

Come & See Me Canalboat Turned Into Steamboat

This picture of the COME & SEE ME was brought to the River Museum by Mrs. John Santee, 2518 Johnson St., N. E., Minneapolis 18, Minn.

Originally the COME & SEE ME was a canalboat built at Peninsula, O., 1867. This small town is about halfway between Cleveland and Akron. In old records there are various references to Ohio and Muskingum steamboats built originally as canalboats at Peninsula. This, as far as we know, is the first instance of finding a photograph of one of them.

If you look closely at the photograph you may easily observe the canalboat features of the hull. The conversion included boiler, engine, propeller and pilothouse. The picture was taken along the Mississippi River, and she has in tow two loaded "store boats" piled full of produce and wares from Marietta. These goods were bartered and sold at towns and plantations, after which the store boats were brought back to the Muskingum River.

Associated in these ventures were T. B. Townsend, of Zanesville, and William S. Brown. It is recorded that Capt. Steve Sprague, Marietta, also made trips on the COME & SEE ME. Mrs. Santee also produced two photographs of William S. Brown with the information that he was born Aug. 19, 1845 and enlisted in Company E, 78th Regiment, O.V.I. at age 16, on Dec. 7, 1861. He became a corporal on June 1, 1865, and was mustered out on July 11, 1865. One of these pictures shows him at the time of his enlistment. The other was taken some years later at New Orleans while he commanded the HATTIE BLISS.

The COME & SEE ME operated until 1882 at which time she was dismantled and the HATTIE BLISS replaced her. The HATTIE also was a propeller boat and towed store boats south. No photograph of her has been located. Mr. Townsend had his family along on a trip to New Orleans in 1887 and, having arrived there, he shipped back his wife and folks to Cincinnati on the side-wheel GUIDING STAR. He hitched to the empty store boats and started back for Marietta. One night, tied along shore, a passing steamboat made huge swells and upset a stove on the HATTIE BLISS, burning her to the water's edge. The National Archives report this accident at Darrensville, Jan. 27, 1887.

William S. Brown had run a steamer called SWAN prior to his association with the COME & SEE ME.

Another small propeller boat operated during this same period was the HERE'S YOUR MULE, built at Buffalo, N. Y. in 1866, of 14 tons, and probably of similar canal boat origin, although details are not at hand.

S&D Pins Available

Our Secretary reports having ordered a supply of gold pins which now are available to members. The pilotwheel emblem enclosing a searchlight is neatly followed. There are two styles, with pins or with buttons. Both are priced the same, \$2.50 each. Remit to Mrs. J. W. Rutter, 89 Park St., Canal Winchester, O. Specify which style you wish.

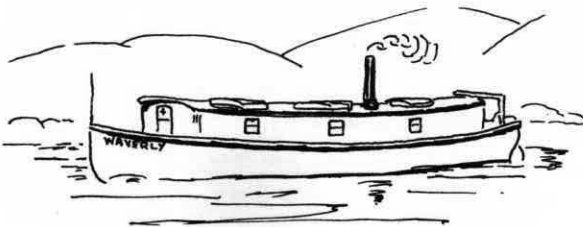
Another Canalboat-Packet

The following letter was written by the late Capt. James Rowley of Vanceburg, Ky. who belonged to S&D until his death. The date of the event he describes was probably about 1870.

"When I was a kid of about ten, a former canal boat captain (if they had captains) and his former canalboat appeared in the daily packet trade between Vanceburg and Portsmouth, thereby making some boat history.

"This boat had been a mule-powered craft then operating on the (then used) canal which had its south end at the Ohio River and Portsmouth.

"The old gentleman, Capt. Wash Williamson, being of a progressive turn of mind, one day beached the WEVERLY, put a '22-short' engine and a small screw wheel on her, put her back in the water of the canal and began operations. The canal board, or commission, or some authority, 'went up in the air' on the grounds that such a powerful outfit would most certainly wash the canal plumb out of existence. One alternative remained:- if Capt. Williamson would take off the wheel and put the mules to work again, he could continue.



-from an original pencil sketch by Capt. James Rowley.

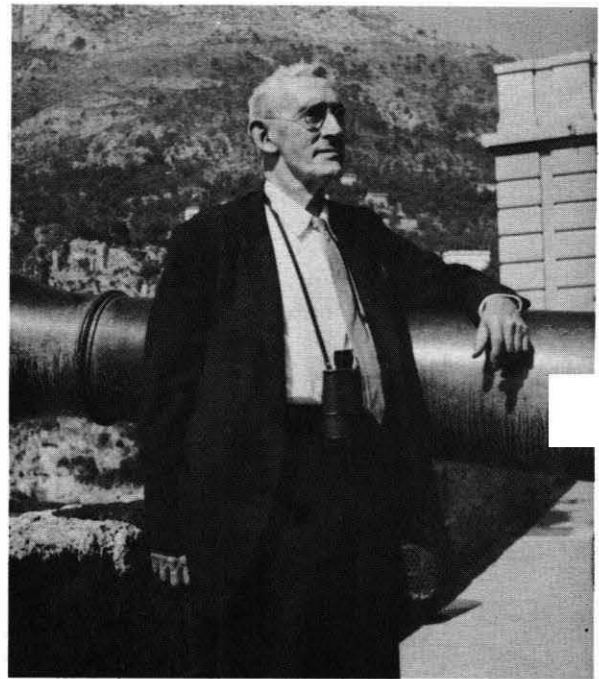
"But he refused 'by-gad' (his cuss word) and told the authorities he would wash the banks of the Ohio River henceforth. So he selected the Vanceburg and Portsmouth trade, up from Vanceburg at 5 a.m. and back from Portsmouth at 3 p.m. daily. He made money from his first trip. He eventually built and operated two good steamboats in the run.

"Now about the WEVERLY: she was just a canal boat. I can't remember of seeing any pilothouse and I think the boat was steered by a man on the roof pushing the tiller by hand, as you would steer a sailboat. Passengers had to climb up on to the top, and then go down a little ladder into the cabin. The boat could run approximately three miles an hour. A small chimney, or stove pipe, was poked about six feet high above the roof, and about 30 feet from the stern. It came from a small threshing machine boiler.

"Can you imagine an outfit like that? However it did truly exist, operated successfully--inasmuch as it made some money--and that's supposed to be the acme of success. Capt. Williamson was a most lovable character; he was injured in some way physically and he walked with a painful limp, aided by a cane--a nobleman of nature, a friend to mankind."

Speaking of canal boats, the late Capt. Warren Elsey, long the river transportation manager for the Jones & Laughlin Steel Co. at Pittsburgh, was born on a canal boat near Portsmouth, O. about 1848. His parents, Mr. and Mrs. Edwin R. Elsey owned the craft and operated it between Portsmouth and Chillicothe.

H. O. Reynolds, New Cumberland, W. Va., writes to say that a daughter of former riverman T. J. Garlick resides in New Cumberland and will celebrate her 90th birthday this coming October. He says also that the widow of Capt. Harry Sweaney lives in New Cumberland. Capt. George Foreman's widow is residing in the Fox Rest Home, Chester, W. Va.



Not Far From Monte Carlo

Here is a recent picture of Captain Hughes taken while sight-seeing at Monaco, France. His left arm rests on a cannon that guarded the Royal Palace. No secret is his birthday, June 7, 1876, so our readers can figure his age from that clue. Captain Hughes was born in Washington County, Ohio, son of E. D. and Ella (Lowderback) Hughes. His present address is c/o Lt. Col. B. E. Prater, Box 3064, O.S.I. (Dist. 70), APO 332, Postmaster, New York, N. Y.

Old-Time Thumb Rules

Based on steam pressure of 150 pounds, and D is the diameter of the cylinder for a simple non-condensing engine.

Diameter of the wheel-shaft journal.....	D/2 plus 1/4"
	to 1" plus 1/4"
Diameter of cross-head pin.....	D/4 plus 1/4"
Diameter of piston rod.....	D/4
Diameter of main steam line.....	D/3
Diameter of branch steam lines.....	D/4
Diameter of main exhaust line.....	D/2
Diameter of branch exhaust lines.....	D/4 plus 1"

Boiler Feed Lines

One or two boilers.....	1 1/2" pipe
Three boilers.....	2" pipe
Four or five boilers.....	2 1/2" pipe
Six boilers.....	3" pipe
Seven boilers.....	3 1/2" pipe

The branch line to each boiler and for the Snowden heater..... 1 1/4" pipe

Paddlewheel

Outside diameter equals three strokes (plus or minus)

Diameter	Number of arms
14 feet.....	10 to 12
15 or 16 feet.....	13
18 feet.....	14
20 to 22 feet.....	15
23 to 26 feet.....	16
28 to 30 feet.....	17 or 18

Hub diameter..... D
Outside diameter..... 3D
Arm pocket depth..... D

Wedge room, large shafts... 1 1/4"
Wedge room, small shafts... 1"

Pitmans

For towboats, length center to center.....
4 1/2 to 5 strokes
For packets, length center to center.....
3 3/4 strokes
or more
Cross section at middle (D plus 1)²; also D²

The S&D Story

By Frederick Way, Jr.

The idea of S&D originated with a school teacher in Clarington, O., Miss Elizabeth Litton. Her inspiration brought together a small group, not over a dozen, at the Hotel Lafayette, Gallipolis, O., on June 3, 1939. Capt. and Mrs. Phil C. Elsey were there and it is noteworthy that Capt. Phil picked up the check for the dinner party--the first and last time an individual played host. Miss Litton's objective was an annual river get-together, something like a family reunion. J. Mack Gamble suggested the name, Sons and Daughters of Pioneer Rivermen. Officers selected there at Gallipolis were: J. Mack Gamble, president; Capt. Phil C. Elsey, vice president; Elizabeth Litton, secretary; Ben D. Richardson, treasurer; Capt. Mary B. Greene, honorary president. An executive committee was appointed with three members; B. L. Barton, Bert Noll and J. W. Zenn.

The first annual meeting was held later that same fall, on September 10, 1939, in the Riverview Room at the Hotel Lafayette, Marietta, O. About 30 or 40 persons attended. There were informal talks and a few songs were sung. I well remember suggesting that a permanent River Museum would serve to bond the organization, an idea hatched the year prior at Pittsburgh. Mrs. Edith S. Reiter was in the audience and promptly invited S&D to consider placing such a Museum at Campus Martius where she was the curator. J. Mack Gamble was asked to prepare a constitution and also, at this first formal meeting, the S&D insignia, a pilotwheel enclosing a headlight, was adopted.

The incentive to build a River Museum really dates to September, 1938. Pittsburgh at that time was celebrating the sesquicentennial of Allegheny County. Capt. William B. Rodgers (Jr.) was chairman of the River Committee and he decided to display river relics in the old Music Hall near the Point. The building was in bad repair, a dismal place at best; the lighting was inadequate, the hall was clammy and cold. John W. Zenn, J. W. Rutter and I were involved in the actual work. We formed display tables of rough-cut lumber held up on saw-horses. Nevertheless, during the three weeks the show was on some 20,000 persons viewed the steamboat models built by Robert Thomas and others, the section of a coalboat built by "Sandbar" Zenn, the enormous pilotwheel from the towboat Boaz, and an attractive array of pictures and photographs.

These exhibits of course were on loan. Soon as the show was over everything was returned to the good persons who owned the material, most of whom said they were willing to donate these things if a permanent museum could be arranged for.

River Museum Planned

S&D decided to do this very thing. Capt. Tom Greene expressed hopes that such a River Museum could be based at Cincinnati. Mrs. Reiter showed the S&D members a room in the basement at Campus Martius at Marietta. B. L. Barton and others were hopeful that a historic home in Bellaire, O. could be acquired for the purpose.

At the second annual meeting, held at New Martinsville, W. Va. in the fall of 1940 a Museum Committee was established with authority to judge and select the proper location. The Ohio State Archaeological and Historical Society (since shortened to the new name of The Ohio Historical Society) displayed enthusiasm to have us in Marietta on a "Help Us Grow" basis.

Ben D. Richardson was elected president of S&D at the New Martinsville meeting. Ben and his good wife Fannie lived at Malta, O. along the Muskingum and were real river folk. Ben's father, Capt. W. W. Richardson, for years had been pilot on the packet LORENA plying between Zanesville and Pittsburgh, and later master. Ben and Fannie had a "River Room" in their home filled with Muskingum River pictures and relics. They were hopeful that the S&D Museum would be at Marietta.


The first chairman of S&D's Museum Committee was William Knox Richardson (no relation to Ben), a bachelor who lived in the Harmar section of Marietta. Bill Richardson's committee turned in a report unanimously in favor of the Campus Martius room.

This was not all as easy as it sounds. Miss Elizabeth Litton and a group of dedicated S&D members were disappointed that the old home at Bellaire had not been chosen. Miss Litton withdrew her support from S&D. Thus the acceptance of the Marietta location brought with it, unfortunately, wounds and injury to various persons. Growing pains, perhaps. Personally I always feel sad when thinking back to this time, with a gnawing wish that ill will might have been circumvented.

Museum Opened

The original room Mrs. Reiter provided at Campus Martius was a small one, entered to the right as you go downstairs to the present quarters; now closed and used for storage. Robert Thomas, backed by a fund of carpenter experience, put up the exhibit cases, built a fanciful packet jig-saw railing, installed lights, and, on March 16, 1941, there was a gala opening.

Continued on Page 5



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Tickets Passengers and Receipts Freight at lowest rates to
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AND ALL POINTS WEST AND SOUTH.

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Steamers leave Pittsburgh (from Wharf-boat, foot of Wood Street) for Cincinnati and all way points, Mondays, Wednesdays and Saturdays, at 4 00 p.m.
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J. F. ELLYSON, Superintendent. Cincinnati, O.

The old advertisements shown in this issue are photo copies made by S. Durward Hoag from the Official Guide of Railways and Steam Navigation Lines, issue of October, 1899.

The Louisville & Cincinnati Packet Co.

J. A. BOTTNER, President. GEO. F. QUIGGIN, Secretary.
T. A. LADDLEY, JAS. A. WHEELER,
General Manager. Gen. Frl. & Pas. Agt.

General Office--Wharf-boat, foot of Broadway, Cincinnati, O.

DAILY LINE OF STEAMERS
Leave Week-days 5 00 p.m., Sundays 9 00 a.m.

Between CINCINNATI and MADISON and
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STEAMERS
CITY OF CINCINNATI, CITY OF LOUISVILLE, LIZZIE BAY,
BIG KAWAWA, DICK BROWN and HATTIE BROWN.

MILES OPERATED, 800.

The fast and elegant steamers of this line run on as close schedule time as railroad trains. The steamers are constructed with great care and kept up to a standard of general excellence. The state-rooms are large and commodious. Special and particular attention paid to pleasure parties. The saloons are luxuriously appointed and the tables liberally supplied with all the delicacies in season that the markets afford. This line makes close connection at Louisville with the Louisville & Nashville R.R., Illinois Central R.R., Louisville & Evansville Mail Line, Cincinnati, Hamilton & Dayton Ry., Baltimore & Ohio South-western Ry., Chicago, Indianapolis & Louisville Ry., and at Cincinnati with the Pennsylvania Lines and Baltimore & Ohio R.R. and Chesapeake & Ohio Ry. for the East and South; Cleveland, Cincinnati, Chicago & St. Louis Ry., Baltimore & Ohio South-western Ry. and Cincinnati, Hamilton & Dayton Ry. for points North and West; Cincinnati, New Orleans & Texas Pacific Ry. and Louisville & Nashville R.R. for points South.

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Vicksburg & Greenville Packet Co.

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T. H. BRIERLY, Secretary.

AND

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BELLE OF THE BENDS, ANNIE LAURIE, ELK, RESCUE,
REES PRITCHARD, ASHLAND CITY, RUTH, MAGGIE,

Leave VICKSBURG for GREENVILLE every Monday, Wednesday, Thursday and Saturday at 1 00 p.m.

Leave VICKSBURG for YAZOO, TALLAHATCHIE, COLDWATER and SUNFLOWER RIVERS, every Tuesday at 4 00 p.m.

Leave YAZOO CITY every Monday, Wednesday and Friday for BELWIN, SATARTIA, CAMPBELLSVILLE and all intermediate points at 11 00 a.m.

MILES OPERATED, 900.

SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE.

The Steamers of this Line are Fast and First Class in every respect.

Lighted throughout by electricity. Light in every stateroom. Cabins luxuriously furnished, and tables bountifully supplied with the best the markets afford.

CONNECTIONS.—At VICKSBURG, MISS., with Alabama & Vicksburg Ry., Vicksburg, Shreveport & Pacific R.R., Yazoo & Mississippi Valley R.R., St. Louis & New Orleans Anchor Line, and Memphis, Cincinnati & New Orleans Packet Co's steamers. At GREENVILLE, MISS., with Yazoo & Mississippi Valley R.R. and Southern Ry. At YAZOO CITY, MISS., with Illinois Central R.R. At GREENWOOD, MISS., with Illinois Central R.R. and Southern Ry.

Established 1849.

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THROUGH RATES ON APPLICATION.
STEAMER DAILY NORTH AND SOUTH.

Steamer leaves Pittsburgh daily, except Sunday, at 2 30 p.m., for Homestead, Braddock, Duquesne, McKeesport and all intermediate points, arriving at Elizabeth 7 30 p.m. Leaves Elizabeth daily, except Sunday, at 7 00 a.m., for all way points, arriving at Pittsburgh 10 00 a.m.

General Offices—839 Water St., Pittsburgh, Pa.
J. M. BOYD, Pres. & Gen. Mgr.

325

SEASON OF 1899.

Pittsburgh, Brownsville and Geneva Packet Company.

TO ALL POINTS ON THE MONONGAHELA RIVER—
—BETWEEN—
Pittsburgh, Pa., and Morgantown, W. Va.

STEAMERS

"Adam Jacobs," "Jas. G. Blaine," "I. C. Woodward."

Leave Pittsburgh daily, except Sunday, 3 00 p.m., Sunday 8 30 a.m., for McKeesport, Monongahela City, Webster, Lock No. 4, Charleroi, Bellevernon, Fayette City, Coal Centre, California, Brownsville, Fredericktown, Millsboro, Rice's Landing, Geneva, Point Marion and Morgantown. Returning, leave Morgantown daily, 8 00 a.m.

These steamers are all first-class side-wheel boats, built expressly for the trade, with superior accommodations, rendering a trip on the picturesque Monongahela a delightful one.

Freight received until the hour of departure.

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MILES OPERATED, 400.

One of these magnificent Passenger Steamers, carrying the United States Mail—

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Leaves EVANSVILLE every week day, except Monday at 6 00 p.m., Monday at 10 00 a.m., for Louisville, connecting at Louisville with Louisville & Nashville R.R., Chic. Ind. & Louisv. Ry., C. C. C. & St. L. Ry., P.C.C. & St. L. R.R., B. & O. South-western Ry., C. & O. Ry., Illinois Cent. Ry., Southern Ry., Louisville & Cincinnati Packet Co. and steamers for Upper Ohio River.

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Memphis and Ashport Division—Steamers leave every Monday, Wednesday and Friday at 5 00 p.m.
Memphis and Cairo Division—Steamers leave every Tuesday, Thursday and Saturday at 5 00 p.m.
Memphis and Friars Point Division—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.
Memphis and St. Louis Division—Steamers leave every Monday and Friday at noon.

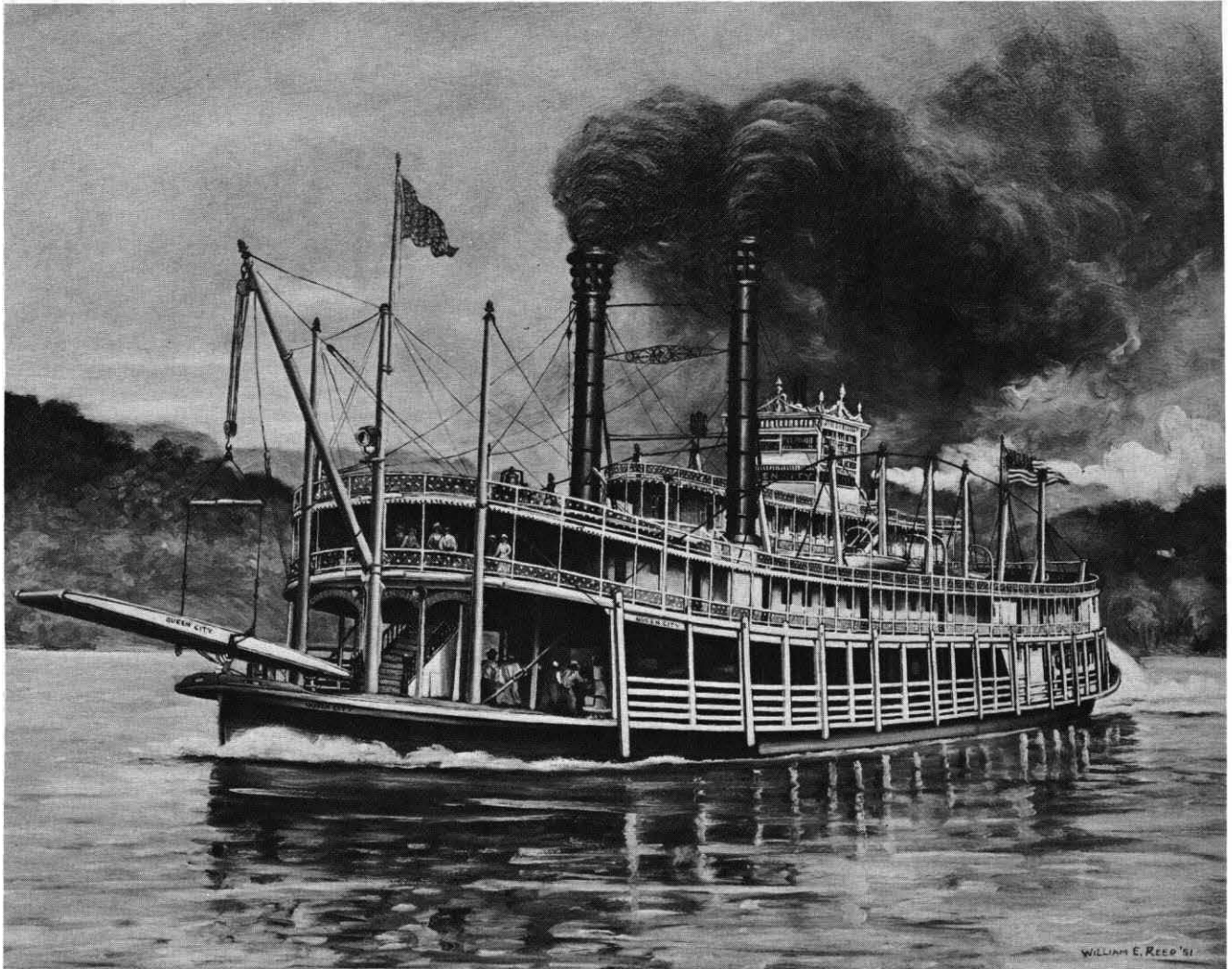
DEPARTURES FROM CAIRO, ILL., FOR MEMPHIS.
Steamers leave from H. & P. Wharfoat every Tuesday, Thursday and Saturday at 5 00 p.m.

DEPARTURES FROM ST. LOUIS FOR MEMPHIS.
Steamers leave Diamond Jo Line Wharfoat Tuesdays and Fridays at 5 00 p.m.

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At CHATTANOOGA, KY., with St. Louis, Iron Mountain & South Ry.
At HELENA, ARK., with St. Louis, Iron Mountain & Southern Ry. and Arkansas Midland R.R.
At FRIARS POINT, MISS., with Yazoo & Miss. Valley R.R.
At MEMPHIS, TENN., with Arkansas River steamers, Vicksburg steamers and all railroad lines.
At ST. LOUIS MO., with all railroad and steamship lines.

Oil Painting of QUEEN CITY



In 1951 S&D member H. C. Putnam, Warren, Pa., commissioned artist William E. Reed to paint this likeness of the packet QUEEN CITY as she originally appeared in the Pittsburgh & Cincinnati Packet Line in the 1897-1907 period. Artist Reed didn't miss a bet; he has all of the details, even to the boat's name painted on the swinging stage, and again over the first section of bull rails. The netted wire

railing and fanciful rosettes were first introduced in the building of the excursion steamer ISLAND QUEEN at Cincinnati in 1896. Capt. J. Frank Ellison superintended construction of the QUEEN CITY at Cincinnati, having previously built the HUDSON and VIRGINIA.

The original painting today graces the home of Mr. and Mrs. Putnam at 302 East Street, Warren, Pa.

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Most of the models were not glass-enclosed but within the next several years J. W. Rutter studied the procedure of making permanent cases and built most of the ones still used today. Ben Richardson presided at the ceremonies that opening day. Bill Richardson accepted the responsibility of "mothering" the new River Museum and, thanks to his zeal, valuable material was added and always well tended.

The annual meeting of 1941 was held in Marietta on August 31. I must say that the record shows I was elected president of S&D back at that long ago time, although in some respects it seems the wink of an eye. Also elected that day were Robert Thomas and C. W. Stoll as vice presidents, both of whom still serve. "Sandbar" Zenn became the secretary, and J. Mack Gamble headed the Executive Committee. Harry J. Maddy of Gallipolis, son of Capt. Edwin F. Maddy famed in river annals, was named treasurer.

S&D was formally incorporated as a non-profit corporation in the state of Ohio on November 11, 1941.

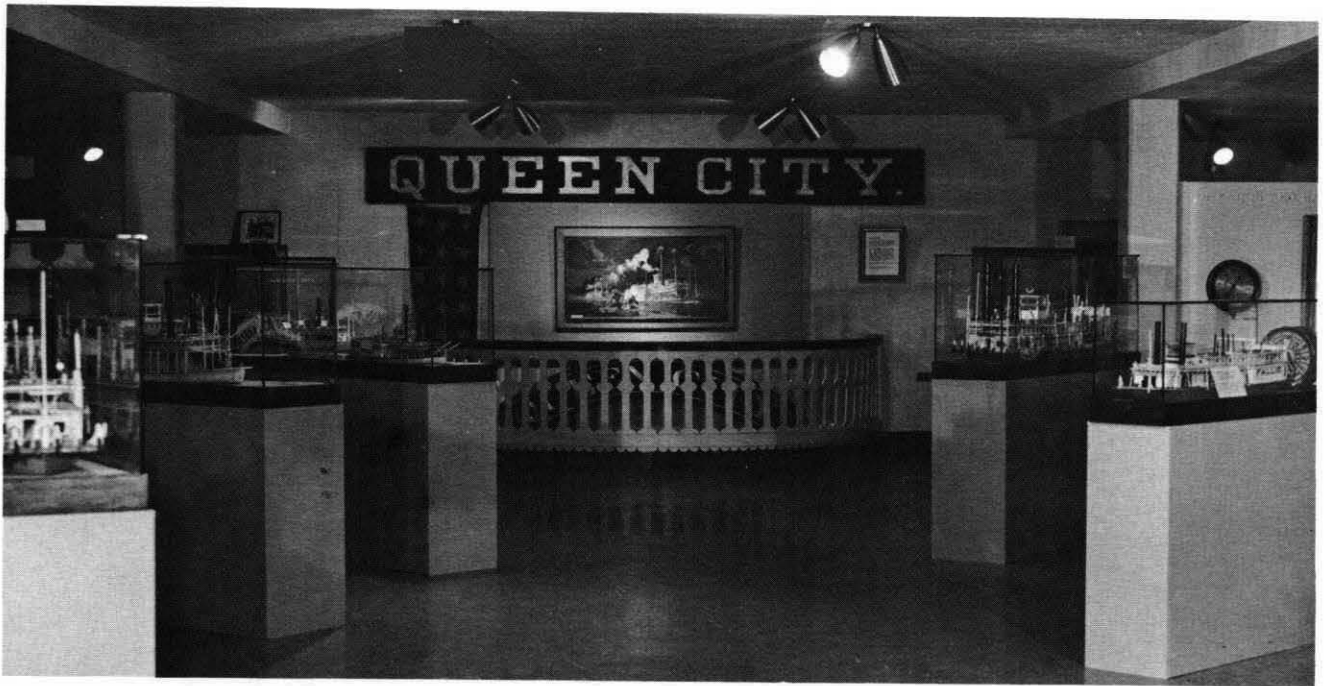
Then came Pearl Harbor on December 7, 1941.

S&D Visits DELTA QUEEN

During the World War II days the annual S&D meetings were suspended but after V-J day in September, 1945 they were resumed and have continued without interruption since. All of the meetings since that time have been held at Marietta with one notable exception.

Capt. Tom R. Greene and the Dravo Corporation invited us to inspect the DELTA QUEEN at the Neville Island marine ways in the fall of 1947. The big Greene Line tourist boat had recently arrived from California and was undergoing conversion. Dravo Corporation invited us to a banquet at which Alex W. Dann was host. Short rides were given aboard one of the Dravo towboats. Over 200 delegates and guests attended, a record-breaker. Many of the S&D clan also viewed the wreckage of the excursion side-wheeler ISLAND QUEEN which had exploded and burned at Pittsburgh.

These early meetings were spiced with the presence of many veterans now sorely missed. Capt. Ed Maurer, long-time pilot of the CITY OF LOUISVILLE; Capt. Jim Rowley, pilot of the biggest and best of river boats; George Ehringer, famed river engineer; Capt. Elmer Pope, part-owner of the packet JOE FOWLER; Earl Cooper, operator of tow-



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boats; Mrs. Augusta K. Bedilion of the Marietta "Times;" Capt. Walter Booth of the packet LIBERTY; Capt. Bob Eberhart from Pittsburgh Coal; Capt. Dickie Hiernaux of Charleroi, Pa.; Capt. D. W. Wisherd of excursion boat fame, and so many more.

Museum Expansion

The popular appeal of the River Museum at Marietta demanded expansion of the quarters. Mrs. Reiter arranged the opening of a second room adjoining the original. This move doubled the available floor and wall space. Also problems were introduced, for the Museum was robbed of storage area. The Ohio Historical Society to solve the problem built a new room in 1953 which was in the final stages of construction when S&D met at Marietta that September. It was opened and dedicated in October, 1953, and now forms the area occupied by the steam whistles, paintings and photographic exhibits.

The Steamship Historical Society joined with us at the 1953 meeting, and among our guests were Capt. and Mrs. Earl C. Palmer of Long Branch, N. J. A. B. Kempel brought his 50-foot yacht FERN M. from East Brady on the Allegheny River, passing her up through old Lock 1 in the Muskingum to attend this meeting. The exhibits in the new room were arranged and placed by S&D members. The whistles were donated by Dan M. Heekin and came up from Cincinnati by river to Lock 18 where S. Durward Hoag picked them up and placed them on the museum wall where they appear today. The "crew" which fixed up this room in 1953 included Lewis Anderson, William McNally, J. W. Rutter, William E. Reed, William N. Reed, "Rick" Dill and James C. Way.

By now the River Museum was gaining national recognition. Feature stories appeared in big-name publications. The guest register was studied with well-known signatures. Sometimes the question arises as to who classifies as the most celebrated guest to the River Rooms. The answer is debatable. In the political world the visit of the late Robert A. Taft undoubtedly stands high. World-famed muralist Dean Cornwell not only visited, but was an enthusiastic S&D member and before his death arranged for the inclu-

sion of several of his best river paintings for permanent display in the S&D collection. James M. Symes, while president of the Pennsylvania Railroad, made a call. The celebrated novelist Frances Parkinson Keyes researched for her novel "Steamboat Gothic" at the Museum. Board chairman William P. Snyder, Jr. of the Crucible Steel Company of America, and Mrs. Snyder, and Paul G. Blazer of Ashland Oil & Refining Company, and Mrs. Blazer, are members.

Steamboat Acquired

Erwin C. Zepp of the Ohio Historical Society agreed to bringing to Marietta one of the last surviving steam towboats in 1955. The W. P. SNYDER, JR. was moored on the Monongahela, out of service. I wrote a letter to the boat's namesake, W. P. Snyder, Jr. outlining our wishes. Mr. Snyder was willing, became enthusiastic, and the outcome is well known to everybody today. The original idea was to have the old steamboat towed to Marietta and it was Mr. Snyder's suggestion that we get steam on her and do the voyage up in style.

The Crucible Steel Company of America was host to a distinguished group of guests and the last voyage of the SNYDER to Marietta was publicized far and abroad. As matters turned out she was the last steamboat passed through old Lock 1 on the Muskingum, enroute to her berth at the foot of Sacra Via. Since that time the steamboat has attracted thousands of tourists under the capable supervision of Clarence R. Smith, Glenn L. Seevers, B. F. Reiter (better known as "Smitty," "Glenn" and "Jake"), and others.

At the annual S&D meeting at Marietta that same year, 1955, the Board of Governors was established with power to make major decisions. One of their first acts was to recommend to the membership the transfer of documentary material to the Public Library of Cincinnati and Hamilton County (Ohio). And so the Inland Rivers Section was formed there with Mrs. Dorothy Powers as the curator. A great and valuable collection of books and records was transferred from Marietta to Cincinnati for permanent care.

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FLEETWOOD REFLECTOR.

VOL. I.

STEAMER FLEETWOOD, NOVEMBER 29, 1869.

NO. 27.

The Fleetwood Reflector

Is published once a week, and circulated from the Steamer FLEETWOOD along the Ohio River from Parkersburg to Cincinnati, and copies furnished to passengers on board the Boat, every day in the week. By this means it is seen and read by large numbers of people not otherwise reached by any single paper. As an advertising medium for Cincinnati merchants, it presents superior inducements.

Terms for Advertising:

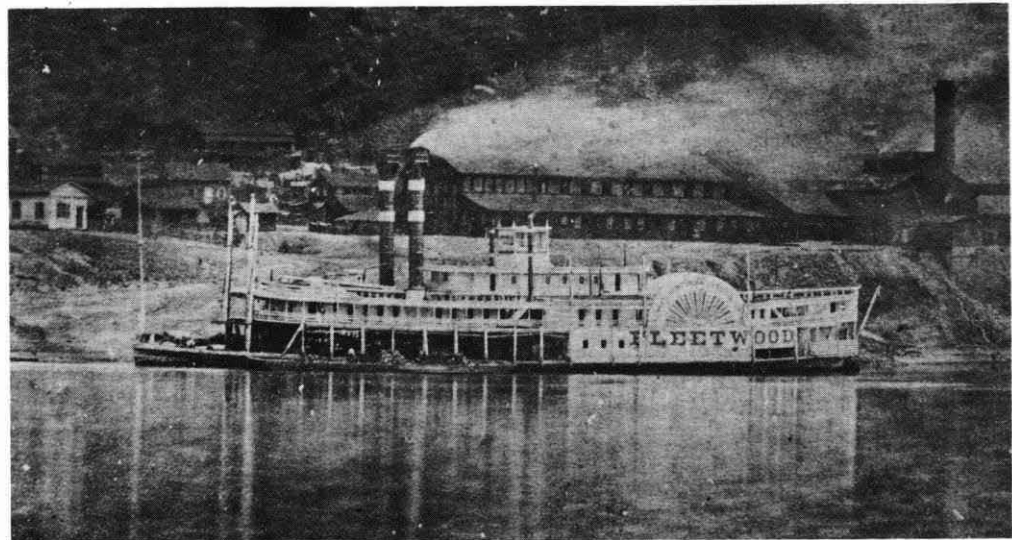
1 column, one year.....	\$150 00
1/2 column, one year.....	75 00
1/4 column, one year.....	40 00
Card, one year.....	20 00

Advertisements taken for less time than one year at reasonable rates.

(No charge made for changing advertisements.)

Communications or advertisements for the REFLECTOR, may be left with Captain HOLLOWAY or either of the Clerks, on board the Fleetwood, or addressed to

PUBLISHER REFLECTOR,
GALLIPOLIS, OHIO.



S&D Reflector

S&D REFLECTOR takes its name from a newspaper published in 1869 by the management of the side-wheel packet FLEETWOOD, then in the Parkersburg-Cincinnati trade. The original FLEETWOOD REFLECTOR was a weekly, printed at Gallipolis, O.

Admittedly this is a trial attempt. At this early stage we are uncertain whether this publication will be issued twice a year, quarterly, or even occasionally. A copy is being mailed to each member or family enrolled in the S&D membership list. Additional copies are available to S&D members at 50¢ each and may be obtained, as

long as the supply lasts, by writing Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

If plans work out as anticipated, S&D REFLECTOR will become the magazine of the Sons and Daughters of Pioneer Rivermen. To enroll in S&D send application to Mrs. J. W. Rutter, 89 Park Street, Canal Winchester, Ohio 43110. The annual dues for an individual are \$3 a year, and an entire family may join for \$5 the year.

This is the year--1964--of S&D's Silver Anniversary.

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Five years later, in 1960, a new wing was added to Campus Martius and opened to the public. The River Museum was expanded to occupy the entire lower floor. The original rooms were put back to their storage purposes. This improvement forms the River Museum as we know it today in its modern setting, a far cry from the original small and cramped single room opened on March 16, 1941. It seems incredible, looking back, that nineteen years went by while striving for the present achievement.

Brilliant Programs

Outstanding in the earlier days were informal talks at the annual meetings. One of the most captivating was given by Robert Thomas who demonstrated the use of early shipyard tools. Another time, William E. Reed, our "steamboat artist," sketched and painted a picture while explaining the technique. One of the first prepared talks was that of Capt. Jesse P. Hughes about the Big Sandy River and its packets and those who heard him will never forget the details. Capt. Jesse's talk was given in the engineroom of the SNYDER. That meeting in 1958 was sort of a Big Sandy Special, for Bob Kennedy also used that river for his topic. At that same meeting Capt. Donald T. Wright told us of his boyhood experiences on the steamer OHIO.

Jack Strader showed a remarkable set of slides in 1959, taken largely aboard the DELTA QUEEN. In 1960 we were introduced to the first of the expert "river movie" productions prepared by W. A. Warrick, complete with color and sound track.

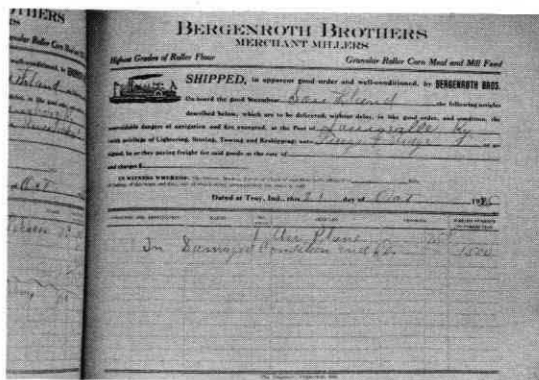
Also in 1960 we heard the well presented talk by Ted Findley, the New Philadelphia, O. expert on old-time Ohio canals. One of the more entertaining talks was that of E. Merwin Gardner, who recalled how his father manufactured and sold Gardner "steam-steering rigs" at New Albany, Ind. Mr. Gardner was our guest speaker in 1955. On another occasion we wandered rather far afield and heard from Col. Gilbert Dorland of his experiences on the Yukon.

Although hardly historical in the sense of time-elapsed but certainly historical in the sense of impact was the discourse of 1961. J. Mack Gamble set forth his views on "Modern Progress." Since then we have heard from Capt. Volney White, of how he got on the river via the Greene Line. At last year's meeting J. W. Rutter went back through the years with Capt. Jesse P. Hughes and his trusty camera.

Government Light Placed

Shortly after the untimely death of Capt. Tom R. Greene in an Evansville, Ind. hospital, which happened on July 10, 1950, S&D decided to erect at the Marietta river front a permanent aid to navigation. It is called the Tom Greene Light, a white flasher, mounted on a base built by Walter McCoy, and serviced and maintained by S. Durward Hoag. This government light was dedicated at an out-of-doors ceremony attended by Mrs. Greene and her family, with C. W. Stoll presiding.

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One Air Plane, Weight 1,500 Pounds

By Bert Fenn

This past summer I found a bill of lading for "1 air plane, weight 1500 pounds," shipped from Troy, Ind. to Louisville, Ky. on the packet SOUTHLAND, Oct. 25, 1925. I knew who shipped that airplane even though the B/L didn't show it. Jess Emmick shipped that airplane, that's who. Riverman Jess Emmick. He passed on a few years ago up in his eighties.

Jess was a product of Emmick's Landing in Kentucky--down and across the Ohio River from Troy. I don't know how long he lived in Troy but I guess most of his adult life. He worked on the boats, built and ran little gasoline packets and job boats. Later he was a professional boat builder and that's the way I remember him. Built skiffs and cruisers and houseboats. Good ones. And if his house wasn't a boat beached up in town, it was sure built like a boat.

Anyway, Jess was a young man right after World War I with a hankering to build a really fast boat. Maybe he remembered Capt. Jim Howard's LAURA JEAN that Will Bettinger owned for a while in Tell City. That was a fast boat. At any rate, he dreamed of a boat and the only power he could consider was an airplane engine.

Now right there he ran into trouble. He couldn't find an airplane engine. After a long fruitless search he did the only thing he could do--he bought a whole airplane; a surplus war airplane with a Liberty engine in it.

Guess we'll never know how he got that airplane to Troy, but he did. And then an interesting thing happened. Here was Jess Emmick with this burning desire to build the fastest boat on the river, who had bought an airplane for its engine, who knew enough about boats to be a local expert, but who had hardly seen an airplane before--much less ridden in one. Now that he had an airplane he wondered what it would be like up there in the wild blue yonder.

So Jess Emmick before he took the engine out of the airplane and before he'd had a single flying lesson, climbed into that plane one day and took off. That's the kind of a man Jess Emmick was. Of course he cracked up--some say two times--in two tries.

So that's the airplane shipped on this bill of lading. And that's why it was listed "In damaged condition." As for Jess, he went back to the river where he belonged. He did build several fast boats, later, powered with Liberty airplane engines. --So, like I say, I know Jess Emmick shipped that airplane. Augie Bergenroth down at the wharfboat knew he shipped it too. That's why he didn't bother to write Jess's name on the B/L. Jess wouldn't have thought of any other way to ship, either. Apples or hogs or airplanes--what were packets for?

Which all brings to mind the "Mystery of the Monongahela" which took place near the Glenwood bridge, Jan. 31, 1956. A U. S. Air Force B-25 bomber fell in the Monongahela that day with a crew of six on board. Two were drowned. The wreckage never has been located. Some time ago the rights to the plane were secured by John Evans, veteran Pittsburgh flier and assistant sales manager of the Duquesne Brewing Co. He has repeatedly tried to find the wreck, to no avail.

Another astonishing airplane story is this one: S&D's secretary Mrs. J. W. Rutter is flying around her home in a Cessna with leopard skin upholstery. She decided to learn--and did--and now solos.

When Bert Fenn dug up the bill of lading for an airplane shipped by packet he also said: "I fully expect several old timers to come up with stories of whole squadrons of airplanes being hauled from Pittsburgh all the way to Fort Benton. But I kind'a doubt that many airplane bills of lading will show up. After all, there weren't that many airplanes being shipped in packet days."

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No attempt has been made here to elaborate on the exhibits in Campus Martius, a story in itself. Rather, I have tried to tell briefly of the accomplishments during the past twenty years; of how a River Museum grew from one small basement room; of how the Inland Rivers Section of the Cincinnati Library was sparked; of how a real steam towboat arrived on the Muskingum. If I were asked today to name the foremost accomplishment of S&D, it would be this one-- that we have sustained the days of steam into this generation of youngsters; that we have given these youngsters a broad hint that their great-grandfathers must have been pretty sly characters to have run big steamboats on rivers which were dry one-half the year and frozen over all winter. Greatgrandpa not only solved the river problems he faced daily; he added a great talent of artistry in his doing of it.

The Annual Convention of S&D Is Scheduled at Marietta, Ohio Saturday, September 19, 1964.