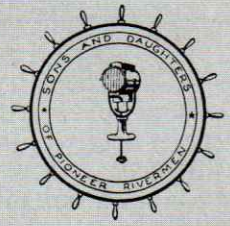


# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 40, No. 4

Marietta, Ohio

December 2003



## - FRONT COVER -

Both front and back covers of this issue feature the fabled GORDON C. GREENE. The front cover is of the Cincinnati public landing as it once was before improvements such as two sports stadia, serpentine walls and a whistle forest. But the boat is the real focus! She is lying at the big Greene Line wharf-boat taking on fuel oil from the barge alongside.

Both cover photos are the work of artist Bob Lodder who operated for years from a studio on Montgomery Road. Bob's prints are 11"x14" on heavy card stock. They were part of a portfolio which was used by Letha Greene when making presentations to travel agents and tour groups.

## - LETTERS -

Sirs: I was in Marietta for about 15 minutes on the morning of October 22, to catch the MAJESTIC for a seven hour cruise up to New Martinsville. The boat was coming up from Tall Stacks to its base in Pittsburgh and running excursions en-route. I was with a group of 80 on a tour from Lorain County; about 500 total on for the day trip. The river had a big current and we arrived at New Martinsville about dusk after an enjoyable but cold day with food and entertainment.

Jack Standen  
310 Roosevelt Ave.  
Elyria, OH 44035

= There was scant mention in the Marietta or Parkersburg papers that the MAJESTIC would pause at our landing. Ed.

\*\*\*

Sirs: I wish to express my sincere thanks to each and every one of you for all your assistance, care and concern while I was incapacitated at S&D. I knew that about 150 of my friends would be there to help and they were!

Barbara Huffman  
11 Ashland Cove Rd.  
Vevay, IN 47043

= Barbara was nursing a very sore leg and manning a table offering her new book, Beatty's Navy. See Book Reviews. Ed.

\*\*\*

## - THE FREIGHT BOOK -

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Sirs: Enclosed is from the "75 Years Ago" column in the *Evansville Courier*.

"Termed a dangerous woman by her husband who filed divorce proceedings, a woman made an unsuccessful attempt at suicide by jumping into the Ohio River at the foot of Sycamore Street. Her efforts were thwarted by J. E. Plummer, engineer on the Str. ROOSEVELT who leaped to her rescue."

Phil Kiely  
P.O. Box 932  
Evansville, IN 47706

= The excursion boat ROOSEVELT began as the side-wheel VERNE SWAIN (5553) in 1913. We hope that engineer Plummer received a Carnegie Medal for his selfless rescue. Ed.

\*\*\*

Sirs: Thank you for such an interesting publication. I am an amateur local historian in southern Georgia. The Alapaha River had steamboats in the early history of our state. Would there be information as to the company providing this service at the time?

I tried to order a copy of Way's Packet Directory but seem to have had the wrong number and received a useless automated operator.

Bob Gressette  
320 Paulk Rd.  
Tifton, GA 31794

= On the map, we see the Alapaha flowing into the Willacoochee and thence to the Suwannee but that's out of our territory; perhaps a reader can help.

Way's Directories may be ordered from the Campus Martius Museum by credit card: (740) 373-3750. Ed

\*\*\*

Sirs: The meeting was especially good this year and I blame the speaker for that. It was refreshing to have a river topic and Dick Rutter did a great job of speaking and illustrating his subject.

Alan Bates  
2040 Sherwood Ave.  
Louisville, KY 40205

\*\*\*

Sirs: I find that it is now time to have some assisted living so I'm moving to Knoxville, TN in September. My brother Pollie is living there now and can provided needed help.

We have a RIVER EXPLORER on our rivers with Capt. Carl E. Henry, pilot, but did you know there is also a RIVER EXPLORER on the European Rivers? It's sailing under the Swiss flag.

Wm. V. "Bill" Torner  
2802 John Ross Court  
Knoxville, TN 37921-3727

= Bill has been an S&D member since 1965 and is a frequent contributor to the *Reflector*. Last December Bill had a pace maker installed on his 87th birthday and the doctor advised he had pushed his luck to the limit. They had steamboats in Knoxville too, Bill, - good luck! Ed.

\*\*\*

Sirs: Concerning photos of the DELTA QUEEN at the foot of Wood St., Pittsburgh on pages 30-31, September issue, I can supply approximate dates.

After looking at scores of slides, the larger, older model radar on the port side of the pilothouse roof was there prior to 1983. The new, smaller model (page 30) was installed that year. Also replaced in 1983 was the plywood siding on the main deck using cypress tongue-and-groove and also the canvas covered siding on the pilothouse. A close look at the pilothouse exterior on page 30 shows the laps of the new siding which had not been covered with canvas. Look closely at the ladder leading from the Sun Deck to the texas roof on the port side, page 31; I painted the "Keep Off" sign.

David Tschiggfric  
2723 Ashland Ct.  
Dubuque, IA 52001

\*\*\*

Sirs: I agree heartily with the review of Alan Bates' new book, McBride's River on page 35 of the June issue.

Barbara Huffman

= Second the motion! Ed.

\*\*\*

## Steamboat Poetry - A Touch of Class

### JIM BLUDSO of the PRAIRIE BELLE

by  
John Milton Hay

Well no! I can't tell where he lives.  
Because he don't live, you see;  
Leastwise, he's got out of the habit  
Of livin' like you and me.  
Whar have you been for the last three  
years

That you haven't head folks tell  
How Jimmy Bludso passed in his checks  
The night of the PRAIRIE BELLE?

He warn' no saint - them engineers  
Is all pretty much alike -  
One wife in Natchez-Under-the-Hill  
And another here in Pike;  
A keerness in his talk was Jim,  
And an awkward hand in a row -  
But he never flunked and he never lied,  
I reckon he never knowed how.

And this was all the religion he had -  
To treat his engine well;  
Never be passed on the river;  
To mind the pilot's bell.  
And if ever the PRAIRIE BELLE took fire  
A thousand times he swore,  
He'd hold her nozzle agin the bank  
Till the last soul got ashore.

All boats has their days on the Mississipp,  
And her day came at last.  
The MOVASTAR was a better boat,  
But the BELLE she wouldn't be passed.  
And so she came tearing along that night -  
The oldest craft on the line,  
With a rouser squat on her safety valve,  
And her furnace crammed with rosin  
and pine.

The fire burst out as she cleared the bar,  
And burnt a hole in the night.  
And as quick as a flash she turned and  
made

For that willer bank on the right.  
There was runnin' and a cursin' but Jim  
yelled out

Over all the infernal roar;  
"I'll hold her nozzle agin the bank  
Till the last galoot's ashore!

Through the hot, black breath of the  
burnin' boat

Jim Bludso's voice was heard  
And they all had trust in his cussedness  
And knowed he would keep his word.  
And sure's you're born, they all got off  
Afore the smokestacks fell -  
And Bludso's ghost went up alone  
In the smoke of the PRAIRIE BELLE.

He weren't no saint but at judgment  
I'd run my chance with Jim,  
'Longside of some pious gentleman  
That wouldn't shook hands with him.  
He seen his duty - a dead-sure thing -  
And went for it thar and then;  
And Christ ain't a-going to be too hard,  
On a man that died for men.

Our thanks to Don Moore, Canal  
Fulton, Ohio who sent this old, old screed  
of Jim Bludso. It has been run here before  
- 1965 - but that's a few years back..

The author, John Milton Hay (1838-  
1905), was born in Salem, Indiana and was  
secretary and adviser to Abraham Lincoln.  
After the Civil War he was in the  
diplomatic service and Ambassador to  
England in 1897. He served as Secretary  
of State in the McKinley and T. Roosevelt  
administrations, 1898-1905.

"Pike" refers to Pike County, Missouri  
which is above St. Louis back of  
Louisiana, Missouri. Pike County, Illinois  
is across the river, - take your choice.

\* \* \*

### SEASONS GREETINGS!

**The Editor and the Secretary  
wish Happy Holidays and the  
best of health for you and  
your families in the year to  
come.**

**We thank all who have helped  
with stories, letters and  
photographs - the *Reflector*  
couldn't get along without  
you. And the kind comments  
make it all worthwhile!**

*Woody E. Bee*

### LATE JIM BLUDSO, ESQ by a disgusted engineer!

I've read that screed about Bludso  
Who run on the PRAIRIE BELLE;  
Whether him or the fellow who wrote it  
Was the biggest fool, I can't tell.  
But there's one thing dead certain,  
The fellow who spun that yarn,  
Knows more about haystacks than  
smokestacks  
And I think that he'd better larn.

Before writing of boats and engines,  
And engineer's work and the like,  
A safety valve from a throttle,  
New York slang from the Pike.  
As for a couple of wives or so,  
And things as bad or worse,  
I hold these as private matters,  
And not a fit subject for verse.

What I look at is the foolishness  
That he puts on the engineer's lips,  
About, "Holding her nozzle agin the bank"  
And the way he passed in his chips.  
Does he think that a greaser uses a pole  
To poke a steamer along?  
Don't he know that an engine'll go herself  
If you open the throttle strong?

A man that runs on the Mississippi  
Has trouble and worry enough,  
Without being saddled after he's dead  
With a lot of disgusting stuff.  
Why a fellow that didn't know more than  
him,

He couldn't have held a place  
On a "wheelbarrow boat" to tow a coal  
scow,  
Much more than on a packet to race.

If he had seen his duty at all,  
He'd have known that he could do more  
By letting up that "yelling" of his  
And helping the others ashore.  
But if he was such a dad-rotted ass,  
To stay and be cooked that night,  
I know what a Pike County verdict would  
be,  
"Twould be, "Served the darned fool  
just right."

This classical poem - in answer to a  
screed - was printed in the Keokuk, Iowa  
*Daily Gate City*, April 9, 1871, picked up  
from the Providence Rhode Island *Herald*.

\* \* \*

"Lighting up the past, present and future of the Mississippi River System"

**S&D REFLECTOR**

Marietta, Ohio



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The name "Reflector" is taken from the newspaper published in 1869 aboard the packet FLEETWOOD in the Parkersburg and Cincinnati trade. The *S&D Reflector* is the official publication of the Sons & Daughters of Pioneer Rivermen and has appeared quarterly since 1964, originated by Frederick Way, Jr. who was editor and publisher through 1992.

Correspondence is invited and serious papers on river related history are welcomed. Photographs or artwork should not be sent unsolicited on a "loan" basis.

Joseph W. Rutter, Editor  
126 Seneca Drive  
Marietta, OH 45750

**THE ONLY REQUIREMENT FOR MEMBERSHIP IN S&D IS YOUR INTEREST IN RIVER HISTORY!**

Full membership entitles the holder to the quarterly *S&D Reflector*, admission to the Ohio River Museum and towboat W. P. SNYDER JR. at Marietta, Ohio and voting privileges at the annual meeting of the association. Family members are entitled to all privileges except receiving the quarterly.

Memberships are for a calendar year including four issues of the quarterly. Dues notices are sent out near year-end and prompt remittance assures receipt of the next issue of the magazine.

Membership dues are \$15 for a full member; \$1 additional for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence should be sent to:

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

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Indexes for the quarterly are available in five year segments, 1964 through 1998. Index volumes are \$5 each, postpaid. Order from the Secretary.

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## FOLLOWUP ON THE HARRIET

### IDENTIFYING THE LOCATION(S)

The investigation of the history of the little towboat HARRIET beginning on page 25 of our last issue did not with certainty identify locations of the photos. Your editor is not conversant with most landmarks on the Upper Mississippi and the Quad Cities area seems to be particularly confusing.

Prominent smokestacks show in two views of the HARRIET as a bow-boat and we wondered where they might have been. For starters, the photo on page 25 - the bow end of the raft - looks upstream; the view on page 26 is looking downstream. The following speculations are strictly from the C.O.E. chart, 1939:

Page 25: The two smokestacks showing would be on the Iowa side. The building in front of them looks much like a waterworks pumping station; upper end of Davenport? Lower tip of Arsenal Island on the right? Comments on our surmises are solicited.

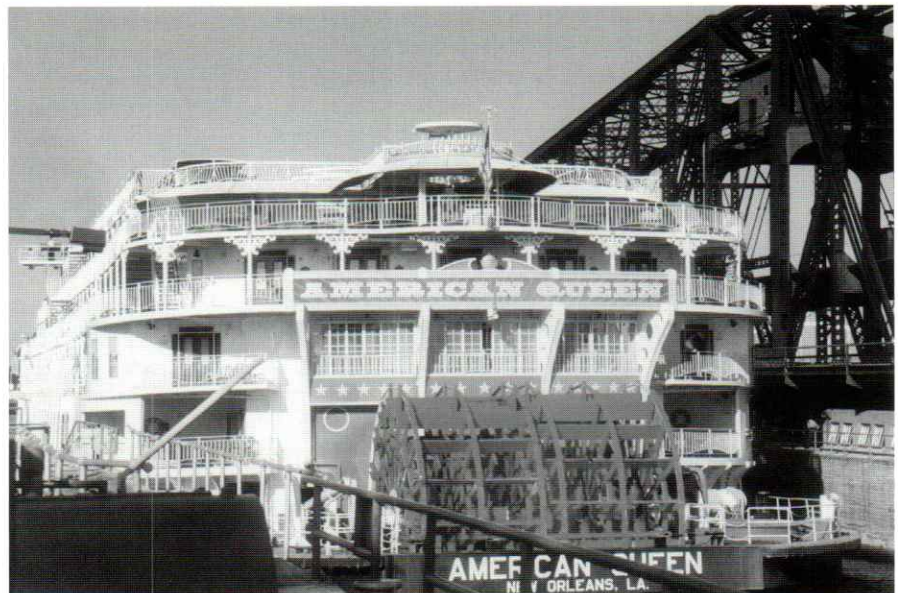
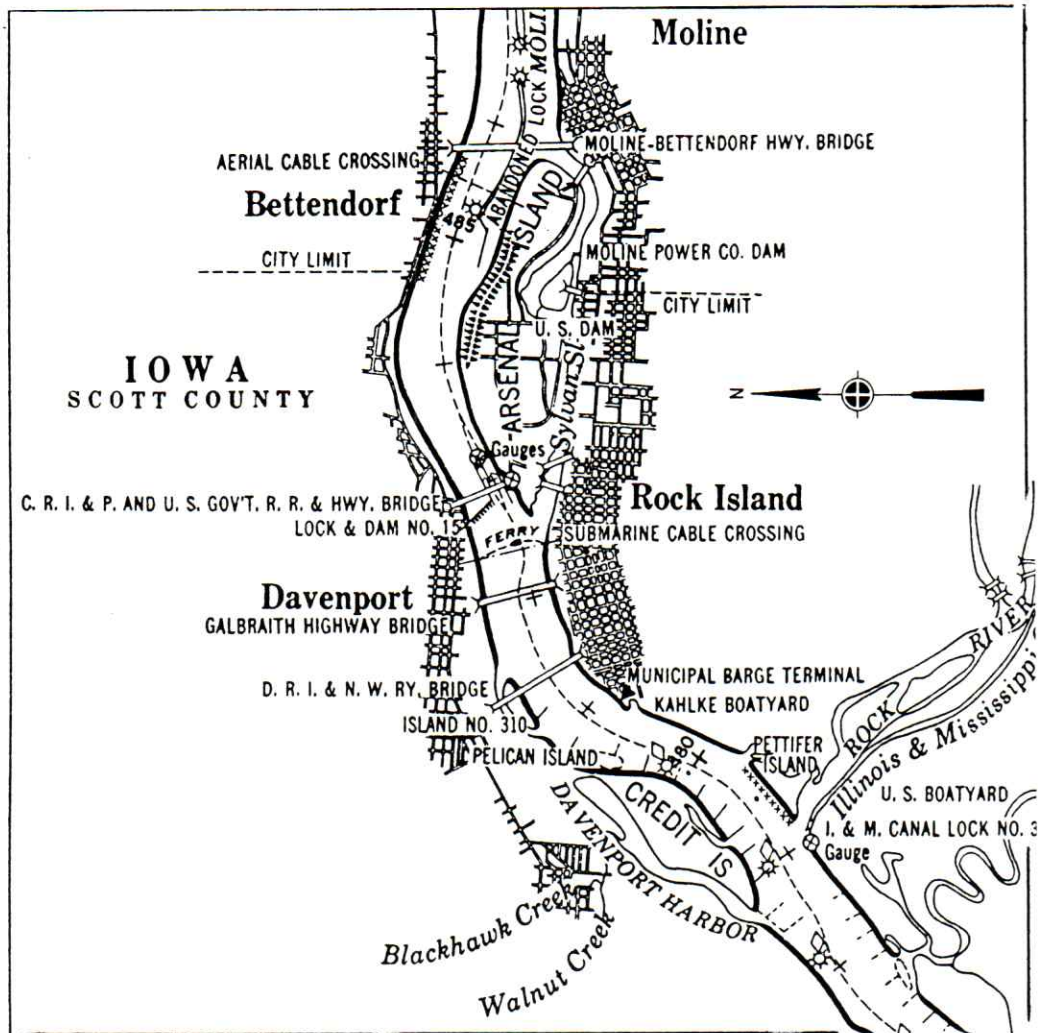
Page 26: The single smokestack is on the Illinois shore; the long bridge with a swing-span has a railroad look about it. The Davenport, Rock Island & Western RR Bridge between Davenport and Rock Island perhaps?

David Tschiggfrie, Dubuque votes for our locale for Page 26 and also provides comment on the HARRIET landed at the Molo Sand & Gravel Co., Dubuque:

"The picture of the HARRIET landed at Molo Sand & Gravel is on the upstream entrance to the Ice Harbor. The building behind her wheel obscures the steam-powered clam shell bucket that was used to unload sand and gravel barges. That shovel had huge concrete footings which were still visible at the landing site for the DQ boats when they began landing there in 1993. The footings were not removed until the construction of the River's Edge Plaza in 2001. Faintly in the background you can make out the I.C.R.R. bridge and just downstream from that are the higher spans of the East Dubuque High Bridge. The High Bridge was dedicated November 29, 1887 and replaced by the Julian Dubuque Bridge in 1943, - dating the photo between 1921 and 1943."

Our thanks to David Tschiggfrie for his response to our questions. History is often mystery requiring a detective mind!

\*\*\*



### PANORAMA VIEW OF LOCK 15

Now that you have studied the description of the Rock Island-Davenport harbor, dear reader, you will undoubtedly identify this as the Government Bridge. The swing span of the bridge shows on the starboard side, pivoted between the two chambers of Lock 15. The sunshine on the port side of the boat might indicate she is upbound from the small chamber of the lock.

Photo by Judy Patsch, 1998.

## This and That

### UPPER OHIO VALLEY COLLECTION

We received a communication from Paul Rieger, 5031 Westminster Rd., Sylvania, OH 43560 which should have made the September issue by somehow didn't. Mr. Rieger - as previously reported - is the benefactor for the Upper Ohio Valley Collection in the Bethany College LIBRARY, Bethany, WV.

Four works pertaining to Pittsburgh flood control proposal early in the 20th century have been added:

Preliminary Report of the Inland Waterways Commission, 1908;

Engineering News, 1908, articles on the above publication;

Report of Flood Commission of Pittsburgh, Penna., 1912;

Reservoirs at the Headwaters of the Allegheny, Monongahela and Ohio Rivers and Their Tributaries, 1913.

Mr. Rieger enjoyed Dr. Frank Pollock's article, "The Boats That Passed Buckhill Bottom" in the June issue.

\*\*\*

### THE EMIGRANTS vs. THE IMMIGRANTS

WEBSTER'S 9TH: "Emigrant - Having departed from a country to settle elsewhere." "Immigrant - A person who comes to a country to take up permanent residence."

Friend Bill Smith had nothing better to do than sift through his collection of back *S&D Reflectors* and he ran across an article on the MINNESOTA CENTENNIAL SHOWBOAT, aka. GEN. JOHN NEWTON (T0900) in the March, 1977 number. Mention was made that before the NEWTON was converted for showboat use by the University of Minnesota, Minneapolis it had a part in a movie called, "The Immigrants" which was filmed at Prairie du Chien, Wisconsin.

This was one boat movie Bill Smith did not have in his collection so the search was on. We'll let Bill tell the story.

"After about seven months of letters, phone calls and enlisting the aid of local video stores and a Silicon Valley friend who more than once searched the Internet, we gave up. Then a surprise! Out of the blue - two or three months after writing - we got a reply from the University of Minnesota. The correct title of the movie is *The Emigrants* not *The Immigrants*. Not that we hadn't thought of this possibility but the number of movies listed on the Internet with both titles is astounding. The University's letter gave the correct title, year made and the leading actor, - then finding a copy of the movie was easy. Not a bad movie for footage of the GEN. JOHN NEWTON."

Now, Bill, do we have this straight? The movie was about someone leaving Prairie du Chien rather than arriving? The former *Reflector* editor was quoting a correspondent in the March, 1977 article so he is exonerated. Thanks, Bill.

\*\*\*

### BEAVER, PENNSYLVANIA LIBRARY POLLOCK RIVER RESOURCE

Pennie Pollock Johnson, of Lake Placid, FL and Beaver, PA, is establishing a resource of river material in the Beaver Library. This is in memory of her late parents Capt. William S. Pollock and Elizabeth (Betty) Lyon Pollock. Bill Pollock was operator of the GENERAL WOOD in the 1920s and long a pilot with the Streckfus, Campbell and Valley Lines. The family moved into a house on Dravo Avenue within sight of the Ohio in 1936.

Mrs. Johnson wanted to include a set of the *S&D Reflector* in the new river collection but a complete set is not easy to find. Almost coincident with her inquiry of Madame Secretary, the 'phone rang with a fortuitous offer.

Long-time member Paul Fisher of Westerville, OH was moving to an apartment in Florida and was necessarily lightening up the freight. He was looking for a suitable home for a full set of the magazine, in binders and with indices. In short order arrangements were made and, thanks to Mr. Fisher, the Beaver Library now has a good foundation for its "River Corner."

Thanks go to Paul, - the *Reflector* belongs in a library

\*\*\*

### FUTURE OF THE SISTERSVILLE, WV FERRY?

The *Tyler-Star News*, Sistersville, WV of October 1, 2003 announced that the city council had obtained an injunction prohibiting the closure of the ferry landing on the Ohio side of the river at Fly. This action was taken after the new owner of a parcel of land which included the city-owned ferry's landing announced that he would charge \$500 per month for landing rights in the future. One Ronald A. Reed, who lives on the West Virginia side but not in Sistersville, apparently bought the Ohio land last August and then offered to sell it to the city.

The ferry service was first given a franchise by the General Assembly of Virginia in 1818. The city of Sistersville purchased the ferry from private owners when it became unprofitable several years ago, - but did not obtain an easement for continued use of the Ohio landing.

The ferry towboat and flat, both new four years ago, are owned by Sistersville and the service operates from April 1 until November 1. The ferry saves as much as fifty miles for travelers from Ohio with business in Sistersville including the City Hospital. It is also an attraction for summer tourists but has not proved to be a money-maker, netting a total of \$538.84 for the five months of operation during 2003.

The regular season for ferry operation is now over, - all is quiet. We'll keep readers posted on developments; hopefully, this useful tourist attraction will somehow continue to operate.

Thanks to Don Moore for the Sistersville clippings.

\*\*\*



## TWO VIEWS OF EAST LIVERPOOL, OHIO

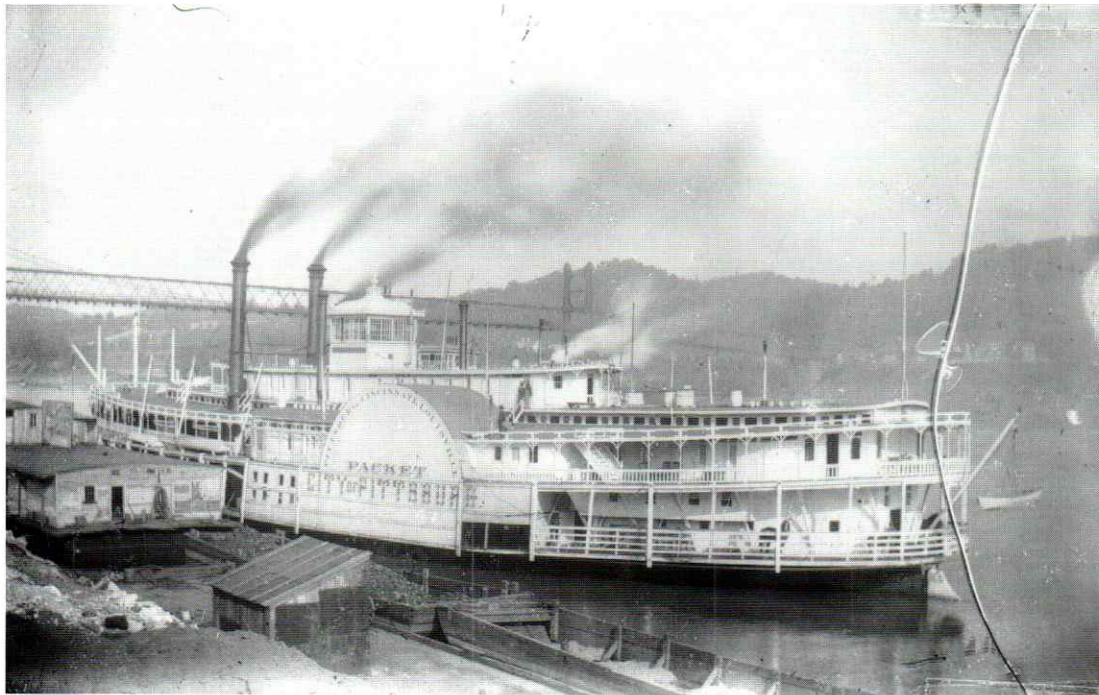
7

The above view of East Liverpool from the 1897 Chester highway bridge comes from Dave Thomson and the Murphy Library. There is high water and, in view of the extent of flooding, we guess that it is during the March, 1913 record breaker. The packet at the wharfboat is the CITY OF PARKERSBURG (1117) and just freshly rebuilt. Behind the boat are pottery kilns and the McKinley Hotel. The white building across from the wharf is the Colonial Hotel.

Below is a summer scene, probably 1899, and the CITY OF PITTSBURG (1122) is likely on her maiden trip to Pittsburgh sic. from the Knox yard at Marietta. The still new Chester highway bridge shows above the wharf. The boat lasted only three years before burning on the lower Ohio in 1902.

This glass plate negative, cracked, came from the East Liverpool newspaper files.

Our thanks to Jim Poole, Rinard Mills, OH.



## THE FOUNDING EDITOR LOOKS AT THE S&D REFLECTOR

The following history of the *S&D Reflector* was written by Editor Fred Way, Jr. in 1982. He had completed the paste-up of the copy for the Index, Volume 1 through 5 and had two pages to fill or leave blank before taking it to the printer. Alan Bates had provided the original copy of the index, tediously extracting and transcribed onto hand-written slips of paper before typing in alphabetic form.

This is a resume which deserves more exposure than just the back pages of an index, - as invaluable as that may be.

Writes Editor Way:

The first three issues of S&D REFLECTOR were printed at Carnot, Pa., a place back on the hills across the Ohio River from Sewickley, adjacent to the Greater Pittsburgh International Airport. The Mahood Printing Company, located at Carnot, was geared for offset printing, a fairly new process in 1964 to which we were attracted principally because of the excellent reproduction of photographs made possible by the method at an economy which put older procedures to shame.

And so Vol. 1, #1 appeared in March 1964, eight pages, set two columns to the page, and our secretary Bee Rutter hand-addressed some 300 and mailed them out from her home at Canal Winchester, Ohio, one each to our \$3 dues-paying members. Vol. 1, #2 was a bit more ambitious, twelve pages, in which the right-hand margins were justified, standard procedure ever since.

The switch to Richardson Printing at Marietta was made on our fourth issue, Vol. 1, #4, a firm recommended by S. Durward Hoag and at considerable cost advantage. Bob Richardson and his crew have given us high quality and good service ever since.

S&D was formally incorporated in 1941 and got along tolerably well until 1964 with no magazine at all--some 23 years. Why all of this heel-dragging? The subject of a publication was discussed many times, the chief proponent being Mack Gamble who, for all his persuasion and urging, refused to take on the responsibility of editorship.

Mack contended that if S&D's membership was to continue its healthy growth, some sort of a magazine was necessary to give far-flung members, who didn't get to the annual meetings, something for their money. But he wasn't about to do it, he had too much to do with teaching school and running a weekly column in *The Waterways Journal*. No other willing volunteers seemed to present themselves to take on the task. "You can do it," Mack said time and again, looking at me. I harbored a curious uneasiness that the thing would start out innocently enough but develop into increased demands on time and energy as it went along, a circumstance I did not need in 1964 what with the "Inland River Record" keeping me tied to a typewriter as publisher, editor, and advertising manager, plus playing "Summertime Editor" of the local *Sewickley Herald*. And betwixt times furnishing the Cincinnati Public Library with some 6,000 photo enlargements. But you see how things turned out.

What this reluctant editor could not, and did not, foresee was the enthusiastic response from so many people in so many

walks of life. It was as though the S&D REFLECTOR was what they had been waiting for; they loved it; they cherished it; and a great throng of these well-wishers voluntarily sent in priceless letters, photographs and contributions--this started in 1964 and swelled to such proportions that the magazine simply had to grow.

Alan L. Bates with the publication of this Index has now indexed fifteen years of the S&D REFLECTOR; the first five years in this one; the second five years in another, and the third five years in still another. These take the indexing through 1978. Sometimes it seems as though Alan has done so many things he never dreamed he'd do (what was his boyhood ambition we wonder?) and in 1964 he surely had no notion one day he would sit down to indexing the S&D REFLECTOR. In fact in 1964 he had designed and installed old-timey decorative bracket-work overhead and around in the ballroom of the BELLE OF LOUISVILLE--still continues to attract favorable attention these eighteen years later.

The Reluctant Editor.

The "Reluctant Editor" continued producing the *S&D Reflector* for ten more years after penning his retrospective remarks. Readers should know that when he decided to right-justify the copy for the magazine that there was no computer - nor program - available. All copy was typed once with "x" inserted at the end of a line to bring it to the margin and was then retyped with x-number of spaces judiciously inserted as needed. Egad!

And Alan Bates continued to index through Volume 30 and is now again engaged in another five-year index, - 1999-2003.

\*\*\*



### M.O.R. SUMMER MEETING SUPPLEMENT

No substantive report on the Fall, 2003 meeting of the M.O.R. Chapter at Shakertown, KY being received, we have a reason to run this happy photo.

As reported in our September issue, the M.O.R. summer meeting was at Hannibal, MO. Lined up in front of the MARK TWAIN are: M'Lissa Kesterman, Carolyn K., Gerry Swartz, Lucy Stoll, Keith Norrington and Butch Guenther. Photo by Barb Hameister.



## S&D ANNUAL MEETING REPORT

###

### Beautiful Weekend With Beautiful People

Friday, September 12 dawned a bit hazy in the river valleys around Marietta but by mid-morning the sky was clear and the temperature in the comfortable seventies. When planning for an S&D meeting the unanticipated weather is always foremost in our thinking but the predicted rain had blown off to the east.

An added attraction for those folks arriving in Marietta early was the Lewis and Clark reenactors and their fleet of boats. The "Voyage of Discovery" was downbound from Pittsburgh and a 55 foot keelboat and 41 foot pirogue were tied up at the Public Landing, running a day or so early if you read the story on page seven of the September issue.

Capt. Meriwether Lewis and his volunteer crew were in full regalia and welcoming visitors to inspect the boats and also visit the camp set up in East Muskingum Park up on Front Street. The Ingram towboat JAMES E. ANDERSON and a museum barge were accompanying the L&C flotilla and these were also open for inspection. Reenactor Capt. Clark would not join the party until the fleet arrived in Louisville - as was the case in 1803.

The modern reenactment took time to entertain thousands of school children as part of the living history and so varied somewhat from the original schedule. All in all, the Voyage of Discovery reenactment is a wonderful event for children and adults alike. We were disappointed that there had not been more publicity and official recognition in Marietta; at least the mud still caked on the cobblestones after high water several days earlier could have been hosed away..

#### FRIDAY EVENING RECEPTION

The doors to the ballroom of the Lafayette Hotel opened at 8 p.m. but several members with offerings had set up earlier in the reception area outside. Alan Bates and Barbara Huffman shared a table and had copies of their books and handiwork on hand. Jerry and Lenore Sutphin were on the other side of the Reception Lobby with copies of Jerry's DELTA QUEEN Greene Line history video running to tempt the customers.

We are sometimes surprised by how the room is set up by the hotel staff and this year was no exception. When the doors opened at eight o'clock the Secretary's table was against the wall so tight that even slim Miss Bee couldn't fit. The table was quickly angled out far enough so both the Secretary and Treasurer could oversee the registration and sell tickets for the Saturday luncheon cruise. Other adjustments were made around the room without much fuss as the S&D exhibitors are a resourceful lot.

And exhibits of interest were plenty. John Fryant displayed the refurbished Ralph Hendricks model of the BETSY ANN which had been in need of extensive work before going on exhibit. The late Hendricks had built the BETSY ANN as a radio controlled model - not particularly to exact scale - and John had turned it into a reasonable representation of the real boat for display at the museum.

The speaker for the Saturday banquet had selected the construction and history of the BETSY ANN as his subject so John produced a scale model of the hull. It was built from

original drawings and the shallowness compared to length and width is startling. BETSY ANN was innovative compared to other early iron hulls in that she was built without hogchains and had an oval shape - swelled out amidships - for no yet discovered reason.

Author Ed Mueller from Jacksonville, Florida had a table with copies of his fine book *Upper Mississippi River Rafting Steamboats* for perusal and sale. This fine, well illustrated history by Ohio University Press shows the unique rafting industry during that relatively brief period when the forests of Wisconsin and Minnesota were cut down to build the cities and towns of the Mississippi River valley.

George and Maxine McClintock, Pt. Pleasant, WV had one of their miniature towboat models on display. This year it was the cute little diesel towboat MR. CHARLIE NEALE; the model was raffled off during the evening but the name of the lucky winner is not at hand.

A number of paintings and prints were on display. Dr. Pete Striegel brought his now familiar and popular works of the J. H. MENGE arriving at New Orleans and the sternwheel NATCHEZ with a big cotton trip in 1901. Forrest Steinlege's view of the GORDON C. GREENE at the Louisville wharf is a most realistic depiction of her.

A number of years ago, during John Fryant's fine art period he brought a fine painting of the packet RUTH landing at Pt. Pleasant on a foggy day in 1916 to the 1983 S&D meeting. Harry Robinson, then owner of the Lafayette Hotel, couldn't resist buying the painting and it is now available as a print produced by Richardson Printing Co. Mr. Robinson also displayed a painting by New Orleans artist James L. Kendrick, III, this of the "Great Steamboat Race" of 1870 and shows the LEE and NATCHEZ just departing from the New Orleans Wharf. The painting - new to us - has great detail and color with the New Orleans wharf loafers watching the big steamers setting out. It too has been reproduced by Richardson and Harry is offering prints for purchase. Phone (740) 373-7423.

Two new (to us) prints by Mike Blaser were on display over near the refreshment table. One was of the modern NATCHEZ, a 3/4 stern view from out in the river as she approaches the New Orleans wharf. The second was a winter scene of the Cincinnati landing looking down toward the Suspension Bridge. The CHRIS and TOM GREENE are at the wharfboat while the BETSY ANN is above and picking up freight from the bank. Judy Patsch was assisting with the display and had her own Blaser painting for viewing, of the KATE ADAMS and the towboat J. T. HATFIELD passing by night. Mr. Blaser has discontinued his Davenport, IA gift shop; his office phone is (319) 326-0041.

We would be remiss not to mention two new videos which were offered with a 30% discount returned to S&D by the producer. The first is an extended and updated version of Bill Warrick's original 16mm. film titled Iron Crowns & Paddle Wheels while the second is Delta Queen 75th Anniversary. Reviews of both will be found in the Book Review section of this issue.

#### ANNUAL BUSINESS MEETING

The annual meeting was called to order by the President at 9:35 a.m. in the ballroom of the Lafayette Hotel. Since 1939, when Sons and Daughters of Pioneer Rivermen was founded,

the association has been gathering at the Lafayette each year with the exception of 1943 and 1944 during World War II.

As usual, we had a number of first-timers in attendance and they were asked to rise and be recognized and an official welcome was extended.

A communication from Dr. Antony Twort, Godalming, Surrey, United Kingdom brought traditional greetings to the colonists from the Queen. Dr. Twort is often in personal attendance at our meetings but this year was involved with a move from Deanery Road to other digs.

#### TREASURER'S REPORT

R. Dale Flick, S&D Treasurer submits very complete reports to the Board of Governors which becomes part of the official minutes. For the business meeting, he summarized the current status of the treasury as follows: Balance September 13, 2002 was \$14,831.18; balance September 12, 2003 was \$8,777.46.

The relatively low balance in the treasury results from several non-reoccurring outlays including: a computer and software for setting up the S&D inventory records, purchase of a supply of magazine binders for resale and an overlooked payment to our CPA for past auditing services.

#### SECRETARY'S REPORT

In response to requests at the previous annual meeting, binders for the *S&D Reflector* are again in stock. They are available for purchase from Darlene Judd. The price is \$12 cash and carry or available by mail plus \$3 for shipping and handling. (Binder, holds 12 issues, three years, \$15 each:

Mrs. Wm. Judd,  
1099 U.S. Rt. 52,

New Richmond, OH 45157)

The total membership as of September was 1,345.

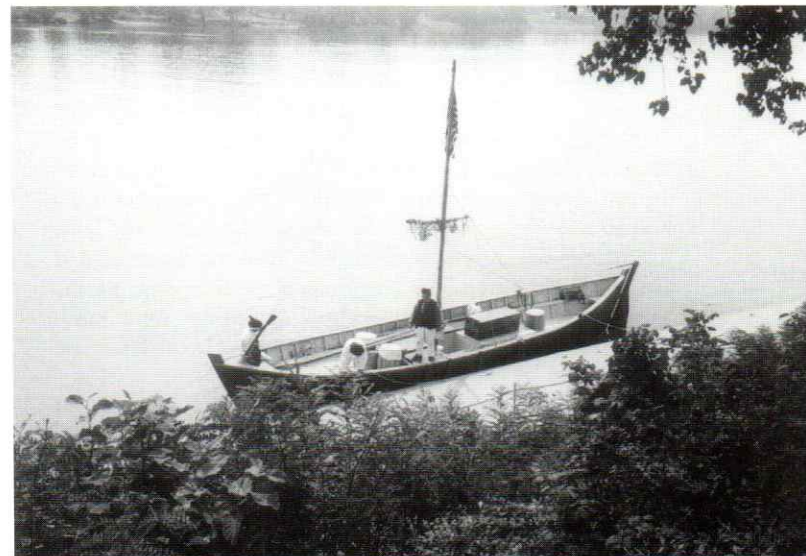
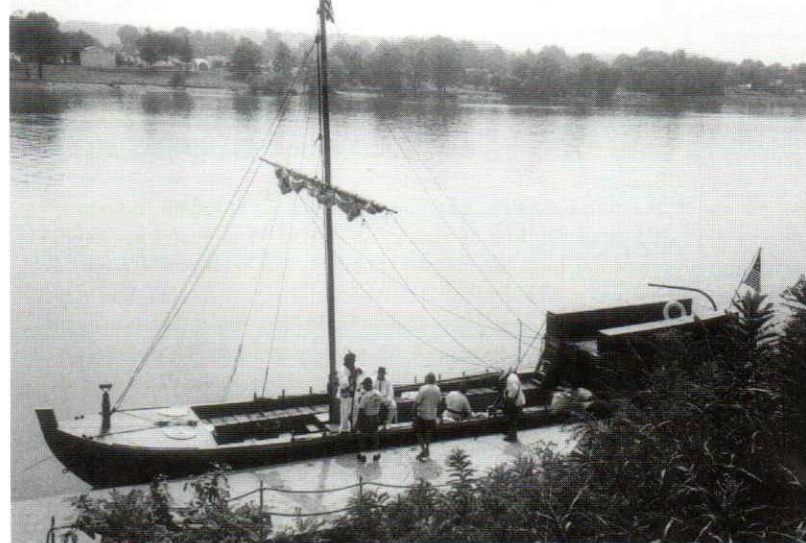
#### BOARD OF GOVERNORS

Chairman Bill Judd gave his report on the actions taken by the B.O.G. at its May and September semi-annual meetings. After introducing the members of the Board Bill took time to introduce Capt. David Smith, Port Captain for Marathon-Ashland Oil Co. and Upper Ohio reporter for *The Waterways Journal*. David had an extensive report on the S&D meeting as a feature in the September 29, 2003 issue of *WWJ*.

Judd reviewed the concerns of the BOG in the financial problems of the Ohio Historical Society and the possibility of closing the River Museum early in the summer.

The inventories of S&D materials on display at Marietta and at the Blennerhassett Museum in Parkersburg have been brought up to date and are now ready for transfer to the new computer program which S&D has purchased. This is a program used by several smaller historical organizations including the Howard Steamboat Museum, Jeffersonville, IN.

Judd mentioned that he had submitted his thoughts for discussion on some restructuring of the Board of Governors. His point was mainly the size of the Board be increased from nine (9) to eleven(11) which might also require other changes. A committee has been appointed to review the Chairman's suggestions and report back at the April, 2004 meeting. Fred



The Corps of Discovery arrived in Marietta with a 55' keelboat and a 44' red pirogue on September 11. The Ingram towboat JAMES E. ANDERSON and a museum barge were the support fleet. Scenes above at the landing in front of the Lafayette Hotel.

Way, III will chair the committee assisted by Bill Barr and Dick Prater.

### J. MACK GAMBLE FUND

Bill Barr, one of the three trustees who administer grants by the Fund, gave the report. Barr reminded the group that the original bequest of the late J. Mack Gamble was approximately \$188,000 while the value of the capital of the JMG Fund was \$602,000 as of June 30. (With the improved climate of the stock market the balance has increased to \$611,941 as of September 30, 2003.) The investments of the JMG trust account are managed by National City Bank, 155 East Broad Street, Columbus. The detailed list of the JMG Fund grants awarded during the year will be found on a separate display sheet in this issue.

A letter from Jack Fowler, Director of the Point Pleasant River Museum, to Kim McGrew, Chair of the JMG Fund Trustees, was read in part:

"On behalf of the Point Pleasant River Museum Board of Directors, I wish to thank the J. Mack Gamble Fund trustees for the assistance provided to our River Museum. The funds made it possible for the Pilot House to be completed and exhibits prepared for display. Though the museum is not complete, the JMG Fund grant made it possible for a May 1, 2003 opening."

Mack Gamble's bequest lives on and has accomplished much to preserve and expand the history of the rivers since his death in 1973.

### MUSEUM COMMITTEE REPORT

Jeff Spear, Committee Chairman, declined to give a formal report at this time.

The President briefly outlined Jeff's work in setting up additional exhibits at the Blennerhassett Museum in Parkersburg and his work on the continuing inventory project:

All S&D materials are now stored on the fourth floor of the Blennerhassett building which provides larger, dryer and more secure storage than was the case at the Campus Martius in Marietta. Although disruptive, the move to new quarters has been a positive change and we look forward to expanding the river exhibit at the Parkersburg facility.

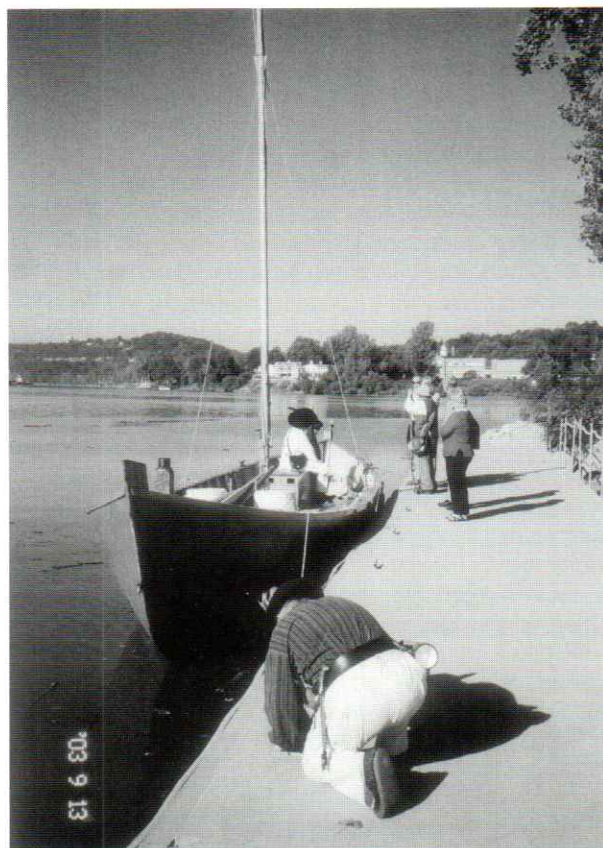
Jeff has re-appraised all the S&D items in connection with establishing the new inventory system. Responding to a question, the value of the items on display and in storage at Blennerhassett is about \$119,000.

Jeff received well deserved applause for his efforts.

### OHIO RIVER MUSEUM

John Briley, a great supporter of S&D for the past twenty-five years, was called upon to give his last report as the Ohio River Museum manager. Before the Ohio Historical Society's financial woes became known earlier in 2003, John had elected to retire on September 30.

John began his report by apologizing for the temporary location of the W. P. SNYDER JR. which precluded having the boat open. He gave much credit to the cooperation of Nelson Jones and Madison Coal & Supply Co. for moving the



Top: The red pirogue, 41 ft. long with a mighty tall mast, tied up at the Marietta boat dock in front of the Lafayette. Below: Supplies being loaded aboard the 55 ft. keelboat. Note the cleated footways used when the boat is being poled; closer to the bow, out of view, are seats for four or six oarsmen. The four plastic gas cans are an illusion! Photos by Bob Lodder.



boat to a safe mooring some 50 yards upstream on the Muskingum and providing a spud barge to hold her. The loan of the spud barge has continued for much longer than anticipated - over a year - when the river bank at the museum landing first began to slip. Madison Coal's generous cooperation is much appreciated.

John was hopeful that, with funds now available, the bank would soon be restored and the boat once again could be the main attraction for the River Museum. John thanked all of those who wrote letters to the state legislature and the OHS in support of keeping the Ohio River Museum open during the bad financial times. He felt the letters were very helpful.

The OHS is undergoing a number of changes in personnel at this time beginning at the top with a new Executive Director, Bill Laidlaw formerly of Case Western University. John expressed optimism in the people who are assuming new responsibilities including his immediate boss; his enthusiasm for restoring the SNYDER to steam may or may not be a plus, in the editor's opinion.

Andy Verhoff from the Columbus office will replace John Briley as manager of the Campus Martius and Ohio River Museums.

S&D was thanked for its continuing support of the W. P. SNYDER JR. and also the TELL CITY pilothouse. The JMG Fund restored the pilothouse when it was first brought to the museum from Little Hocking about 1976 and continues to cover other than routine maintenance.

At the conclusion of his report Mr. Briley peeled off his white shirt and tie and replaced it with a red, SNYDER tee shirt that was boldly lettered, "Volunteer." He avowed that his first priority after October 1 would be the task of converting the artifact inventory from the OHS system to new S&D software.

The crowd wished John all the best in his retirement!

### INLAND RIVERS LIBRARY

Sylvia Metzinger, Manager, Rare Books and Special Collections, Public Library of Cincinnati and Hamilton County, had a more extensive than usual report of Inland Rivers Library activities.

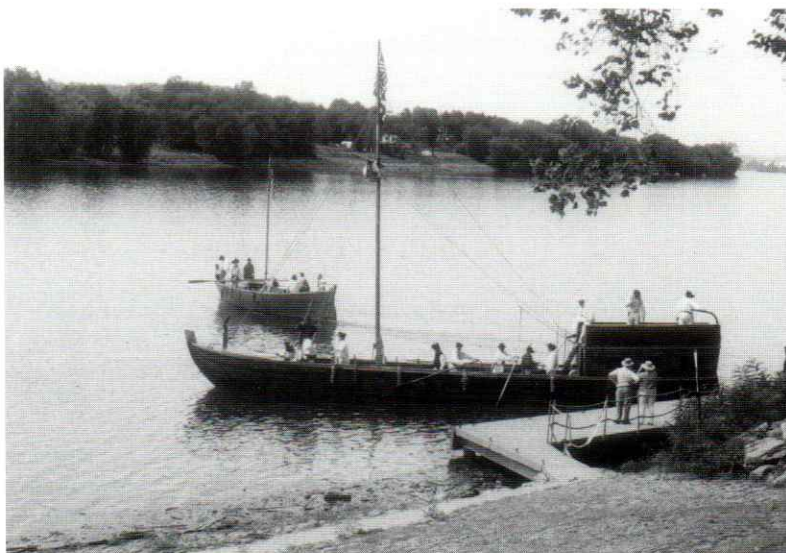
The library is widely known as a repository of written history relating to the Western Rivers and its resources are frequently called upon by writers, artists and film makers, this past year more than ever it seems. Researchers came from as far away as Massachusetts on the east and California on the west, Corpus Christi on the Gulf and Germany overseas. River Rock Entertainment, Enid, OK needed material for a documentary on the SULTANA and Americana Productions, Atlanta, GA needed 134 slides of river related scenes, a diverse lot.

Sylvia gave a rundown of various programs which M'Lissa Kesterman, Assistant Manager of Rare Books and Special Collections, created during the year. These ranged from a digital exhibit on the career of Capt. James S. Wise for the library's website to river photo exhibits for the main library and five of the branches. The library also had a booth at the just completed (as this is written) Cincinnati Tall Stacks carnival.

We are usually impressed with one or more of the notable acquisitions to the Inland Rivers Library during the year and Sylvia's report did not disappoint:

- Dr. J. K. Folmar: Voice of the Mon. 1 microfilm reel and 1 compact disc (both of which include all issues of this periodical from January 1979 to March 2002).
- St. Louis Mercantile Library: 54 reels of microfilm of The Waterways Journal from 1891 (vol. #1) to 1951 (vol. #64).
- A generous donation from Lorena Brown and Family of two films: "Str. GORDON C. GREENE 1941 Mardi Gras Trip, Cincinnati to NOLA and Return" and "Steamboats and River Activities in/around Cincinnati" (circa late 1940's-1960). These were given in memory of Mrs. Brown's husband Charles.
- C. Wesley Cowan: Quarter plate tintype of the Str. ARAGO.
- J. Philip Schuette: Freight Book of the Str. GREAT REPUBLIC between St. Louis and New Orleans for the period February 22, 1869 to April 29, 1870.
- Glenn Drummond: two Army Corps of Engineers works, one from 1936 and the other from 1948.
- Dr. J. K. Folmar: photocopies of three navigation charts: Allegheny River (Jan. 1960), Monongahela River (Jan. 1980) and Allegheny and Monongahela Rivers (Jan. 1973).
- Adam Kane, who used the Department back in January 2000 while working on his PhD, sent us a copy of his dissertation, The Western River Steamboat: Structure and Machinery, 1811 to 1860.
- John H. White, Jr.: The catalog for Mr. White's Steamboats on the Inland Rivers exhibit in 2002 at King Library, Miami University, Oxford, Ohio.
- The Delaware County District Library in Delaware, Ohio sent a beautifully framed, quality reproduction of Henry Rhorer's three plate panorama of Cincinnati taken from the top of the Kentucky pier of the Suspension Bridge in 1865.

Just listening to the recitation of the list of acquisitions caused some of us to salivate! And the mention of the freight book from the GREAT REPUBLIC really gave pause, - it seemed that it was lost forever; space permitting, we'll tell the story elsewhere here or in a later issue.





**Judy Patsch photos. Clockwise from the top;**

- 1. Darlene Judd does a land office business selling binders for the *Reflector*. Big Spender Jim Schenk has his money ready.**
- 2. Helen Prater receives her certificate of proficiency on the hand organ. Owner Ted Guillaum, Nashville, TN explains the benefits.**
- 3. Pat Traynor, Pete Sisak, Barbara Huffman.**
- 4. Ruth and Butch Guenther, Ross Ohio, visit with Pete Sisak, Watertown, Wisconsin.**
- 5. Dick Prater looks over the display of paintings by his grandfather, Jesse Hughes, at the S&D exhibit, Blennerhassett Museum.**



## S&D CHAPTER ACTIVITIES

### Mississippi River Chapter

Capt. Thomas "Tom" Dunn began his report by admitting the chapter was not as active as the Inland Rivers Library.

Tom reminded us that it was not much less than a year ago that the chapter lost its venerable and lively member Jim Swift. Jim had requested that his funeral services be a party aboard a boat with all of his friends aboard. There was a lunch, music and special commemorative martini glasses because Jim never had lunch without one. It was a fine sendoff for a fine fellow and a true friend of river people.

On October 21, 2003 a two and one-half hour boat ride was scheduled to Kimmswick, MO (Kruise to Kimmswick!), an historic river town with antique and craft shops everywhere you look. Lunch was to be held at a restaurant known for its pies - almost a foot high, according to Tom.

Membership in the Chapter remains at about 55 and the treasury has near \$5 so the chapter is solvent if not flush.

### Middle Ohio River Chapter (MOR)

Rick Kesterman, Chapter president, ran through the activities during the year beginning with the Fall meeting last October at Louisville. The highlight of that meeting was an afternoon cruise on the BELLE OF LOUISVILLE, an unanticipated treat for the group when other plans were derailed.

The April, 2003 meeting was held in Covington, KY, across the river from Cincinnati. Members explored the Cincinnati Museum Center where each could explore the exhibits of choice - historical, natural history, etc.

June, 2003 found the peripatetic MOR meeting on the Upper Mississippi at Hannibal, MO. Saturday was an infusion of Mark Twain lore ending with a dinner cruise on the excursion boat MARK TWAIN.

The fall outing for 2003 was to be held in October at Shakertown, Pleasant Hill, KY. If received by press time, a report will be found elsewhere in this issue.

### Ohio-Kanawha River Chapter (O-K)

Capt. Charlie Stone approached the podium with apologies for moving slower than usual. He marveled at how the MOR Chapter gets around the country and speculated that the O-K Chapter needed to put something in the lemonade to try and keep up.

Charlie reviewed the quarterly meetings held during the year, one of which was held in the then uncompleted River Museum. Now, the River Museum has been opened to the public with a good response from the public. School groups particularly have made a number of field trips and Capt. Stone conducts some of the tours and explains the facts of shantyboat sanitation, - among other aspects of river life.

RIVER EXPLORER of RiverBarge Lines, New Orleans was the first tourist vessel to utilize a new, expanded and beautified landing at Pt. Pleasant. In view of the proximity of the River Museum and other attractions in the area, RiverBarge plans stops at Pt. Pleasant on future. Charlie



#### GALLERY OF S&D CHAPTER PERSONALITIES

1. MOR - Rick, M'Lissa and Carolyn Kesterman and "Bear"
2. O-K - June Bupp, Bebe and Rick Wilker
3. O-K - Bill Judd, Charles H. and Jean Stone, Jim Bupp and Virginia Merritt, shyly at the rear.

Judy Patsch photos.

pointed out that Jack Fowler, Museum Director, receives no salary and has put in some 12,000 volunteer hours with the river museum project - seeking grants and doing much of the actual construction work. Funds are on hand for the next major improvement, - installation of an elevator.

Reporting on the Chapter Treasury, full credit was given to the MOR for presenting a deluxe cigar box as a safe repository two years ago. This replaces the ancient and decrepit box which once housed Wheeling Stogies. The new made-in-Cuba box is so handsome and obviously safe that it attracts "the green" whenever it is opened. The balance as of September 13 was \$93.72 - a new high! The announcement brought cheers from the throng.

#### NOMINATING COMMITTEE REPORT

The Nominating Committee chairman Lee Woodruff was called upon the report the recommended slate of officers and three members of the Board of Governors. Jack Mettey, Rabbit Hash, Ky, and Charles McMahan, New Matamoras, OH were the other members of the committee.

The report was as follows: President: J. Rutter, Bob Isfort; Sr. Vice President: G. W. Sutphin; Vice President: J. Fryant; Treasurer: R. Dale Flick; Secretary: B. Rutter. Members of the Board of Governors, three year terms, three to be elected: William Judd, Tom Dunn, Fred Way, III and Jim Schenk who was asked from the floor to be included.

The nominations were declared closed and the Nominating Committee distributed printed ballots. Voters were reminded to write in Jim Schenk as a candidate for the Board of Governors.

Tellers named to count the ballots and report later at the reconvened Business Meeting were John Briley and Bob Lodder.

#### OTHER BUSINESS

From the floor, appreciation was expressed to Alan Bates for taking over the "Old Boat" column in The Waterways Journal upon the death of Jimmy Swift. There was hearty applause for Alan's excellent work to preserve river history and in an entertaining style.

Barbara Huffman reported that her new book on the life of Capt. John Beatty should be available within two weeks and thanked the group for its interest. A review of the book will be found in the Book Review section, this issue.

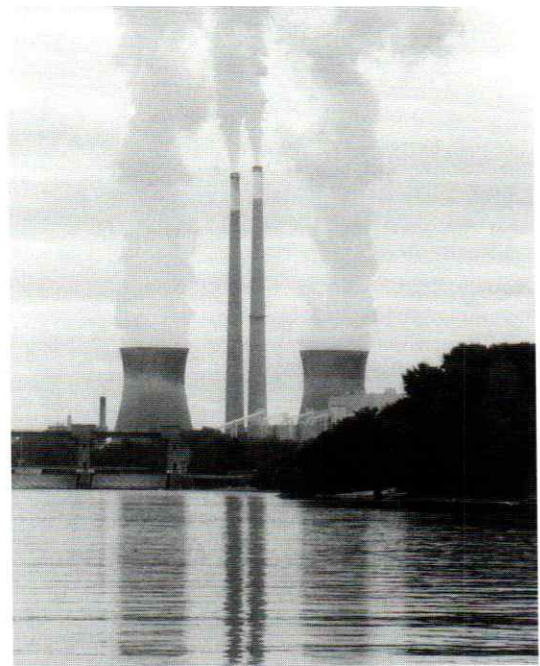
The Business Meeting was recessed at 11:15 am. until the evening when it would be reconvened to receive the results of the elections.

#### DOINGS IN THE AFTERNOON

The VALLEY GEM was at the landing in front of the hotel at 11:30 and 122 passengers loaded up for a ride up the river.

The clear day with bright sunshine couldn't have been improved upon.

The boats of the Lewis & Clark "Voyage of Discovery" with the reenactors on board were departing down the river for Belpre as the VALLEY GEM backed out. This Lewis & Clark duplication of the 1803 original trip deserved more



#### SNAPSHOTS OF THE LUNCHEON CRUISE

1. Turnaround was just below the Willow Island Dam. The stacks and cooling towers are on the West Virginia side.
2. Downbound at the head of Marietta Island, VALLEY GEM took left or back channel; was main channel until about 1870.
3. Marietta landing and Lafayette Hotel. Bob Lodder photos.



advance publicity than it had received in the local press. The replica boats were interesting, - duplicates in size and detail with the small modern power plants artfully hidden. The volunteer crews in 19th century uniforms and outfit were a friendly bunch, anxious to discuss the equipment with sightseers. A full-scale camp was set up for three days in East Muskingum Park along the river and attracted many busloads of school children and some out of town tours.

Back to the VALLEY GEM. Janet Butler of the National Fish and Wildlife Service was aboard and gave some of the interesting history of Marietta Island which has also carried the names of Buckley, Kerr's and Duval's Island. Janet provided a commentary on the wildlife and birds seen along the shores and overhead and explained how the Ohio River Islands Wildlife Refuge is managed.

Turning around below the Willow Island Dam, the boat took the back channel around Marietta Island on the return. A landing was made at the hotel while those who so desired stayed aboard to ride up to the Ohio River Museum.

#### JIM STEPHENS REMEMBERED

The late Jim Stephens who died last May 21 was honored by the Ohio Historical Society with the planting of a white oak tree on the museum grounds. Jim had created and led the Boatbuilding Workshop at the museum for the past ten seasons and Jim had also assisted in a number of S&D projects. He had served on the Board of Governors for two terms.

Friends assembled with his two daughter's and their families to participate in the tree planting near the location of Jim's boat building workshop. John Briley presided over the planting of the swamp white oak on a perfect fall day. Unfortunately, Mrs. Garnet Stephens was recently out of the hospital and could not attend this very fitting memorial.

#### THE GRAND FINALE

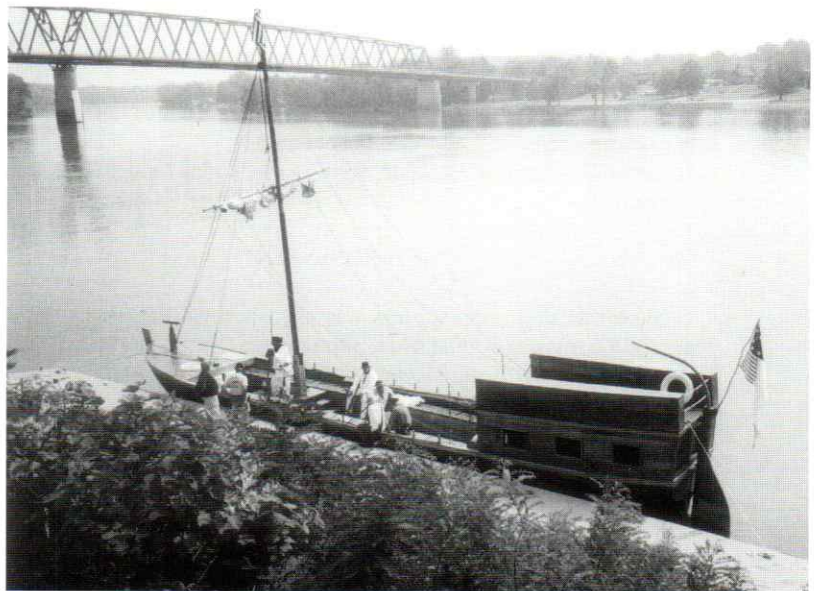
The Saturday evening banquet was called to order in the hotel ballroom by Sr. Vice President Jerry Sutphin. Capt. David Smith, Catlettsburg, Kentucky gave the invocation.

There were 117 diners on hand and for the first time in living memory each seemed happy with their choice of meal, at least no complaints were heard. One curmudgeon later commented that he wished he had eaten at the banquet so he could register a negative vote to keep the chef on her toes. Bah, humbug, - you missed a good meal with service to match.

Following the meal, the business meeting was reconvened and tellers John Briley and Bob Lodder were called upon to report. Although there were spirited contests for President and three members of the Board of Governors the incumbents prevailed. The list of officers and BOG members are found on page four.

Capt. Bill Barr was called upon to introduce the speaker of the evening, Richard "Dick" Rutter of Alameda, California. We could not improve on David Smith's fine report on the speaker's presentation in The Waterways Journal of September 29:

ARTICLE IS COMPLETE ON THE FOLLOWING PAGE -



After a three-day stay at Marietta the "Voyage of Discovery" prepares to move on the Belpre for its next encampment. In 1803 this was a military survey - not just an exploration of curiosity - and the U.S. Army reenactors have correct uniforms and arms. The dog "Seaman" is also a reenactor of Newfoundland breed.

The 55 ft. long keelboat - built from Lewis' sketch of the original - was built in Saint Charles, Missouri. If purists might sniff at some evidence of modern materials and not quite hidden switches and controls for the mandatory engine, it must be realized that the boats are operating in the 21st century. Good job!



"Dick spoke on the little packet that his grandfather Capt. Fred Way, Jr. had owned, the BETSY ANN. Rutter has spent years researching intimate details of the existence of the BETSY ANN and had construction drawings of the boat from its builders, Iowa Iron Works, later known as Dubuque Boat & Boiler Works, located in Dubuque, Iowa. The boat was built in 1899 for R.F. Learned of Natchez, Mississippi, at a cost of \$40,000, and was operated in the Natchez-Bayou Sara mail trade. The boat had cost roughly twice the amount of a conventional packet, due primarily to its iron hull and certain mechanical differences including its boilers. Rutter detailed the early history of the BETSY ANN on the Lower Mississippi River and the demise of the packet trade there.

The boat was sold to upper Ohio River interests in 1921, where the packet trade was still somewhat active. Rutter described the packets such as the BETSY ANN, LIBERTY, GENERAL WOOD and others as "the United Parcel Service trucks of their day." His grandfather, with the assistance of Frederick Way Sr, purchased the BETSY ANN in the mid-1920s. He described the numbers of cars and bridges constructed during the 1920s, which eventually signaled the absolute end of the packets.

The BETSY ANN continued on as a packet and "tourist" steamer, gaining fleeting fame in its staged races at Cincinnati with the steamers TOM GREENE and CHRIS GREENE. Capt. Way even turned to towing with the boat in an attempt to keep it profitable, but that venture ended with the company he had contracted to tow for went bust. He wound up selling the BETSY ANN (1932) to John I. Hay for \$8,500. Hay operated the boat for about a year as a sugar packet, then began towing with it."

"Dick Rutter said that when he began his research of the BETSY ANN in earnest, six crew members were still living. They are now all gone. He was able to record some information from them, such as who slept in what rooms, where the wind-up Victrola sat, the stateroom size, floor finish, etc. Many questions that come up now will remain unanswered.

The presentation by Rutter was as thoroughly entertaining as it was informative. His passion for the BETSY ANN was evident as he related the information he had researched and gleaned from far and wide. Dick ended his program with a photo of Capt. Frederick Way Jr., hat on, head cocked down and looking over his glasses as many will remember him."

We might add to David Smith's account that Dick included views of technical features such as "bending floors" for hot-shaping iron ribs and other structural members of the hull, examples of plating joints and the technique of driving red-hot rivets. With his good descriptions of the processes, it was a fascinating look at industrial technology of 1899 and the early use of iron and steel in river boat construction.

Compared to sawing out wooden hull timbers, driving spikes and bending planking, it is no wonder the BETSY ANN cost twice as much as her contemporaries. Wooden hulls with their lower cost and ease of repair did not go out of favor on the river until about the time of the first World War.

The program received a well deserved tumultuous round of applause. Several ladies in the audience - more interested in rug-hooking and interior decorating than nuts and bolts - were heard to comment that the talk was, "Fascinating!" Well done.

There was considerable visiting around the banquet room for another half hour or so. Then many were drawn to the hotel lobby where the irrepressible Helen Prater gave an impromptu concert on the grand piano for almost an hour. Helen brings back the memories with her distinctive rendering of tunes once popular when she entertained on the CHRIS and TOM GREENE in the 1920s and the GORDON C. GREENE in the '30s. Pure steamboat nostalgia!

Thus the 64th annual meeting of the Sons and Daughters of Pioneer Rivermen drew to a close.

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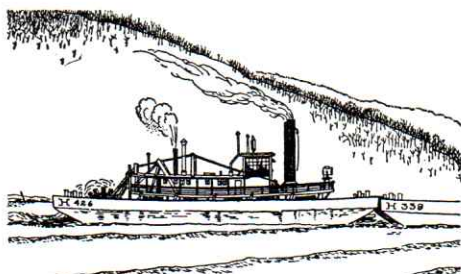
**TWO S&D QUEENS.** Helen Prater entertains at the grand piano in the Lafayette Hotel lobby as Lucy Stoll shares with others the enjoyment of the moment.

Photos by Judy Patsch.

## S&D MEETING ATTENDEES SIGNING THE REGISTER

**LAFAYETTE HOTEL, SEPTEMBER 12-13, 2003**

|                    |                  |                         |                     |              |                       |
|--------------------|------------------|-------------------------|---------------------|--------------|-----------------------|
| Hope E.            | Barnhouse        | Newport, OH             | Sylvia Verdin       | Metzinger    | Covington, KY         |
| Bill               | Barr             | So. Charleston, WV      | Ed                  | Mueller      | Jacksonville, FL      |
| Rita & Alan        | Bates            | Louisville, KY          | Rob & Barbara       | Neighborgall | Proctorville, OH      |
| Harry "Whitey"     | Booth            | Coraopolis, PA          | Keith               | Norrington   | New Albany, IN        |
| John & Margie      | Briley           | Marietta, OH            | Judy                | Patsch       | Rock Island, IL       |
| George & Lee       | Brock            | Ft. Thomas, KY          | Dick & Nancy        | Prater       | Ft. Walton, Beach, FL |
| Jim & June         | Bupp             | Charleston, WV          | Judy                | Reynolds     | Reno, PA              |
| Shaun              | Burke            | New Orleans, LA         | Marcie              | Richardson   | New Orleans, LA       |
| Walter S.          | Carpenter        | St. Marys, WV           | Woody & Bee         | Rutter       | Marietta, OH          |
| Bob                | Conder           | Gallipolis, OH          | Fred & Tammy        | Rutter       | Lithopolis, OH        |
| Bill & Donna       | Dunn             | Marietta, OH            | Richard "Dick"      | Rutter       | Alameda, CA           |
| Lucille & Chuck    | Fancher          | Newport, KY             | Jim & Judy          | Schenk       | Hendersonville, TN    |
| R. Dale            | Flick, Treasurer | Cincinnati, OH          | Jo Ann              | Schoen       | Corydon, IN           |
| Lois               | Follstaedt       | Seneca, PA              | Pete                | Sisak        | Watertown, WI         |
| Dr. J. K.          | Folmar           | California, PA          | Lil Prater          | Smith        | Lakewood, CO          |
| John & Sharon      | Fryant           | Maineville, OH          | David (The WWJ)     | Smith        | Catlettsburg, KY      |
| Donna              | Furnier          | Roscoe, PA              | Joan & John         | Spear        | Marietta, OH          |
| Ben & Robin        | Gilbert-Simpson  | Piney Point, MD         | Jeffrey "Jeff"      | Spear        | Marietta, OH          |
| Dan & Michelle     | Goen             | Indianapolis, IN        | Forrest & Dorothy   | Steinlege    | Louisville, KY        |
| Philip & Karoline  | Golovin          | Powell, OH              | Lucy                | Stoll        | Louisville, KY        |
| Bill               | Grier            | Lexington, KY           | Charles & Jean      | Stone        | Pt. Pleasant, WV      |
| Ruth & Butch       | Guenther         | Ross, OH                | Mrs. John J. (Joan) | Strader      | Cincinnati, OH        |
| Ted                | Guillaum         | Nashville, TN           | Dr. & Mrs. Martin   | Striegel     | Louisville, KY        |
| Barbara            | Hameister        | Blanchester, OH         | Jerry & Lenora      | Sutphin      | Huntington, WV        |
| Dick & Linda       | Hamilton         | W. Jefferson, OH        | Gerry               | Swartz       | Louisville, OH        |
| Gail & Bill        | Hindman          | Cincinnati, OH          | Pat                 | Traynor      | Marco Island, FL      |
| Barbara            | Huffman          | Vevey, IN               | James C.            | Way          | Holtville, CA         |
| Henry C. & Jean A. | Hughes           | Seminole, FL            | Bob & Linda         | Way          | Mentor, OH            |
| Helen & Bob        | Isfort           | Cincinnati, OH          | Thomas "Tom"        | Way          | Bellflower, CA        |
| Pennie Pollock     | Johnson          | Lake Placid, FL         | Fred & Nell         | Way          | Cleveland Hgts., OH   |
| Bill & Darlene     | Judd             | New Richmond, OH        | John                | Way          | Jacksonville, NC      |
| M'lissa & Rick     | Kesterman        | Cincinnati, OH          | Lew & Paula         | Weingard     | Tionesta, PA          |
| Carolyn            | Kesterman        | Cincinnati, OH          | Robert              | White        | Cincinnati, OH        |
| Yvonne             | Knight           | Jeffersonville, IN      | John H.             | White        | Oxford, OH            |
| Kathy              | Lake             | Abel Is. Guttenberg, IA | Rick & Bebe         | Wilker       | Cincinnati, OH        |
| Jim & Roberta      | Layne            | Franklin Furnace, OH    | Gloria              | Winters      | Cold Springs, KY      |
| David              | Martin           | Lexington, KY           | Allen K. & Georgia  | Wisby        | Pasadena, TX          |
| George & Maxine    | McClintock       | Pt. Pleasant, WV        | Dianne & Lee        | Woodruff     | Cincinnati, OH        |
| Charles & Diana    | McMahan          | New Matamoras, OH       | George              | Woodward     | Gallipolis, OH        |
| Helen              | McMahan          | Rea's Run, OH           | John & Mary Lou     | Wunderle     | Cuyahoga Falls, OH    |
| Bert & Jack        | Mettey           | Rabbit Hash, KY         | Ann                 | Zeiger       | Cincinnati, OH        |



## J. MACK GAMBLE FUND REPORT Grants awarded during 2003

The J. Mack Gamble Fund is administered on behalf of the Board of Governors (BOG) by three trustees who are responsible for receiving and evaluating applications for grants for river related projects. Trustees serve three year terms and are currently Kim McGrew, Chairman; Capt. Bill Barr and Dr. Frank Pollock. The following are the highlights from the Trustees annual report at the BOG meeting, September 12, 2003.

The investment results show a capital valuation of \$578,758 on March 31, 2003 increasing to \$602,997 as of June 30, 2003. Investments are managed by the National City Bank, Columbus. Distributions during 2003 for approved grants were as follows:

|                                                                          |             |
|--------------------------------------------------------------------------|-------------|
| 1. River Heritage Museum, Paducah; To complete museum video.             | \$10,000.00 |
| 2. Mercantile Library U of M, St. Louis; Microfilming WWJ                | 1,200.00    |
| 3. Meriwether Lewis Foundation; Refurbish dredge MERIWETHER LEWIS        | 5,000.00    |
| 4. Pt. Pleasant River Museum; Display construction                       | 9,659.00    |
| 5. WVU, IHT&IA; Research on Little Kanawha & Big Sandy Rivers            | 5,852.00    |
| 6. Murphy Library, U of W LaCrosse; Steamboat photo project              | 4,000.00    |
| 7. Gilmer County, WV Historical Society; Traveling exhibit, L.K. River   | 3,000.00    |
| 8. Grey and Blue Museum, Vicksburg; Diorama LEE-NATCHEZ race             | 900.00      |
| 9. TELL CITY pilothouse; Repairs by J.A. Schwendeman & Sons              | 94.56       |
| 10. East Carolina University; Historical research, MO River, St. Charles | 1,150.50    |
| 11. East Carolina University; Reimbursement for travel for above         | 998.55      |
| 12. BETSY ANN model refurbishment by John Fryant                         | 800.00      |
| Total                                                                    | 41,754.61   |

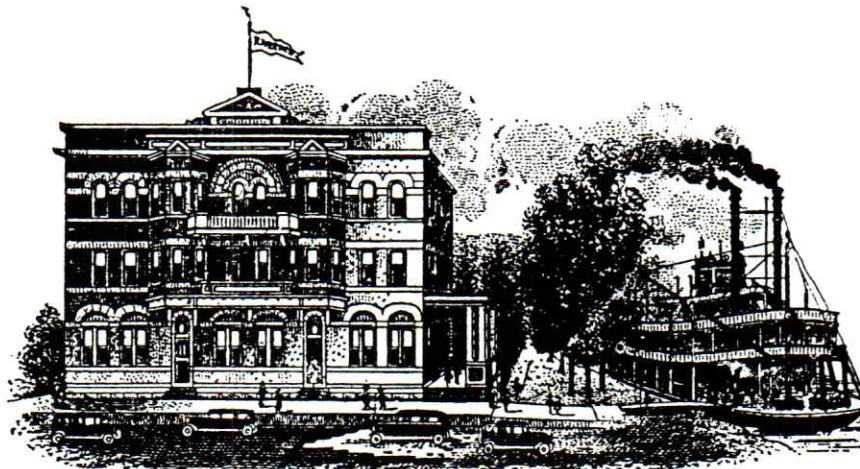
Applications for grants may be submitted at any time, however, initial consideration for awards for the calendar year usually takes place in February. Grants are limited to non-profit organizations. Application forms and an informational brochure may be obtained by writing to:

Kim McGrew, JMG FUND, 503 Lawton Rd., Marietta, OH 45750

### The famous Riverside Hotel, J. Orville Noll, Prop.

Capt. Orville Noll was a well known boat operator and river character on the Upper Ohio for many years. He ran the Riverside Hotel from about 1927 into the 1930s.

One night Orville hailed the BETSY ANN at the New Martinsville ferry landing by the common method of waving a lighted newspaper. The pilot acknowledged the hail with a whistle toot, paused long enough to set the stage on the bank and picked up the passenger. As the boat backed out the wooden sidewalk was seen to be burning briskly, started by the discarded newspaper. The mate gave the alarm to which Orville responded, "Don't worry about that. It will give the fire department something to do!"



"ON THE BANKS OF THE OHIO, THE HUDSON OF THE WEST"

NEW MARTINSVILLE, W. VA.



It is befitting a showboat that the BECKY THATCHER has more troubles befall her than the "Perils of Pauline." The latest is a financial crisis which has caused the owners, Ohio Showboat Drama, to close down early this year.

Briefly - for most readers know her history - the BECKY dates back to 1899 when she was built as the towboat LEOTA (T1574). In 1921 the LEOTA was rebuilt at New Orleans as the Mississippi River Commission's inspection boat MISSISSIPPI (3976).

In 1927 a new Howard-built hull was installed at Paducah and she also received new machinery and boilers. The upper-works from the old boat were moved onto the new hull and she became a "new" MISSISSIPPI (3977).

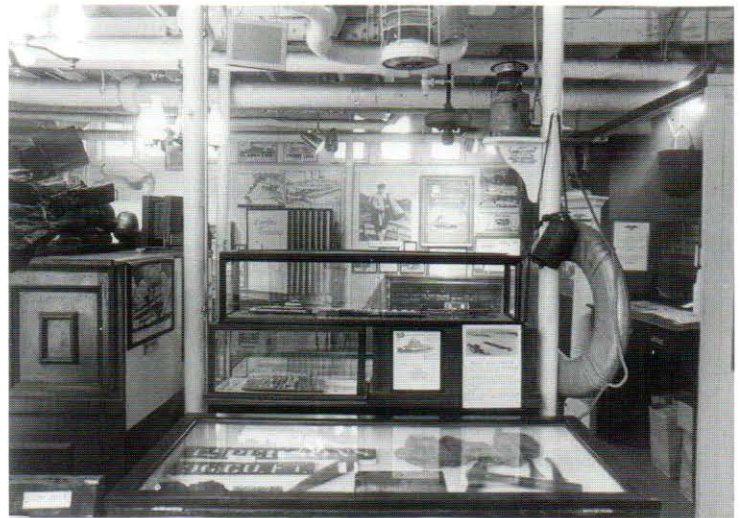
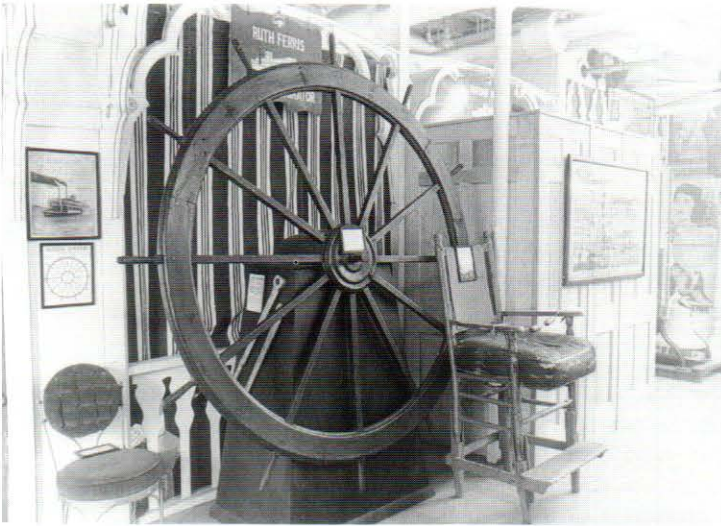
Retired in 1961, she became the BECKY THATCHER restaurant in St. Louis until 1975. The boat was sold to Marietta in 1975 and the main deck converted into a theater. A sinking in 1984 was almost her end but, raised, she continued on.



The above photo of the BECKY THATCHER at her mooring is by Fred Rutter, Sept. 1996.

The interiors of Ruth Ferris's Midship Steamboat Museum were taken by Gary Clermont in November 1970 and supplied with commentary by Keith Norrington.

LEFT: Pilothouse name board from the MISSISSIPPI. Chandeliers from the GORDON C. GREENE. Gingerbread trim from GOLDEN EAGLE. Model in case of MISSISSIPPI.



**TOP LEFT:** Pilotwheel from a Memphis towboat; unusual square spokes. Pilot's high chair from the GORDON C. GREENE; recovered when the River Queen restaurant sank December 1, 1967. Steering levers from the ERASTUS WELLS. Upholstered chair (left) from box on showboat GOLDENROD.

**TOP RIGHT:** Stair treads from BETSY ANN. Wheelbarrow from the MONTANA. Frying pan, 20", from GOLDENROD. Tool chests Eagle Packet Co.

**MIDDLE LEFT:** Counter shelves Eagle Boat Store, St. Louis. On ceiling, piece of GOLDENROD pilotwheel left after 1962 fire. Back corner, shoe shine chair. Life ring from MISSISSIPPI BELLE (?).

**MIDDLE RIGHT:** In case, model of MV UNITED STATES by Ruth Ferris. Right, life ring as above. Hanging light from GORDON C. GREENE.

**LOWER RIGHT:** Wall case with props from the GOLDENROD and, below, spikes from hull of same. Large photo of Capt. Buck Leyhe with megaphone. Roll-top desk used by Donald T. Wright, editor of *The Waterways Journal*. Large wooden "R" on wall from River Queen.



**1854 GRAND EXCURSION  
FOLLOWUP  
#  
Which JENNY LIND?**

In the June issue we covered the famed 1854 Grand River Excursion on the Upper Mississippi River. This was a celebration of the completion earlier that year of the first rail line reaching the Mississippi at Rock Island. On page 13 the packets taking part in the procession from Rock Island to St. Paul are listed and one added at the last minute to accommodate the crowd was called JENNY LIND.

It seemed questionable that the small, stern-wheel boat built for the Muskingum River (3000) would have been suitable when the problem was a large surplus of booked passengers but such could be the case if she was to be used as a helper or utility boat. A very small side-wheel boat named JENNY LIND is listed as built at Lake Winnebago, WI but where was she in 1854? She is in the Lytle List but not Way's Directory.

The large, side-wheel JENNY LIND (2999), a packet suitable for accommodating high-class passengers on the Grand Excursion, was also in service in 1854 was way down South, - nowhere near Rock Island.

The JENNY LIND recruited for the Grand Excursion of 1854 was said to be operating on the Upper Mississippi as a low water boat with the equally small BLACKHAWK (0632); she could probably fill a utility gap in the makeup of the Grand Flotilla but nothing more

JENNY LIND was a popular boat name and the Lytle List shows five of the name built between 1847 and 1852. It seemed at first glance than only two of these were on the Western Rivers, however. Thought we had solved the JENNY LIND question by seeing a possible connection with a Muskingum River stern-wheel packet built in 1848.

Until Ron McDaniel, Bettendorf, IA (not to be confused with Don McDaniel, Worthington, OH) wrote us of another possibility:

"The Lytle-Holdcamper List references a JENNY LIND built 1852 at Lake Winnebago, WI. Even though this boat is only 2/3rds the size of the Way No. 3000, I present here a case for this boat as being that JENNY LIND referred to by Wm. J. Petersen (as being part of the Grand Excursion fleet) in Steamboating On The

Upper Mississippi." Author Petersen has an extensive account of the Grand Excursion of 1854 in Chapter 32. Ed.

Ron McDaniel continues:

"First, the question of how a boat built in Lake Winnebago Wis. (in northeast Wisconsin) makes its way into the Mississippi River ought to be asked. That question is answered by D.C. Mitchell, in 1986, in his Steamboats on the Fox River A Pictorial History of Navigation in Northeastern Wisconsin by his reference to an 1849 state constructed canal between the Wisconsin River and the Fox River at Portage Wis. He also provides a list of boats built on the Fox & Wolf rivers beginning in 1843. A JENNY LIND is the 10th boat on that list, built at Neenah, WI in 1851. Her precise dimensions are not stated, except by remarks of comparison to the 9th boat on the list, MANASHA at 165 x 26 feet, and by the remarks: 'Nearly as large as MENASHA' followed by, 'Too large - first boat to Miss. River.' She became the first boat from Fox River sent to the Mississippi through the canal and locks at Portage, the connection to the Wisconsin River and thence to the Mississippi below Prairie du Chien."

Well, OK that's a plausible explanation. The Muskingum River JENNY LIND (3000), a stern-wheel boat, was sold to the Spaulding, Rogers & Van Orden Circus in 1851. She is shown as abandoned - off the lists - in 1854. She had been in the Pittsburgh-Zanesville trade on a regular basis 1850-51 according to Clyde Swift in J. Mack Gamble's book, Steamboats on the Muskingum.

The other little JENNY LIND (not listed in Way's) was a side-wheel boat and could well have been the utility boat with the Grand Excursion in 1854. At a listed 77 Tons she was small, something like a log towboat possibly. She obviously did move from the Fox River to the Mississippi after her construction in 1852 according to Fox River historians. (This JENNY LIND belongs in Way's Directory on its next reprint.)

A nagging doubt as to the boat's actual identity is given us by George Merrick (1841-1931) in his classic book, Old Times on the Upper Mississippi. In Appendix-A George says: "JENNY LIND, stern-wheel boat built at Zanesville, Ohio, 1852." The building date is correct for the Lake Winnebago boat but stern-wheel and Muskingum River. Humm?

Believe we'll give the cigar to Ron McDaniel in appreciation for his diligent sleuthing. As the raffish pilot in the plaid sport coat once said in answer to a paternity suit, "Could be. could be."

Our thanks to Ron McDaniel.

**THE THRUSH WHO CAUSED  
ALL THIS TROUBLE!**

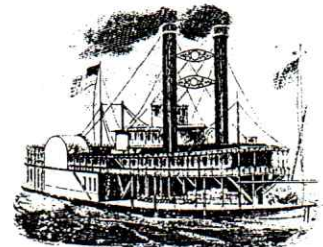
Johanna Maria Lind, 1820-1887, was born in Sweden and made her debut as an operatic soprano in 1838. The popular press soon gave her the name "The Swedish Nightingale." In 1851 the famed impresario P. T. Barnum brought the singer to the U.S. and conducted her on a very successful tour. She traveled up the Ohio from Cincinnati to Pittsburgh on the MESSINGER NO. 2 (3909) and it was reported that folks were out at towns big and small to catch a glimpse of Jenny.

On April 25, 1851 The Swedish Nightingale filled the 1,000 seat Masonic Hall on Fifth Avenue, Pittsburgh. Tickets were sold at auction and brought an average price of \$7 per seat. It was remembered as the greatest musical event of the era in Pittsburgh.

Following the Pittsburgh performance, Jenny Lind and Barnum traveled up the Monongahela to Brownsville aboard the ATLANTIC (0382) to continue east over the National Road. Although the Pennsylvania Railroad was building its line west in 1851, through rail service Pittsburgh-Philadelphia did not begin until the following year.

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**WORKING ON A LOCAL PACKET**  
**A Fifteen Year Old Boy's First Job**  
 by  
**Jesse P. Hughes**

*The following story was an early chapter in a book manuscript which Jesse Hughes put together in the 1940s. Although Jesse wrote and refined the proposed book a number of times - something over 30 chapters - he was not successful in finding a publisher. The final version of the manuscript has disappeared but several early versions of scattered chapters survive and parts have appeared in the S&D Reflector from time to time.*

*The important place which "local packets" held in the days before paved roads and the automobile is hard to appreciate today. The T. N. BARNSDALL was a typical small packet operating on the Upper Ohio and provided an essential daily service over a distance of only a little more than 22 miles between Raven Rock, West Virginia and Marietta. In the 1890s there was enough trade in freight and passengers to keep the boat profitable. This despite the B&O Railroad line down the West Virginia side of the river.*

*This story gives the authentic flavor of country life a century ago and what work on a packet boat - without glamour - was all about.*

After the death of my mother in 1890, my sister and I went to live with our Grandmother Louderback. She was now a widow and lived in the country at Reas Run, Washington County, Ohio just a short distance from the old Louderback home. My father had sold his flatboat - a floating cooperage shop - and our home in Wheeling had been broken up.

The home of my grandmother was a medium sized house, located up on the elevated ground with a commanding view of the river for a distance of more than two miles, both up stream and down. The channel of the river ran around close to the Ohio shore at this point and I could see the boats and often see the passengers plainly as they passed along. The passing of a strange steamer was always a thrilling highlight any day at that quiet place and, as I became older, I unconsciously began to center more interest upon all the boats.

I walked along the muddy country road that wound around the foot of the hill below Reas Run, my school books under my arm, to my grandmother's home. It was a summer day in 1891, I was just fifteen, and the afternoon sun shone down warmly as I picked my way along, trying to avoid the deepest of the mud. The term of the country school had closed that afternoon and the thirty odd scholars were now on happy vacation.

My uncle Bernard Louderback was pilot at that time on the local packet T. N. BARNSDALL, making daily trips between Raven Rock, W. Va. and Marietta. The boat passed down in the morning, made all the local way landings, and returned up each evening. Bernard always blew the whistle an extra toot for us at home as the boat passed along. He often came home for a short visit on Sundays and I listened to his interesting talk with rapt attention.

Grandmother Louderback had always been a grand person to me and I held a great admiration for her kind ways and good judgment. She was of fine physique, average height and always wore a pair of old fashioned hoop ear rings. Her beautiful gray hair gave an added touch of kindness to the expression of her face. One day, shortly after school closed, she said to me, "I'm going to have your uncle get you a job on the BARNSDALL. Wouldn't you like to work on there?"

"Yes mam, I would," I quickly answered.

The thrill I received was a permanent one and from that time on I had a burning desire to get a steamboat job. Unfortunately for me, employment was scarce at that time and experience as well as an acquaintance were usually required.

During the long summer days I waited and hoped but nothing happened. The steamboat landing was a half mile from my grandmother's home. My bare feet covered that distance whenever I heard a boat landing whistle. Their stay at the landing was generally a short one, governed by the amount of freight that was to be taken or discharged. The BARNSDALL was the most frequent of all the boats that landed and the large Cincinnati boats seldom ever stopped at all. I studied all the movements that took place, learned the identity of some of the boat crew members and tried to familiarize myself with the whole proceeding. All through those long summer days I watched and waited.

One bright morning in early October, and just before school was scheduled to start, I was down on the river shore at the landing when the BARNSDALL landed on her down trip. Seeing quite an amount of freight to be put off, I hastily ran aboard the boat, upstairs and back to the kitchen. There I learned the cook's helper had quit. The breakfast hour was then on, the cook was surrounded with work, and had no one to help him. I offered my assistance and it was promptly accepted. My heart beat fast as I ran back ashore and sent word by one of my chums to my grandmother; I had a job at last.

A new world had suddenly opened up for me as I hurried back up to the kitchen. My board was to be my salary. The kitchen and dining room were really all one room and comprised the after portion of the steamer's second deck. The doors to the dining room opened in off the side guards and three windows looked out over the big stern-wheel which sent a continual fine spray of water in the window when the boat was in motion. The six hole, coal-burning kitchen range occupied a position across the room in the rear. The dining table stood near the center of the room. The pantry was on one side with the kitchen sink, upon which my attentions were centered, in the corner by a window. It had a hot water pipe conveniently located within and the work of washing up the dishes, pots and pans seemed no task at all.

I stood at the open window after my first work of dish washing had been performed that morning and looked out at the shore lines as they curved away and receded behind. The colorful tints of autumn were just beginning to show on the forest trees dotting the steep hillsides. The echoes came back from each blast of the steamboat whistle. The silvery wake stretched behind and the rollers passed off the flashing bucket planks to join the following line. The fine spray that covered the top of the rolling wheel made tiny rainbows dance in the soft sunlight. The surroundings of my first river job were much to my liking.

The T. N. BARNSDALL was a medium sized stern-wheel packet, new one year before, trim, speedy and successful. The master, Capt. William E. Roe, was a handsome man of thirty, quick and with a winning smile. He sometimes mentioned the fact that he had served as cabin boy on the little steamer KITTIE NYE which had run in the same trade about fifteen years earlier. The principal owner of the boat was Martin Richter, a unique resident of Williamstown, West Virginia. He was "sawed off" and heavy set, a Prussian by birth and very reserved, thrifty and economical by disposition, unmarried and owned a big flour mill.

The BARNSDALL carried what was commonly known as a single crew. The pilot, Bernard Louderback, was my mother's youngest brother but he was so busy in his work that he paid little attention to me being on the boat. The chief engineer, Robert Bunch, was a small man, wore a long dark beard and had but few front teeth. He always loved a joke and retained a merry twinkle in his eyes. The steward was in charge of securing the boat's stores and looked after the cabins with the aid of a cabin boy. The cook prepared the meals and I assisted in serving them.

The boat's daily journey began each morning at the humble little settlement of Raven Rock, - on the West Virginia shore five miles above St. Marys. The plain and unpainted buildings extended along beside the railroad at the lower end of a long, narrow stretch of river where a bluff hillside jutted out near the rocky shore. It was a small shipping point from which several dirt roads led out over the hills to the country beyond. Country produce was hauled in for shipment and groceries and other needs of life were brought each day by the packets in return. Four daily trains stopped at the little platform at the upper end of town that was called the station. The big country store of Beaver and Barker sold everything from horse collars to safety pins and sow belly to dark brown sugar. It was the most important place in town. Aside from that, Raven Rock was just a handy place where the steamer tied up each night and departed again in the morning after the old cock had crowed.

The boat pulled out from Raven Rock each time virtually empty handed. The pilot, soon after leaving, sounded the boat's whistle, one blast at intervals, in what was known as a begging whistle. This was just a friendly invitation for someone on either shore to hail the boat to land and pick up a lone passenger, a calf, a case of eggs or other freight offering. This hail signal was usually a white handkerchief waved in daytime or a swinging lighted lantern or a burning newspaper - any light that might be handy - at night.

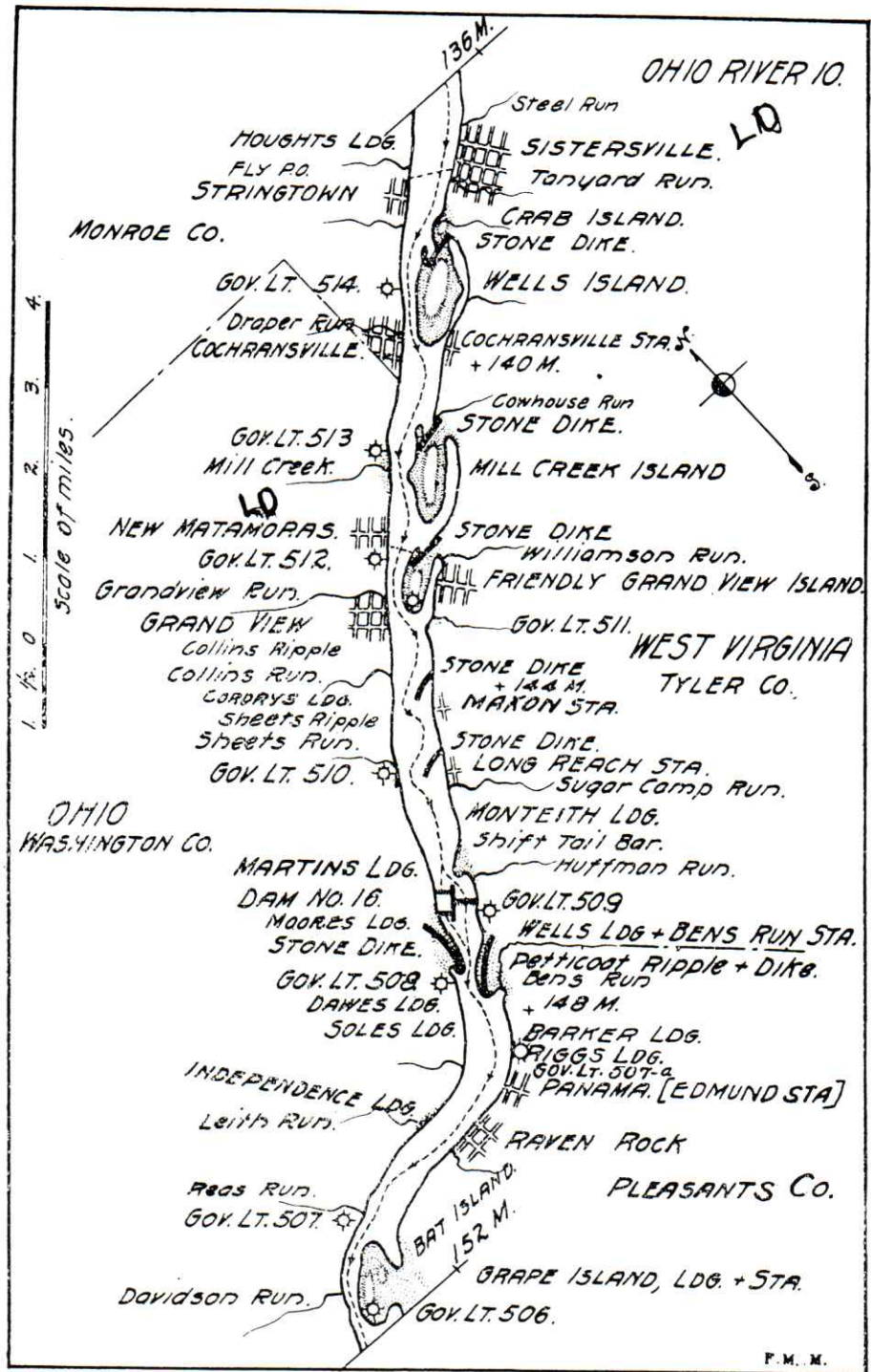


CHART 10 FROM THE OHIO RIVER, Edition 1920  
Raven Rock, West Virginia is on the lower right side while Reas Run is found on the Ohio side, just downstream. Petticoat Ripple is a short distance below Dam No. 16 which was completed in 1917. The 16 mile straight stretch of river above Dam 16, known as the Long Reach, did not mean a straight boating channel! Sistersville, West Virginia where the BARNSDALL extended her trade in 1893, is at the top; Fly still exists; Cochranville disappeared after the 1907 flood.



Each farmer had his landing or roadway to the river. The swinging stage on the steamer was adjusted and lowered into a convenient position as the boat's bow was shoved into the soft clay bank. The business was transacted quickly and the boat's bell tapped twice to tell the pilot that all details had been completed. The boat then backed away from the landing and proceeded on with little loss of time.

On a small boat, a quick and skillful pilot was always an essential, - one who knew who lived in each and every house and could find every hog path along the shore after dark. His quick maneuvering with the steamer at each landing stop influenced to a large degree the arrival time at the destination.

The important towns were regular landings each trip. The people ashore usually knew the crew by sight, especially the captain and clerk who were considered almost as home residents and trusted friends. In the camping season along the river, many of the orders for beer and ice were given to the attention of the captain in the mornings with the precious articles eagerly received when the steamer returned in the afternoon or evening.

Close acquaintance with the crew influenced the movements of many local people who might desire to make a business or pleasure trip to Marietta. A show of friendly attention after they were on the steamer was always well noted and swelled the passenger list on the return trip.

An average of about thirty landings were usually made on the trip down, the boat arriving at Marietta about ten o'clock in the forenoon. Four hours later, about two o'clock, the steamer BARNSDALL would be leaving on her return trip up the river, laden with a new cargo and returning passengers. It was three miles to the head of Marietta Island and in this distance there were never any landings made. While the steamer covered this distance, the clerk wrote up the freight book in the office and the captain collected the fares from the passengers.

All was then in readiness to begin the afternoon distribution at the village and local farm landings. The passengers and many small freight shipments were put ashore at their respective destinations. Thus through the afternoon and into the night the packet pursued her way, arriving at Raven Rock at late bedtime. There, the daylight crew retired for the night and the steamer was in charge of the night watchman again.

The pleasant, balmy fall days continued on and finally developing into a very dry season. The meadows became brown and the little brooks that ran through them were dried up. The river stage became quite low and the water was unusually clear. The larger steamboats, as usual, had laid up and even the BARNSDALL, new and of light draught, was forced to follow the narrow and crooked channel to find the necessary depth.

The Wheeling packets COURIER and BEN HUR had just tied up and some large shipments of freight for Wheeling had been overlooked and left on the Marietta wharfboat. Capt. Ritchie, the wharfboat owner, was anxious to get these shipments under way and urged Capt. Roe to try to take them through on his boat. Here was a chance to take these shipments to Wheeling over the weekend and perhaps not lose a trip in the regular trade.

On Saturday afternoon the BARNSDALL was well laden with this extra freight when she left Marietta. With the ordinary cargo in her own trade, the BARNSDALL was a light draught steamer but with this Wheeling load added on she had become perhaps six inches heavier. About this time and almost unnoticed, the river had slowly fallen about two inches. Ordinarily, these were minor matters but upon reaching the first shoal place above Marietta it was discovered they had become very important.

The BARNSDALL now rubbed the bottom hard and sometimes suddenly stopped. Then the pilot shifted the boat's position slightly, got a bit better water and she slowly moved on again, perhaps as fast as a man could walk. Thus it had become a slow and laborious trip. I felt the sensation of each stoppage and quickly learned to sight some stationary object on shore to determine when the boat again moved ahead.

Before leaving Marietta, Capt. Roe had secured an extra pilot, engineer and a fireman for this trip. The steamer now had what constituted a double crew and could carry on the operations as long as needed. After my evening work was done, I stood by the outside railing and looked down upon the water, observing that the boat was then moving along faster than before.

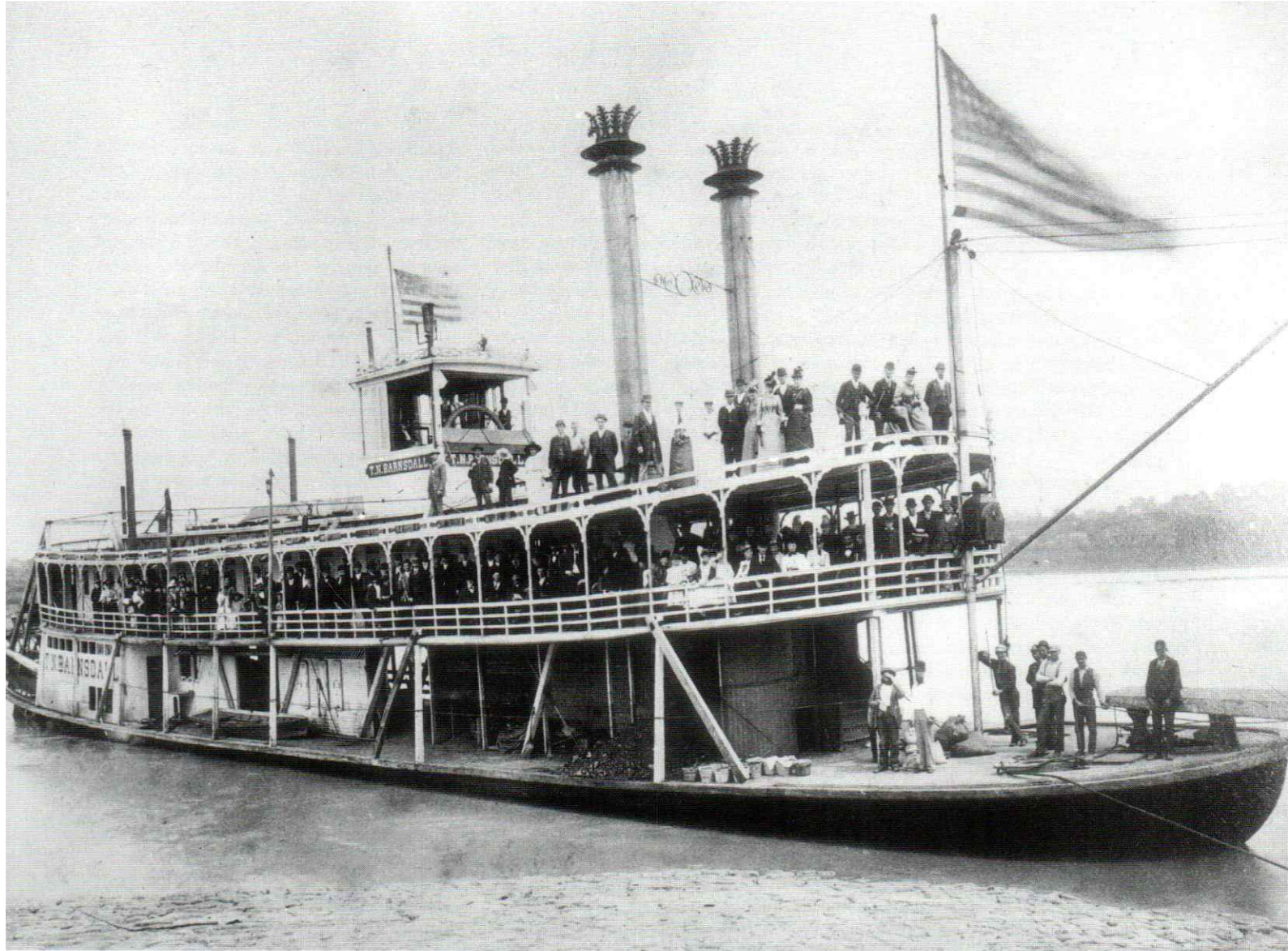
Early Sunday morning, the BARNSDALL landed at Raven Rock and put off all the freight consigned there but this was not enough to lighten the boat much. The boat backed away and proceeded on up the river. It was eight o'clock and a beautiful autumn morning as the steamer neared Petticoat Ripple. This was a very shoal place where old stone dams extended out from each side of the river. The channel was crooked and the water swift as it flowed over the gravel bar that lay between the dams. A government light on a tall post stood on the Ohio side just below to guide the navigator up into the shoal at night. Capt. Roe was out on the roof looking ahead and hoping for the best; pilot Louderback was shaping the boat's course in order to enter the shoal properly. Capt. Rowland, the other pilot, stood nearby looking on. The engines were stopped briefly to allow the boat's headway to run down slightly and insure better steerageway when the shoal was reached.

The boat's course was turned slightly after she passed the government light then, as she neared the elbow of the old dam, the pilot pointed her across where he knew the deepest water was. Working the engines slowly, he then turned the pilotwheel to the left as he saw the boat was still moving ahead. To his practiced eye, it seemed to be about halfway over the shoal. Just then the boat began rubbing the gravel bottom and stopped moving. The stern was slightly the heaviest and hung on the reef. The pilot quickly gave her all the rudder to try to loosen her but without success. The boat's bow, still afloat, swung to the right and down stream with the swift current while the stern remained stuck. In another moment the steamer had swung crosswise in the current and was hard aground on Petticoat Bar.

The cook, later, became dissatisfied with his place and quit the job. I worked on and cleaned the kitchen conscientiously after he was gone and when another cook was secured my salary became fifty cents per week. Several months later, other changes took place and the captain assigned me to a cabin boy's position at one dollar per week. The next season, when the steward resigned, his berth was given to me including responsibility for the peanut stand

*Jesse, in the spring of 1895, went to work as cabin boy on the packet COURIER for Capt. J. Mack Gamble. When that boat was sold to the White Collar Line Jesse went to work on the H. K. BEDFORD, owned by Capt. Gordon C. Greene, the beginning of his long association with the Greene Line.*

\*\*\*



### EXCURSION ON T. N. BARNSDALL near St. Marys, West Virginia.

*From The Waterways Journal, March 1, 1947.*

Long after the handsome packet T. N. BARNSDALL was almost forgotten her engines rendered faithful service in the last packet LIBERTY, built in 1912 and operated down through 1936.

The steamer was built on the Monongahela River at Belle Vernon, Pa. in 1890 and was of 129 gross and net tons. In the hull, she measured 130 by 26 by 3.7 feet. The engines were 12 inches by five feet and were installed at Marietta, Ohio

The name T. N. Barnsdall was in honor of the Bradford, Pa. oil magnate who at the time was interested in the oil developments in West Virginia. The steamer was built to run between Marietta and St. Marys, W. Va. and the Barnsdall interests were doubtless big shippers whom it was expedient for Capt. W. E. Roe, the owner, to cultivate.

In 1893, due to the oil boom there, her trade was extended to Sistersville. The BARNSDALL has the distinction of being the first steamboat on which Capt. Jesse P. Hughes ever held a birth.

On November 25, 1893, while near Grape Island, the steamer lost overboard the watchman, Charles Kinnard, who was drowned. On April 27, 1893, near Belmont, W. Va., Evan Hanes, deckhand fell overboard and was drowned. On July 7, 1898, one of the pilots drew a 30-day suspension for an infraction of Rule 2 (failure to give passing signals). On April 7, 1900, at Darlings Landing, W. Va., the BARNSDALL collided with the steamer WILLIAM DUFFY, sustaining \$100 damages to her guard. The pilots, Capts. Brady S. Morgan and Charles Lieving, were exonerated by the Wheeling inspectors.

Perhaps the most exciting episode in the boat's career occurred at Broadfield Landing, W. Va., on June 20, 1904. There, the boat struck a log and sank in five feet of water. Needless to say, she was up and running in a day or two.

Renamed ROYAL in 1905, the vessel operated in various trades out of Wheeling. In 1906, the ROYAL had the unusual experience of breaking two shafts in three months. The first time was on March 6, at Cline's Ripple, W. Va. and the second on June 16 at Clark's Landing, W. Va. The repair in each case was \$500. The ROYAL's whistle went on the R. DUNBAR, later the GENERAL CROWDER which burned in 1927.



#### A LATE REPORT FROM FLORIDA

Two years ago the house of cards that was American Classic Voyages fell into the arms of the bankruptcy court. (S&D Reflector, Vol. 39, No.1) Part of that empire - the important part - has been saved by Delaware North Corp. and the three QUEENS of the western rivers are running again. The two coastal vessels above were part of the Delta Queen Coastal Voyages property and have been languishing at Green Cove Springs, Florida.

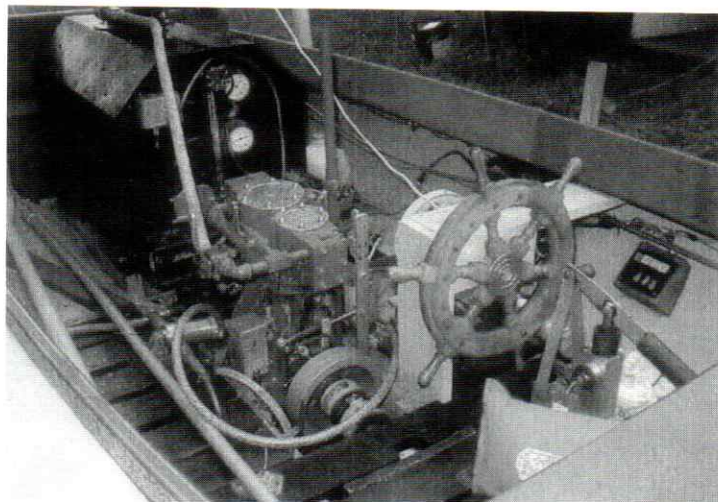
Ed Mueller, Jacksonville, sends the photo and writes: "The CAPE COD LIGHT (left) and CAPE MAY LIGHT (right) were being washed down and protective coatings removed from the windows. Rumor has it that a sale is in the offing. CAPE MAY LIGHT was in service when the bankruptcy took place; CAPE COD LIGHT was finished at Atlantic Marine, Jacksonville, where both were built, after the bankruptcy. She never made a commercial trip." These two would look good operating on the Great Lakes if the East Coast trade is too full!



#### EMPRESS OF THE NORTH, ASTORIA, OREGON

Bill Hanable, Salem, OR sighted the EMPRESS OF THE NORTH at Astoria on September 26. On this cruise, her passengers are bussed across the Olympic Peninsula - to spare those with queasy stomachs - as the boat paddles around from Neah Bay, Puget Sound to scenic Westport for an overnight.

The stop at Westport was marred by no arrangements to re-embark the passengers when the boat was unable to dock because of wind. A long wait on the windy docks for an improvised ferry trip to the EMPRESS in fishing boats put most passengers out of sorts. It was after dark before all were aboard. Check a map; it's a long sea voyage for EMPRESS.



### TO JACKSON'S LANDING by steamer MISSIE

The photos of the steam launch MISSIE caught our attention and the letter from owner Thomas D. Schiffer raises some questions which perhaps some reader may answer.

###

In poking about the Markland pool of the Ohio River in my steam launch MISSIE, I put in one day last July at Jackson's Landing, Kentucky. Jackson's Landing Light is at mile 522, across the and a bit upstream from Rayles - or Rail - Landing where the AMERICA and UNITED STATES collided on the night of December 4, 1868. (Half-way between Patriot, IN and Warsaw, KY. Ed.)

I was looking for a camp-site that my father used during the 1930s and 1940s. Upon meeting a Mr. Hudepohl at Jackson's Landing we figured out where the old camp would have been but all vestiges were gone. My older brother remembered that "Old Mr. French" lived a short distance upstream from our father's camp in a structure that had been a country store. The camp my father used was an odd one-story brick structure that may have been an overseer's office/residence. Both buildings overlooked the river from Jackson's Landing Lane.

Mr. Hudepohl told me that the late Mrs. Norton, a school teacher in Kenton Co., Kentucky, had inherited the land around Jackson's Landing and my father had leased the campsite from her. She had said that before the days of navigation dams,

when upbound boats could not get past Jackson's Landing, important freight was off-loaded and taken to Cincinnati by wagon.

I would like to know if there is any record of such activity in your files? Did Jackson's have any other distinction or was it just another country landing? Perhaps some reader can shed some light on the question.

Thomas D. Schiffer  
10416 Gunpowder R.  
Florence, KY 41042

= The 1934 Ohio River Jones book shows an incline at Jackson's Landing so there may have been a coal yard there one time. We'll be interested if any fascinating history turns up. And, what kind of machinery, etc. does MISSIE have? Ed.

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**The modern CITY OF SISTERSVILLE II and ferry flat CAPTAIN G. B. HARMON in operation - and we hope the outfit will be out again come spring.**

## MORE SISTERSVILLE FERRY HISTORY

In the "This & That" section of this issue we report the recent problems of the Sistersville Ferry. It is one of the last ferries still in use on the Upper Ohio and its ultimate demise would be too, too bad.

Several years ago Jean and Fred Gross, Honolulu, HI, made a pilgrimage to Sistersville, stayed at the Wells Inn and rode back and forth on the ferry. Jean is related to the Tuels of Fly, Ohio who ran the ferry for many years. Jean passed along a history written in 1968 by the late Walter McCoy in the *Tyler Star News*.

#

On June 10, 1817, Robert Grier of Sistersville asked the County Court for permission to establish a ferry across the Ohio River at Sistersville. The court directed Sheriff James C. Williamson to summon 12 qualified freeholders to look into the matter and report.

Accordingly, the court, on July 14, 1817 authorized the establishment of the ferry with the following proviso: "That the said Robert Grier keep one boat and two hands in the summer and three hands in the winter for the use of said ferry."

Apparently, ferry service was never established by Grier, at least no record can be found.

### FRANCHISE GIVEN

On January 28, 1818 the General Assembly of Virginia passed an act which granted to John McCoy a ferry franchise. The ferry was to operate from the lands of John McCoy of Virginia to, "a point opposite about the mouth of a large run on

the Ohio side and thence up and down one mile."

Ownership of the ferry passed from John McCoy to his wife, Sarah, at the time of his death. Sarah deeded the ferry to her son, Thomas Jefferson McCoy, on the 24th of March, 1870.

In 1873 Thomas J. McCoy died and willed that, "his interest in the ferry be used and rented out as I am doing 'till my youngest child becomes of age. The money to be used for her care and support." This was done and on January 6, 1894 John Hanford McCoy, George McCoy and others sold for \$4,000 their interests in the ferry franchise known as the "McCoy Ferry" to Frank D. and A.S. McCoy and Ezbia Talbott.

Although the first oil well in the Sistersville Field was drilled at Pole Cat Hollow on the Joshua Russell farm in 1891, the first producing well was at Miller Run on the Ohio side of the river. Demands on the ferry grew by leaps and bounds with the oil excitement and in 1894 the owners purchased the steam ferryboat W. C. PUSEY (5627) to handle the traffic. The PUSEY was built at New Martinsville in 1889, a side-wheel, batwing boat 85.7 ft. by 18 ft. wide which carried vehicles through the center of the main deck.

The ORION (4329), built in 1884, was acquired to replace the PUSEY and was at Sistersville on November 14, 1896 when the *Daily Oil Review* reported the inspectors from Wheeling were down to give the boat her annual inspection.

Court records show that the Sistersville Ferry Co. was authorized to operate on October 31, 1899. Owners of the

company were listed as Frank D. McCoy, E. W. Talbott the operation was under consignees Kinee Tuel; Stafford Tuel and Elmore Tuel. The Tuel family had been working for the ferry for a number of years before this and had, as a matter of fact, operated the ferry at other times on a lease basis.

### THE DANIEL

In 1907 a new hull was built at Clarington, Ohio, 95.3x25.3x3.3 feet, and brought down to Stringtown, the early name for Fly. The superstructure and machinery from the ORION were transferred to the new hull and she was named DANIEL (1439) for Daniel Tuel. DANIEL ran at Sistersville until 1917 and then was at Parkersburg as a ferry until rebuilt into a small towboat. J. W. SHAW.

The next boat was also built at Clarington and named DORA T. for the wife of Frank D. McCoy who was then president of the ferry company. Gasoline engines had become popular for small boats and DORA T. was equipped with one of the one-lung engines, probably about 15 hp. The great danger was fire on these early gasboats and the DORA T. went up while being fueled at the Ohio landing one night in 1925.

### SISTERSVILLE FERRY CO., INC.

In 1920 the company was reorganized as a stock company under the laws of West Virginia. The owners were F. D. McCoy, Ezbia W. Talbott, Hazel Soles, Kinee Tuel, Everett Tuel and Elmore Tuel. In part the ferry company was authorized to, "transport, convey and haul passengers and travelers and for the accommodation of the traveling public generally, across the Ohio River between the City of Sistersville, in Tyler Co9unty, West Virginia and Tuel's Landing, in Jackson Township, Monroe County, Ohio and to transport and ferry over, wagons, automobiles, baggage, boxes, parcels and any and all such like articles . . ."

In 1937 Everett Tuel acquired the stock owned by the Talbotts and on August 6, 1955 the Tuel interests were sold to Joe Witten. Witten bought out the last of the McCoy interests from Talbott McCoy in 1960.

On December 3, 1960, Witten sold the company to Gilbert "Dib" Harmon who continued to operate the business until he retired. The city of Sistersville took up the franchise, acquired a small stern-wheel ferry from Cumberland or Tennessee River (we forget which) and later built the new flat and towboat which have provided service until the recent hiatus.

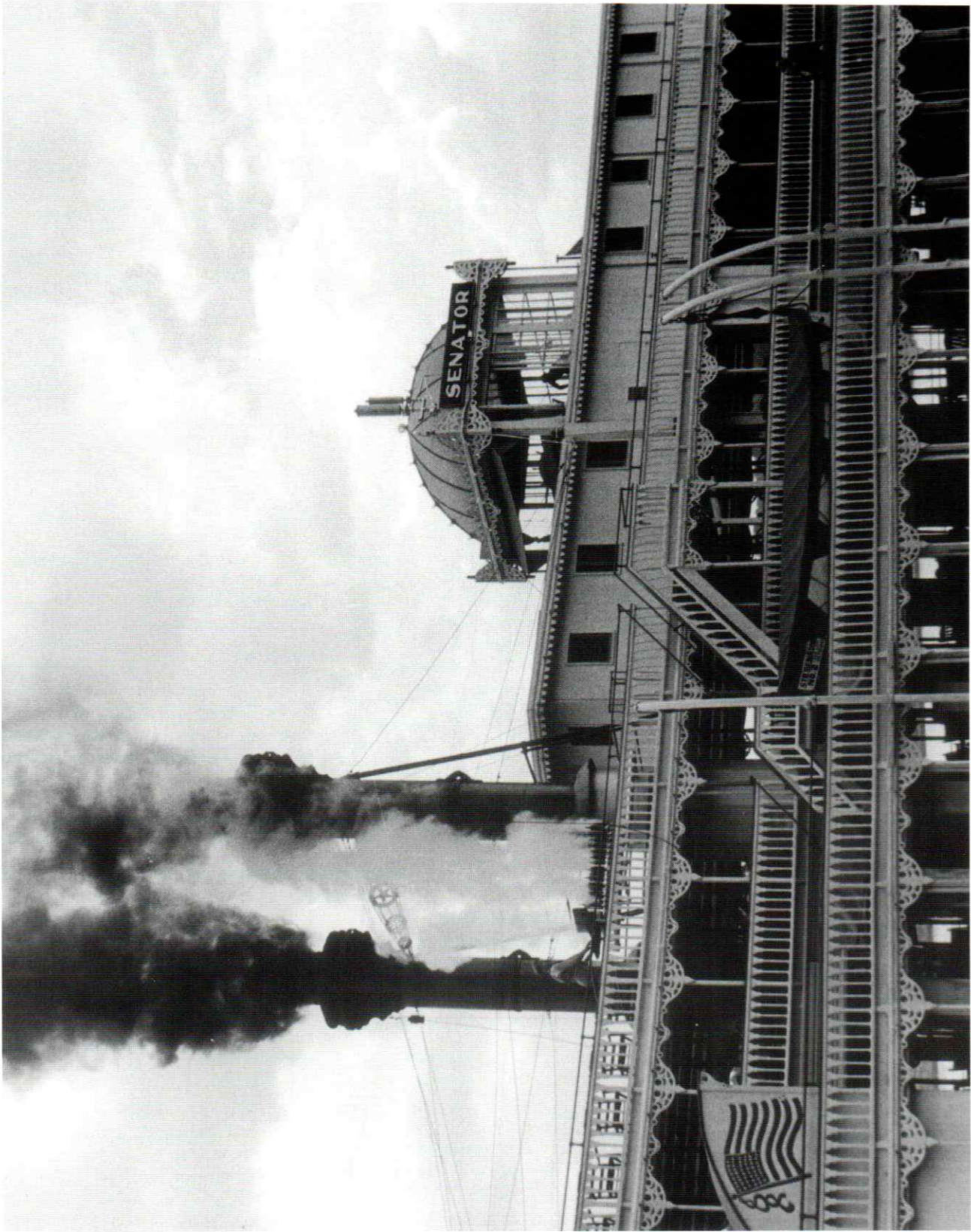
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Cincinnati is on the front cover so here we have a view of Pittsburgh. Photographer Noble Beheler was up on Mt. Washington when he trained his Leica on the AVALON departing on her afternoon trip, circa 1955.



The Carnegie Steel Co. ALLEGHENY (T0105) on her way back up the Monongahela to the mines with six empties. Not sure of the bridge that photographer Beheler used but he surely captured the smoke!



This one goes back to 1940-1941 when the renamed SAINT PAUL was the Pittsburgh excursion boat. The calliope is in full blast to attract folks for the afternoon cruise down the Ohio below Neville Island and back.



**- BOOK REVIEWS -**

**BEATTY'S NAVY**  
by  
**Barbara Huffman**

This book about Captain John Leslie Beatty and Clare 'Elsie' Kinzeler Beatty is so broad in scope it is no exaggeration to assert that the history of the second half of the twentieth century on the western rivers would be incomplete without it.

From the end of World War II until the final decade of the century Captain Beatty loomed large on the western rivers as a salvager of floating equipment of every kind, but he also became a towboat operator, a restaurant operator, a builder - indeed, he turned his hand to every phase of the river industry. Such a man cannot go through life either universally beloved or hated by all and the captain numbered both friends and enemies by the score. He was often difficult with his crews, his enemies, and even his clients, yet the man had an ambiance of charm that could not be resisted. He had a stunning record of triumphs in the face of seemingly insurmountable odds, leavened by a number of bitter defeats by nature, the river and, worst of all, by the courts.

His helpmate, Elsie - as Clare was familiarly known - was as active in the affairs of the company as her husband. No shrinking violet, Elsie ran the office, hired the crews, delivered needed parts, and made the world know the captain's worth. She was the backbone of the firm in many ways. The captain's appreciation of her was postulated, "There is nothing she can't do once I put my mind to it."

Captain Beatty's character is brought out in stark relief in his battles with city hall for riverfront rights and the U.S. Engineers and the Coast Guard over salvage procedures. Like most people who battle the elements, he had scant tolerance for desk-bound meddlers. In many instances he had to come to grips with unreasonably restrictive laws passed in ignorance of real river conditions. One particularly galling event was when the City of Cincinnati capriciously declared the site of Dam 37, - which he had bought from the U.S. Engineers, - to be a public park. His investment was lost yet the park was never developed. The sinking and salvage of the CLARE E. BEATTY in the ice at Markland Dam is fully covered as is the

removal of the chlorine barge from McAlpine Dam, which was probably his most noted accomplishment.

Most of the photographs have never before been published. They show the outstanding events of Captain Beatty's career. If the book has a flaw it may be in some of the rather tedious listings of moneys earned and spent, yet the story would be incomplete without them.

The author has wisely shunned the temptation to glamorize the Beattys or the river on which they worked. Rather, she has painted a portrait of John and Elsie Beatty with all the charm, the color, the pain, and the flaws of this remarkable couple without bias.

This book is an important part of the history of the transition from steam paddle-wheelers to diesel propeller towboats, for Captain Beatty began his career in the former and successfully adapted to the latter. A sentimental man, he was an avid collector of steamboat history and artifacts and eventually made his home into a respectable private museum.

Every serious student of western rivers history needs this book.

**Beatty's Navy**, by **Barbara Huffman**, paperback with glossy full color cover, 437 pages, 5-1/2" x 8-1/2" format, 71 photographs, table of contents, glossary, general index and vessel index.

Published by:  
**Spencil Hill Publishing Co.**  
11 Ashland Drive  
Vevay, IN 47043

Priced at \$26.95 plus \$5.00 postage and handling.

Review by Alan L. Bates

\* \* \*

**THAT SPLENDID LITTLE  
STEAMER HARTFORD**  
by  
**Sonie Liebler**

Readers may have first become acquainted with the HARTFORD (2543) when author Sonie Liebler gave us a short history of steamboating on the Kaw River. That article titled, "Steamboats on the Kansas River: A Frontier Adventure" appeared in our March, 2002 issue. Now, Sonie has expanded the HARTFORD's story in a monograph giving the complete history of this little boat that helped open up Kansas Territory in the 1850s.

The story of the HARTFORD was elusive and the author has properly titled the booklet's forward, "The Search for the HARTFORD." Aside from detailing the history of the boat itself, the sources uncovered in author Liebler's search is a blueprint for how others tracking down boat history might go about the task. Four issues of the boat's Enrollment Certificates are reproduced, there are two maps of the area of operations, photographs and engravings to illustrate the story.

No photograph of the HARTFORD has as yet been found but artist Mike Boss, Hill City, Kansas has researched the likely appearance of the boat. Small packets of the 1850s were cut pretty much from the same pattern as befit their use on small, shallow streams. Mike's painting of the HARTFORD, hard aground in the moonlight, is used on the cover and also reproduced full-page inside and in full color.

Well researched, well written and entertaining.

**That Splendid Little Steamer HARTFORD**, paper back, 8-1/2" by 11" format, well illustrated including maps, 30 pages including two appendices of interesting details outside of the main story.

Available at \$12.00 plus \$2.00 for mailing from:

**Kaw River Research**  
9720 Lakeland Terrace  
Oklahoma, City, OK 73162.  
\* \* \*

**- VIDEO REVIEWS -**

**IRON CROWNS & PADDLE  
WHEELS**

Video reviews?

Yes, we are venturing into unknown territory but the circumstances are unusual. Herron Rail Video provided two of its latest productions for the September S&D Annual Meeting and we had proposed using "Iron Crowns & Paddle Wheels" sometime during the meeting. As it turned out, we only ran part of the subject video on Friday evening and promised to run the main event on Saturday nigh but then the video projector crashed.

We feel obliged to let readers know what they missed!

This film is based on an earlier work by member Bill Warrick of Ogden Dunes, IN. Years ago - 40 at least - Bill discovered

steamboats while filming steam trains with a 16mm camera. He located some sources of river footage which had not turned up earlier and wove it all in with the now familiar home movies made by Fred Way, Jr. in the early 1930s. That version of the movie, "Steamboats on the River," was shown at two annual meetings and then Bill Warrick disappeared, figuratively of course.

Much later, in 1991, with a new title and some new footage added the film was shown again. You will find Fred Way's description of that showing in the December, 1991 *S&D Reflector*, (Vol. 28, No. 4) on page 13.

Bill has now teamed up with Herron Rail Video with more historic river footage and some not so historic but interesting. Modern technology has improved the quality - uniformity of the photography - and the narration has largely been redone.

"Iron Crowns & Paddle Wheels" wears well. Where else can you find the rail transfer boat STE. GENEVIEVE loading and underway, sounds and all? Or ride on the JAMES Y. LOCKWOOD and witness the last trip of the LONE STAR, the last steam towboat in operation? Bill and wife Wilma camped out at Troy, Indiana to film the stranded AMERICAN QUEEN while on her maiden trip and also the unstranding. It's all here and much more, a very professional production.

The main feature runs 50 minutes and there is a 28 minute trailer of just steamboats coming and going with suitable background music - no narration.

Available in either VHS or DVD-R, running time 1 hr. 18 min. Priced at \$29.95 either version plus \$5.00 shipping.

Herron Rail Video  
2016 N. Village Ave.  
Tampa, FL 33612

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#### DELTA QUEEN 75TH ANNIVERSARY

This video was made by Jim Herron, owner of Herron Rail Video, in August, 2002 on her first cruise under Delaware North ownership, New Orleans to Baton Rouge. Jim suddenly discovered STEAMBOATS! and now finds them as fascinating as locomotives and rails. His enthusiasm comes through on this film.

This is a very complete synopsis of the DELTA QUEEN experience with the lectures, entertainment and food as well as

good footage of the engine room and interviews with crew members. Jane Greene and Doc Hawley were aboard and have more than cameo parts. DQ fans will find it all familiar, a story well told with professional filming. Those who have not ridden the DELTA QUEEN - but would like to - may do so vicariously and get everything except the smell of hot steam and the ambiance of the Betty Blake Lounge.

The regular version runs 59 minutes and is \$19.95, VHS or DVD-R. The "Director's Cut" runs 89 minutes at \$29.95 with more than you might want to see of the DQ. Add \$5.00 for shipping for either version and order from:

Herron Rail Video  
2016 N. Village Ave.  
Tampa, FL 33612

Mr. Herron offered a 30% rebate to S&D for any orders arising from publicity at the annual meeting. When ordering, you might mention you S&D membership; if the offer is still good, the treasury could use the money!

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#### DISCLAIMER

We understand from those who are computer literate that the internet website [www.steamboats.org](http://www.steamboats.org) is popular with many steamboat fans. The proprietors of the website have been gracious in allowing S&D to have a "guest site" which is informative about our organization, - history, museum, Inland Rivers Library, etc..

However, questions have arisen as to the purpose of a section labeled: "S&D members area" which is followed by an interrogation in order to gain access. The following statement is included: "I agree that the access to this area of the site can be denied at any time in the future, . . ."

Your S&D officers have no idea of the purpose of this "area" nor is there any known connection with such restriction and your association.

What's behind the green door? Who knows.

.The Editor.

## - S&D CHAPTERS -

### OHIO & KANAWHA RIVERS

The meeting room of the Mason County Library, Pt. Pleasant, WV was well filled with members and guests on Sunday, November 2. Treasurer Jim Bupp was in charge of the meeting which was called to order at 2 p.m. with a tinkle from the fire-box bell from the towboat O. F. SHEARER (T1940). The bell was on its way to the Pt. Pleasant River Museum and Capt. Bert Shearer and wife Ann were on hand and smiling approval.

Jim Bupp gave a report on the status of the treasury - always a first order of business - although the famed cigar box was not on display. Jim reported \$80.21 which was quickly amended when someone handed the Treasurer two \$2 bills: "\$84.21 and no stamps!"

Jack Fowler, Director of the River Museum was called upon for a report. Construction continues on the museum library which is located on the second floor. Funds are available for the elevator and installation should begin shortly after the first of the year.

The annual operating budget for the completed River Museum is estimated at \$18,000. It is unlikely that income from visitors alone will be sufficient and efforts are underway to build up the River Museum Foundation, Inc. fund to assure future income. One source of funds for the foundation is through the Life Memberships at \$100 each. These presently entitle the donor to a copy of the hardbound, 8-1/2"x11" History of the Marietta Manufacturing Co. compiled by Charles H. Stone. Point Pleasant River Museum Foundation is an IRS 501(c)3 non-profit entity and may be reached at P.O. Box 411, Point Pleasant, WV 25550.

The River Museum will close for the season on November 30 - to reopen in the spring. The official, "Grand Opening" will be held on May 1, 2004.

The now completed rebuilt landing and waterfront at Pt. Pleasant has been visited twice by the RIVER EXPLORER of Riverbarge Lines this past summer and is scheduled for four stops in 2004. The Delta Queen Steamboat Co. boats will make eight stops at Pt. Pleasant next year.

The meeting program was the new video, "Iron Crowns & Paddle Wheels" - which is reviewed in Book Review column, this issue.

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REPORTS FROM THE M.O.R.  
AND MISSISSIPPI RIVER  
CHAPTERS ARE DELAYED!

## LEWIS & CLARK REMINDS US OF ANOTHER REEACTMENT

For any readers who remember the 1938 replay of the settlement of Marietta by the original 48 pioneers, the provision of power on these 21st century boats will be understood. The 1938 reenactment involved a trip from Hamilton, Massachusetts to West Newton, Pennsylvania by covered wagons pulled by oxen. West Newton is on the Youghiogheny River and the winter was spent building several boats including the large covered flatboat "Adventure Galley."

Ignoring advice against trying to float down the Monongahela and the Ohio to Marietta, the determined purist reenactors set out in April, 1938. "The Adventure Galley" -with John Zenn pointing out the channel - stranded on the first sandbar in the Yough. The oxen bellowed and the roosters crowed while working the sweeps and shoving on poles by the husky college boys was to no avail. The outfit had to be pulled off by a small towboat and the fleet was ignominiously towed down to Marietta.

Ever wonder how "Sandbar" Zenn got his name?

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## WAY'S DIRECTORIES SALES

Publication of Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory were both underwritten by the J. Mack Gamble Fund. S&D holds the copyright and semi-annually the Ohio University Press provides a report on sales and a royalty check. For the period ending June 30, 2003 the royalty gratefully received was \$81.71.

The packet directory is in its second printing and all sales create a royalty while the towboat directory sales have not yet reached the deductible number (1,500 copies). And, as is usually the case, the most recent O.U. Press report shows the packet directory outsells the towboats by four to one.

We know that for most readers the packets have the glamour (romance?) but Fred Way's descriptions of towboats can be interesting and amusing too. If you are looking for some true steamboating - the unglamorous kind - you might check Way's Steam Towboat Directory and its 2,700 boat histories. Phone orders accepted by Campus Martius Museum, (740) 373-3750.

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## - OBITUARIES -

### JOHN P. BICKEL

John Bickel, 84, died at his home in Cedar Rapids, Iowa on October 12, 2003. He was the son of L. P. and Doii (Elwell) Bickel, born April 14, 1919 at McGregor, Iowa along the Mississippi River.

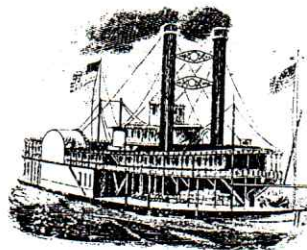
John grew up in McGregor where he learned to love small-town life and enjoy the river and its people. John's maternal grandfather was W.H.C. Elwell who was for years the foremost dealer in freshwater pearls.

He attended the University of Wisconsin and graduated from Coe College, Cedar Rapids in 1942. He was a member of the college Reserve Officer Training Corps (ROTC) and served as a captain in the U.S. Second Army.

Following the war, John returned to Cedar Rapids and was a founding member and managing partner of the real estate firm of Bickel and Byers. He had met his wife Ruth while both were students at Coe College and they were married in 1943. The Bickels raised their family in Cedar Rapids but always maintained ties to McGregor.

John was very active in civic affairs in Cedar Rapids and the list of his affiliations goes on and on. Suffice to say he was at various times president of the Cedar Rapids Civic Bureau, a working member of various tourism organizations, planning commissions, a trustee of Coe College, a member of the Great River Road Commission and most public improvement efforts in-between.

In 1969 John left Bickel and Byers to continue his lifelong interest in historic preservation and community service. He and Ruth moved back to McGregor where they both worked for the restoration and preservation of the historic downtown. Their home near the old ferry landing and railroad was the restored American House hotel where John had almost enough room to display his collection of framed river and local historical photos.



## - BACK COVER -

The traditional cabin on the GORDON C. GREENE was truly the "resplendent tunnel" when the tables were set for dinner. The chandeliers are alight, the overhead fans are whirring and the big mirror back in the ladies cabin gives the illusion of greater length than actual. The tables were hinged on the wall end with folding legs and were folded flat after the evening meal.

Lodder Photography.

Eventually, John's collections of river memorabilia and his interest in river people resulted in founding The National Rivers Hall of Fame in 1985 at the Ice Harbor river museum in Dubuque. John worked tirelessly to promote his vision of the Hall of Fame and to develop the other museum collections. The opening of the National River Museum and Aquarium in the summer of 2003 was reported in our September issue. The National Rivers Hall of Fame Gallery has been named in honor of John and Ruth Bickel in recognition of their numerous contributions and they were there on June 28th to enjoy the opening ceremonies.

Son John "Corky" Bickel commented about his father and family summers in McGregor: "He would teach us about the river, the people, the culture and history. He had wonderful stories about the river. He has left a wonderful legacy for all of in mid-America."

John is survived by his wife Ruth Andresen Bickel, son John M. and wife Mary Ellen of Cedar Rapids, daughters Inge Bickel Osborne and husband Robert of Hamden, CT and Bonnie Bickel James and husband Edwin of Tilghman Island, MD and seven grandchildren.

A memorial service was held at Sinclair Auditorium, Coe College.

We thank Judy Patsch and David Tschiggfrie for helpful information and for sending copies of newspaper notices.

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This one goes back to 1940-1941 when the renamed SAINT PAUL was the Pittsburgh excursion boat. The calliope is in full blast to attract folks for the afternoon cruise down the Ohio below Neville Island and back.

