

The sun was wrong most of the time for pictures. Leaving Stockton the boat passes a small mothball fleet of APA's (wrong side for pictures). Pass a couple of cable-operated ferries. The dessert however is near the end of the trip--the remains of the J.D.PETERS and the REFORM. They are bunkhouses on opposite sides of big Mandeville Island, their sterns to the slough. We stopped right at the Peters but I fear my shots are not too good, as she is lower than we were, and the dyke cut off some also. If time had permitted me to jump ashore and shoot, I would have been very happy. On my one and only steamboat trip on the Stockton Deep Water Channel (ex-San Joaquin River), a daylight excursion I got a good look at the REFORM. We did not come close to it this time however. Mt. Diable was standing out like a sore thumb. Saw a couple of gas scows tied up at various plantations. Not like the old days, when regular steamers and "potato boats" were paddling all around in there. Round trip is \$1.44. Hope to get back in there by auto some time soon. At least I know where the road comes out at.

Yes, I was in error about the CORONADO. She was the one with the off-side stack, very noticeable.

As for the BENICIA, I still maintain she had a "cross-head engine", like the WILSON G. HUNT (see Lane's APStbts., or Lewis & Dryden). A cross head engine might be called a "beam engine", but has no walking beam, just the A frame. Your WESTWAYS picture of the BENICIA shows no walking beam, and another I have seen (I may be able to get you a print eventually) shows a box built over the machinery.

According to Hulaniski's History of Contra Costa County the BENICIA got the engine from the CARQUINEZ. The CARQUINEZ is said to have been shipped West knocked down 1853-54. There is one for the easterners to run down. Perhaps her engine was second hand even then!

The J.D.PETERS and the REFORM, I should add, were sent onto the island through a break in the dyke during a flood in the late 30's and were used to churn the water back into the river thru flumes. Then they came to rest and became bunkhouses.

In the late 30's there was a movie about a bright young lad who built a little sidewheel steamboat and crossed the Atlantic steam all the way. Somewhere I heard that that boat was one of the former Coronado ferries--must have been the Ramona unless it was one of the Catalina sidewheel gas driven glass bottom boats.

The SIERRA NEVADA left Alameda about a week ago. Do not know if it has gone into service or not. Perhaps company employees are doing the rest of the work on it. There was a threat of engineers strike in that company, but negotiations have been resumed.

Cordially,

Bob

