both of Madison; a sister, Laverne Wright, Madison and nine grandchildren.

Services were held August 25, 1994 at Prince of Peace Catholic Church with interment in St. Patrick's Cemetery, Madison.

Our thanks to Louie DeCar.

\* \* \*

## SALLIE GRACIE WRIGHT

Sallie Wright, 67, died September 21, 1994 in Huntington, West Virginia. Mrs. Wright was the widow of Capt. Harold B. Wright of the Kanawha River steamboating family.

Mrs. Wright was born November 21, 1926 in Huntington, a daughter of the late Thomas G. and Mildred Titus Gracie. She was a graduate of Marshall University where she received a degree in education. She was active in the Enslow Park Presbyterian Church and had earlier been a deacon and elder of the First Presbyterian Church.

Her husband Harold Wright died in 1991 and a daughter, Linda G. Wright, in 1992. Her survivors include two daughters and sons-in-law, Rosanne and Craig Ferrall of Cincinnati and Sara and Jay Stone of Huntington. She is also survived by four grandchildren and a sister, Nancy Spiker of Dearborn, Michigan.

Harold and Sallie Wright were regulars at meetings of the S&D Ohio and Kanawha Chapter meetings at Pt. Pleasant, West Virginia. Burial was in Woodmere Memorial Park, Huntington.

\* \* \*



## THE SEDUCTION

BY

TOM R. GREENE



For more than a year Tom Greene had wondered about those twins out there in the Golden West. In a vague sort of way, he had been aware of them for most of his adult life but the thought of their reputed charms was becoming an obsession. Was it all really true, - their reported appointments, the size and quality of their build, the bloom of comparative youth and their subtle curves, so different from what Tom had known in the sheltered Heartland, the midwest.

Friend Andy Lodder had met the twins in the flesh and brought back movies of the them in action, proof of their enticements. We could continue but These reputed beauties were the DELTA KING and the DELTA QUEEN, two steamboats which most midwestern rivermen thought rather strange looking creatures but also a little exotic.

World War II was over and something more up-to-date than the GORDON C. GREENE would be in demand by the tourists. If Tom Greene didn't provide a truly modern boat - private baths, air conditioning, rooms larger than eight feet by ten and with beds rather than upper and lower bunks - someone else would. The California would soon be offered for sale as Navy surplus and they seemed to have most of the attributes needed for the post-war tourist trade. What to do?

Tom had disclosed his curiosity (or perhaps it was now lust) about the twins to Fred Way in June, 1946. His friend had cautioned restraint: "Why not add 40 feet to the middle of the TOM GREENE and build a new tourist boat out of her and just what you want," asked Fred. Tom had rolled his cigar around as if giving such a logical suggestion serious thought. But, there was a glazed look about Tom's eyes as if his thoughts were far away, in the distant west. By September Tom's dreams of those western beauties reached a boiling point and demanded that he go see their attractions for himself; damn the expense, he headed for the Golden Gate.

Tom Greene wrote to Fred Way on September 14, 1946 with his unvarnished impressions of the Sacramento River Lorelei. The seduction of a packetboat man from Cincinnati was obvious. Bob Lodder of Cincinnati recently found the carbon of Tom's letter in some of his father's papers and we think that it makes an interesting story. The only editing is in paragraphing and a few corrections of spelling.

Now to begin with, I want to set down some facts and a story that I think you will be interested in. I hope to tell it fairly accurate, God sparing my life and memory, the latter of which is not much to brag about.

First of all, let's go way back about five years when we had the GORDON up at Dravo's putting oil, etc. on her. One day, who stepped aboard but V. B. Edwards with whom you were acquainted. Jesse was donned in overalls, had a paint brush in hand, an old cap on the back of his head and looked very much like the Drunkard about to recite "The Face on the Barroom Floor". Well, Edwards addressed himself to Chris in particular and all of us in general and said that his people in Stockton, California had some "paper" on a couple of river boats called the DELTA QUEEN and the DELTA KING. Inasmuch as we leaned toward that type of equipment he thought we might be interested. He didn't give us much of a sales talk, didn't say what kind of a bargain they could be purchased for nor did he push the subject very much.

Of course Chris went into his shell, as was customary. The remoteness of California, furthermore, put the purchase of these boats out of the question. However, had we purchased these two boats before the War for a hundred thousand each and been lucky enough to bring them around, using the GORDON as a criterion, we would have been on Easy Street for many days to come. Jesse said, "My, my," and went back to painting.

Ever since that day mentioned above I have, from a curiosity standpoint, wanted to see those two boats. This year we had a fellow from California aboard on a Tennessee River trip and he knew all about the two boats and, being a banker and a pretty conservative fellow, made such a fuss over their attributes that I decided to go out and see them at the first opportunity. Love will find a way so I took Letha and George Wise, who was on vacation in Cincinnati, got Stogie to pinch-hit for me and we set sail for California.

We made connections on the crack train The City of San Francisco in Chicago (and that was worth the price of admission alone) and put on a modern version of the 49ers in the Gold Rush nearly one hundred years before. I caught myself singing "Oh! Susanna, I'm bound for California with a banjo on my knee," (to myself).

On our arrival in the Golden Gate we boarded a ferry called the SIERRA NEVADA. She was about fifty years old and, bless Bob, didn't she have one of the purtiest cabins you ever saw which looked for all the world like a Leeliner. I felt I was dreaming and had been transplanted back to my youth on the CITY OF WHEELING or something. That was the first attraction and I was all eyes when I saw an old walking beam ferry glide by. We arrived about 9:30 and as you know you have to come across from Oakland in order to get into the city.

As we had to work fast, I got on the phone and called the Maritime Commission who never had heard of the DELTA QUEEN and KING. After rummaging around, they located them up in Suisun Bay at Martinez (pronounced Mar-teen-is), about forty miles from San Francisco. I was into a private car in ten minutes, cost me \$30 up and back but was worth it.

It was about a two hour ride and we came into the town and presented our credentials to the Top Kick of the Fleet. He gave us a launch and we started up the bay for the DELTA QUEEN and arrived aboard her thirty-five minutes later.

I had Andy Lodder's movie picture camera with me and took the whole picture which I have not yet seen. I don't hope for too much as I never pressed the button on any camera of any description before. I cussed myself for not being more of an artist instead of foolin' around so damned much in school and not studying photography or something with an ascetic flavor. Too much football and piano playing which now seemed like misspent youth.

I don't think Columbus was any happier when discovering America than was I on boarding the DELTA QUEEN. It will go down in my memory as, "The thrill that comes once in a lifetime!" The DELTA QUEEN was all painted up in her war paint (grey) but still you couldn't fool an old Mississippi River packetboat man; she had the influence of the old-time Ohio River packet reeking all through her. After all, the people who built all those California packets came from our country to start with and

called the boats by their correct terms: fantail, pitman, cylinder timbers, buckets, texas and main saloon, etc.

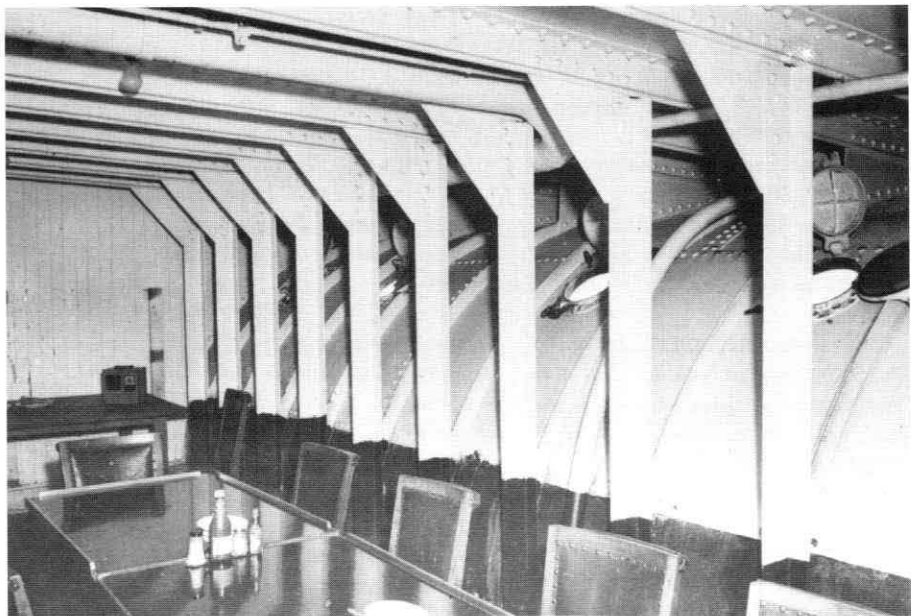
These boats are by far the most spectacular and expensive of any steamboats in history. They are in fine condition but have been pretty well stripped of their furnishings by the Navy. The main old is 16 feet forward, about 14 feet midship and, I believe, 15 feet aft. They have two big anchors on the bow, all chained up and ready for use. They look like they (anchors) weigh a ton apiece. The compartment aft of the anchor chain locker is a big room with nice steps leading down at the top of the main deck. There are about 20 rooms here, two showers, four toilets; this space was used by the Mexicans, Chinamen and Japs who the Californians class as Jim Crow culture.

Next farther aft is a compartment with six toilets, four showers and about a dozen rooms for the deck crew, etc. Aft of this is a big sea door leading into the kitchen which has a white tile floor, two big three oven, oil burning, ranges, an icebox four times as high as our largest on here (GORDON C. GREENE). An elevator comes down from the main deck to carry ice, stores, etc. into the hold. This is the largest compartment on the boat and is well ventilated with a six foot square shaft reaching from a point over the stoves clear up through the sky deck where you can see daylight.

After the kitchen is the main part of the engine room which is the second level and contains three Riley heaters like we have on this boat, two 50kw. Westinghouse turbines, a condenser, a 15 ton ice machine hooked up to a big icebox which is for the air conditioning of the craft. There is a hot water heater for the lavatories, showers, etc. down in this room that is the biggest thing in that line you ever saw, about 20 feet long and as big around as a hogshead of tobacco.

After this compartment in the hull is a big storage area for the engineers department and the tiller equipment which is something to see. These boats have four rudders and the steam riggin' is forward on the main deck, directly under the pilothouse. A double tiller line runs back in a two inch pipe which has slots cut in it every other foot and the line runs in grease, a pretty good idea.

All the compartments are well ventilated having a box duct made of galvanized iron running in every which way, just the same as your hot air furnace in the cellar. There are regular portholes throughout the hull on the sides. These hulls are really built and the slickest, best kept hulls I ever saw. Everything is galvanized, even the rivets which I am still trying to figure out how they could be driven hot and not melt the galvanizing off. The Navy has painted some of the hull but you



The kitchen on the DELTA QUEEN was down in the hull and the largest compartment on the boat. Tom Greene admired the galvanized steel construction, even to the rivets; the flaring sides and portholes show here. Photo at Dravo, 1948, during the remodeling.

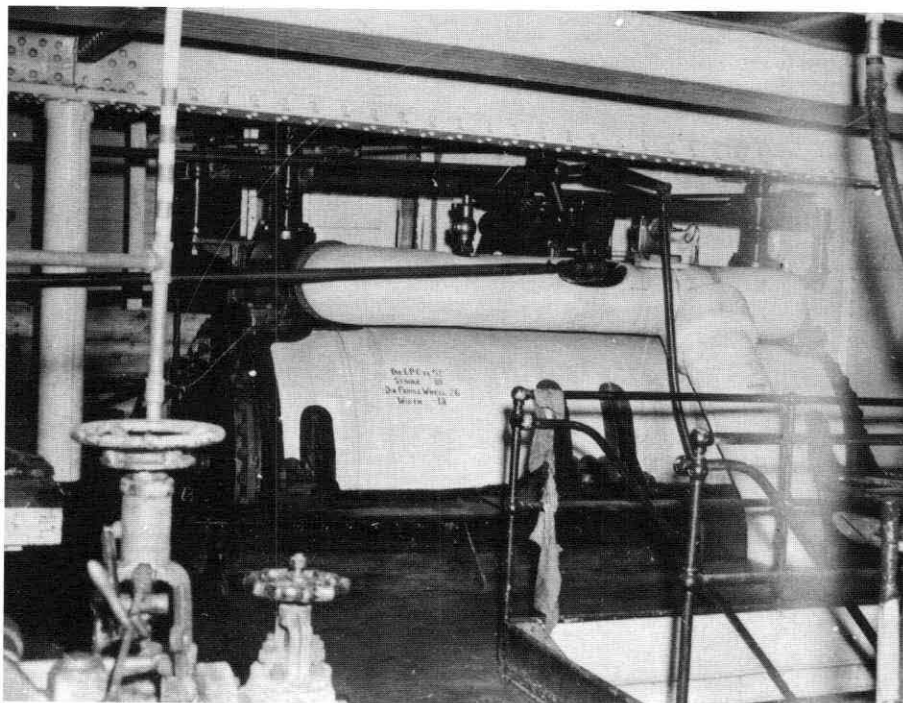
can see where the paint has come off in spots and the galvanizing is still A-1. The hulls do not have a sponson guard but flare out like a ship. They draw 5½ feet forward and 6½ feet aft without any water in the ballers.

The stern is loaded down with a lot of Navy stuff which, of course, would be taken off (radio equipment, pipe and a lot of heavy stuff). The stern could also be helped up if you took that housing off the wheel which looks like it might weigh 20 or 30 tons. The wheels are a sight to see: have 27, 30 inch buckets and are 26 feet wide. The shaft weighs 19½ tons without the cranks which look bigger to me than on the ALEXANDER MACKENZIE. There doesn't seem to be much of a rake on the stern and I would imagine they are poor backers. These boats don't look as large as the ISLAND QUEEN but are the same length counting the wheel.

On the main deck forward is a deckhouse that would carry the EVERGREENE's trip. They carried steerage passengers in here, also freight. You can see this box was put on after the boats were built in order, maybe, to pull up the stern. There is about 50 tons of pig iron in the bow which is a dead giveaway for the stern being too damned deep and the wheel sluggish. Although, I met Capt. Hightower of the KING and he swears they made from 12 to 14 miles an hour according to how the tide was running. He said they turned about 15 r.p.m. and there is no vibration whatever except in shallow water when they slow the boats down and the vibrations are not close enough to rob each other, which is logical.

Anyway, they have a pretty large fo'castle and you can run a car around anyplace on the bow, even with the big deckhouse there. Of course, there is a Grand staircase up to the Saloon deck. (They call it the boiler deck, too, among themselves.) Aft of these steps is a little room having the steam riggin' there and then the boilers start down in the hold.

They have two Foster-Wheeler boilers with superheaters, etc. George Wise went through them and pronounced them in fine shape. The boiler room looks like a ten acre field and the firemen have to stay down below although this is well ventilated also. The boilers and one big stack don't take up much room and the deckroom is the biggest one I have ever seen, unobstructed. A teak deck is put down with screws and it has seams that are payed with marine glue.



With most of the auxiliaries on the lower level in the hull, the main engine room seems spacious. This is the low pressure engine of the cross-compound setup as it looked in 1947. Lettering on the insulating jacket: "Dia. L.P. Cyl. 52"; Stroke 10; Dia. Paddle Wheel 26; Width 18". Photo by Dravo Corp.

This deck is mounted on the heaviest angles you ever saw, about six by six and the angles have a lip on each.

In the engineroom are two cross-compound engines, 52" by 26" by 10 ft. stroke. One generator, 50 KW, sits on the deck and aside from the engines there is no other machinery on this level. The engineroom has two nice rooms outside of the engines for the engineers to loaf in. There are two toilets on each side; the deck crew must use 'em too. Oh yes, they have two machine shops aft of the throttle and a carpenters shop over under the engines down in the hold.

The Saloon or boiler deck has a large observation room forward and this is called the Smoking Room and Bar. They have a fine bar to the right as you come upstairs. All the woodwork on this deck is mainly oak with natural finish and looks like a mahogany piano in texture, I mean smooth. Art glass transoms surround the observation room. Looking aft, the purser's office is on the right and a concessionaire's stand opposite. A barber shop and beauty saloon is aft of the concessionaire's abode.

The dining room starts and runs clean across the boat and you can see out from any spot and watch the

scenery glide by. A galley or pantry is to the left and a dumb waiter brings the stuff up from the "cellar". Now, aft of the dining room are the staterooms of low grade quality, all outside and "L" shaped like on the CINCINNATI. The rooms are larger than ours (GORDON C. GREENE) on this cabin or boiler deck.

From this boiler deck is a grand staircase that has anything beat in the Waldorf Astoria. They tore it down three times to get it right, so I'm told. The women could really "peacock" down that staircase in their evening dresses for the Cap'n's Dinner. It leads up to the Ladies Lounge which is all carpeted and the prettiest carpet I ever saw. I can imagine that the BONANZA had one just like it, red, blue, green and gold. It looks as good as the day it was put down. The Ladies Lounge is just like the Smoking Room below and goes clean across the boat.

Aft of the Ladies Lounge is the main set of staterooms and most of them here are double beds or twin beds with showers, toilet, bathtubs and anything you want to spend. One bad feature, however is that you always have to go outside to get downstairs. There is no inside gangway, in other words. These

rooms are all air conditioned and also have steam heat in them. They call this the Observation deck where we would call it the Texas deck.

They call the deck aft of the pilothouse the Texas and I am inclined to think that they are right; we call ours the Sky deck, of course. The rooms up here are the best on the boat and highest priced. They have a number of baths, toilet and showers, also. Right aft of the pilothouse are the officers quarters which are fine. There are two showers and toilets for the crew on this deck, under the pilothouse. On each room on the overhead is carved "Master", "Chief Engineer", "Freight Clerk", "First Officer", "Steward", etc.

The pilothouse is large and roomy. But, I don't think Jesse would like it as the big stack is aft and you can't see your stern marks very well. From the pilothouse, you can see directly on the fo'castle but the Navy had to put a bridge over the back of the pilothouse to make it look like a ship. The pilot wouldn't have needed to have anyone on the roof and they never did.

The pilothouse has no whistle treadle but a bell pull blows the one chime whistle on the stack. The headlight is on top of the pilothouse. There is no bell, as far as I could find, anyplace aboard these boats; Bob McCann almost busted out cryin' when I related this tragedy. There is a jackstaff on the stem with a night hawk on it, by golly.

The steam riggin' in the pilothouse looks like a Crawley & Johnson and steers with the vertical lever which has further evolved with a cross piece and a handle on each side. The pilotwheel is a beauty, mahogany, and they have a hell of a lot of brass in the pilothouse to shine. There is an indicator on each side like the ROBERT P. GILLHAM once had; there is no "Finished With Engines" but there is a mark "Fog" which is a good idea to my way of thinking. There is a steam gauge in the pilothouse, to show how much pressure is on the riggin', I think. There is also a brake on the middle circle of the pilotwheel which works with a metal belt on top instead of on the sides. This looks like an innovation over our type.

The DELTA QUEEN and KING are identical and if you were buying one or the other it would be a toss-up. I looked over the inspection records and they were both docked in 1941 and everything

was in first class condition. Incidentally, one of them was all ready boarded up, wheel and shaft off and ready to set sail for the Mississippi when the war started. The Navy bought them from Isbrandsten Steamship Co.; this Danish outfit has plenty of money and could have been a tough competitor.

The best bid I have for towing them around is \$40,000 apiece and I would have to stand all the wharfages in the event they have to go in port in case of a storm. It will cost \$20,000 to condition them and about \$5,000 for a towing gear which, I understand, is a sort of a bridle of steel cable which goes clear around the boat's stern and comes up to the snout.

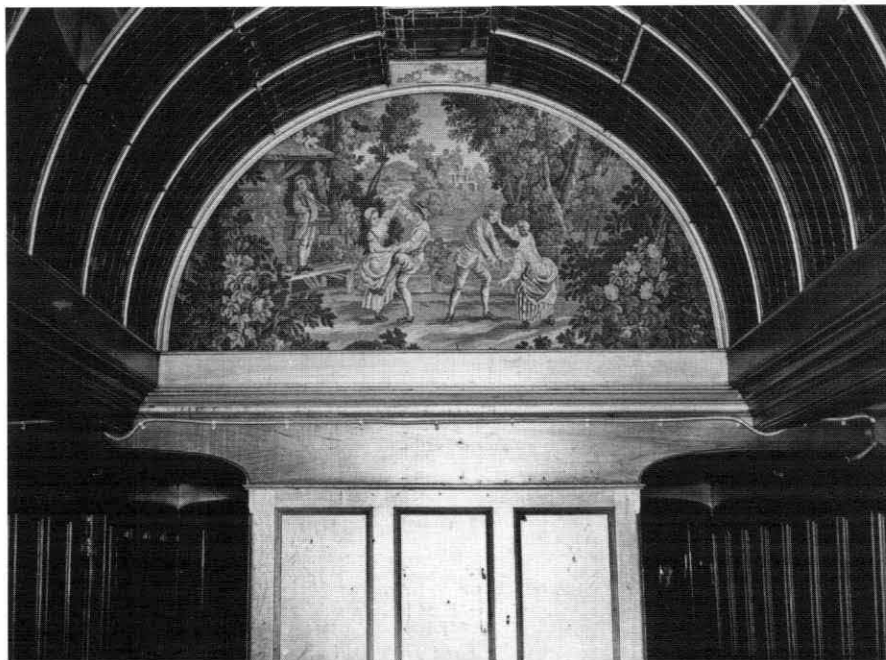
From what I can gather, nobody can use them out there in California and there is not enough metal in them for junk. The Division of Large Vessels will not consider anything less than a hundred grand so I guess this winds up the story. As far as I am concerned they will remain on the Pacific Coast.

\* \* \*

Tom concludes that, although charmed by the DELTA KING and DELTA QUEEN, he could resist the appeal of these seductive twins but he was fooling himself. Within a month he had submitted a bid for the DELTA KING and even prepared a press release on the expectation that he would win her. Alas, when the bids (two) were opened on October 18, 1946 the boat went to another suitor. Disappointed but undaunted, Tom Greene bid in the DELTA QUEEN for \$46,250 on November 20, 1946.

Readers familiar with "The Saga of the Delta Queen" written by Fred Way in 1951 will recognize that a small part of Tom Greene's story was reproduced of that book. Tom's reference in his story to "Stogie" is Volney E. "Stogie" White, a friend from high school days and former master of the CHRIS GREENE; "Jesse" is Jesse P. Hughes, the sage of the Greene Line, who often donned overalls and wielded a paintbrush or did anything else connected with a steamboat.

\* \* \*



Tom Greene's story of seduction by the DELTA QUEEN does not mention the fanciful scene above but he couldn't have missed it. Aft of the dining room was the Social Hall with two artificially illuminated skylights in the ceiling. The ends were covered with tapestry scenes. Both skylights were removed during the Dravo remodeling to install bathrooms in twelve rooms on the Texas Deck above them. The Social Hall is now the Betty Blake Lounge. Bob Lodder photo.

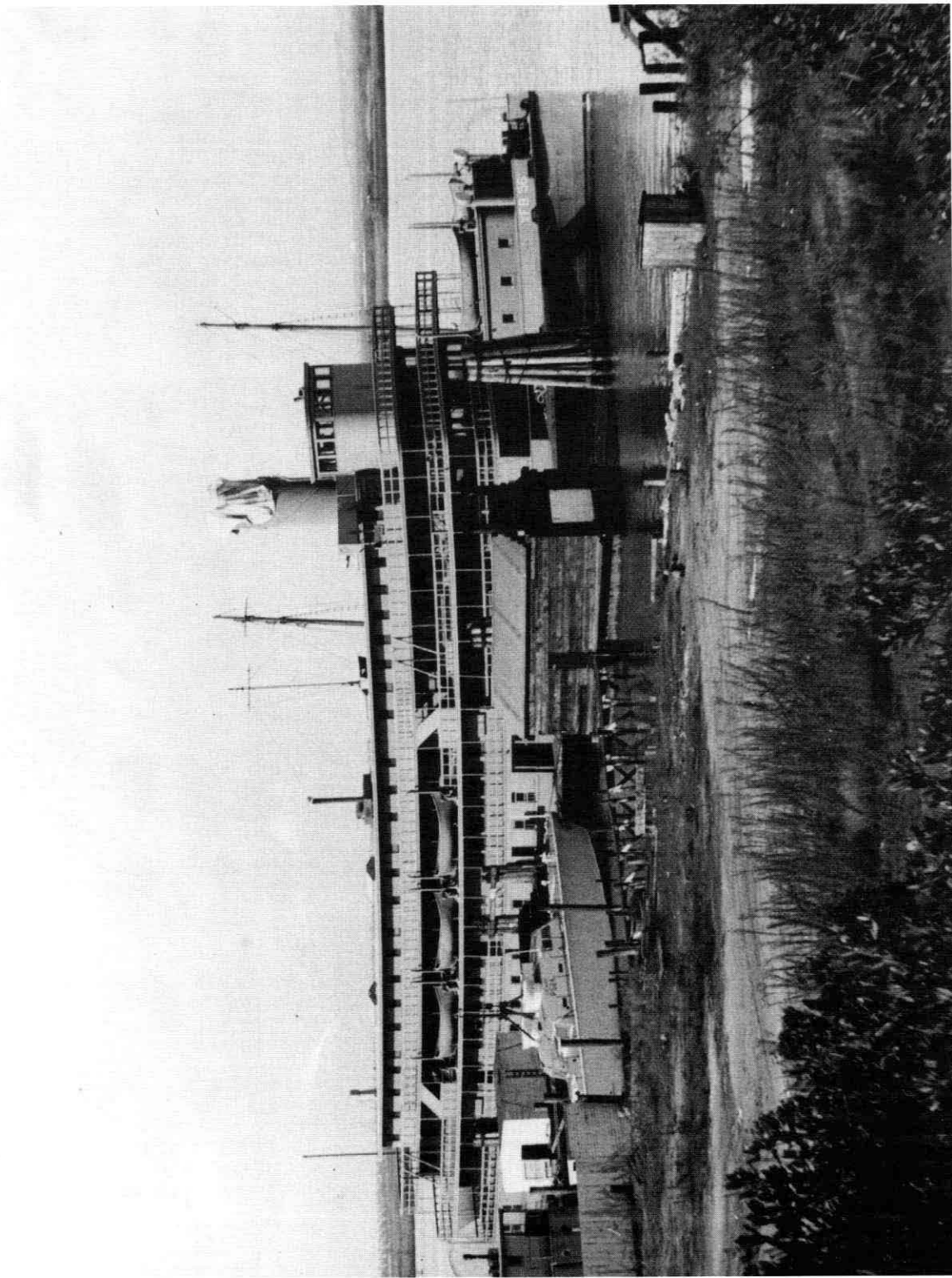


**LEFT:** The stairway from the main to boiler deck brought Tom Greene into the Smoking Room, all polished oak with stained glass transoms filtering the sunlight. A "fine bar" was to the right just out of view while the single doorway showing led into the Lobby with Purser's Office and Concessionaire's stand. The aft partition was like a sideboard with drawers and mirror above flanked by cabinets with leaded glass doors. This partition would be removed during remodeling to expand the entrance lobby, a more practical layout. Way photo.

**RIGHT:** Stepping through the doorway from the Smoking Room (fancy glass showing behind post) Tom viewed the grand staircase rising out of the lobby to the deck above. "It has anything beat in the Waldorf Astoria" opined our reporter. At the top of the stairway is the Observation Lounge with red, blue, green and gold carpet; the BONANZA must have had something just as elegant. Photo by Bob Lodder.



**LEFT:** The original dining room on the DELTA QUEEN was on the boiler deck, just aft of the Purser's Office and lobby. The room was full width of the cabin so that diners could watch the scenery glide by. This view is looking forward from the vicinity of the pantry with dumb waiter which brought food up from the kitchen down in the hull. The foot of the grand staircase is just beyond the square post. Fred Way photo.



Tom Greene dispatched Capt. Fred Way, engineer Charlie Dietz and carpenter Bill Horn to California to take charge of his prize. The DELTA QUEEN was towed from the Maritime Commission surplus fleet on February 4, 1947 to the Fulton Shipyard, Antioch, California.

This photo was taken Sunday, February 9, 1947. A tarpaulin has been rigged over the top of the smokestack but no other preparations for the tow to New Orleans are yet evident. Ex-Navy PT 524 is also at the dock for conversion to civilian use. Fred Way photo.

## DELTA QUEEN REVISITED

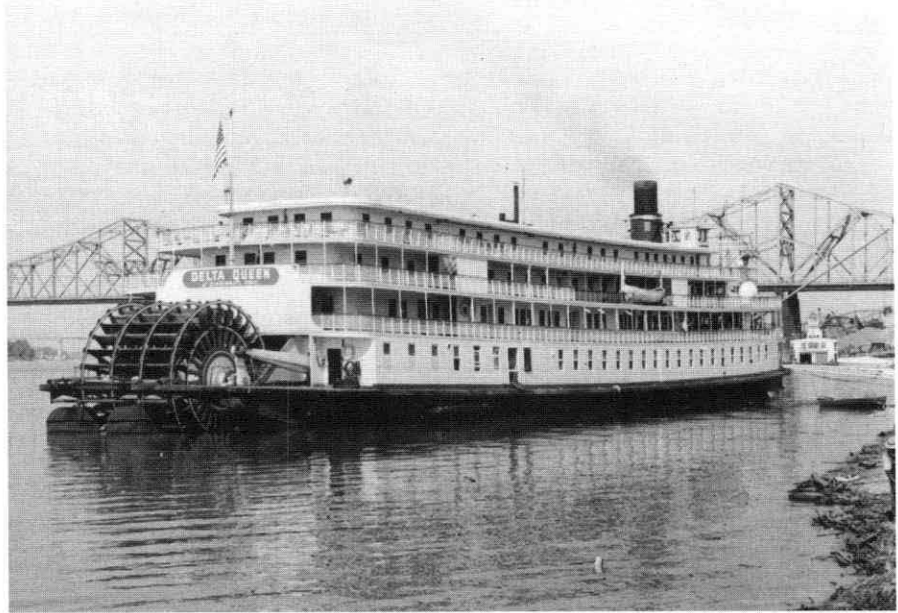
Ye Editor

On the afternoon of August 18 we found ourselves aboard the DELTA QUEEN in Cincinnati and signed up to go to Pittsburgh. Secretary Bee and I were in good company with Fred and Nell Way and Andy and Harriett Anderson, S&D members in good standing. The weather looked promising for the five night trip and all details of checking-in were handled expeditiously.

We soon spotted S&Der Frank Prudent among the passengers and the question always asked of Frank is, "How many trips does this make for you, Frank?" "Sixty-nine," replies Frank. Egad! Jim and Mrs. Stuzman, Hebron, Kentucky were in Frank's party. A pleasant surprise was to find Richard and Mary Greene Stewart on the passenger list, introducing their British in-laws to the delights of Steamboatin'.

How long had it been since Bee and I had spent a night aboard the D.Q.? It was 1958 when we had enjoyed a weekend cruise to the Oxbows below Louisville and return. That's 36 years ago: Bob McCann was the purser and Mose, a Greene Line retainer from the days of the GORDON C. GREENE, had carried our bags back through the cabin to rooms 117 and 119 (sons Dick and Fred were along then). Those were true steamboat rooms, upper and lower bunks with a wash basin and window at the end opposite the doorway; other facilities were down the hall. The rooms we had occupied have disappeared into a combination of some sort and no longer identifiable. The DELTA QUEEN may look much the same on the outside but, under the skin, many improvements have been made since 1958.

The dining room down on the main deck looked familiar but is now gussied up and called the Orleans Room. Did we have two choices of entree in 1958? Well, the 1994 menu is extensive with a daily chef's choice dinner to add to the decisions to be made. Just as friendly and helpful as in our

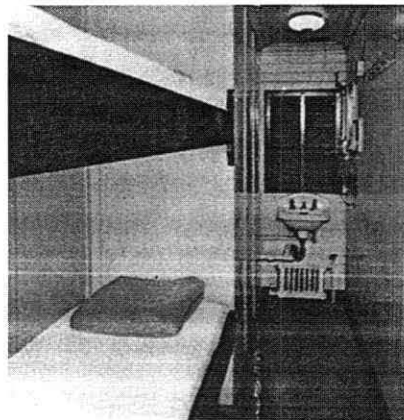


In 1958, our previous overnight aboard DELTA QUEEN, she looked like this. Internal changes and additional machinery would later cut down the freeboard, the calliope on the roof with colored lights illuminating the steam would come later under the regime of E. J. Quinby and the stern splashboard was white rather than red as in more recent years. The extension on the smokestack dates from early in Greene Line ownership, an effort to improve the draft and reduce smoking; the Dravo remodeling in 1947-48 gave her the lower segment. Photo taken at Louisville, Kentucky, June 1, 1958.

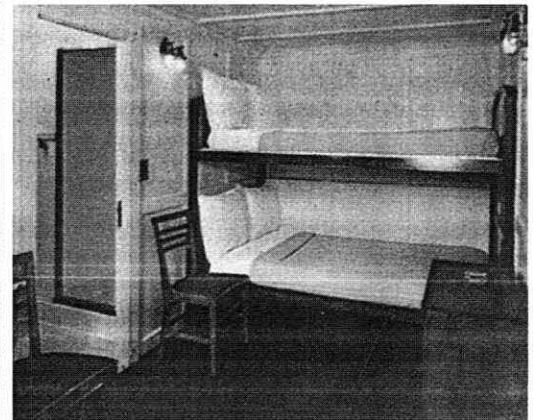
memory but much more numerous were the waiters and assistants. The general impression is of lots of help all over the boat and the service rendered the passengers shows for it.

The crew on this trip consisted of Capt. John Davitt, master, Damon Deal and Phillip Shultz, pilots, Bob Wall chief and Harold Kent assistant engineer, Mike Williams and Mike

Ward, mates. We had made the acquaintance of John Davitt previously and all of the D.Q. are equally friendly and accessible to the passengers, a key to the company's success. Chief Wall and other engineroom personnel welcomed visitors anytime; when we inquired about the boiler room we soon found ourselves down in the hull peering into the firebox,



Cabin Deck Staterooms



Group "B" Room without Bath  
Group "A" Room with Bath

1958  
SEASON

Friday morning found D.Q. landed at the park on the upper end of Maysville. The floodwall erected in the 1950s and surrounding the main part of Maysville cut the town off from the river. Enlightenment came late but the city is just now completing a very attractive river entrance to downtown Maysville through the floodwall, just opposite the old ice piers. Soon, steamboats will be able to land just above the location of the old town wharf.

A walking tour of Maysville was offered and we tagged along. The architecture of the various old buildings is interesting and it was helpful to have some explanation of the former uses of the older ones. The Mason County Museum holds a good representation of the history of the town and surrounding areas and is worth a longer visit. The museum has several excellent dioramas although the one of the riverfront has a sidewheel packet landed head downstream; "The artist preferred it that way," we were told.

Maysville doesn't change much although the floodwall destroyed a number of the interesting business blocks which once faced the river. The well known Caproni's Restaurant, down near the railroad station, is now closed. Seems that O.S.H.A. or some other protective agency has determined that bad things are harbored in the water pipes and all must be replaced before the restaurant may reopen under new ownership. Had the doors not been closed then, according to the rules, whatever is supposed to be in those old pipes would not have been a threat. We are still trying to figure out the logic of such "big brother" rulings.

In 1920, Donald T. Wright lapped up ice cream in Caproni's while courting a daughter of the Maysville wharfboat owner. The romance later cooled but we don't think the quality of the ice cream (or water) had anything to do with that event. Caproni's was an institution for generations and now we learn that all that good food enjoyed there was leading the patrons toward early graves.

Leaving historic and attractive Maysville, the D.Q. proceeded up the Ohio under warm sunshine. There was entertainment aplenty going on aboard the boat but for us it was enough to just sit out on the guard and watch the shore go by. This section of Ohio and Kentucky remain much as we remember it from traveling up and down Route 52 some forty years ago. Manchester looks a bit more prosperous with fresh paint on most of the buildings and the Manchester Islands still float lush and green in the Ohio. The J. W. Rankin house still stands on the high bank at Rome but the higher pool levels have badly eaten away at the bank; Vanceburg looked unchanged as it snoozed in trees on the Kentucky side; Buena Vista, Ohio, where the famed Buena Vista sandstone was once quarried for numerous Cincinnati buildings was identified.

It was after dark when the DELTA QUEEN reached the vicinity of Portsmouth. New since our last visit several years ago is a new bridge which crosses the Ohio below the mouth of the Scioto and we couldn't pick out the outlet of the old Ohio and Erie canal. The river seems to be a popular spot at Portsmouth for a number of fires were observed along the bank and a few hoots of greeting carried out to the boat. Other landmarks seemed intact but the vast buildings of the Portsmouth-Detroit Steel Co. at New Boston are now all gone.

No stops are scheduled for day three on the Cincinnati-Pittsburgh trip. Stepping out on deck into the early morning dews and damps we spied the Proctorville (OH)-Guyandotte (WV) just astern and admired the harp-like threads of the suspension cables from the single pylon. Later, a few passengers expressed regret at missing this innovative bridge design but Riverlorian Marcie Richardson assured them that a duplicate could be seen at Steubenville on Sunday.

"Riverlorian" is a contrived label and Ms. Richardson did a good job of explaining the sights of interest

along the route. She also had several lectures on river life and history, operation of the locks and dams, etc. for the uninitiated.

It takes upwards of an hour to steam past Pomeroy, Ohio, the town that is said to be five miles long and two blocks wide. The DELTA QUEEN's calliope was unlimbered as we passed under the Pomeroy-Mason highway bridge and for the next forty-five minutes Jazzou Jones, ragtime piano virtuoso, bounced beautiful music from the bluffs behind the town. We understand that calliope concerts have become a tradition at the Pomeroy location and the citizens of Meigs County were out in force. The stone bluff makes for an excellent echo and Jazzou Jones' rendering of "Little Sir Echo" caught everyone's fancy. Regular calliope player Bobby van Deusen later made good use of the hillside above Steubenville for the echo effect as we passed along on Monday.

An unexpected pleasure on this trip was to meet up with two expatriates from Sewickley among the passengers. Roger Willock is a cousin of the late Bill Willock who attended S&D meetings for many years. Roger spent thirty years as a career officer in the Marine Corps and now resides near Portland, Maine. Colonel Willock is active on the board of the Bath (Maine) Marine Museum and the Marine Corps Museum at the Washington Navy Yard, Washington, DC. He took a great interest in exploring the W. P. SNYDER JR. at Marietta.

Steve Handy introduced himself and then started to recall the circa 1940 Sewickley telephone numbers of Ways, Shaffers and other families of common acquaintance. We remembered Steve Handy behind the soda fountain at Sloan's Drug Store but his working career was with the telephone company; Steve puts numbers with faces rather than names. Steve and wife, now of New Wilmington, PA, were on their first D.Q. trip and real steamboating enthusiasts in short order.

Although from the Hill District of Pittsburgh rather than suburban Sewickley, Paul Pascal knew many of





Yeatman "Andy" and Harriett Anderson are no strangers to the DELTA QUEEN but made their previous trip to Pittsburgh on the MISSISSIPPI QUEEN. Andy is retired from the Cincinnati library and is a trustee of the J. Mack Gamble Fund. Photo by Fred Way III.

the places from the old days that were familiar to us. Paul graduated from Fifth Avenue High School, Pittsburgh in 1923 and the graduation dance was held aboard the excursion steamer HOMER SMITH. Living in California since 1929, Paul is no stranger to the D.Q. and was aboard this trip against his doctor's suggestions. Speaking of his doctor's advice, Paul Pascal, 89, commented, "What does he know?" Amen!

The moon was just a day past full Monday evening, August 22, the last night before Pittsburgh. A number of the passengers elected to stay out on deck to enjoy the moonlight on the river and the lights of the numerous power plants above Montgomery Island Dam. Heading toward Rochester, the northernmost point on the Ohio, the moon was just over the hills on the starboard side. After making the bend above the mouth of the Beaver River the moon magically appeared higher in the sky on the port side. Even those watching the moon's transit had a little difficulty visualizing just how the boat's direction had changed.

It was just before midnight when the DELTA QUEEN approached bridge at Sewickley, PA, the last bridge constructed by the once mighty American Bridge Co. The Sewickley natives, Willocks, Handys, Ways and Rutters, plus a few others were still out on the Texas Deck when just opposite 121 River Avenue the deep tones of the whistle began to sound a salute to Captain Fred Way. The last notes of one long, two shorts, one long and two shorts were still echoing from the hillside on the south side of the river as we came abreast of the Chestnut Street landing. Passengers suddenly appeared on deck, some in bathrobes, to inquire the reason for the disturbance and then to nod in approval; said one, "What a nice gesture and a little unexpected excitement too."

The 1994 Cincinnati-Pittsburgh trip ended the following morning at the Monongahela wharf cum parking deck under the Expressway East. The four days under sunny skies and with such attentive service could hardly have been improved upon.

\* \* \*

## THE LIZZIE CASSEL GHOST

Capt. Irven Travis was one of the well known pilots in the palmy days of Muskingum River steamboating. He was born at Roxbury in 1849 and died at McConnelville, Ohio on February 15, 1938 at 89.

Capt. Travis' ghost story is from the Morgan County Herald.

- - -

On the after watch at about three o'clock in the morning, the monotonous rhythm of the engines was the only thing to break the stillness and all was well when the clerk called, "Freight for Gaysport." The, "Aye, aye, sir", from the man at the wheel awoke the mate snoozing on the bench in the pilothouse who then went below to rout out the rousters.

Presently, the pilothouse door opened and I thought it the mate returning and paid not attention. In a moment, I glanced over my left shoulder and there was a sure ghost. I tried to fly but, having no lessons in the art, I failed to rise and ghost got me.

I did know enough to ring the stopping bell but the ghost now had its arms locked about my neck and was distributing emotional affection wastefully as it was so sudden it could not be appreciated. Its long hair hung to the waist and the ghost's clothes were not intended for daytime. With the pilot dying of fright in its arms, the mate returned, just in time to make the rescue, taking the ghost below.

When I became sure I was all there, I found the boat almost ashore in the willows. After backing her out and the rhythm of the engines as we again headed down the river, all was soon back to normal. But, I have never passed Blue Rock Point without looking for "It".

The ghost was a woman by the name of Massey who has lost her mind. Escaping from her stateroom, she had slipped unnoticed into the pilothouse. Being of romantic disposition, the ghost had attempted my conquest. Sadly, she later in life committed suicide.

## ROUSTABOUT MAN

By W. J. Devine

You can dream about old steamboats of the dim and distant past --  
Tall stacks and 'scapes and gingerbread -- a deep-toned whistle blast;  
You can reminisce of packets graceful, gleaming and all white  
That have faded with time's passing like the Arabs in the night.

You can spin your yarns of masters and of pilots at the wheel  
And the men who manned the steamers -- men who knew the river's "feel" --  
You can talk of clerks and shipments and of mates famed for their shouts  
But in this, my humble verse, I toast the lowly roustabouts.

For the rouster too was "steamboat man" with river in his blood  
And a heart as full of singing as the mighty streams in flood --  
As he bore his heavy burdens he would chant his rhythmic song,  
While his fellow rousters answered and the loading moved along --

"Hi--Ho! Heave--Ho, Cincinnati man;  
What you do in Bucktown ?  
Sees you levee man . . .  
Sees you down by River Joe's, wid  
tall gal Susie Ann."

Sometimes his song was Memphis, Baton Rouge or New Orleans  
But he worked and sang the harder loading up the river queens . . .  
And his stout frame never quavered nor his spirit shirked a task,  
For it kept him on the boats he loved -- and what more could he ask ?

'Neath searing sun and misty moon he labored as he sang,  
Delighted when, at leaving time, the packet's roof bell rang;  
And as the stage was hauled aboard, he danced in childish glee --  
While the husky-throated whistle brought him simple ecstasy.

Alas, all life is transient and the roustabouts are gone,  
Like the packets they once loaded, but the picture lingers on --  
And in some far-off Valhalla which all river men will share  
You'll likely find the rousters waiting on the levee there.



### A ROUSTABOUT ON THE SENATOR CORDILL, 1933

William J. Devine of Cincinnati sent out Christmas greetings of his own design, large cards on glossy stock and often with some of his own verse. "Roustabout Man" is a good example of the Devine style and pays honest tribute to one who was an essential part of a packet's crew. Hired by the trip, working freight whenever called with sketchy meals and no bunks, the rouster's wage was usually \$1 a day; in 1933 the rate was 80¢.

We salute the unsung roustabout. Photo by Paul Briol

## MORE QUESTIONS ON MAC

On the back cover of the June issue of S&D Reflector we ran a photo of a trim U.S. towboat bearing the name "MACK". We concluded that an overly zealous sign painter had become carried away and the actual name was "MAC", as it appeared in later photos of the same boat. The boat had been built in 1891 as the FREDDIE and bought by the U.S. in 1893.

We ducked the question of why this same photo was used on a Streckfus Co. calendar some years ago purporting that this was the FREDDIE, first boat of the Streckfus fleet. The oversight was quickly caught by Eugene J. Corbey, 1615 Chelsea St., St. Paul MN, 55108. Mr. Corbey sent a photocopy of pages 88 and 89 of a manuscript titled "Excursion Steamboating on the Mississippi with Streckfus" by Dolores J. Myer, 1967.

Dolores Myer states: "This company traces its history back to the 1880's when Captain John Streckfus purchased his first steamboat. This small sidewheeler, known as the FREDDIE, was bought from the government in 1884 and operated by Streckfus as a packet boat in the run between Rock Island, Illinois and Andalusia. (The Town Crier by George W. Wickstrom, Rock Island, Illinois, the J. W. Potter Co., 1948, page 121)."

Ms. Myer attributes the date 1884 to, "... Wickstrom and the Streckfus family indicate that the boat was purchased around 1884" and assumes that 1891 is incorrect. Way's Packet Directory also mentions FREDDIE (2149) as the start of the Streckfus Line but gives the date of building 1891 and a sternwheeler as shown in the List of Merchant Vessels.

It is possible that the Streckfus FREDDIE was a small boat that was not documented (and we have run across a number of them) which would account for the dates accepted by Ms. Myer. If so, we can't explain the photo on the Streckfus Co. calendar referred to earlier for that is the MACK/MAC, for sure.

Hopefully, someone in the Streckfus clan will straighten out the true identity of the FREDDIE and what became of her. If, in fact, she really was the start of the Streckfus fleet as commonly assumed.

\* \* \*

## NATOMA QUESTIONS

On page 17 of the March issue a freight bill dated May 1, 1870 from the steamer NATOMA appears. This boat is a mystery: she does not appear in the List of Merchant Vessels nor do we find her in the New Orleans enrollment documents for 1870 when she operated out of the Crescent City.

Based upon the names of the captain, M. Kennison, and clerk, T. Jobin, who were operating a boat called ANNIE WAGLEY on May 1, 1870 and whose names also appear on the NATOMA bill, we speculated that there may have been a change in the name of the WAGLEY. That speculation turned out to be too pat; further investigation by David Givens, Pollock, Louisiana shows that the ANNIE WAGLEY and NATOMA were different boats, both operating from New Orleans in 1870.

Capt. Maximillian Kennison was an owner in the ANNIE WAGLEY beginning in 1867 and sole owner in 1869. The freight bill from the NATOMA shows Kennison as captain and T. Jobin as clerk while the notices in the New Orleans Daily Picayune in April, 1870 list Capt. O. L. Blanchard, master and Frank Dalferes, clerk. Capt. Kennison and T. Jobin are given as being on the ANNIE WAGLEY in the same issue of the newspaper.

On May 3, 1870 the Daily Picayune reported the loss of the ANNIE WAGLEY: "On Saturday night she struck a log in Bayou Lafourche and sunk, and from a lamp which was upset, set the boat afire. The chambermaid of the boat is reported lost. The boat is a total loss."

The NATOMA is last noticed in the Daily Picayune as departing New Orleans on May 14, 1870 with Capt. B. R. Splane as master and T. Jobin in the office.

## THE BACK COVER

This romantic view of the casino boat DIAMOND LADY comes to us courtesy of Dave Massie, Akron, Ohio. Dave keeps up on the weed-like growth of the gambling fleet and obtained the print from Steamboat River Cruise Lines several years ago.

To our mind, the earlier entrants into the gambling boat sweepstakes were handsome adaptations of the traditional steamboat design to modern construction and propulsion. Several of these were designed by John W. Gilbert Associates who are responsible for the DIAMOND LADY, EMERALD LADY, PAR-A-DICE which came out in 1991. Since then, gambling has proliferated beyond Iowa and the requirement that the floating casino be a boat rather than just a barge poked into a hole on the bank has about disappeared.

The sisterships DIAMOND and EMERALD LADY are 201x46 feet in size and driven by the working sternwheel with supplemental twin props when needed. With her graceful shear and tall stacks the DIAMOND LADY could be a diesel sibling of steamer NATCHEZ in New Orleans.

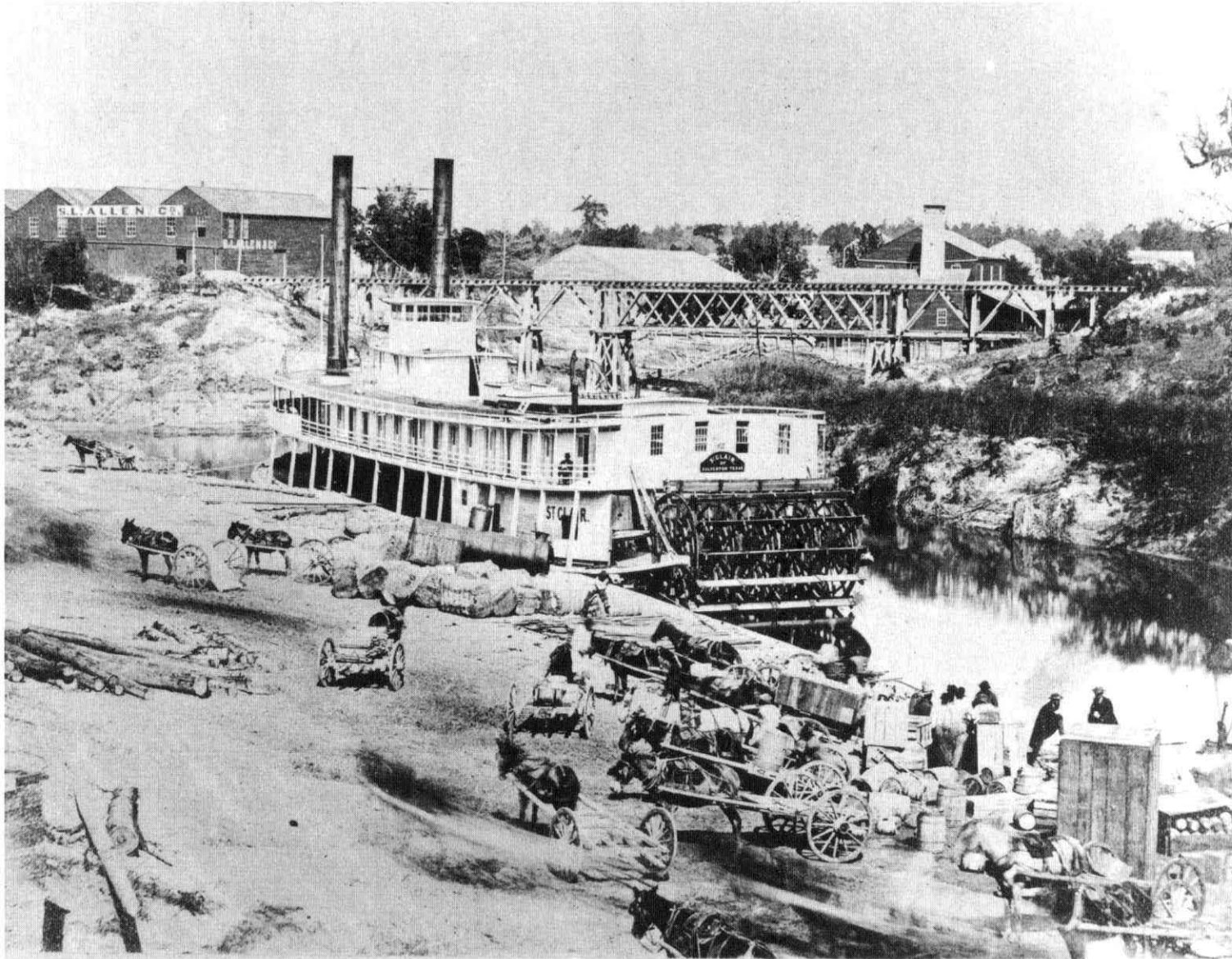
Today, the DIAMOND LADY no longer paddles on the broad Mississippi under a harvest moon; she's tied up next to a barge at Vicksburg.

On August 25, 1870 the Howard Shipyard, Jeffersonville, Indiana launched the sternwheel LESSIE TAYLOR for Maximillian Kennison. The LESSIE TAYLOR (3429) was the replacement for the ANNIE WAGLEY and was named for the daughter of Dr. and Mrs. John A. Taylor, Opelousas, Louisiana. Captain Kennison and T. Jobin were back together on December 20, 1870 when the Daily Picayune reported the arrival of, "the new, fast packet LESSIE TAYLOR."

But what of the elusive NATOMA and the interest of Capt. Kennison and Clerk Jobin in her? We're still wondering and all because David Givens found a freight bill.

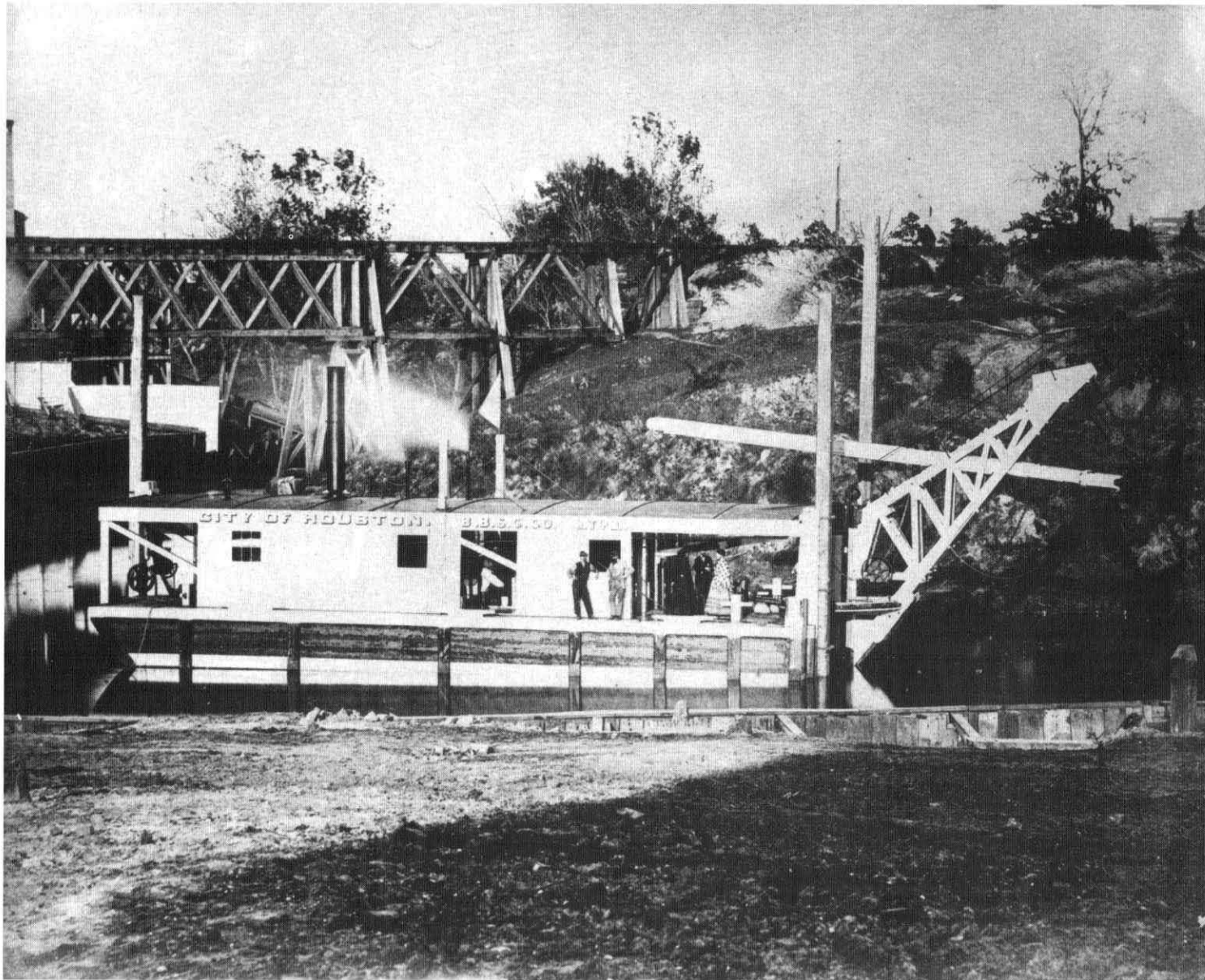
\* \* \*





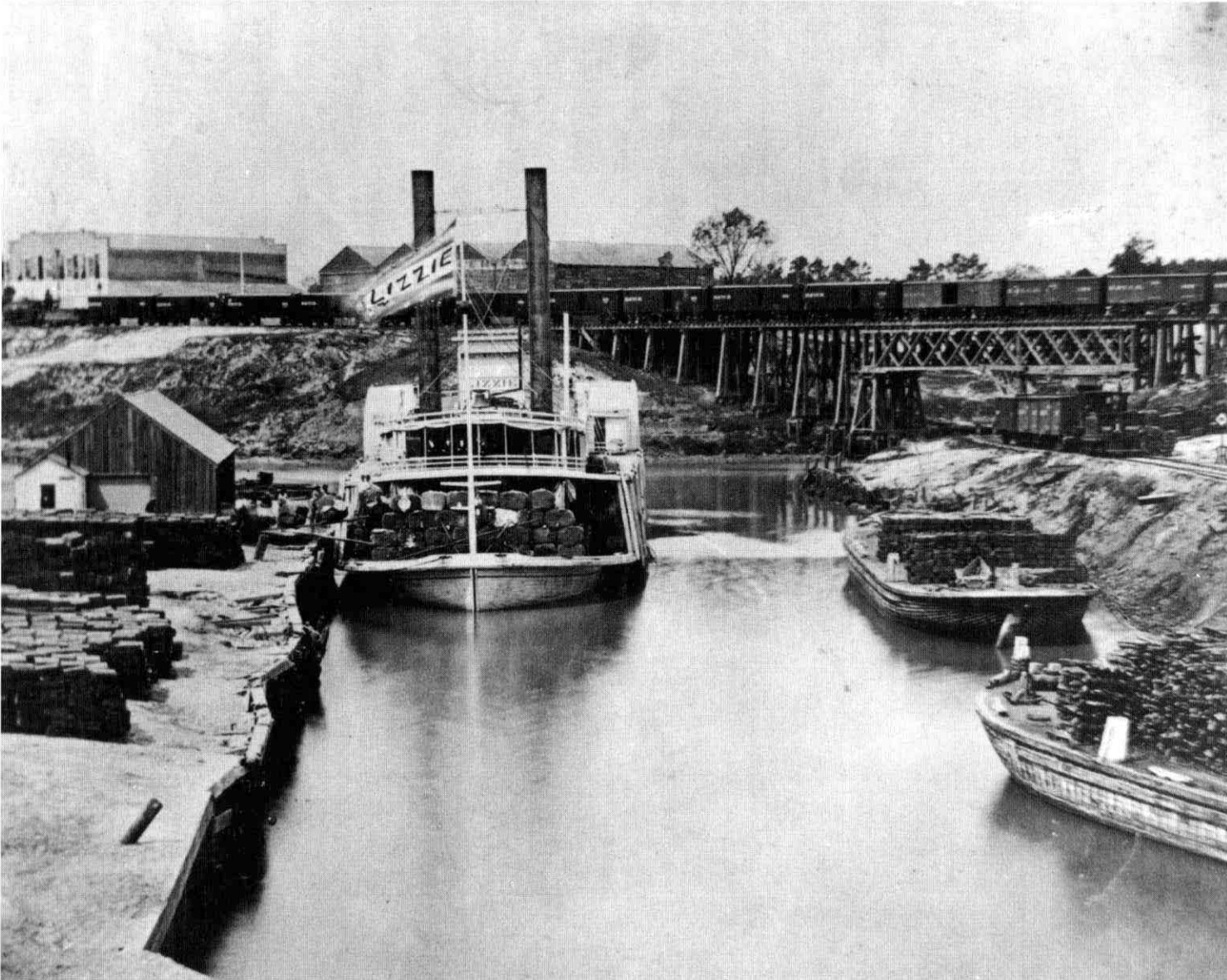
ST. CLAIR (4919) at the Houston Landing, Buffalo Bayou circa 1868. Built at Belle Vernon, Pennsylvania in 1862, 156x32.6x4.9 with engines 15½'s-5 ft., the ST. CLAIR made one trip from Pittsburgh to St. Louis before

being bought by the U.S. and converted into Tinclad #19. She was sold to John H. Sterrett August 28, 1965 for the Buffalo Bayou trade. Note the jackstaff of another packet on right. Photo from Houston Public Library.



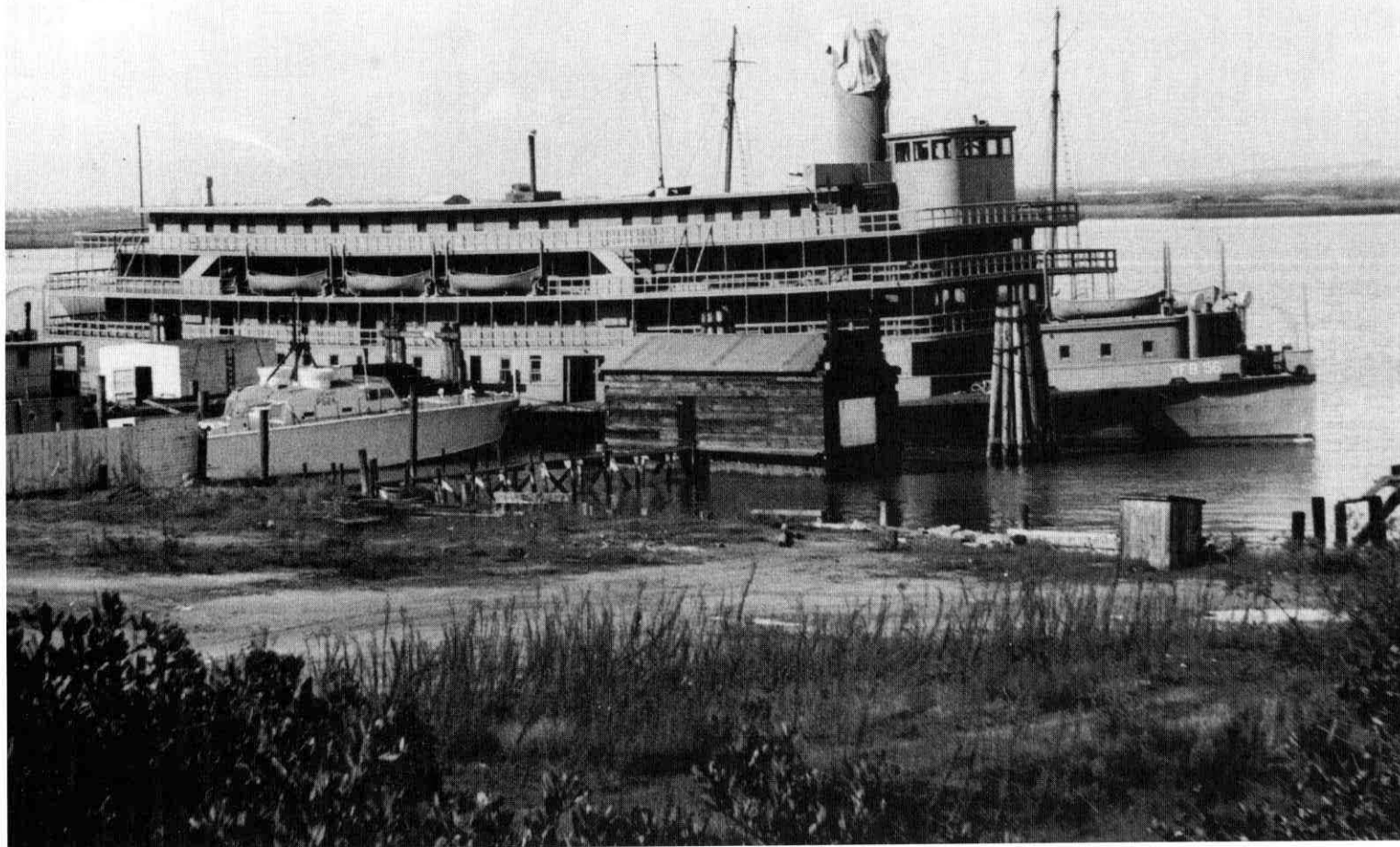
Buffalo Bayou Ship Channel Co. dredge CITY OF HOUSTON in Buffalo Bayou at Houston about 1870. The B.B.S.C.Co. was chartered in 1869 with the expressed purpose of improving the bayou for navigation by seagoing vessels.

The B.B.S.C.Co. and the Houston Direct Navigation Co. were not officially allied but shared a common interest in promoting the city's maritime trade. Both became a part of the Morgan Line in the 1870s. Houston Library.



The sidewheel LIZZIE (3527) at the Houston landing about 1875. (Note that the Way's Packet Directory description has her as "sternwheel".) She had been built by Howards, Jeffersonville, Indiana for the Houston Direct Navigation Co., launched July 19, 1871.

The LIZZIE was 165x35x5 and carried on the company roster as a freight boat but we spot at least five passengers on the boiler deck. Bales of cotton are being loaded and the model barges hold cordwood, boiler fuel probably. Research Center, Houston Public Library.



Tom Greene dispatched Capt. Fred Way, engineer Charlie Dietz and carpenter Bill Horn to California to take charge of his prize. The DELTA QUEEN was towed from the Maritime Commission surplus fleet on February 4, 1947 to the Fulton Shipyard, Antioch, California.

This photo was taken Sunday, February 9, 1947. A tarpaulin has been rigged over the top of the smokestack but no other preparations for the tow to New Orleans are yet evident. Ex-Navy PT 524 is also at the dock for conversion to civilian use. Fred Way photo.



# ROUSTABOUT MAN

By W. J. Devine

You can dream about old steamboats of the dim and distant past --  
Tall stacks and 'scapes and gingerbread -- a deep-toned whistle blast;  
You can reminisce of packets graceful, gleaming and all white  
That have faded with time's passing like the Arabs in the night.

You can spin your yarns of masters and of pilots at the wheel  
And the men who manned the steamers -- men who knew the river's "feel"--  
You can talk of clerks and shipments and of mates famed for their shouts  
But in this, my humble verse, I toast the lowly roustabouts.

For the rouster too was "steamboat man" with river in his blood  
And a heart as full of singing as the mighty streams in flood --  
As he bore his heavy burdens he would chant his rhythmic song,  
While his fellow rousters answered and the loading moved along --

"Hi-Ho! Heave-Ho, Cincinnati man;  
What you do in Bucktown ?  
Sees you levee man ...  
Sees you down by River Joe's, wid  
tall gal Susie Ann."

Sometimes his song was Memphis, Baton Rouge or New Orleans  
But he worked and sang the harder loading up the river queens ...  
And his stout frame never quavered nor his spirit shirked a task,  
For it kept him on the boats he loved -- and what more could he ask ?

'Neath searing sun and misty moon he labored as he sang,  
Delighted when, at leaving time, the packet's roof bell rang;  
And as the stage was hauled aboard, he danced in childish glee --  
While the husky-throated whistle brought him simple ecstasy.

Alas, all life is transient and the roustabouts are gone,  
Like the packets they once loaded, but the picture lingers on --  
And in some far-off Valhalla which all river men will share  
You'll likely find the rousters waiting on the levee there.



## A ROUSTABOUT ON THE SENATOR CORDILL, 1933

William J. Devine of Cincinnati sent out Christmas greetings of his own design, large cards on glossy stock and often with some of his own verse. "Roustabout Man" is a good example of the Devine style and pays honest tribute to one who was an essential part of a packet's crew. Hired by the trip, working freight whenever called with sketchy meals and no bunks, the rouster's wage was usually \$1 a day; in 1933 the rate was 80¢.

We salute the unsung roustabout. Photo by Paul Briol