

THE
Pittsburgh & Cincinnati Packet Line

NEW PALACE STEAMER

"VIRGINIA"

Lying at foot of Main Street, will be open for inspection

MONDAY, DECEMBER 30TH, 1895,

between the hours of 10 A. M. and 4 P. M.

Yourself and friends are cordially invited to inspect the most handsome steamer on Western waters.

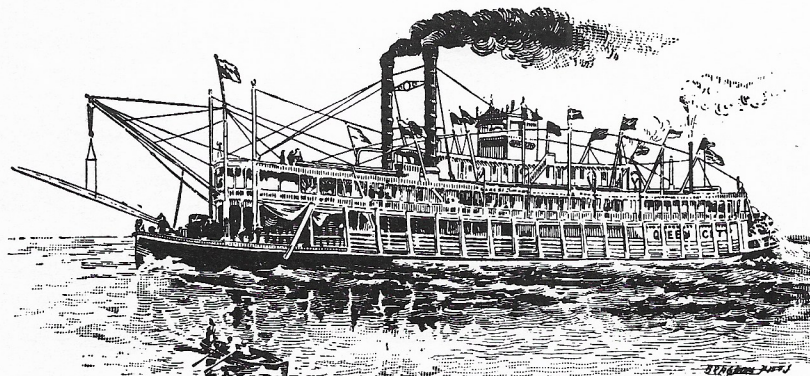
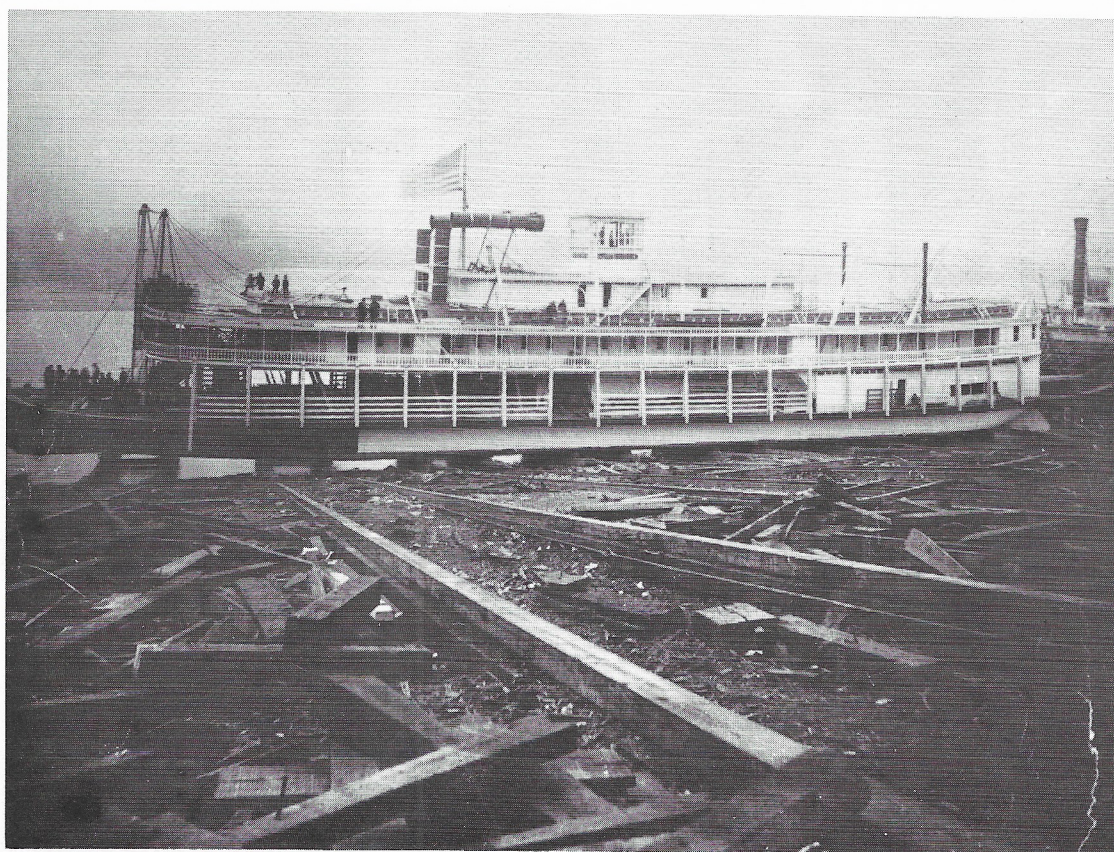
J. F. ELLISON, SUPERINTENDENT.

Scrapbook Of The Steamer VIRGINIA

The pictures and identifications on this and the next eleven pages are taken from the original material collected by the wife and two daughters of Capt. Thomas S. Calhoun. We are indebted to Dr. John C. Ewing, 410 Sulgrave Road, Pittsburgh, Pa. 15211 for permission to exhibit this collection for the first time. Dr. Ewing is a grandson of Captain Calhoun.

AT THE LEFT is an invitation to go aboard the new VIRGINIA at Cincinnati. She was advertised to leave that day at 5 p.m. on her maiden trip to Pittsburgh but due to the festivities she was many hours late getting away.

CENTER PHOTOGRAPH was taken at the Cincinnati Marine Railway Co. just before launching on Tuesday, Nov. 19, 1895. She was built complete all save hanging the stage and putting the bucket planks on the paddlewheel.



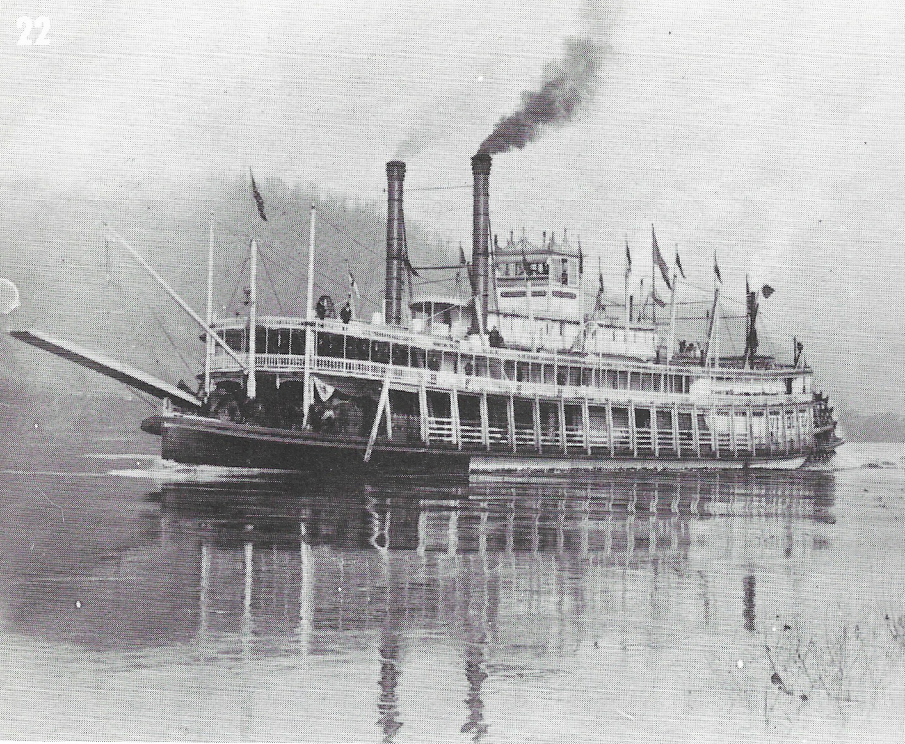
THIS DRAWING shows the VIRGINIA up-bound on her maiden trip. Note that the artist named her QUEEN CITY on the engineroom bulkhead. The original photograph from which this pen drawing was made appears on the next page. A beautiful watercolor under frame of this same picture, properly named VIRGINIA, is in the collection of the Historical Society of Western Pennsylvania, presented by Capt. James A. Henderson.

SHE'S A BEAUTY

So went the headline in a daily newspaper at Pittsburgh. "The new VIRGINIA eclipses any other steamer that has plied the Ohio River since the plamy days of boating," says the lead paragraph of a lengthy account. "The flags of all nations are floating from the numerous flagstuffs on the boat. Hundreds of people visited during the day expressing admiration to Capt. T. S. Calhoon, commander; to Capts. James A. Henderson, J. Frank Ellison and to Robert Kerr, her clerk."

The pictures at top and bottom of this page were taken by G. M. Watson & Co., 302 East Fifth St., Cincinnati.


A similar reception greeted the new boat at Huntington. Said a reporter from there: "All day a throng stood on the qui vive, and it was not until nearly 8 p.m. when she fired her first salute, which was returned repeatedly by a mortar on the wharfboat."



J. A. HENDERSON, Pres. and Gen. Mgr. THOS. S. CALHOON, Vice-President.
G. W. C. JOHNSTON, Sec'y and Treas., PITTSBURGH, PA.

THE **Pittsburgh and Cincinnati Packet Line**

NEW PALATIAL



STEAMER

VIRGINIA

Leaves Pittsburgh Saturdays at 4 P. M. Leaves Cincinnati Tuesdays at 5 P. M.

THOS. S. CALHOON, Master. ROBERT H. KERR, Pilot.

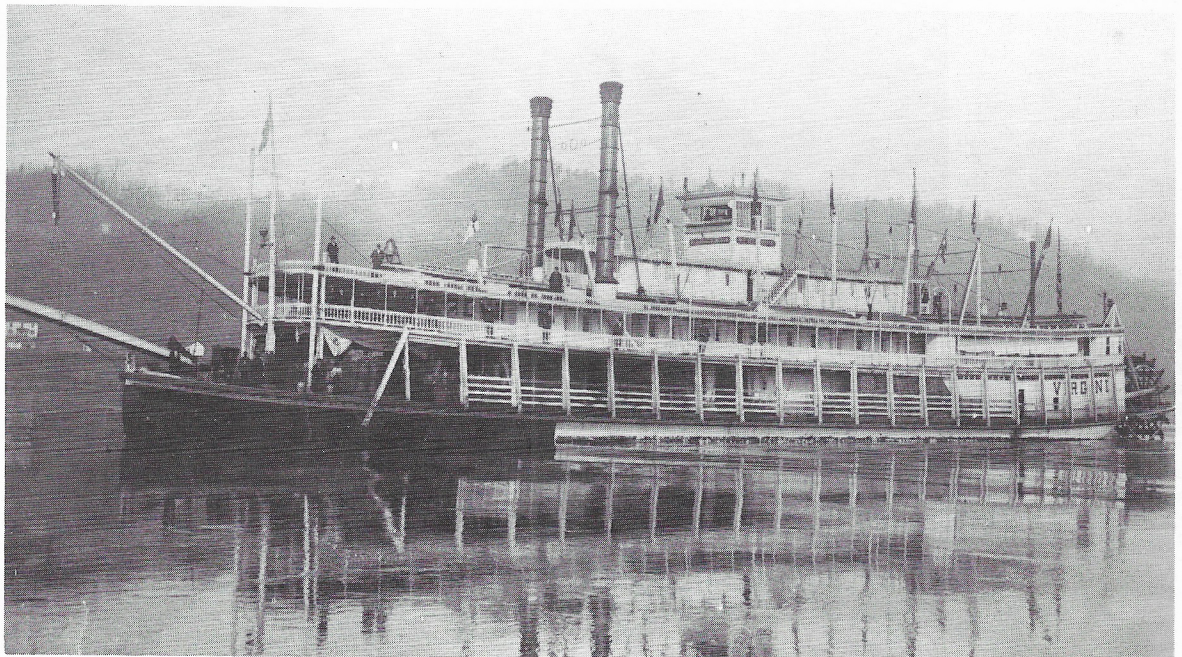
J. F. ELLISON, Sup't. No. 204 E. Front St. Public Landing, CINCINNATI, OHIO.

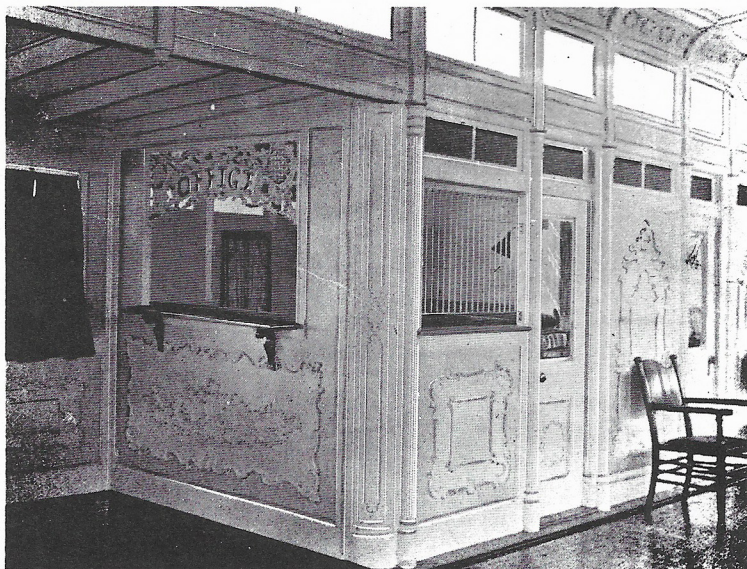


The center picture at the right is Capt. T. S. Calhoon on the roof of the VIRGINIA.

At Pittsburgh invited guests assembled at 7 p.m. and the P&C Line wharfboat at the foot of Wood St. was illuminated with lights strung inside. The VIRGINIA's powerful "White Squadron" searchlight was played over the city. Refreshments were served and an orchestra provided dance music until a late hour.

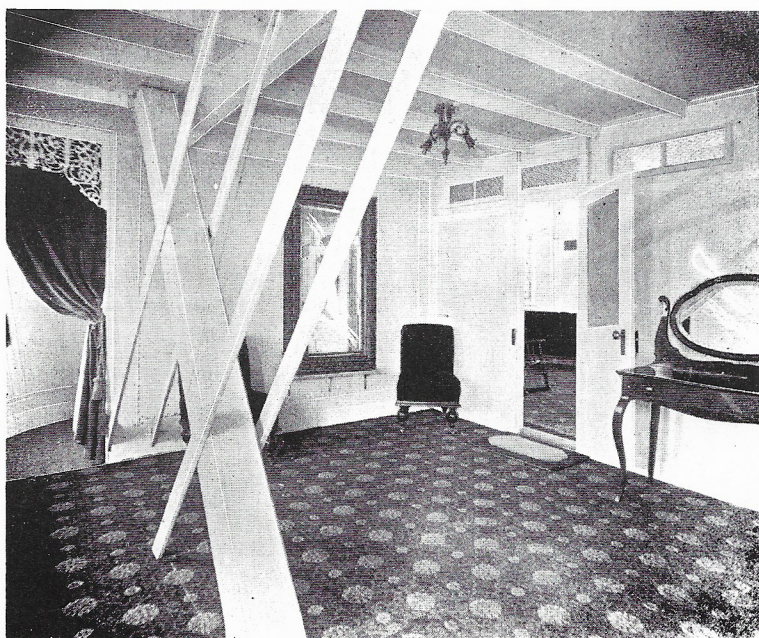
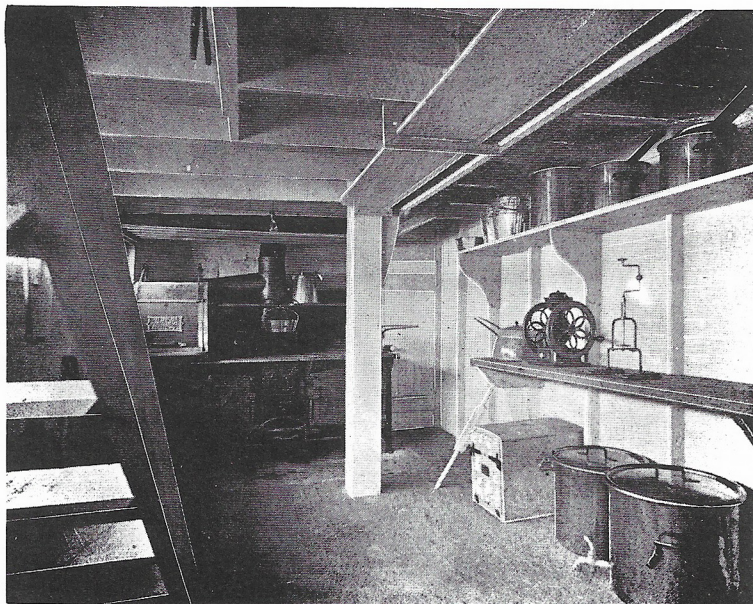
Among the newspaper people on board were Edgar E. Helm, Cincinnati Commercial Gazette; Allen Smith, Wheeling News; R. Mather Archer, Intelligencer; and Mr. Weir and bride of the Cincinnati Tribune who were on their wedding trip.



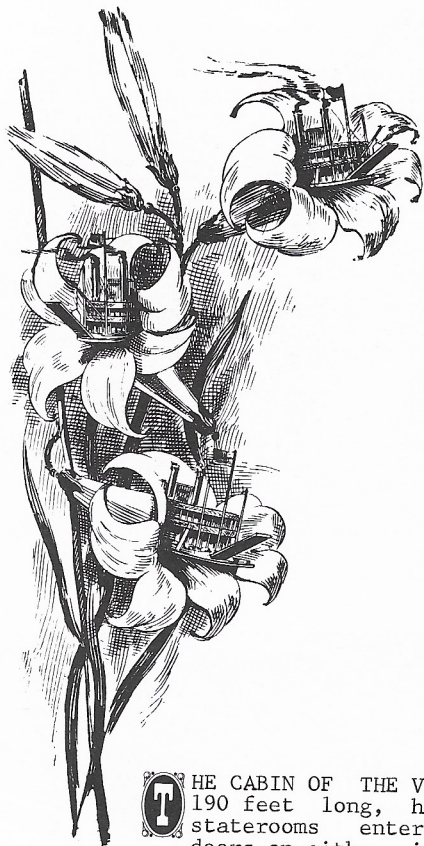


The VIRGINIA's office at the forward end of the starboard stateroom tier. The purser usually occupied the adjoining stateroom just aft. Among the pursers who served aboard, first was Robert H. Kerr. Then came Daniel M. Lacey, Will Barringer, William D. Kimble and Clyde Packard. In April 1932, William D. Kimble wrote a letter to Mrs. Oscar T. Taylor saying, "Will Barringer, quite aged and in broken health, lives today at Kanauga, O., opposite Pt. Pleasant." In 1963 your scribe interviewed Clyde Packard at his home in Parkersburg, W. Va. and Clyde said this: "I was born in 1876 and hence am now 87; altogether I was on the VIRGINIA 12 years as mud clerk, then second clerk and finally purser. When I first joined the boat Capt. Bob Kerr was purser and Will Barringer second. Will was a sound sleeper and hard to awaken, and I spent many long hours standing his watches as a consequence. I was on her when she went in the cornfield in 1910, and my second clerk was Bob Kimble, younger brother of William D. Kimble."

The VIRGINIA's kitchen was forward of the engines on the main deck, starboard side, with the pantry above on the main deck. The stairway leading up to the pantry is seen on the left. Back against the bulkhead is the John Van Range Co.'s coal range. John Van's establishment was at the corner of Elm and Home, Cincinnati. He was celebrated for his wrought steel ranges, coffee urns (run by steam) and such culinary implements. He put the entire kitchen outfit on the VIRGINIA including carving table, pots and pans. One of his brags was that he had outfitted the celebrated NORTH WEST and NORTH LAND on the Great Lakes. A coffee mill can be seen on the table at the right, and also some sort of an auger-impelled shebang whose utility we know not. The cook, sometimes white, usually black, was monarch of the small confines of this stinking-hot area, from which came all cooked foods and meats, pastry, rolls, bread---and the latest telegraphic news of vast importance to steamboat crews. The cook always knew everything as soon as it happened.



The ladies' reception parlor, carpeted and sparsely furnished, was painted a light blue with white trim. It was entered from the starboard side of the cabin, hard aft. There might have been a moment of confusion and perplexity for first-timers who had to chart a course around hogchains and straps angling from above down through the blue velvet carpet. Two good sized mirrors for preening, one hung on the aft bulkhead and one on m'lady's dressing table. Also the dressing table (right) has on it a hefty Holy Bible, if our interpretation is correct. The heating arrangement for this area was away ahead of its time--floor heating--as the engineroom was underneath. For this same reason the rooms opening from the ladies' cabin always were warm, summer and winter, as also were the forward rooms over the boilers. The toilets entered through the curtained door (left) were backyard style on this handsome steamer "with the most radical styles of machinery, cabin decoration and appointments."



THE CABIN OF THE VIRGINIA, 190 feet long, had fifty staterooms entered from doors on either side. The full length hallway also was used as the diningroom and tables could be set for 120 passengers and officers.

The stateroom bulkhead panels were unique. Each wood panel was covered with coarse linen cloth, buckram, and to these a patented fanciful design in relief was glued to

each, called Lincrustra Walton. This material was furnished by the Pittsburgh firm, Bassett & Boon, 416 Wood St., whose workmen applied it. The bulkheads were tinted light blue, the relief work white with gold trim.

Each stateroom door in its upper panel held a beveled plate glass mirror, the hardware of brass and decorated glass doorknobs.

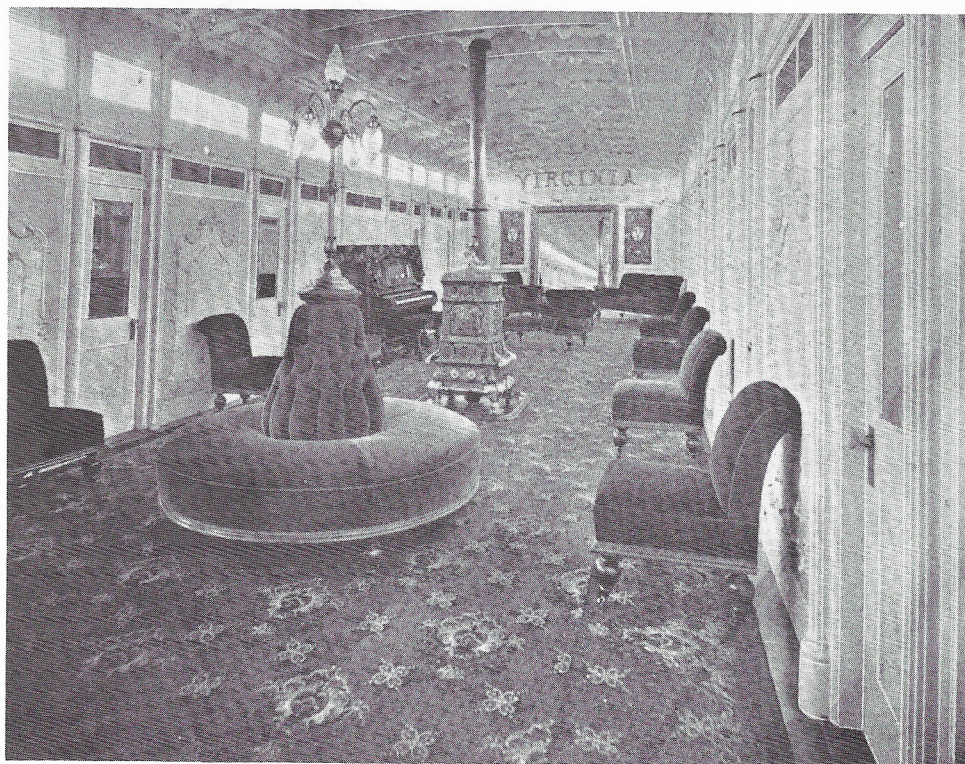
The superintendent in charge of decorations was G. W. C. Johnston, treasurer of the ow-

ner, Pittsburgh & Cincinnati Packet Line. He stressed that the cabin should impress the boat's passengers with a sense of refinement and elegance as would be found in a country club or parlor. The floors of each stateroom, and the floor of the ladies' cabin were covered with velvet carpet, dark blue with floral designs, furnished by the Geo. F. Otte Co. located at 131 West Fourth St. in Cincinnati.

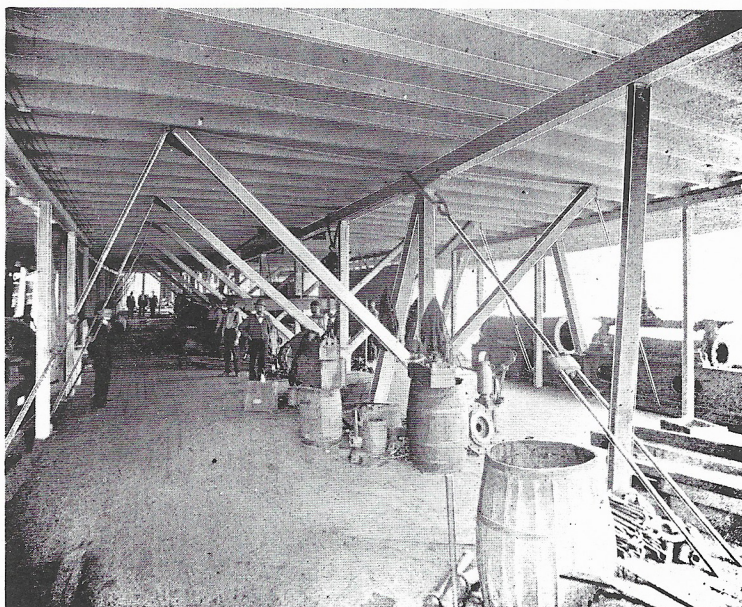
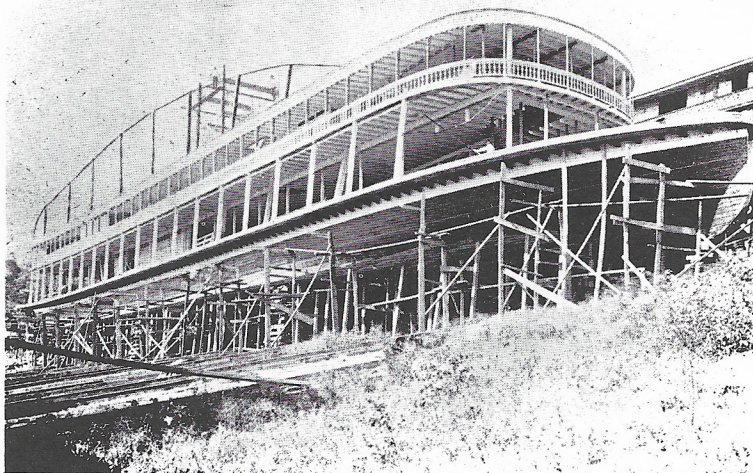
The upright piano in the ladies' cabin was donated by Kappel's Music House at 534 Smithfield St., Pittsburgh, styled a San Domingo mahogany Behning cabinet grand. The velvet reclining chairs and settees were of the best, and a circular settee surmounted with an ornamental brass pedestal terminated upward in a spray of fancifully-globed electric lights.

Each stateroom contained an upper and lower berth, the mattresses, sheets, pillows, pillow slips and blankets furnished by Joseph Horne & Co., Penn and Fifth Aves., Pittsburgh. Each stateroom was fitted with one electric light and suitable wash stand, bowl and pitcher. A barbershop was conveniently located, equipped with chair and a professional barber in attendance.

No oil lamps were used in the cabin or elsewhere, the whole boat electrically lighted. The main cabin was heated by ornamental coal stoves both forward and in the ladies' department. The staterooms were not heated, but upper transoms could be opened into the cabin area allowing warm air to circulate.

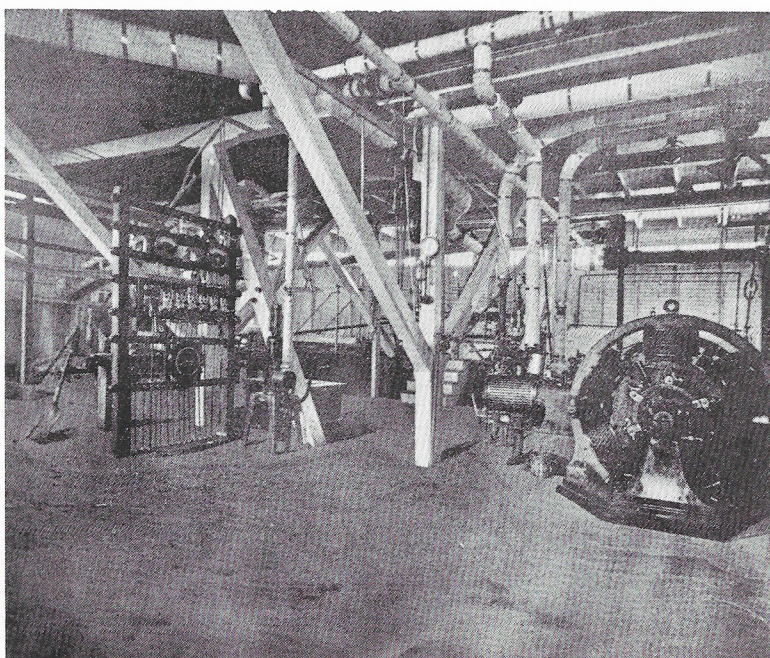


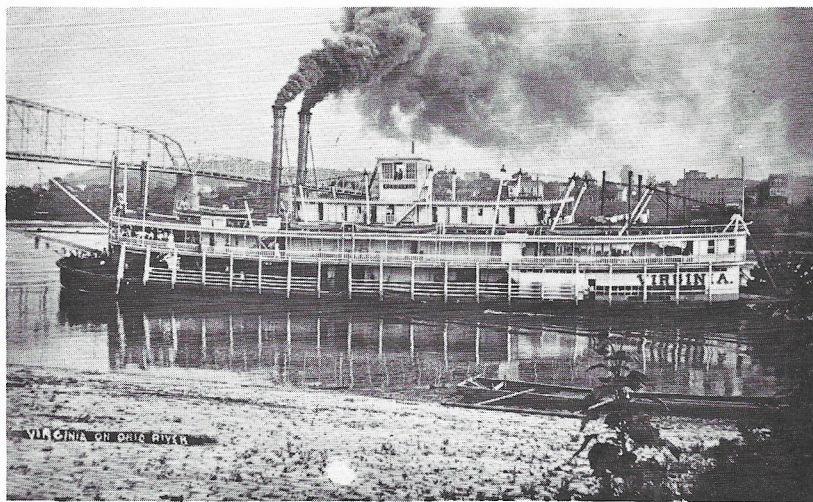
Picture taken Sept. 18, 1895 at the Cincinnati Marine Railway Co. showing the VIRGINIA under construction. This yard was on Eastern Avenue between Broad, Waldon and Brooklyn Streets. The hull was 235 ft. long with 38 ft. floor and 40 ft. beam, seven feet deep. All of the framing was of oak as well as the bottom. She was sided up with long leaf yellow pine, a weight saving of an estimated 27 tons. The main deck was of oak and all seams "two-threaded" with cotton and oakum. Her center and wing keelsons were not watertight, and were provided with openings at intervals 4 feet high and 2½ feet wide. The hogchains and braces were built on a new plan, forming a huge arch over the superstructure on each side, adopted from steamers J. Frank Ellison had inspected on other waterways.



The main deck is shown here, looking forward from the rudder stocks. The two cylinders of the starboard engine show at the right. She was powered with tandem compounds, 15" and 33" by 7 ft. stroke, built by Griffith & Wedge, Zanesville, O. These differed from most engines in use, with the exhaust valves and port openings at the bottoms of the cylinders. The LORENA was the only other inland river steamboat similarly equipped. She had four return flue boilers, each 42" dia. by 20 ft. long and each boiler had six flues, 3 10" and 3 7". Her allowed pressure was 186 psi. She had a jet condenser for each side. Her hex paddle-wheel shaft was 12" dia. and 34 ft. long, forged of charcoal iron. Her cylinder beams were steel I beams. The rudders were power-steered with a Crawley & Johnston automatic "booster type" rig designed similar to the modern power-steering for cars; when the pilot turned the pilotwheel he got an assist from the steam gear.

The electric light plant on the VIRGINIA was the most modern of its time, supplied and installed by the General Electric Co., Schenectady, N.Y. She had a multi-polar generator, DC, supplying power for 600 16 candlepower bulbs, a 10,000 candlepower White Squadron arc searchlight and two 2,000 candlepower arc lamps. The generator was driven by a Fisher steam engine rated 40 hp. The circuit frame shows in the picture at the left, over six feet high and four and a half feet wide, providing seven circuits. An ammeter and a voltmeter also are mounted on the frame. The electrically lighted VIRGINIA was the sensation of the upper Ohio; men and boys built bonfires and waited up nights to see her pass by, and those who had really seen the pencil-stab of the White Squadron, the purplish dazzle (willow leaves twitched as though a breath had blown when it swept them), were men apart.





FOUR CLASSIC PORTRAITS

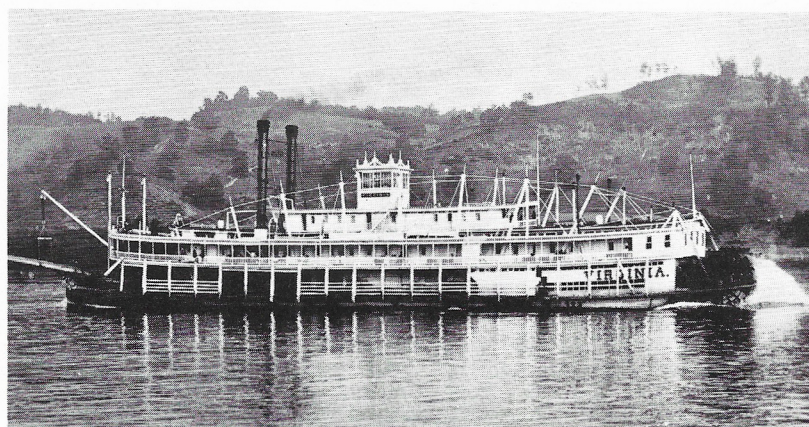
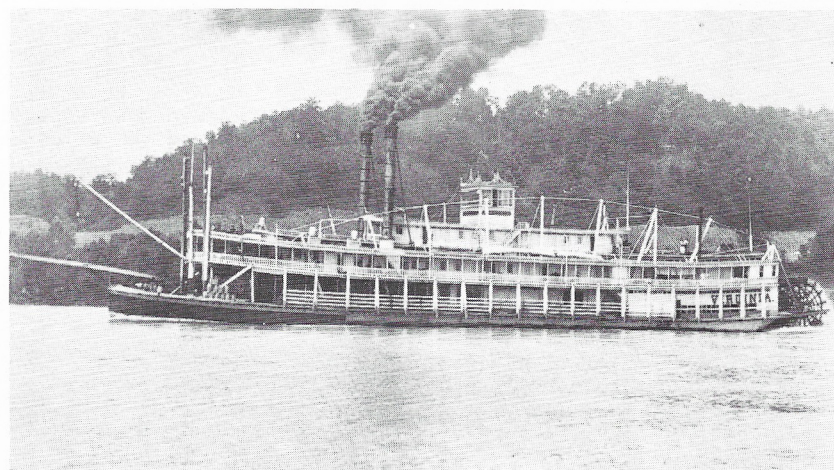
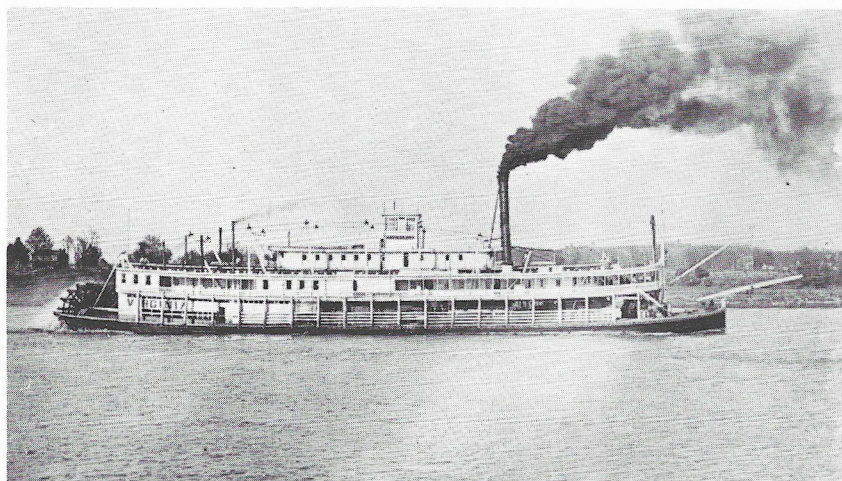
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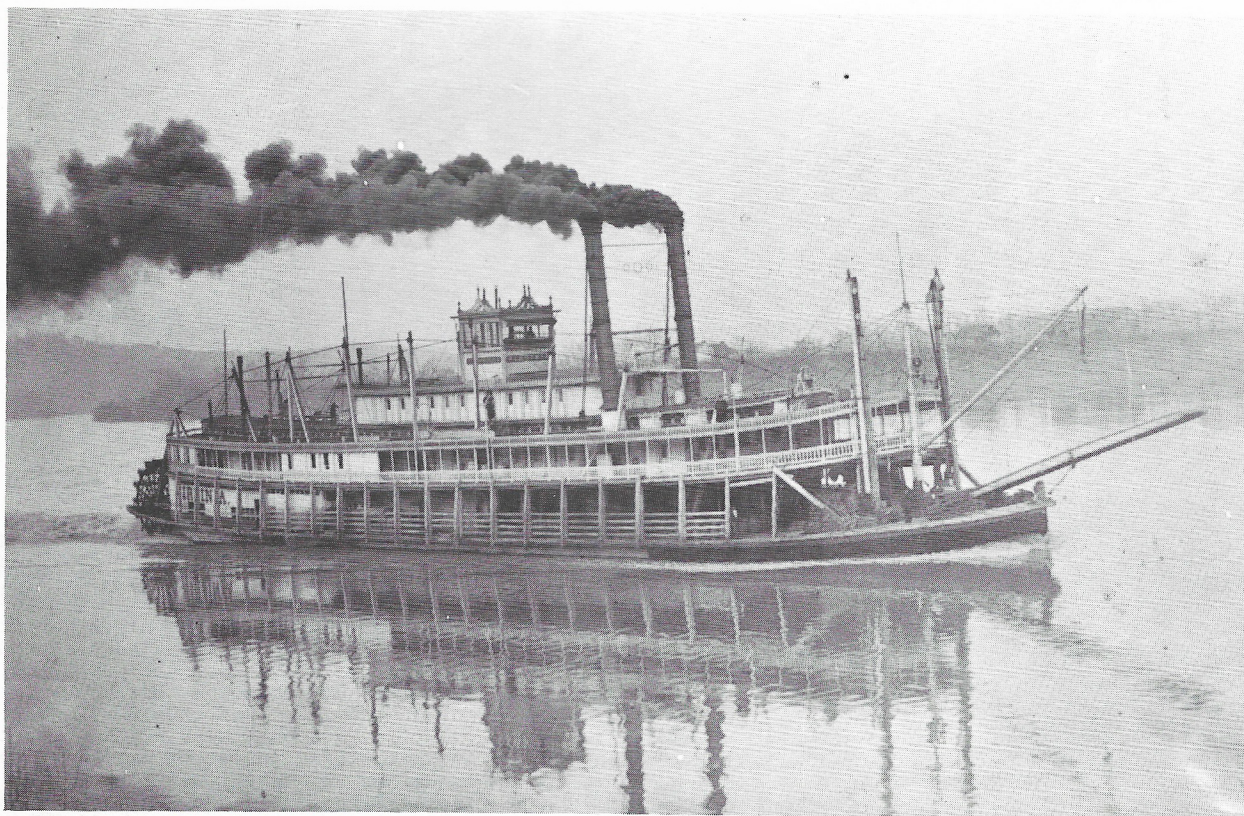
1- Taken by H. P. Fischer at Marietta, O.

2- Taken by Capt. Jesse P. Hughes.

3- Taken by Thornton Barrette near Letart Falls, O.

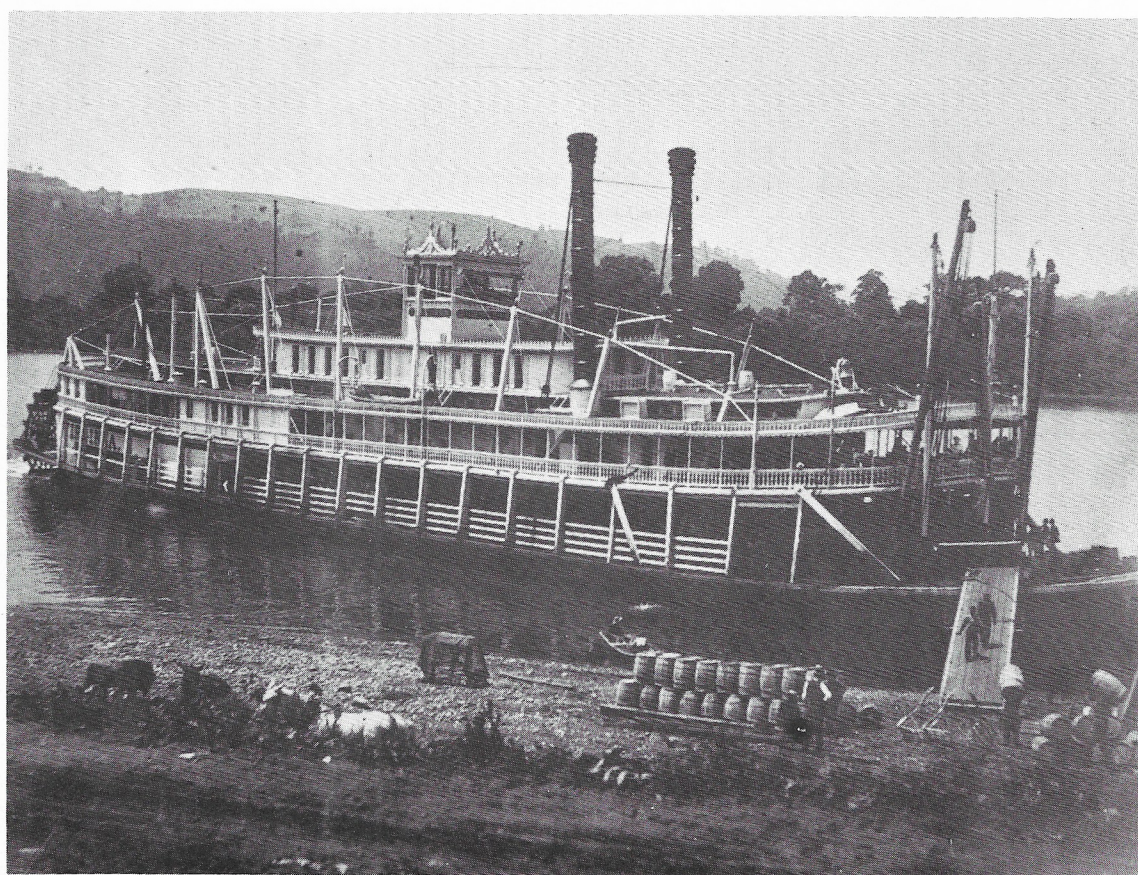
4- Taken by Thornton Barrette near Millersport, O.





ABOVE: This may have been taken by Capt. Tony Meldahl--looks to have been taken from Meldahl's Landing, W. Va. at the head of Newberry Island, Ohio River. It was used for the 1906 P&C post card shown elsewhere in this display.

BELOW: Taken by Mary E. Calhoon of Georgetown, Pa. of the VIRGINIA. This view was reproduced in a magazine of the day, captioned "PRIZE PHOTOGRAPH." The water is low, and her spars are set for action. The barrels may contain apples.





Robert H. Kerr sat for this studio portrait in Cincinnati about the time he came out first clerk of the VIRGINIA in 1896. He and Capt. Tom Calhoon were firm friends.



Taken aboard the VIRGINIA showing head clerk Robert H. Kerr and Mrs. Kerr (left) and Capt. T. S. Calhoon seated on the railing. Bob Kerr started boating on the GRANITE STATE in the Pittsburgh-Portsmouth trade with Capt. W. H. Kerr. He clerked on the SCOTIA and was on the IRON QUEEN when she burned at Antiquity, O. In 1902 on the VIRGINIA he became ill with rheumatism and arthritis, insisted on remaining on board, and often was confined to a chair or in bed. He was taken from the boat unconscious, at Pittsburgh, and died in the Homeopathic Hospital. He was 61. Mrs. Kerr lived to be 97. Both are buried in Spring Grove Cemetery, Cincinnati.



Robert H. Kerr
aboard the
VIRGINIA



Capt. Harry Ollom spent many years piloting boats which Capt. T. S. Calhoon commanded, KATIE STOCKDALE, KEYSTONE STATE and VIRGINIA. He is pictured here at the landing, Parkersburg, West Va. in company with his wife (right) and two daughters, Grace and Jessie. Capt. Ollom is mentioned in another story in this issue, piloting the KATIE STOCKDALE across the neck of Blennerhassett Island at the crest of the 1884 Flood. The Olloms made their home in Belpre, Ohio.



Pittsburgh and Cincinnati Packet Line.



STEAMER VIRGINIA

"THE WATERWAY OF THE WORLD"




PITTSBURGH AND CINCINNATI PACKET LINE.

THE WATERWAY OF THE WORLD

PASS Miss Mary E. Calhoun,
Accy Capt. S. Calhoun

Good during the year unless otherwise ordered

No 108 Jas. A. Henderson,
President & Gen. Manager



Pittsburgh and Cincinnati Packet Line.

1908

PASS W. N. Ewing & Wife,
Apr. V. P. Abgh. Gmtl. Pkt. Line

GOOD DURING THE YEAR UNLESS OTHERWISE ORDERED.

No 18 Jas. A. Henderson,
President & Gen. Manager



"The Waterway of the World."

KEYSTONE STATE.

CHAS. W. KNOX, MASTER.
DAY'S M. LADY, PURSER.
Lv. Pittsburgh, Monday, 4 P. M.
Cincinnati, Thursday, 5 P. M.

QUEEN CITY.

ROBT. R. AGNEW, MASTER.
JAS. S. GARDNER, PURSER.
Lv. Pittsburgh, Wednesday, 4 P. M.
Cincinnati, Saturday, 5 P. M.

VIRGINIA.

THOS. S. CALHOON, MASTER.
ROBT. H. KERR, PURSER.
Lv. Pittsburgh, Saturday, 4 P. M.
Cincinnati, Tuesday, 5 P. M.

STEAMER HUDSON.



FARE FROM PITTSBURGH TO	DISTANCE FROM PITTSBURGH TO
PITTSBURGH.....	0
Rochester.....	36
East Liverpool.....	44
Wellsville.....	48
New Cumberland.....	56
Steubenville.....	67
Wheeling.....	90
Bellaire.....	94
Marietta.....	171
Parkeburg.....	182
Ravenswood.....	218
Ashland.....	239
Racine.....	247
Pomeroy.....	249
Midport.....	275
Point Pleasant.....	267
Gallipolis.....	306
Huntington.....	315
Calletsburg.....	340
Ashland.....	348
Ironton.....	353
Portsmouth.....	375
Vancough.....	394
Mayeville.....	414
Ripley.....	423
Augusta.....	467
CINCINNATI.....	467

THE FAMOUS PASSENGER RIVER ROUTE,

Offers so id Comfort to the
Weary, Tired and Afflicted.

Pittsburgh and Cincinnati Packet Line.

FAST PASSENGER AND FREIGHT ROUTE TO ALL POINTS SOUTH AND WEST.

WORD as to the steamers of our fleet, which consists of the entirely new and magnificent "Queen City," the beautiful "Virginia," now entering into her second season; the excellent and commodious "Keystone State," and the fast and popular "Hudson." The new "Queen City" and the "Virginia" are unquestionably the finest and most modern steamers that ever plied the Ohio River, and are fully equal in all their appointments to the best steamers that are in service on a y of our lakes or rivers. The round trip fare between Pittsburgh and Cincinnati on these two steamers between terminal ports has been placed at \$12, on the other two at \$12. All rates include meals and berth.

General Office and Wharfboat foot Wood Street, Pittsburgh, Pa.

JAS. A. HENDERSON, Pres. and Gen'l Manager; T. S. CALHOON, Vice-President; G. W. C. JOHN STON, G. F. & P. Agt. and Treas.; A. J. HENDERSON, G. F. Agt.; JNO. CROCKARD, Agent Wheeling, W. Va.; E. R. MAUCK, Agent, 204 Front Street, Cincinnati, O.; J. F. ELLISON, Superintendent, 204 Front Street, Cincinnati, O.

TOP- SOUVENIR POST CARD issued aboard the VIRGINIA in 1906. Similar cards for the QUEEN CITY and KEYSTONE STATE also were available, all of them collector's items now.

TWO P&C LINE PASSES. Miss Mary E. Calhoun was a daughter of Capt. and Mrs. T. S. Calhoun, who married Oscar T. Taylor. Her sister Harriet became Mrs. W. H. Ewing.

ADVERTISEMENT at the left dates about 1897. Many of P&C's ads stressed "economy, recreation and pleasure" for the "weary, tired and afflicted." Note that the round trip fare (one full week) was \$14 including meals and berth aboard the QUEEN CITY and VIRGINIA and \$12 on the KEYSTONE STATE. The lower fare on the latter was an inducement to put up with the bawling calves, crowing roosters and bleating sheep of the "huckster boat."

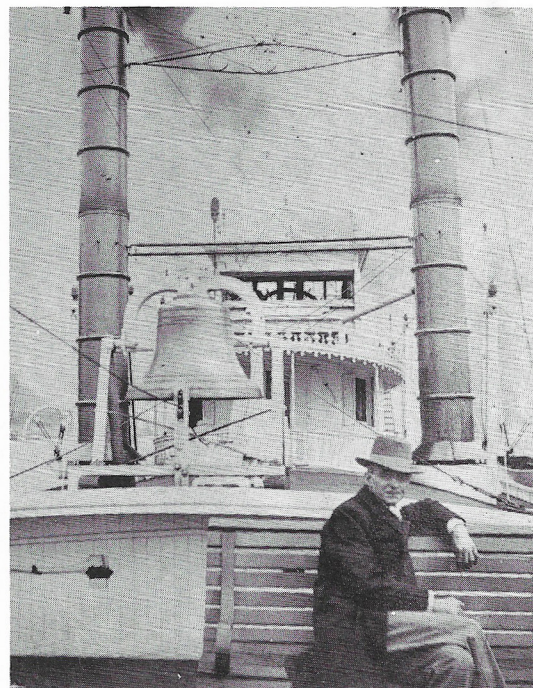


Daniel M. Lacey, looking very dapper, sat for his picture aboard the KEYSTONE STATE, cigar in hand and a boutonniere. Prior to this Lacey had been the head clerk on the HUDSON. Later he served with Captain Calhoun on the VIRGINIA. The picture was taken at Georgetown, Pa.

ABOVE: Capt. William D. Kimble stood for this portrait in 1900, purser on the KEYSTONE STATE. He became purser on the VIRGINIA later---serving with Capt. Alfred Pennywitt, master. Capt. Kimble was a native of Manchester, O., born there in 1868. His son Garland W. Kimble is a present-day S&D member. Uniforms were adopted by the P&C Line at the instigation of Capt. J. Frank Ellison.

AT THE RIGHT: Clayton Agnew, mud clerk on the VIRGINIA, was pictured in this Price skiff at the Marietta wharfboat.





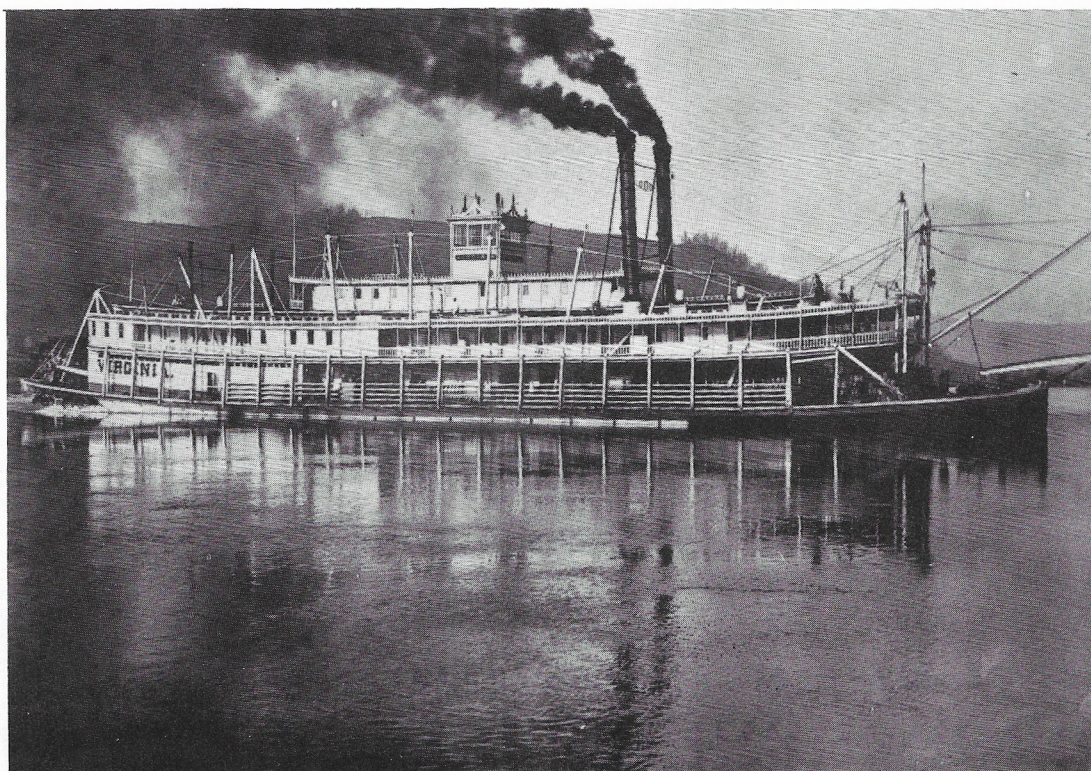
Thos. J. Calhoon

MASTER,
STEAMER KEYSTONE STATE.

TOP LEFT AND ABOVE taken at Wheeling in May, 1896. The LORENA shows at left. Photographer was W. T. Nicoll. The gentleman seated is unidentified.

CALLING CARD was furnished by the management of the P&C Line to its captains. Prior to taking charge of the VIRGINIA, Capt. Calhoon had commanded the company's KATIE STOCKDALE, KEYSTONE STATE and IRON QUEEN.

BELOW is the VIRGINIA at New Martinsville, W. Va. when she was one year old, taken on December 26, 1897.





MRS. THOMAS S. CALHOON

A portrait made in 1887 when Mrs. Calhoun was 53. She was born at Burgettstown, Pa. on February 5, 1834, daughter of Charles and Harriet Rebecca (Darrington) Calhoun. (Yes, a Calhoun married a Calhoun). The family removed to Florence in Washington County, Pa., thence to Hookstown in Beaver County and in 1851 to Georgetown, Beaver County, Pa.

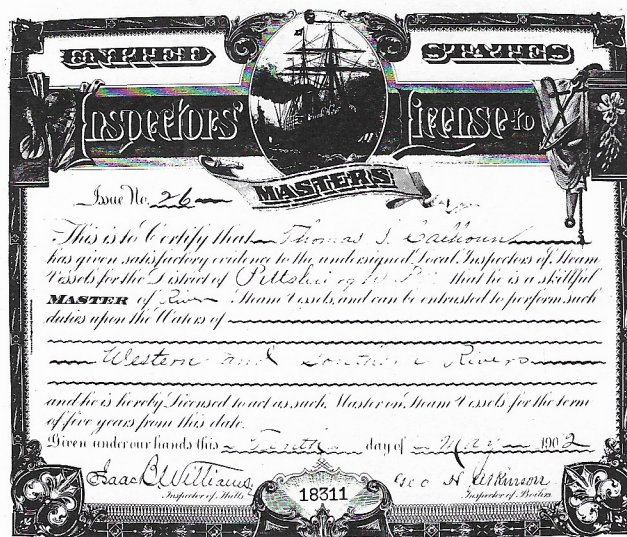
She married Capt. Thomas Stevenson Calhoun on January 5, 1867 and on March 5 her husband departed aboard the new steamer IDA STOCKDALE, Capt. Grant Marsh commanding, for Fort Benton, Montana. Tom Calhoun was first clerk. He didn't get home again until late that fall.

Mrs. Calhoun (Harriet Amanda) in later life remarked that most of her married life was spent saying goodbye to her husband and then waiting forevermore until he got back.

She survived him (he died in 1910) until Tuesday, October 21, 1913. Both are buried in the Grand Heights Cemetery on the hillside back of Georgetown, Pa.

In presenting the pictures and souvenirs on these 12 pages the stress has been principally on the building and operation of the VIRGINIA during 1895, 1896 and 1897. Our March '66 issue tells the story of how she wandered into a West Virginia cornfield in 1910. In the June '65 issue we featured her trip with the U.S. Rivers and Harbors Congress.

Taken at Cincinnati by
Richard L. Hunster in
1897.



CAPT. T. S. CALHOON'S LICENSE

This photocopy shows his last renewal, dated May 10, 1902, the 26th issue, signed by U.S. Inspectors Isaac B. Williams and Geo. H. Atkinson at Pittsburgh. Note that it empowers him to act as master on Western and Southern Rivers. He never was a pilot.



PITTSBURGH & CINCINNATI PACKET LINE.
JAMES A. HENDERSON, PRES. AND GEN'L. MGR. J. F. ELLISON, BOAT, CINCINNATI, O.
THOMAS S. CALHOON, VICE PRES.
JOHN C. JOHNSON, GEN'L. FRGHT & PASG. AGT. AND TRG. PITTSBURGH, PA.
FOR COMFORT, PLEASURE AND RECREATION TAKE THE SPLENDID STEAMERS OF THIS LINE.
RECEIPTS FRGHT AND PASSENGERS TO ALL PORTS WEST AND SOUTH.

Pittsburgh, Pa., Sept. 24, 1896

Cap't T. S. Calhoun,
Georgetown, Pa.

Dear Sir:-
Enclosed please find check for Eighteen Hundred and Eighty ^{and} ~~one~~ Dollars, (\$1881.00) in full for a Dividend of 9% on your 209 Shares of Stock of the Pittsburgh & Cincinnati Packet Line, declared out of the earnings of last seasons business, by the Board of Directors, at the Annual Meeting held Sept. 23, 1896.

Herewith hand you a statement of the affairs of the Line. Kindly acknowledge receipt of both.

Yours respectfully,

G. W. C. Johnston
Sec'y & Treas.

