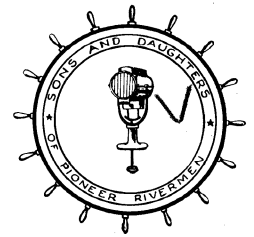


# S & D

# REFLECTOR

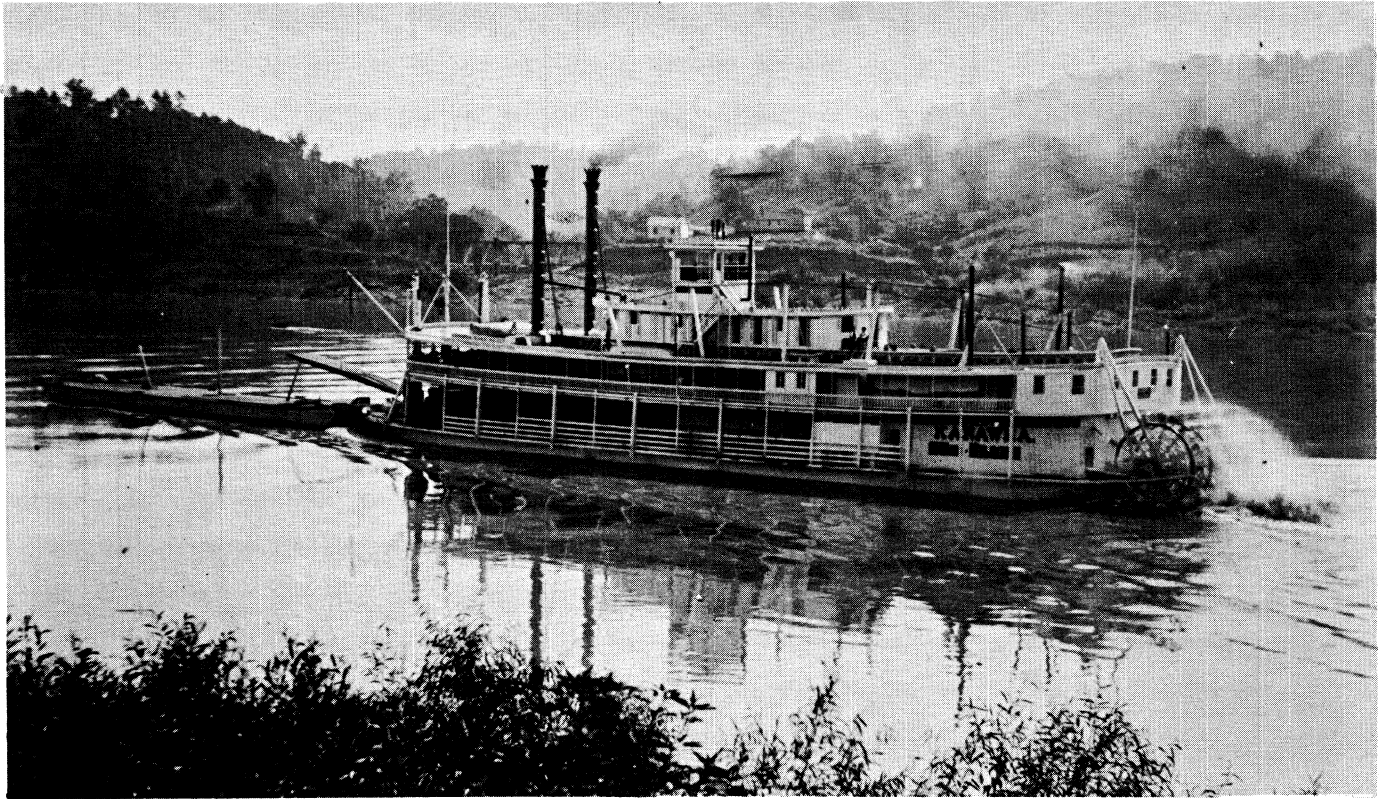
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 1, No. 2

Marietta, Ohio

June, 1964



## KANAWHA'S FIRST TRIP

The date is in latter September, 1896. William McKinley is campaigning for the U. S. presidency, promising an "Era of Prosperity" if elected. The Ohio River is dead low with 2'9" on the lower marks at Davis Island Dam. The KEYSTONE STATE is laid up at Wheeling; the BEN HUR couldn't deliver her trip at Pittsburgh (had to turn back); the VIRGINIA is laid up at Cincinnati. The LORENA isn't even running; she's caught up the Muskingum due to an accident at Lock One, Marietta.

Despite this low water; the new KANAWHA, just built at Ironton, O., is upbound on her maiden trip, entering the Pittsburgh-Charleston trade. Capt. Ira B. Huntington is in command; and the pilots are Henry Ollom and Henry Brookhart. If William D. Kimble isn't yet on board, as purser, he is about to join her.

This photograph, recently found by S&D member Bert Fenn, of Tell City, Ind., was taken by an unidentified photographer who must have lived in 1896 along the Ohio side of the Ohio River in the area between Parkersburg and Ravenswood. He took pictures at this same period of the SUN, QUEEN CITY, KEYSTONE STATE, VALLEY BELLE and others. Bert Fenn has these original negatives. Quite a catch.

We have used our ingenuity in trying to figure the background of this KANAWHA picture--- where it was taken. As near as we can dope out

she's passing Lone Cedar, in Jackson County, W. Va., not far above, and opposite, Long Bottom, Ohio.

The Bay Line, builders of the KANAWHA, had been operating the RUTH in the Pittsburgh-Charleston trade for a year prior to Sept. 1896, Captain Huntington commanding. Capt. Gordon C. Greene had switched the H. K. BEDFORD into that trade in mid-March, 1896, and had just built a Texas on her under way. The KANAWHA was slated to leave Pittsburgh every Tuesday for Charleston; the H. K. BEDFORD every Friday.

Capt. Ira B. Huntington, who long resided at Gallipolis, O., was clerk for many years on the W. N. CHANCELLOR, the first regular packet in the Pittsburgh--Charleston trade (starting in 1882). He later was the U. S. Hull Inspector at Gallipolis, then became District Inspector. When the old CHANCELLOR was dismantled he procured and saved the fanciful cabin nameboard which today is displayed in the River Museum.

Captain Huntington "came out" as master of the new KANAWHA and stayed on her until replaced in March, 1899, by Capt. T. T. Johnston. He did but little steamboating after that. In 1903 he "pinch-hit" on the P&C packet VIRGINIA as master, during an illness of Capt. Thomas Calhoun who was ill at home in Georgetown, Pa. of pneumonia.. Capt. Huntington died, at home, Gallipolis, on April 5, 1920.

Notice the "lighter" the KANAWHA is showing ahead of her. In order to float the new packet over the riffles during this drought, the cargo will be apportioned to steamboat and flat, reducing draft to a minimum.

## THE MAIL BOX

Sirs: I take pleasure in sending to you the enclosed editorial.  
S. Durward Hoag,  
Motor Hotel Lafayette,  
Marietta, Ohio

=Editorial is reproduced herewith:

## The Marietta Daily Times

Friday Evening, March 20, 1964

### S&D Revives Reflector

"Vol. I, No. 1" on a publication symbolizes the hopeful beginning of something new in print. This symbol looks particularly fresh and full of promise in connection with "S&D Reflector, Published by Sons and Daughters of Pioneer Rivermen, Marietta, Ohio, March, 1964." Copies of this new entry in the field of periodicals have just been received in the mail by members of this locally-headquartered organization and are undoubtedly being perused with considerable interest.

This eight - page first issue contains by-line stories by Frederick Way Jr. and Bert Fenn, a reproduction of a historic boat picture recently brought to the River Museum, photocopies by S. Durward Hoag of old riverboat advertising, other pictures and newsy items. A good interior view of the River Museum at Campus Martius is included.

Captain Way presents the story of the "Sons & Daughters" organization, which this year is observing its silver anniversary. In the course of the story, he recalls some of the members whose presence "spiced" early meetings and who now are "sorely missed." We got a warm feeling from finding named in this group the late Mrs. Augusta K. Beddilion of The Marietta Times.

"S&D Reflector," we are informed, "takes its name from a newspaper published in 1869 by the management of the sidewheel packet Fleetwood, then in the Parkersburg-Cincinnati trade. The original Fleetwood Reflector was a weekly, printed at Gallipolis."

The editor goes on to say that "At this early stage we are uncertain whether this publication will be issued twice a year, quarterly, or even occasionally." Well, uncertainty is another characteristic generally attached to a piece of printing that bears that symbol, "Vol. I, No. 1."

We wish the new Reflector bon voyage as it starts out on the uncertain seas of publishing. Also, we welcome the news it proclaims in headline-size type: "The annual convention of S&D is scheduled at Marietta, Ohio, Saturday, September 19, 1964."

Sirs: ..delighted with the S&D REFLECTOR, and hope it will be possible to continue its publication.

Helen B. Crayden,  
Ramsey, Indiana

Sirs: Accept our wholehearted congratulations for the newspaper sponsored by our small but mighty S&D of PR.

Charles C. Stone,  
Pt. Pleasant, West Va.

Sirs: S&D REFLECTOR is fabulous, just what is needed. If there are enough copies we would like to have some to sell to interested people here. May the presses roll for many years to come.

Catherine Remley,  
Campus Martius Museum,  
Marietta, Ohio

Sirs: I have a feeling this paper will make quite a hit with the membership.

J. Mack Gamble,  
Clarington, Ohio

Sirs: If you could arrange to put S&D REFLECTOR out quarterly, it would really add something very worthwhile to S&D of PR.

Randall McFarlan,  
New Richmond, Ohio

Sirs: ..first issue was great! Everyone in the family read it. A real service...getting the history of S&D into type.

James A. Wallen,  
Huntington, West Va.

Sirs: S&D REFLECTOR is a dandy. Offset printing can do things we never dreamed of until we try.

James R. Paisley,  
Wheeling, West Va.

Sirs: ..a good idea, and I hope can become permanent. Please send four more copies.

W. C. Dugan,  
Vanceburg, Kentucky

Sirs: Congratulations for an outstanding first number of the S&D REFLECTOR. Our bulletin, ECHOES, will carry an announcement of this new publication in the May issue.

Erwin C. Zepp, Director,  
Ohio Historical Society,  
Columbus, Ohio

Sirs: We thoroughly enjoyed the S&D REFLECTOR-will be looking forward to the next issue.

Adele (Mrs. R. K.) Hughes,  
Pittsburgh, Pa.

Sirs: I was really delighted with S&D REFLECTOR.....I hope the fresh, enthusiastic and real steamboaty text will continue.

Ruth Ferris,  
Missouri Historical Society,  
St. Louis, Mo.

Sirs: I am 13 years old and very much interested in the Ohio River and a career on it. Do you have any information on the steamboat H. K. BEDFORD? I have a picture of it and am interested in it.

Jeff Howard,  
Williamstown, West Va.

=Watch future issues, Jeff. -Ed.

Sirs: Send four additional copies. The S&D story was interesting. Dad and I missed the first meeting at Marietta, 1939, but we did make the second one at New Martinsville.

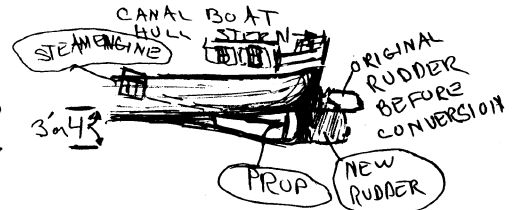
James E. Cree,  
Utica, Ohio

Sirs: In reference to putting a propeller on a canal boat, which way was it done?

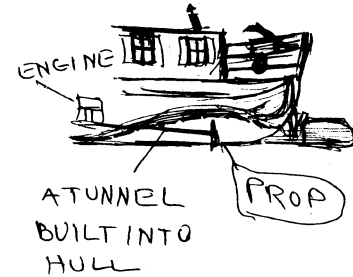
Dick Rutter,  
The Winchester Canaler

=Anybody know? -Editor.

THIS WAY ?



OR THIS WAY ?



Information requested about:

JOSEPH OATMAN, who was granted a ferry license July 10, 1807, on Ohio River below New Albany, Ind. Also JESSE OATMAN (son) who was living at Mt. Vernon, Ind. in 1857. Also J. HARVEY OATMAN (grandson) listed as a pilot in a directory at New Albany, 1868. JESSE's son, also named JESSE, may have been a boatman. CHARLES WILLIAM BETTERTON, ship carpenter at New Albany. Write Mrs. Arrigo (Betty Betterton) Addamiano, Route 1, Chardon Road, Willoughby, Ohio.

Sirs: I am fascinated with the pictures and stories about canal boats in the first issue of the REFLECTOR. A first cousin of mine opened coal mines around Nelsonville and shipped coal to Columbus by canal boat. He continued even after the Hocking Railroad was put through, for several years, because he had docks. I saw horses pulling the boats and wished I was one of the crew. The cousin I mention was Andy Juniper.

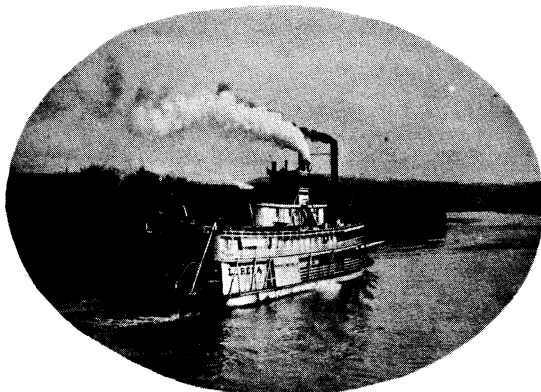
A. V. Howell,  
Pomeroy, Ohio

Sirs: I have noted with interest S&D REFLECTOR received by my cousin, R. K. Wells. I am the son of Capt. W. H. Patrick and wish to join S&D if possible.

A. S. Patrick,  
Charleston, West Va.

=Patrick Light, Mile 59.9, Kanawha River is named for A. S. Patrick's late father. Welcome! -Editor.

# LORENA



The last packet LORENA on the Muskingum, by an unknown photographer. She's blowing her whistle, soft and plaintive, in keeping with the sentimental name.

The girl's name "Lorena" was invented by a Universalist minister, Rev. Henry De Lafayette Webster, probably at Madison, Ind. in 1856. A friend of Webster's, Joseph Philbrick Webster, (no kin), had composed a haunting melody, needing a word-story in stanzas to go with it. Prime requirement was that the damsel's name have three syllables with the accent on the middle one. When first written the name "Bertha" was used; but promptly discarded. Lorena was used instead.

One year later the song "Lorena" was a smash hit, published by H. M. Higgins, Chicago. When the people in Zanesville, O. heard it, and noticed who had written the stanzas, gossips remembered that Rev. H. D. L. Webster had preached in their city and had paid court to Martha Ellen Blocksom, the attractive ward of Mr. and Mrs. Henry Blandy. True, the romance had withered on the vine, the Blandy opinion being that Ella might do better than tying up with a roving, versifying Universalist minister.

She did. Ella Blocksom married Hon. William W. Johnson, an Ironton, O. lawyer who became Chief Justice of the Ohio Supreme Court. Her erstwhile suitor Rev. Webster, swallowing his remorse, also married, Miss Sarah L. Willmot. The song "Lorena" was concocted after all of these events had come to pass, but Zanesville ladies were dead-sure that the real-life "Lorena" was Ella Blocksom. During her lengthy lifetime Ella never admitted or denied, publicly, that she was the focal point of the nation's best-seller music hit 1857-1865. Rev. H. D. L. Webster had the good sense to keep his mouth shut. Twenty-six years and a second wife later, he confessed in a letter to a friend, thinking back to his romance with Ella, "I doubt if all the dark lines are erased from my heart yet." Apparently it was pretty much a one-sided affair.

Lately another clergyman, Rev. Ernest K. Emurian, pastor of the Cherrydale Methodist Church, 3701 Lorcom Lane, Arlington, Va., has produced a readable book titled "The Sweetheart of the Civil War" in which he explores the biographies of the two men Webster, the preacher and the composer, and of Ella Blocksom. He has done a creditable job, and the book may be purchased by writing Rev. Emurian (\$2.20 prepaid). It is illustrated with good photographs of the persons and places involved; the song is reproduced with music. But for S&D fans there is a notable lack--no story of the steamboats named LORENA for the Civil War song is

included.

The first steamboat LORENA was built at Pittsburgh, 1865, for Capt. Sam Shuman (1/2), J. B. Conway (1/4) and James Rees (1/4), a sternwheeler about the size of the latter-day TOM GREENE, and ran Pittsburgh-St. Louis. No photograph is known. A pity, as many prominent rivermen were associated with her operation, among them: Capt. Charles H. Dravo, Capt. Andy Robinson, Jr., and Capt. Samuel Shuman as masters. Among her clerks were Charles H. Wilkins, James Rees, Jr. and J. M. Vandergrift. The Lytle List reports her dismantling in 1872, and not long thereafter Capt. Sam Shuman took command of the EXCHANGE, a 190-foot sternwheeler in the Pittsburgh-Cincinnati trade, and had with him J. M. Vandergrift as clerk.

The second (and last) LORENA was almost not built at all. A group of Muskingum River worthies including Capt. William W. Richardson (father of S&D's ex-president Ben D. Richardson), George Wall a c e, Dana Scott, John Rice and Charles S.

Beckwith built the 142-foot sternwheel packet HIGHLAND MARY for the Pittsburgh-Zanesville trade in 1894. She was designed by an ex-S&D member, Col. Harry D. Knox, and had revolutionary condensing engines placed by Griffith & Wedge, a Zanesville firm, and had a Scotch marine boiler. After only one round trip in the trade she was built for, she was sold to the Magdalena River Transportation Co. and was taken to South America.

This same group immediately let contract for an almost exact duplicate hull, built at the same place, Harmar, O., and so evolved the LORENA with high pressure Griffith & Wedge engines (the exhaust valves were under the cylinders) and Western boilers. The LORENA in the Pittsburgh-Zanesville trade was a standard fixture 1895-1912 but never again went up the Muskingum after the



The real-life Lorena in her advanced years, Mrs. William W. Johnson.

P. Webster in 1867 composed the music for a more durable favorite; the hymn with the chorus, "In the sweet by and by, We shall meet on that beautiful shore."

NB: Trip statements 1865-1866 of the early packet LORENA are on file in the Inland Rivers Section, Cincinnati Public Library.

## Pittsburg, Wheeling, Marietta & Zanesville Packet Co.

### MARIETTA & ZANESVILLE PACKET CO.

Steamer *Lorena* leaves PITTSBURG every Saturday 4:00 p.m. for WHEELING (90 miles), MARIETTA (75 miles) arriving at ZANESVILLE (127 miles) Monday 4:00 p.m. Leaves ZANESVILLE every Tuesday 8:00 a.m., arriving at PITTSBURG Friday 8:00 a.m.

Steamer *Zanetta* leaves M'CONNELLSVILLE daily 6:00 a.m. for ZANESVILLE. Returning, leaves ZANESVILLE 1:00 p.m., receiving freight and passengers for all points on Muskingum River.

CONNECTIONS—At ZANESVILLE with railroads diverging. At MARIETTA with Zanesville & Ohio R.R., Pittsburg & Cincinnati Packet Line. At WHEELING with railroads diverging. At PITTSBURG with railroads to Marietta, Zanesville, Marietta, and Marietta, Brownsville & General Packet Companies, for Marietta River points.

S. D. SCOTT, President and Gen. Manager.

GEO. WALLACE, Vice-President.

CHAS. S. BRIDGEWATER, Sec'y and Treas.

G. C. McQUILLON, Gen. Passenger Agent.

S. R. JOHNSTON, Gen. Freight Agent.

General Office:  
Pittsburg, Pa.

This advertisement dates 1899.

March, 1913, flood. Her bones today lie in the mud at the lower end of Capt. Charles C. Stone's fleet in the mouth of the Kanawha River at Henderson, W. Va. where she burned on Groundhog Day, 1916.

Ella Blocksom Johnson, the real-life "Lorena," was still living, at Marietta, when the second LORENA burned in 1916. She died a year later, almost to the day, having been blind for the last fifteen years of her life. She was in her eighty-ninth year. The song "Lorena" is long-forgotten. Joseph

## THE OLD MURRAYSVILLE BOATYARD

Railroad buff, Ivan W. Saunders, 3070 Zaruba St., Apt. 164, Pittsburgh 10, Pa. sends a list of steamboats built at Murraysville, W. Va., 1839-1880. His source is a copy of "The Jackson Herald," dated Feb. 4, 1910, which, he surmises, was published at Ripley, W. Va., county seat of Jackson County. Ripley, although about 10 miles removed from the Ohio River, once did a big packet business at Ripley Landing, W. Va., above Millwood, stymied when a railroad spur was built.

Murraysville for the past 75 years has been little else than a flagstop on the B. & O.'s Ohio River Division for residents of Long Bottom, O. opposite. Today it is not even that much. Recently Capt. Jesse P. Hughes (88) observed that he had no recollection of boat-building activity at Murraysville, although in his youth he lived with his parents on a farm on the Ohio side nearby.

Even so, one of the Murraysville-built boats existed until fairly recent times, the excursion steamer WASHINGTON, built as the packet SIDNEY at Murraysville in 1880.

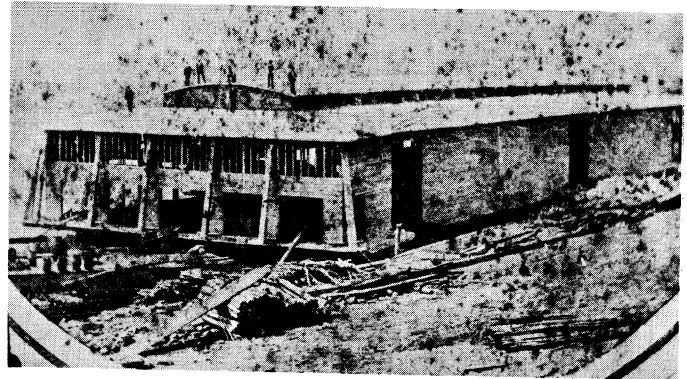
### The List:

| Built | Name             | For              |
|-------|------------------|------------------|
| 1839  | Amazon           | Capt. Louderbeck |
| 1839  | Miami            | Capt. Greene     |
| 1839  | Gen. Scott       | Capt. Dobbins    |
| 1840  | Scioto Valley    | Capt. Hicks      |
| 1841  | Ohio Valley      | Davis & Smith    |
| 1841  | Oneida           | Davis & Smith    |
| 1843  | Congress         | Capt. Hicks      |
| 1842  | Importer         | Capt. Johnson    |
| 1843  | Lancet           | Capt. Hicks      |
| 1844  | Fort Wayne       | Capt. Hicks      |
| 1843  | Louis Phillipe   | Rogers & Co.     |
| 1846  | Scioto           | Davis & Smith    |
| 1847  | A. N. Johnson    | Capt. Bennett    |
| 1848  | Beacon           | Capt. Shaw       |
| 1848  | Car of Commerce  | Davis & Smith    |
| 1853  | Audubon          | Martin & Anshutz |
| 1852  | Yuba             | Capt. R. Hill    |
| 1854  | David Gibson     | Capt. McKinley   |
| 1854  | City Belle       | Capt. Hicks      |
| 1855  | Bayou Belle      | Capt. Walker     |
|       | Shelby           | Capt. Bishop     |
| 1856  | Ham Howell       | Capt. Robb       |
| 1856  | Reuben White     | Capt. Shelby     |
| 1858  | Freestone        | Garrett & Co.    |
| 1858  | Catahoula        | Capt. Walker     |
| 1863  | Emperor          | Capt. Reno       |
| 1863  | Glide            | Capt. Anderson   |
| 1863  | Revenue          | Capt. Booth      |
| 1864  | St. Johns        | List & Co.       |
| 1866  | R. R. Hudson     | Capt. Russell    |
| 1866  | Quickstep        | Capt. Smith      |
| 1869  | Oricle           | Capt. Dowry      |
| 1868  | Hope             | Capt. Davis      |
| 1871  | Ed. Hobbs        | Capt. Hornbrook  |
| 1871  | R. W. Skillinger | Capt. Flesher    |
| 1873  | Prairie City     | Capt. Flesher    |
|       | H. Lindsay       | Capt. Barrett    |
|       | Moulton          | Capt. Barrett    |
|       | Irvin            | Capt. White      |
| 1875  | Hudson           | Capt. List       |
|       | N. J. Roberts    | Capt. Roberts    |
| 1879  | St. Lawrence     | Capt. List       |
| 1880  | Sidney           | Capt. List       |

Biggest job ever tackled at the Murraysville yard does not appear on the above list. In 1871 a wooden wharfboat 315 feet long by 65 feet wide was built complete for Jim Fiske, the railroad tycoon. Fiske was shot in New York by Edward S. Stokes. The wharfboat, reputedly worth \$31,000

went to auction, and was bought in by Capt. Wash Honsshell for \$31,000. It was moored at the foot of Broadway, Cincinnati, 1872-1903, called the "Big Sandy Wharfboat" and operated by the White Collar Line.

Recently, Shirley Elder, Huntington, W. Va., loaned S&D member Jim Wallen an old photograph of this wharfboat, undoubtedly taken at Murraysville in 1871 or 1872, handed down in his family. Mr. Elder is a grandson of R. W. Skillinger, who was the boatyard superintendent at Murraysville for some years. This picture, although faded, is the only one known showing activity at this old boat-building establishment.



Jim Fiske Jr.'s Wharfboat

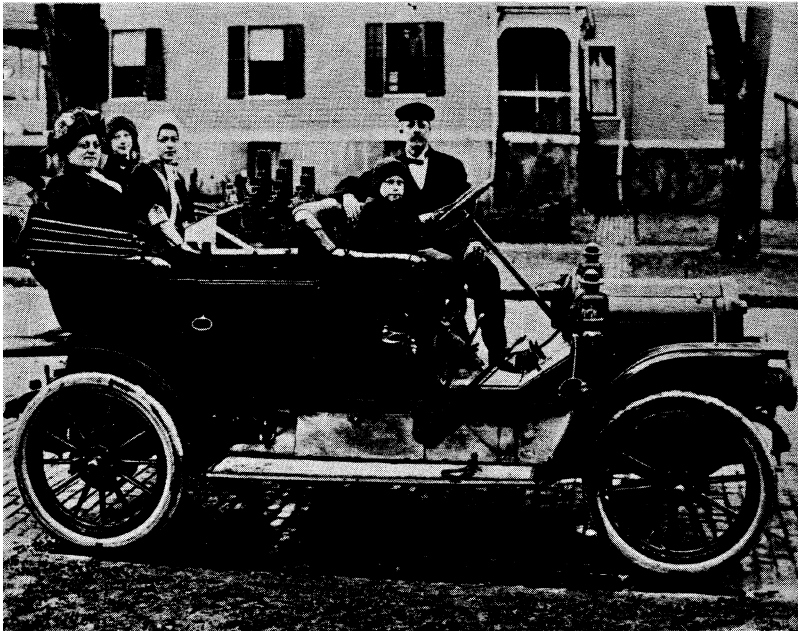
The "Big Sandy Wharfboat" had 800,000 board feet of lumber built into her. Six packets often landed at it and did business. Wagons and teams were driven on at two doorways at the ends and exited through a center doorway (these show in the photograph). Tom Johnson of South Point, O. was superintendent of this wharfboat 17 years, and then Ellis C. Mace, Proctorville, O., was in charge 14 years--he resigned within a month or so of when it was lost in ice, March 17, 1904.



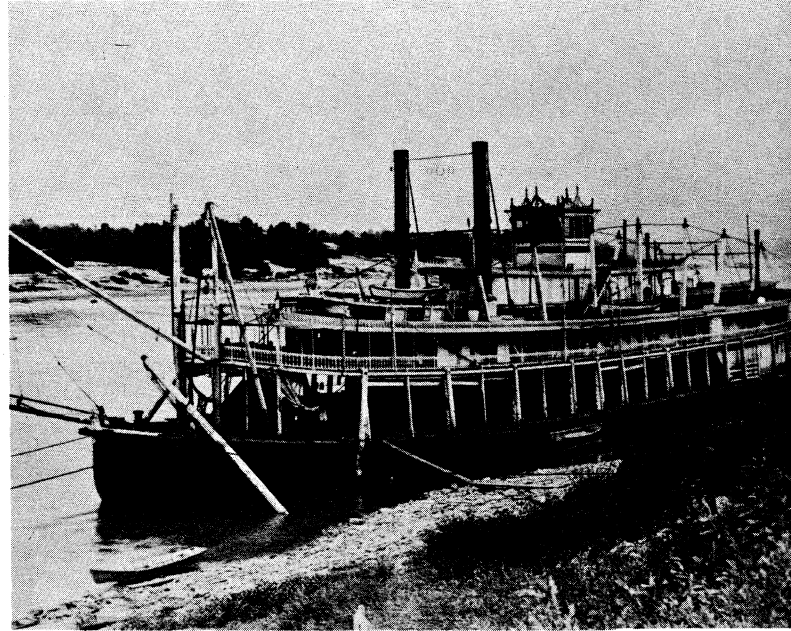
The CAR OF COMMERCE, hull built at Murraysville, 1848. From an original daguerreotype owned by the Cincinnati Public Library, taken in the fall of 1848 and about two months before the new boat met her doom on the rocks of the Louisville Falls.

Notes: The majority of boats listed were packets (exception, ED. HOBBS, towboat). Chances are that H. LINDSAY and MOULTON were model barges built for Capt. John Barrett. No record turns up of SHELBY, nor of N. J. ROBERTS. In most cases, perhaps in all cases, the steamboats were not built complete. After the hull and framing was up, the uncompleted craft was towed elsewhere for cabin, boilers, engines, etc. Most of the hulls built after 1866 were sent to Wheeling.

# The VIRGINIA Almost Became a Circus



Capt. Ellsworth E. Eisenbarth and family in the White Steamer car at Marietta. Note the steam calliope in the back seat space.



VIRGINIA as she appeared in September, 1910, when Capt. E. E. Eisenbarth had big ideas of making a floating hippodrome out of her.

A sprightly, slender man with a trimmed goatee, and displaying unmistakable sartorial elegance even to a felt fedora, caused nudges and sidelong glances, and was pointed out as Capt. Ellsworth E. Eisenbarth, the showboat man of Marietta.

Eisenbarth was famous on the western streams for his realistic presentations of the "Eruption of Mount Vesuvius" stuffed with thunder, fire and brimstone, and for "The Johnstown Flood" in which a dam broke and 2,200 lives were lost amid din of whistles and screams. He was noted, also, for larding his wholesome family entertainment with classical music and lectures. The SRO sign usually was out when the EISENBARTH-HENDERSON showboat played at the coal mining towns in West Virginia, or in the remote bayous of Louisiana.

On this very special day, September 21, 1910, Captain Eisenbarth was planning the ultimate in floating sensations. He visioned a three-deck hippodrome, a circus afloat. Since retiring from the river he had been operating the Grand Theater on Putnam Street in Marietta. Safe, profitable and too tame. Every morning it was there at the same location on Putnam Street. Every evening the same people showed up at the box office. Now Captain Eisenbarth proposed to go back afloat.

The Pittsburgh & Cincinnati Packet Line had been teetering on the financial brink for several years. Operating under receivership, a series of misfortunes culminated in their big packet VIRGINIA stranding in a West Virginia cornfield on

Editor's Note:- Within the past year or so, Mrs. T. C. McCurdy, Marietta, presented S&D with a multi-colored poster advertising the EISENBARTH-HENDERSON showboat. This unique souvenir, bordered in an attractive gold frame (thanks to S. Durward Hoag), is displayed in the River Museum. Experts say it is rare indeed, and possibly the sole survivor of outdoor showboat billboard advertising. The lithographer who made this poster, Donaldson, of Newport, Ky., also executed the celebrated ROB'T. E. LEE-NATCHEZ race lithograph, the best portrayal of these boats pictured in their 1870 classic contest, Currier and Ives notwithstanding.\*

Mrs. T. C. McCurdy in her younger years was Ignace Eisenbarth, daughter of Capt. Ellsworth E. Eisenbarth, noted in showboat annals. Several months ago Dr. T. C. McCurdy suddenly died, and, within weeks, Mrs. McCurdy also passed away. The following story, not generally known, is timely, suggesting as it does something of the wonderful vigor and enthusiasm with which the Eisenbarth family was so bountifully endowed.

March 6, 1910. That did it. The U. S. Court ordered the sale of all company assets. The big steamer VIRGINIA was to be knocked down to the highest bidder.

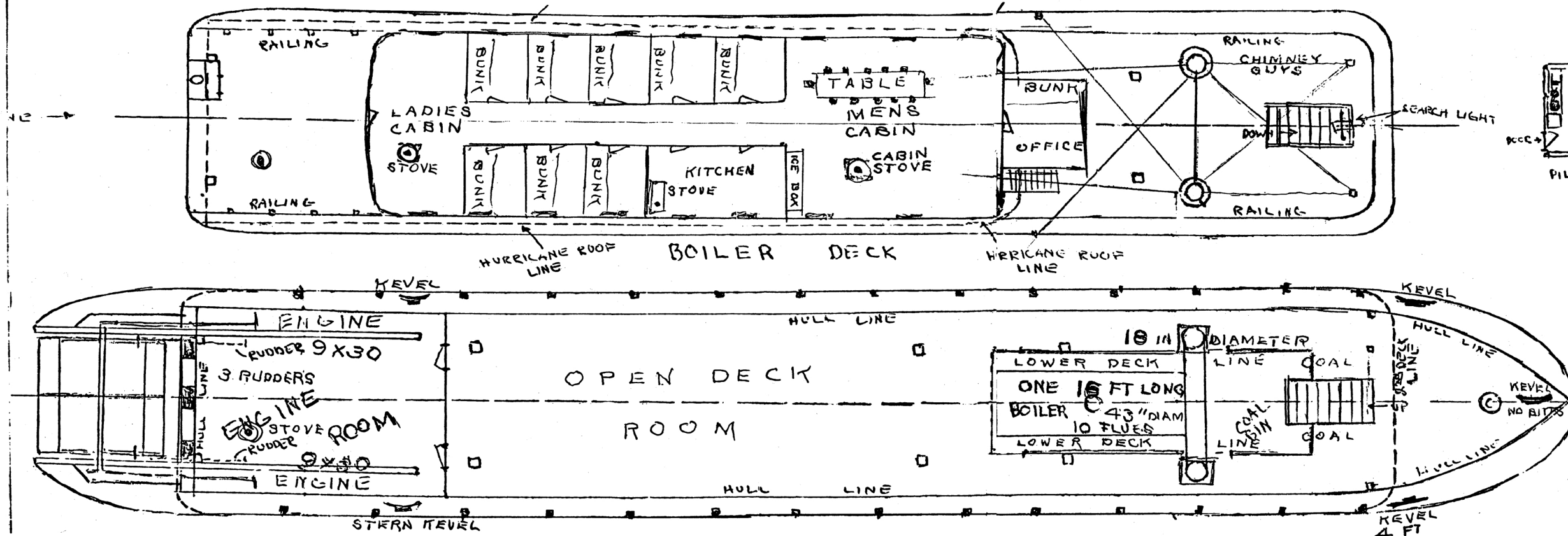
And so Capt. E. E. Eisenbarth was the most ornate of the rivermen assembled in Pittsburgh to attend this sale. He planned to convert the cornfield--famed steamboat into a super-circus.

Capt. James A. Henderson, long the president of the P&C Line, seemed philosophic and genial. He greeted with hearty handshakes his many river friends as

they arrived at the P&C wharfboat, then moored at the foot of Wood Street. Capt. Henry Leyhe came from St. Louis, looking for a replacement for his side-wheeler CAPE GIRARDEAU lost on the Mississippi not long before. Capt. James H. Rees, operator of the famed KATE ADAMS, arrived from Memphis. Lee H. Brooks was up from Cincinnati in behalf of the Coney Island Co. J. F. Burdette, the dry dock man, came in from Point Pleasant. Capt. Martin F. Noll and Capt. Edwin F. Maddy of the opposition packet OHIO dropped in. Capt. Gordon C. Greene and Junius Greenwood came up from Newport, O. and caused some conjecture. Capt. Warren Elsey, superintendent of the river interests of the Jones & Laughlin Steel Co. arrived in company with Thomas M. Axton, boat-builder from

Continued on Page 9

\*S&D has an excellent print, under glass, of this rare item, thanks to W. P. Lillard of New York City.



### THE CRICKET

Dick Rutter wanted to build a model of the CRICKET. He sketched a profile and some cabin lay-outs and forwarded these to Capt. Jesse P. Hughes in Wiesbaden, Germany.

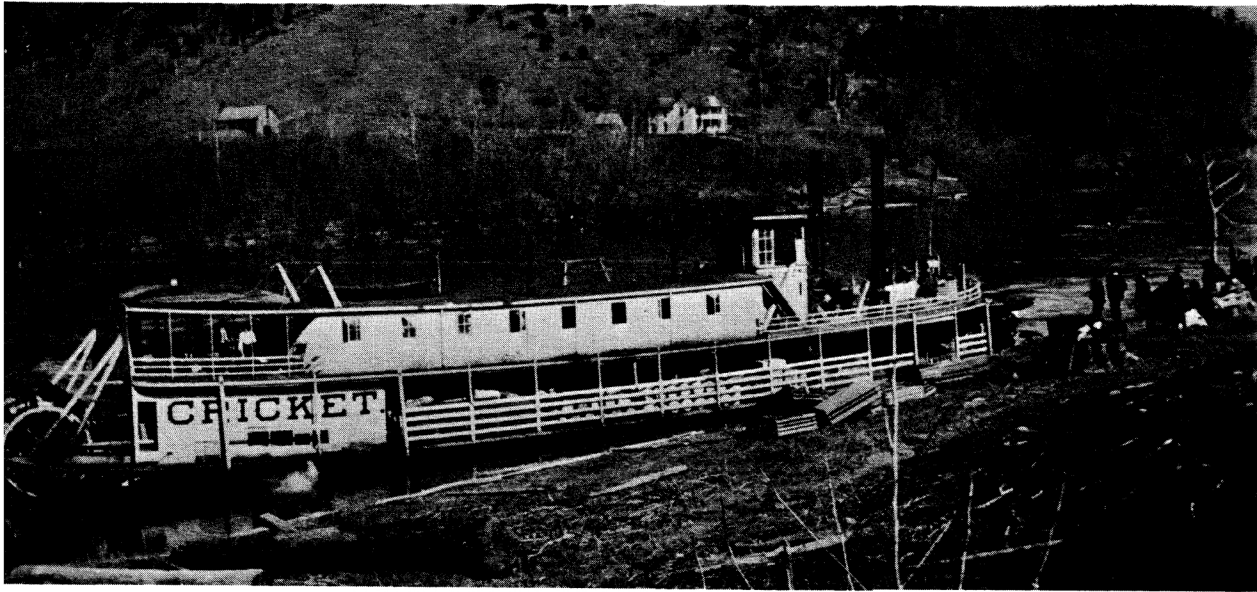
Excerpts from Captain Hughes' reply follow:-

"These drawings of the CRICKET are as nearly correct as anyone can draw them. I cannot see any errors so am filling in the minor details as best I can, and have made a new cabin lay-out.

"When the CRICKET was first built her hull had a plain barge bow and she had arch chains like a model barge with the braces set on the gunwales, and had an open hold like an empty barge. She was decked over only on the forecastle and in the engineroom, and there was a sub-deck alongside the boiler. She was a real low water boat, drawing 15 inches light. I had much pleasure on that boat, and there was a satisfaction to be running when all other boats could not go. We carried lots of pilots who went along to look at the river during extreme low stages. It seemed like going on a vacation.

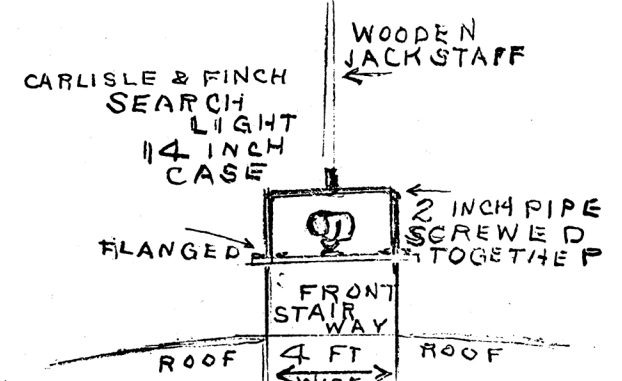
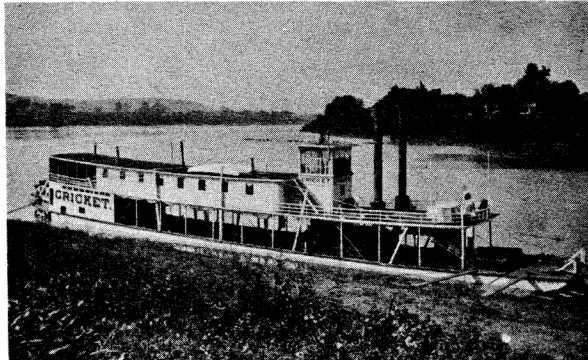
"After two years we hauled her out on the Parkersburg Docks and cut the head off the hull, back 35 ft. Then we put on a regular model bow. Also we added one foot of guard, decked her all over, and added stationaries and bull rails. So that is how she looks in the drawings.

"The CRICKET cost \$5,600 when new. Capt. Gordon C. Greene financed the construction, and I was supposed to have 1/4 interest but was a long time getting paid out; the boat had no regular place to run. We just took what we could find for her and did the best we knew how."

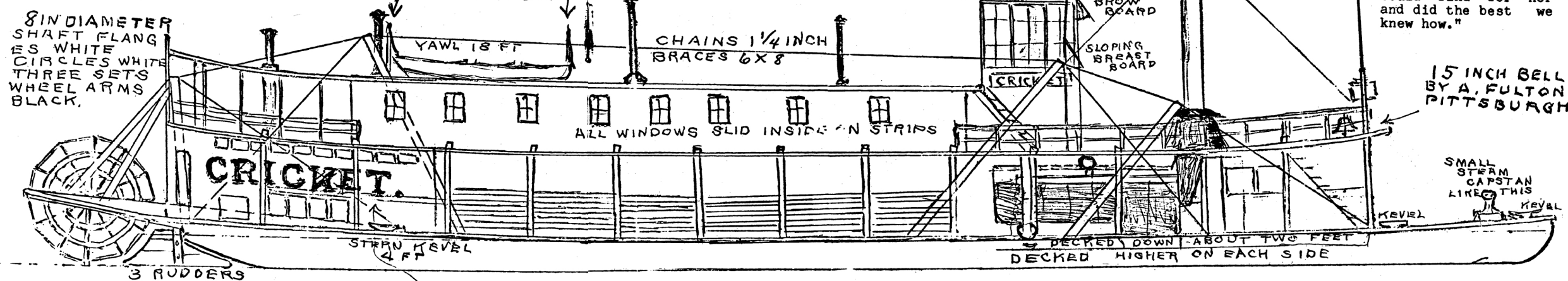


← This view of CRICKET was taken by Capt. Jesse P. Hughes on the Big Sandy River at Hell's Gate, Ky., 40 miles from the Ohio River, a little over a mile above Paintsville. The appearance checks with the drawings on this page, showing the bull rails, etc., added after the model bow was built and while she was drawing 20 inches light. In recent years the Big Sandy has filled in and narrowed; the locks and dams have been abandoned and, save for some commercial traffic near the mouth, is not navigated.

View at right taken when CRICKET was new and had scow bow. Photo by Capt. Jesse P. Hughes at Carrollton, Ky. →



ONE 18 FT YAWL  
ONE WORK BOAT  
A SET OF DAVITS  
ON EACH SIDE



The CRICKET was built at the Parkersburg Dock Co., Parkersburg, W. Va., 1900. Hull measured 132.6 ft. long by 18.3 feet width. Originally her draught was 15 inches, with steam up and no freight. The original scow bow was replaced by a model bow in 1903 and she then drew 20 inches and looked as seen in the accompanying drawings and photograph. Later on she was again rebuilt with a much wider hull, renamed GREENDALE, and again drew 15 inches. She operated up the Big Sandy in the seasons of 1901 through 1904, often going to Pikeville, Ky., 88.5 miles from the Ohio River. At that time she carried a steam calliope which Capt. Jesse P. Hughes played for the Hatfields and the McCoys.

# Steamboat Lines - - Oct., 1899

## Memphis & Vicksburg PACKET COMPANY.

A. I. CUMMINS, President.  
L. F. CUMMINS, Vice-President and Superintendent.  
A. E. CUMMINS, Gen. Freight and Passenger Agt. and Secretary.  
H. C. LOWE, Commercial Agent.  
THOMAS M. SCRUGGS, General Counsel.  
General Office—10 W. Court St., Memphis, Tenn. Lock Box 170.

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Leaving MEMPHIS every Wednesday at 5 00 p.m.  
Leaving VICKSBURG every Saturday at 10 00 a.m.

—FOR—

Helena, Arkansas City, Greenville,  
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AND ALL WAY LANDINGS.

Connecting at Vicksburg with regular Packets.

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OPERATING ON

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Steamer "FLORENCE BELLE," H. F. Hudson, Master,  
Leaves PITTSBURGH, from Wharfboat, foot of Market  
Street, for MORGANTOWN, W. VA., and all way land-  
ings, every Monday, Wednesday and Friday at 9 00 a.m.

Steamer "NELLIE HUDSON," Jas. S. Hudson, Master,  
Leaves PITTSBURGH, from Wharfboat, foot of Market  
Street, for KITTANNING, PA., and all way landings,  
every Tuesday, Thursday and Saturday at 9 00 a.m.

General Office 212 and 221 Water St., Pittsburgh, Pa.  
W. M. EBER, President. | H. F. HUDSON, Superintendent.  
J. W. S. HUDSON, Gen. Manager. | W. J. GORDON, G. F. & P. A.

These advertisements are  
photo copies made by S. Dur-  
ward Hoag from the Official  
Guide of Railways and Steam  
Navigation Lines, issue of  
October, 1899.

## St. Louis, Mo. WIGGINS FERRY CO. E. St. Louis, Mo.

—OPERATING—

Wiggins Wagon Ferries; Wiggins Car Transfer (Mileage 11 Miles); St. Louis Transfer Ry. (Mileage 11 Miles); East St. Louis Connecting Ry. (Mileage 30 Miles); Madison County Car Transfer.

JOHN SOULLIN, President. | PHILIP C. SCANLAN, Sec'y and Treas. | GEO. L. SANDS, Manager.  
A. C. CRUBB, Vice-President. | E. W. COX, Sec'y St. L. O. Ry. | JOHN J. BAULCH, Gen. Freight Agent.  
General Office—Security Building, Fourth and Locust Streets, St. Louis, Mo.

FERRY ROUTES.—Carr Street, 7 minute crossings; Spruce Street, 6 minute crossings.  
CAR TRANSFER.—Prompt service in transferring cars across the River, between Connecting Railroads, Freight Yards, Industries and Elevators, East St. Louis, and Connecting Railroads, Industries, Freight Yards and Elevators, St. Louis. 30 minute crossings.

LIGHTERAGE.—Between Connecting Railroads, Industries, etc., St. Louis and East St. Louis, and Boats and Barges landing south of Mound Street and north of Carroll Street in the harbor of St. Louis.

SWITCHING.—The lines operated in East St. Louis perform switching service between all Connecting Railroads, Industries and Elevators in East St. Louis. The lines operated in St. Louis perform switching service between all Connecting Railroad Industries, etc., in St. Louis.

CONNECTING RAILROADS in EAST ST. LOUIS are: Toledo, St. Louis & Kansas City; Wabash; Chicago & Burlington; Chicago & Alton; B. & O. S.W.; Terre Haute & Indianapolis; Louisville & Nashville; Mobile & Ohio; Cleveland, Cincinnati, Chicago & St. Louis (Big 4); Louisville, Evansville & St. Louis; Chicago, Peoria & St. Louis; Terminal Railroad Association (Basis Bridge); Merchants Terminal; East St. Louis & Carondelet (Conlogue); St. Louis, Peoria & Northern; National Stock Yards; Illinois Central R.R.; St. Louis, Belleville & Southern Ry.

CONNECTING RAILROADS in ST. LOUIS are: Missouri, Kansas & Texas Ry.; Wabash (West); St. Louis, Keokuk & North-western; Missouri Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; Merchants Terminal.  
February, 1899.

## Arkansas River Packet Co.

S. S. BROWN, President.  
E. W. B. NOWLAND, Vice-President and Gen. Manager.  
J. M. H. HARBIN, Traffic Manager and Treasurer.  
J. M. PETERS, Secretary.  
Office on Wharf Boat, Memphis, Tenn.

Steamers "Eugene," "J. N. Harbin."

For HELENA, TERRENE, PINE BLUFF and all way landings on Arkansas River, every Tuesday and Saturday at 5 00 p.m., making connection at Pine Bluff with Missouri Pacific Railway and the St. Louis South-western Railway System, "Cotton Belt Route," for all points in Arkansas and Texas.

### VICKSBURG DIVISION.

Steamer "Lucille Nowland."

For VICKSBURG and all way landings, every Saturday at 5 00 p.m., connecting at Vicksburg with regular packets for NEW ORLEANS and all way landings.

Consign all freight for above points care Company's Wharf Boat, Memphis, Tenn.

E. W. B. NOWLAND, Gen. Manager.

"THE OLD RELIABLE."

## Diamond Jo Line Steamers

— THE GREAT RIVER ROUTE. —

Comfort. Safety. Speed. Economy. Pleasure. Luxury.



NAVIGATION NOW CLOSED

— BETWEEN —

## ST. LOUIS AND ST. PAUL

Via this Route only can the famed scenery of the Mississippi Valley be best enjoyed.

Write for circulars, souvenirs, etc.

JAY MORTON, President. | JOHN KILLEEN, Superintendent.  
Chicago, Ill. | Dubuque, Ia.

General Offices—St. Louis, Mo.

ISAAC P. LUKK, Gen. Freight and Passenger Agt., St. Louis, Mo.  
C. R. BROCKWAY, General Agent, St. Paul, Minn.

## Nashville, Paducah & Cairo and Nashville & Evansville PACKET COMPANIES.

Operating on Cumberland, Ohio and Mississippi Rivers.

T. G. RYMAN, President and General Manager.  
J. S. TYNER, Vice-President.

T. M. GALLAGHER, General Freight and Passenger Agent.  
T. G. RYMAN, Jr., Traveling Freight and Passenger Agent.

General Offices—108 Broad Street, Nashville, Tenn.

### STEAMERS

R. Dunbar, J. B. Richardson, H. W. Buttorff, Bob Dudley.

The steamers of this line leave NASHVILLE every Monday at 5 00 p.m., and every Tuesday and Saturday at 12 00 noon, for Ashland, Clarksville, Dover, Linton, Canton, Eddyville, Kuttawa, Dycusburg, Smithland, Caseyville, Shawneetown, Uniontown, Mt. Vernon, Henderson, Evansville, Paducah, Metropolis and Cairo.

Steamers returning, leave CAIRO every Thursday at 9 00 a.m.; leave PADUCAH every Sunday and Wednesday at 12 00 noon; leave EVANSVILLE every Friday at 4 00 p.m.

CONNECTIONS.—At Paducah and Kuttawa with Illinois Central R.R. At Cairo with steamers for all points on the Upper and Lower Mississippi, Missouri and Ohio Rivers; with St. Louis South-western System, Illinois Central R.R., Missouri Pacific Ry., Cleveland, Cincinnati, Chicago & St. Louis Ry., for all points in Texas, Arkansas, Missouri, Kansas, Nebraska, Oregon, California, Illinois and Indiana. At Nashville with Louisville & Nashville R.R. and Nashville, Chattanooga & St. Louis Ry. for all points in Tennessee, Georgia and Alabama and all Eastern cities. At Evansville with Evansville & Terre Haute R.R., Peoria, Decatur & Evansville Ry. and Louisville, Evansville & St. Louis R.R. At Shawneetown with Baltimore & Ohio South-western Ry. At Paducah with Illinois Central R.R. and Nashville, Chattanooga & St. Louis R.R.

THE STEAMERS OF THIS LINE ARE FINELY EQUIPPED. MEALS AND BERTHS FIRST-CLASS.  
MAKE GOOD TIME AND CLOSE CONNECTIONS.

## Tennessee River Navigation Co.

CHATTANOOGA, TENN.

SAM'L P. WILLIAMS, President. | J. H. BUCHMOLZ, Gen. Frt. & Pass. Agt.  
E. A. PIERPONT, Vice-President. | V. BOWL, Ass't. Gen. Frt. Agt.  
W. C. WILKEY, General Manager. | Col. J. B. DOHERTY, Ass't. G. P. A.

General Office and Warehouse—On Love, Water, Broad & Chestnut Sts.

This is the only regular line of FREIGHT and PASSENGER STEAMERS plying the Tennessee River between KINGSTON, TENN., and DECATUR, ALA., and connecting with steamer for KNOXVILLE, TENN.

STEAMERS OF THIS LINE LEAVE CHATTANOOGA AS FOLLOWS:

For Shellmound, South Pittsburg, Tenn., Bridgeport, Gusterville and Decatur, Ala., and all way landings, every Tuesday at 12 00 a.m. Returning, leave Decatur, Ala., for Chattanooga and all way landings every Friday 6 00 a.m.

For Dayton, Rockwood and Kingston, Tenn., and all way landings, every Saturday at 6 00 p.m., connecting with packets of Three Rivers Packet Co. for Knoxville, Tenn., and all way landings.

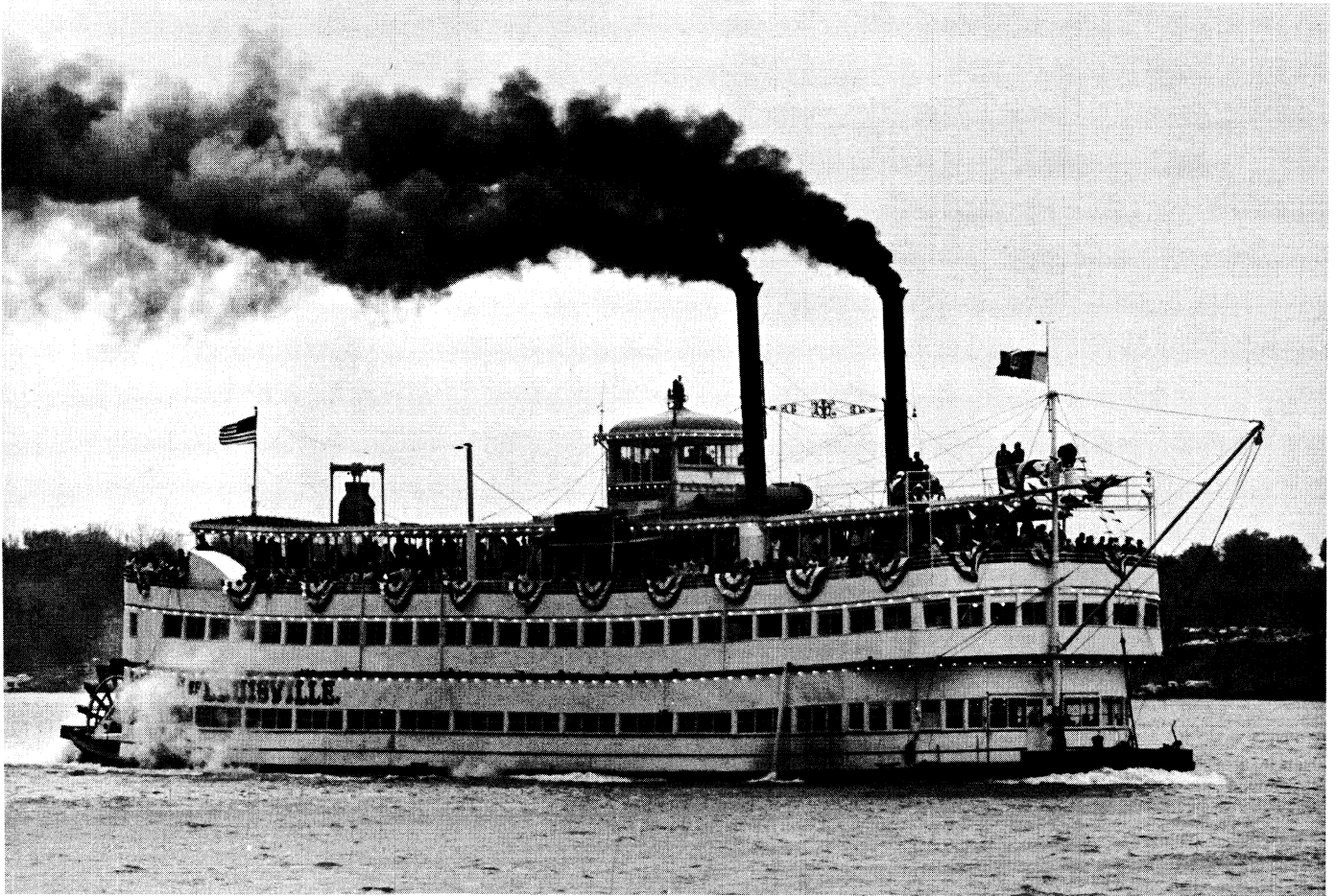
MISSISSIPPI RIVER SERVICE.

Between Cairo, Ill., and Caruthersville, Mo., the steamer R. C. Gentry leaves Cairo every Tuesday and Thursday at 6 00 p.m. Returning, leaves Cairo Wednesday and Friday at 12 00 noon, arriving at Caruthersville on Friday at 8 00 p.m.

CONNECTIONS.—At Chattanooga, Tenn., with Southern Ry., Nashville, Chattanooga & St. Louis Ry., Queen & Crescent Rys., Western & Atlantic, and Chattanooga, Rome & Southern R.R.s. At Shellmound, Ala., with the Nashville, Chattanooga & St. Louis Ry. At Decatur, Ala., with the Nashville, Chattanooga & St. Louis Ry. At Bridgeport, Gusterville and Hobb's Island, Ala., with the Louisville & Nashville R.R. and Southern Ry. At Dayton, Ill., with Illinois Central R.R., Mobile & Ohio R.R., Coosa Belt Route, and Big Four Route and steamers. At Columbus, Ky., with St. Louis, Iron Mountain & Southern Ry. At Hickman, Ky., with the Nashville, Chattanooga & St. Louis R.R. At New Madrid, Mo., with Cotton Belt Route. At Caruthersville, Mo., with St. Louis, Kansas & Southern R.R. For further information address

W. C. WILKEY, General Manager, Chattanooga, Tenn.

# Winner of 1964 Louisville Boat Race



Concluded from Page 5

Brownsville, Pa. Curious indeed is the fact that on that same date---September 21, 1910---the Ohio Valley Improvement Association was headlining president William Howard Taft as a principal speaker at the opening of their convention in Cincinnati. Optimism at Cincinnati, while at Pittsburgh buzzards hovered and wheeled as the famed P&C Line went under the hammer.

The VIRGINIA was tied in below the wharfboat there at Pittsburgh. Many of the visitors had come aboard, swapping yarns with veteran Captain Jack Ward, the acting watchman. This ancient mariner dated back to 1865 on the POTOMAC---not on the river Potomac nor even on the side-wheeler---but on the real "back when" POTOMAC in the Wheeling-Cincinnati trade with Capt. Charles Muhleman on the roof and Chris Young in the office.

Bidding on the VIRGINIA was fairly spirited, raised each time by Capt. Ellsworth E. Eisenbarth who was fairly dancing in excitement and waving his cash. He had been button-holing everybody with a recitation of his vision---of a hippodrome circus providing good, clean fun for tens of thousands of valley dwellers between Pittsburgh and New Orleans.

Ultimately the figure reached \$8,500 with Captain Eisenbarth in the lead. The very fact that a showboat operator could produce such a sum and envision a project so stupenduous, caused a fatal hush. But \$8,500 was not enough. After deliberation this high bid was rejected as insufficient. This shock stopped the show. The rest of the sale was called off.

So what did Capt. E. E. Eisenbarth do about this? Did he return to Marietta in a blue funk? Quite the reverse. He bought himself a White Steamer automobile, installed a beautiful calliope to the rear of the driver's seat. He drove around Marietta, his daughter Dennalla playing



Miss Dennalla Eisenbarth at the console of the White Steamer. Today Miss Eisenbarth is Mrs. R. C. Marshall at Fernwood, Pa.

steam music. Many Mariettains thought a showboat was at the river.

Capt. E. E. Eisenbarth so produced the only mobile steam calliope on dry land using steam power both for movement and music. His floating hippodrome scheme went glimmering.



# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. I. NO. 2

MARIETTA, OHIO

JUNE, 1964

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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

So far, so good. The S&D REFLECTOR has survived two issues. Take note the type-size doesn't look the same, enlarged for easier reading. To add a little style we have compensated right hand margins. There are more pages.

Jim Wallen alerted us to Dr. Ernest K. Emurian's new book about "Lorena." The first two of the song's six stanzas:

The years creep slowly by, Lorena,  
The snow is on the grass again;  
The sun's low down the sky, Lorena,  
The frost gleams where the flowers have been.  
But the heart throbs on as warmly now  
As when the summer days were nigh;  
Oh, the sun can never dip so low  
Adown affection's cloudless sky.

A hundred months have passed, Lorena,  
Since last I held thy hand in mine,  
And felt thy pulse beat fast, Lorena,  
Though mine beat faster far than thine;  
A hundred months--'twas flowery May,  
When up the hilly slope we climbed  
To watch the dying of the day  
And hear the distant church bells chimed.

It was a tear-jerker, all right enough.

## EDITOR'S NOTEBOOK . . .

Tuesday, April 28, 1964:- Just as Walter McCoy and I arrived at Louisville, Ky. from Sewickley, Pa. this noon in Walt's Mercedes the gear shift fell apart. But, no matter---we are here. Then on shank's mare to the wharf ten minutes too late to get aboard the BELLE OF LOUISVILLE as she departed upriver to set buoys for the forthcoming race scheduled later in the afternoon. No matter that, either; for Courtney M. Ellis, fresh in from Nashville, was in the same shape. We found much to talk about as we cooled our heels on the RENOWN wharfboat---originally the towboat SARAH EDENBORN built 1909 at American Bridge, Ambridge, Pa. Then the DELTA QUEEN whistled down there in the canal---same whistle she used to blow arriving at Sacramento.

On hand to greet the D.Q. was the very much alive Civil War steam engine GENERAL looking slick as Christmas, hauling short-ride customers along the overhead trestle paralleling the wharf in an old-timey-looking combination baggage car and coach. Cordwood was stacked in her coal car but she was burning oil for fuel. Her stack periodically chuffed very satisfactory gobs of black smoke into the perfectly blue sky of this warm, balmy day. What a fine day for a boat race.

The real race was over before anything got started, for the fact that the D.Q. arrived, all the way from New Orleans, breasting a rise up the Mississippi, was something of a triumph. She had only hours to spare, and went on up above to the Sinclair oil dock. Somebody had painted a sign displayed on the upper deck, BEAT THE BELLE.

After some time the BELLE OF LOUISVILLE came back, rounded to with much gusto, and placed down her stage. We walked aboard (for the first time since the renovation) to what looked like an S&D convention at Marietta. Once in a long, long time something in this world turns out better than expected, and the new dancefloor decor put in by Alan L. Bates is the recreation of a Mississippi steamboat, full-scale, such as has baffled museum designers and restaurant architects by reason of sheer complexity and cost---yet here it is, no imitation either, the real thing.

C. W. Stoll said, "Well, what do you honestly think of it?" and while we stumbled around for words which didn't seem adequate, he, C.W. Stoll, proposed a proposal---well, it was so sudden and all. Sure, I knew he was booked up Green River with the B/L in June, and somehow I'd figured that foray would be conquest sufficient for 1964.

But no. What's simmering in that guy's mind is the possibility of tramping this living doll and her white paint and new steamboat cabin right up the Ohio River:- Objective, Marietta, O. on S&D day, Saturday, September 19, to help celebrate our silver anniversary.

It's a dream, admittedly, so don't get overly excited. But then, maybe you should get excited. Excursion boats cost money to run, and first there must be firm contracts with organizations enroute and, hopefully, with some Marietta groups. The S&D bank account does not admit to signing on a dotted line to a guarantee of something in the neighborhood of \$800. Danged if I know--would the S&D clan pay \$5 a head for an exclusive afternoon steamboat ride? I would, but then I'm not the majority.

It's history now. Everybody who reads this magazine knows that the BELLE OF LOUISVILLE beat the DELTA QUEEN "by a nose" later that afternoon, Tuesday, April 28. The Waterways Journal was full of it; not only was Donald T. Wright there in the B/L's pilothouse, but the event got big coverage on radio and TV. Like the ECLIPSE-A.L. SHOTWELL affair 111 years ago, rivermen will be arguing for a generation about how THAT happened, that the tortoise beat the hare. But it did happen, the three judges were unanimous, and Stogie White was one of those judges, so it must be so. It sure was so. I was sitting there in the DQ's diningroom partaking of a Waldorf-Astoria buffet spread when clerk Dick Stewart came in with the sad (for the DQ) news written all over his young features. The impossible had happened.

But isn't the impossible the usual rule on the river? Put all the facts in an IBM calculator and it will tell you the BELLE OF LOUISVILLE is boneyard fodder. The DELTA QUEEN outlived her usefulness before World War II along the tules of the Sacramento. Reminds me, you must see the face-lifting her cabin got this past winter at Cincinnati. She looks like a coming-out party going somewhere to happen. Impossible that the BELLE OF LOUISVILLE may be in Marietta on September 19? What's so impossible? I saw Dick Simonton walking around with a cat that ate the canary look--he did not admit, nor deny, that he had taken option on the DELTA KING.

The people who fixed Walt McCoy's Mercedes gave the car a free wash job just for lagniappe.. We sort of hated to leave Louisville next day.

## THE DAY THE MUSEUM OPENED

Date: March 16, 1941. Place: Campus Martius Museum, Marietta, Ohio. The story as reported in the March 17th Marietta "Times" said in part:-

"The dedicatory program of the River Museum, the first of its kind in the country, was presented before a massed group with J. Mack Gamble of Clarington presiding. Speakers included Harry Lindley, of Columbus, librarian of the Ohio State Museum, Capt. Mary Becker Greene, of Cincinnati, honorary president of S&D, and Capt. Frederick Way, Jr., Sewickley, Pa. A number of prominent members of the river fraternity were presented, including Ben D. Richardson, Malta, president of the society; Robert G. Thomas, Clarington, vice president and model boat builder; J. W. Zenn, McKeesport, Pa., Harry Maddy, Gallipolis, Bert Noll of Sistersville, members of the executive committee; William K. Richardson, Marietta, chairman of the River Museum Committee, and others.

"The display of built-to-scale steamboat models of the days of romantic river lore probably attracted the most attention in the two rooms of the museum. Framed photographs of many steamers are hung on the walls, filling the commodious spaces.

"There are steamboat bells, steamboat whistles, a sounding pole of the Mark Twain era, the nameboard of the H. K. BEDFORD, given to the Museum by Sandy Bevan of Newport; models of the old trader boats, barge models, miniature models of yawls and johnboats and relics taken from wreckage of old time boats, all attractively arranged.

"The models built by Robert G. Thomas are the GENERAL WOOD, SUNSHINE, GREENLAND, GUIDING STAR, and the TELEGRAM. The LIBERTY is the model built by J. W. Rutter of Sewickley; and the TELEPHONE was built at Columbus for the Ohio Bell Telephone Co. Captain Way's models are the J. M. WHITE and the QUEEN CITY.

"Silver service presented to Capt. Thomas S. Calhoon by the crew of the KATIE STOCKDALE in 1899, and on which George W. Knox was chief engineer and Charles W. Knox, purser, was presented



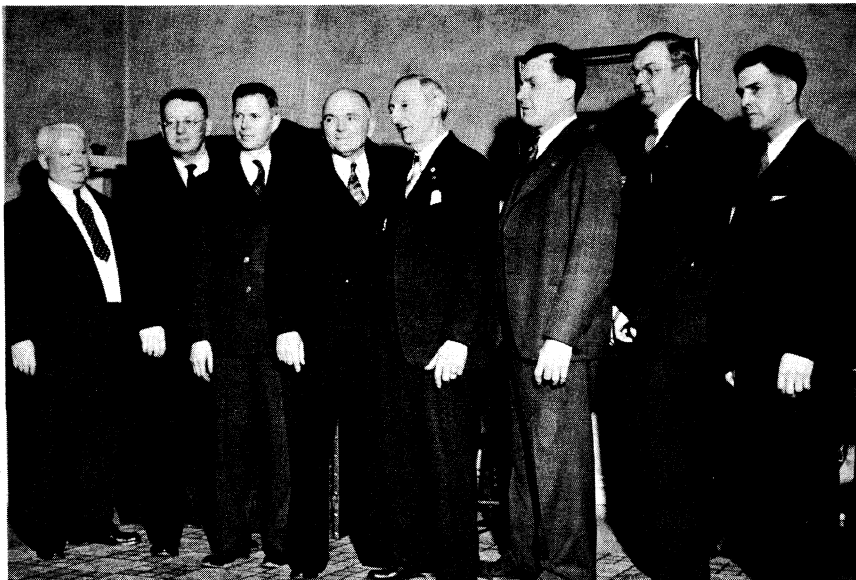
to the museum by the daughters of the late Capt. Calhoon who are in Pittsburgh. A large silver pitcher, presented to the late Mrs. M. G. Knox by the owners of the steamer BOONE is in the case of silver trophies.

"A large pilotwheel taken from the dismantled towboat J. C. RISHER was brought here from Pittsburgh by J. W. Zenn, and is mounted in the entranceway to the museum.

"Among those who came were Capt. and Mrs. Tom R. Greene and children, Mary, Gordon C. and Tom Greene, Jr., Capt. and Mrs. Jesse P. Hughes, Roy Barkhau, agent for the Greene Line Steamers, Horace P. Lyle, agent for the Union Barge Line, and Mrs. Betty Barkhau, all of Cincinnati. Erwin C. Zepp, curator of state memorials and J. R. Lawwill, assistant curator, came from Columbus.

"Mr. and Mrs. C. W. Stoll of Louisville, Ky., Capt. Edward Berry of Pittsburgh, Edward Berridge and Mr. and Mrs. Harry Maddy and Edwin Maddy and Miss Ruth Maddy of Gallipolis, Mrs. Forest Lee Smith of Williamstown, Ky., Mrs. Lillian Hughes of Trinidad, Col., John M. Wolfe of Madison, Ind., Mrs. Hilby Tanner of Millwood, Mr. and Mrs. Geo. Martin of Steubenville, Mrs. Maria Dunn of Sardis, Mrs. Alice M. Lauderback of Wade.

Continued on Page 12



ABOVE: The original River Museum at Campus Martius as it appeared in September, 1953. At left: F. Way, Jr. and J. Mack Gamble. Far right: "Rick" Dill and James C. Way both of Sewickley, Pa. Photo by S. Durward Hoag.



TO THE LEFT: S&D officers on March 16, 1941. From left: Harry J. Maddy, William K. Richardson, Frederick Way, Jr., Bert Noll, Ben D. Richardson, J. W. Zenn, J. Mack Gamble and Robert Thomas. Picture made in the Campus Martius Museum office by Ralph Ernst.

# Big Job Was Getting Guests Out



On March 12 the Ohio and Muskingum rivers crested at 45 feet at Marietta, invading the Motor Hotel Lafayette for the 25th time since the Hoag family assumed management more than 46 years ago. The accompanying photograph, taken by S. Durward Hoag, shows the crest lapping within 1/2" of the main lobby floor.

Steve Hoag, somewhat inured to the periodic "sinkings" of his famed hostelry, said this:

"It is important, when we are about to be flooded, that we vacate the hotel of guests. This, surprisingly, is a tough job, as they want to stay and think we are kidding them. While we are moving equipment to the upper floors, guests and outsiders are distracting. Also, we must have unrestricted use of the elevators. At 42 feet we remove the gas burners from our furnaces, cutting off heat and hot water. We lock the outside doors to discourage "water tourists" from visiting. Our one concern is getting our furnishings and equipment to the upper floors. There is no insurance coverage.

"This time we moved out of the basement about midnight on Monday, March 9th. The next morning, Tuesday, we started to vacate our guests. Diningroom and bar shut down at 2 p.m. that day, and from then on until Monday, March 16, we were out of business."

Biggest flood ever to hit Marietta came on March 29, 1913, with river water completely filling the hotel lobby floor and lapping to the floors of the first room-floor above. The Hoags were not running the hotel at the time--it was then known as the Bellevue. Recorded stage that day: 58.7 feet.

In Marietta the flood stage is considered to be 36 feet. Stages over 50 feet are mercifully rare, but have happened in 1884, 1907, 1913 and 1937. All major floods have happened between December and April save for two June floods (1881 and 1941) and the notorious "Pumpkin Flood" of 1810, which came in November.

The River Museum is fortunate in procuring, on long-term loan, a number of excellent models built by the late Van W. Bennett who lived at Elizabeth, Pa.

One case displays Billy Bryant's showboat towed by the VALLEY BELLE and another is that of the towboat CLAIRTON. The modern diesel towboat CAP'N HOWDER with her sweeping cabin design is neatly built, as is the racer ROB'T. E. LEE.

A rather large case contains models of various pleasure boats Mr. Bennett owned and operated on the Monongahela River, including a fine johnboat provided with a paddlewheel at the stern, manually operated.

These models are displayed by courtesy of Mr. Bennett's son James Bennett, of Sewickley, Pa.

Be sure to mark on your datebook the week-end of September 19, Saturday. S&D convenes for its silver anniversary meeting at Marietta at that time. The featured speaker will be Capt. Donald T. Wright, the native of Oil City, Pa. who has long published The Waterways Journal.

Sirs: Interesting....especially the history of S&D. I was really surprised to find that it first met at Gallipolis.

Bob Erwin,  
Crown City, Ohio

Concluded from Page 11

"Bert Banks, of Racine, Donald Corke of Charleston, W. Va., Mr. and Mrs. James M. Chamberlain of Brentwood, Pa., O. A. Tisher of Hannibal, Mrs. Jessie Ollom Bee and Mrs. Edgar Brookhart of Rockland, Mr. and Mrs. Hayward Hughes of Lowell, Mrs. R. C. Rardin of Parkersburg, W. Va., Mr. and Mrs. George Harvey, Mark Brown and L. S. Hanshemaker of Matamoras, Mr. and Mrs. Frank Coulson of Malta, Mr. and Mrs. John Sherman of McConnellsville, J. E. W. Greene and William Greenwood of Newport, J. R. Chamberlain of Warner, Mrs. Dora O'Neal of Belpre, Mr. and Mrs. Bert Noll of Sistersville, W. Va."

## Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, Ohio

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