

THE IRON QUEEN'S STORY

The original of the photograph shown here hangs in the home of J. Wells Kinkaid, Jr. at Sistersville, W. Va. It is the best likeness known of the IRON QUEEN. She is killing out headway, headed downstream, preparing to round out and land at the Proctorville, O. wharfboat in the foreground.

The IRON QUEEN operated three years, 1892-1895, owned by the Pittsburgh & Cincinnati Packet Line. She was the first "luxury" packet in the trade with some \$2,000 splurged on such pomp and circumstance as a plate-glass observation circle, electrically lighted cabin, Lincrusta Walton panelled main salon (white background with gold-leafed floral garlands, in relief), plus an Italian string band. Mr. and Mrs. H. J. Heinz and daughter, the Pittsburgh pickle potentate, made reservations for the initial cruise. Ohio governor Pattison telegraphed felicitations.

For three seasons, as water permitted, the IRON QUEEN catered to the Upper Crust and was the Ohio River's status symbol. In 1893 P&C sold through tickets via river-rail to the Columbian Exposition in Chicago. Tourists were enticed by a light pink folder describing the "commodious and airy cabins and staterooms, elegantly furnished." The boat's officers "are experienced,

capable and obliging, and no effort is spared to make their guests comfortable and happy."

Capt. John M. Phillips, resplendent in gold buttons and uniform cap, was IRON QUEEN's master for the most of this. Phillips was warm and cordial, a glad-hander par excellent, and when he shook a hand it stayed shook. Moreover Phillips was one of the family. His wife was the former Miss Hattie Johnston, sister of P&C Line's president James A. Henderson's wife. The Phillips' farm was on Neville Island (about where Dravo's marine ways today is located) where succulent asparagus was raised for the Pittsburgh markets. The Phillips forebears came from Ireland, County Antrim.

In addition to his blarney, Phillips was ambitious. He resigned from the IRON QUEEN, sold out his holdings in P&C, and became U. S. Inspector of Hulls at Pittsburgh, taking the place vacated by Capt. John R. Neeld who had so served 23 years. This took place in March, 1895. In so doing, Phillips escaped being in command of the IRON QUEEN's conflagration by an eyelash, postponing his terrible hour until April of 1902 when his spectacular side-wheeler CITY OF PITTSBURGH went up in flames with a life loss of 60.

In charge of IRON QUEEN in April, 1895, was Capt. Thomas S. Calhoon, of Georgetown, Pa., a tall, silent type who stood aloof from the crew and who ran a tight ship. He was always glad

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THE MAIL BOX

Sirs: Mention of Capt. Samuel Shuman in the June issue, page 3, reminds me that in local Oakwood cemetery there is a monument with these names on it:

Capt. J. S. Shuman
1868-1910
Nicholas P. Yost
1878-1910

Local tradition is that these two were killed in a steamboat explosion in vicinity of Point Pleasant, W. Va. Can't determine why they are buried here. Information will be appreciated.

Walter W. McCoy,
Sistersville, West Va.

Sirs: Capt. Ira B. Huntington, mentioned as first master of the KANAWHA (June issue) solicited freight for the Pittsburgh & Cincinnati Packet Line for several years after the turn of the century. The Huntington family resided in Wilkesburg, Pa. in the summer of 1907, perhaps longer.

After retiring from the river, possibly 1909 or 1910, Captain Ira represented a stove works at Gallipolis and traveled for them.

I remember him (in my youth) as a well dressed, courteous gentleman with a gracious family, two daughters and a son besides his wife. He was a captain in the Morgantown packet line for a few months one season, circa 1904-05.

V. E. Bennett,
Beaver, Pa.

=Soon after leaving the KANAWHA, Captain Huntington commanded the spanking new side-wheel excursion steamer FRANCIS J. TORRANCE. -Ed.

Sirs: The photo of the KANAWHA brings back memories. My father Joseph L. ("Dude") Pettit was the chief engineer. As a kid I made trips in the engineroom with him from Parkersburg to Marietta many times.

Harry E. Pettit,
Marietta, O.

Sirs: My hope is that REFLECTOR will be true to its environment--always and ever the river---never wander, never become sophisticated.

Loudon G. Wilson
Lake Orion, Mich.
=Future editors take note. -Ed.

Sirs: I think BELLE OF LOUISVILLE pictured in the June issue might be the original AVALON my grandfather Capt. Lamphre Cramer of Clarington, O. built in the summer of 1898. Since I live in the northwest corner of Ohio, I'm afraid I've lost contact.

Mrs. E. H. Bassler,
New Bremen, O.
=Right date, wrong AVALON. Your family's AVALON was renamed OHIO and burned at Parkersburg, W. Va. in 1916. --Editor.

Sirs: An airplane by packet in 1925 surely is strange cargo. (Bert Fenn's story, March issue, page 8.) Wilt Works, Ghent, Ky. mailed Christmas cards in 1962 showing elephants, two by two, boarding the ferryboat ROB'T. T. GRAHAM at Vevay, Ind., but don't think bills of lading were made.

C. W. Stoll,
Louisville, Ky.



Ferry ROB'T. T. GRAHAM & cargo.

Sirs: If you are real good I'll send you a picture which has the following description penned on it:- "This early 'pusher-type'

bi-plane was brought to Paden City, W. Va. by river packet in 1912 to promote a lot sale. It was hauled from the river to the ball park by Mr. Price, uncrated, assembled and flown over Paden City for several days. Made one flight over Sistersville, W. Va. Then was dismantled, crated, and shipped out by river packet. Owner and pilot named Walsh was later killed at Washington, D.C. trying to be the third man to do the loop-the-loop. Plane disintegrated."

Walter W. McCoy,
Sistersville, W. Va.
=We're being real good. -Editor.

Sirs: My father James W. Sweeney was in the boat building business with his brother M. A. Sweeney from 1881 until after my father's death in 1919. We lost all of the records in the 1937 flood.

I will welcome material about these operations. They built the U. S. Lighthouse tender GOLDENROD in 1888. Also that year they contracted for the towboat JOHN DANA and built it complete. Other jobs that year were a railroad transfer boat, S. D. BARLOW, and a boat named BISCAINE for Abbyville, Ga. parties. In 1890 they built the snagboat WM. PRESTON DIXON, plus small steamers, TITAN and ELSIE, for the U.S. Engineers on the upper Mississippi. As late as 1908 they built the snagboat C.A. CULBERTSON.

The firm name was M.A. Sweeney and Bro., specializing in manufacture of steel steamers, boilers and machinery. The plant was located between Market Street and the river, some ten acres. They built court houses and jails at Columbus, Ind., Washington, Ind., Jeffersonville and elsewhere.

These Sweeney brothers were born in Ireland and came to this country when quite young.

Miss Margaret Sweeney,
207 East Chestnut St.,
Jeffersonville, Ind.

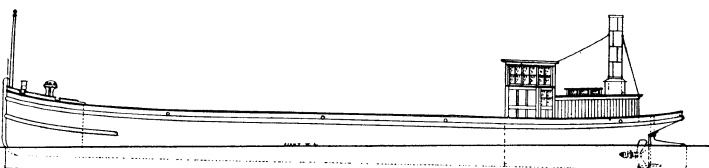
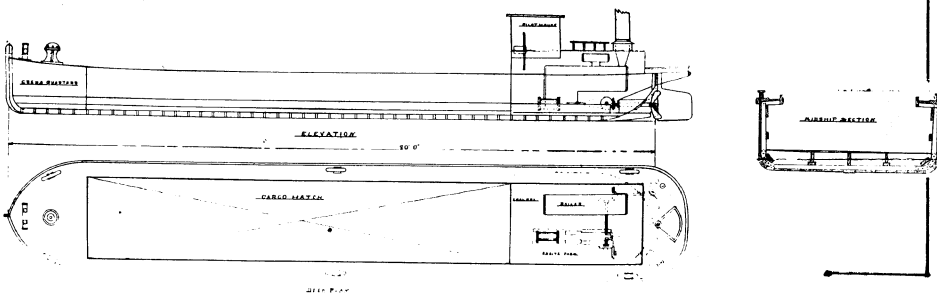
=Miss Sweeney is going after it the hard way. She is researching early newspapers, day by day.-Ed.

Sirs: I particularly enjoyed the picture of KANAWHA. In my collection is a letter written by Fred Hoyt, clerk at the time this boat was lost below Parkersburg, in 1916, describing the accident. Copy of this letter is enclosed and you may use it in REFLECTOR if you wish.

Leonard V. Huber,
New Orleans, La.

=Not only is the letter written in the Hoyt succinct style but on KANAWHA's letterhead. -Editor.

Sirs: Dick Rutter asked how propellers were added to canalboats. (June issue, page 2.) These drawings may answer the question. The PARANA originally was a canalboat and was given twin props. Had one engine 11" bore and 14" stroke. Locomotive boiler 36" dia.. 8 ft. long. 42 tubes 2½" dia. Engine coupled by gears to props with a clutch for reversing. Was owned and operated by Jones & Laughlin, Ltd., on Monongahela River, 1865-1875.



LETTER FROM JESSE P. HUGHES

=Copies of S&D REFLECTOR are airmailed to Capt. Jesse P. Hughes in Wiesbaden, Germany. The latest dividend is the following letter for his friends, our readers. -Editor.

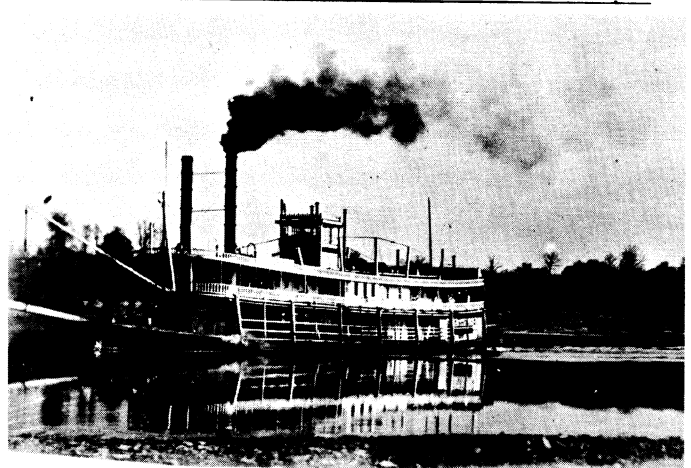
"The mention of the AMAZON, built in 1839 at Murraysville (June '64 issue, page 4) gave me a thrill. My grandfather Louderback owned a principal share. I know very little of his career and knew not, until now, when or where the boat was built. Grandfather Louderback endorsed a note for the clerk of that AMAZON, whose name was James Maxwell. As it turned out, my grandfather paid. In doing so he went in debt and soon lost his steamboat to creditors. The last time my grandfather visited with us, in 1884 while we lived at Wheeling, he gazed out our front window and suddenly developed a tantrum of rage and despair, shocking to witness. What he had seen was the painted sign on a commission house across the street, spelling out MAXWELL & ISHAM. Whether this was the same man Maxwell or not I do not remember.

"Anyhow, after losing the AMAZON he was unable to make another financial start, and afterwards served as pilot on other people's steamers. He lived many years at 2215 Chapline Street, in Wheeling, while piloting, and later on bought a farm from a man named Crane, abreast the head of Grape Island, along the Ohio shore. He removed there in 1862. In a list of the original government lights placed along the Ohio River, there is the description of one placed at 'the lower end of the Louderback orchard.' In 1879 my father helped build the home which still stands and is occupied on that farm.

"As to what boats Grandfather Louderback was pilot on, I know not, other than the ARROWLINE seems to have been one of them--although I do not know when or how long it existed. (Note: ARROWLINE was built 1847, 90 tons, sternwheel, and ran Wheeling-Marietta-Parkersburg 1849 until snagged fatally at Paden's Island, Sept. 8, 1852, com-

manded first by Capt. J. H. Reed, later by Capt. N. Harris. The owners had the U. S. Mail contract for the entire route. -Ed.)

"Captain List mentioned in the Murraysville boat record was my mother's cousin. My grandmother's name was Helen White and her sister was Captain List's mother. These White sisters had



The GREYHOUND, pictured by photographer Thornton Barrette, was built on the wharf at Ironton, Ohio, on a wood hull originally the lighter-barge shoved by the KANAWHA, as shown in REFLECTOR's June issue. GREYHOUND and the URANIA, both Bay Line packets, were the only small class steamboats which dared race with P&C Line's invincible QUEEN CITY.

an older brother, George White, who in early times was quite a boat builder at Wheeling and helped with the building of Henry M. Shreve's WASHINGTON, built on the shore of Wheeling Creek in 1816.

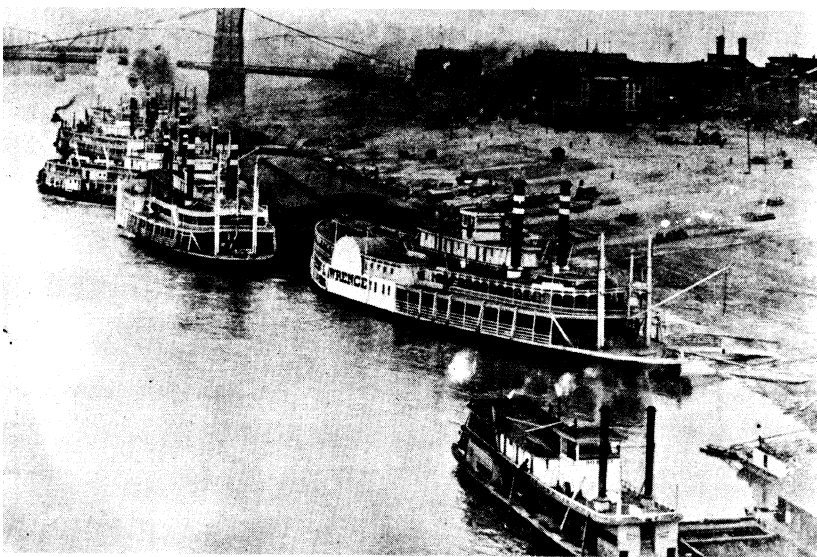
"There were two brothers List, Captain Charles and Captain William. They operated the 1875 steamer HUDSON, the ST. LAWRENCE and SIDNEY in the Wheeling-Cincinnati trade. They sold out in 1889 and started up the Commercial Savings Bank at 1303 Main Street, Wheeling, and prospered. Capt. Charlie List, about five feet tall, slender and fine featured, smooth faced, was the bank's cashier. The Lists lived on North Main Street, above the suspension bridge, in an elegant home.

"Your list of boats built at Murraysville stops at 1880. If memory serves me right the last boat built there was the packet HENRY M. STANLEY, this in 1890, and seems to me the Wheeling wharfboat, long operated by Crockard & Booth, was built there just after that, perhaps 1891.*

"That little barge the KANAWHA is shoving in the picture on the front page (June) was built at Ironton, O. at the same time the KANAWHA was constructed there, and out of the same lumber. When the Bays sold the KANAWHA to Capt. William E. Roe on November 10, 1899, they kept that little barge and a couple of years later let it catch out during high water on the grade at Ironton. They went to work on it---cut off the ends---built a model bow on one end and a stern rake on the

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*Capt. Jesse P. Hughes goes head of the class. The list given in our June, 1964 issue stops too abruptly. Boats built there after 1880 include these: ANNIE L., towboat, 1881; S. R. VANMETRE, packet, 1888; LUELLA BROWN, packet, 1890; HENRY M. STANLEY, packet, 1890; BOB BALLARD, towboat, 1890. The list failed to include a ferry named TRANSIT, built in 1878, the small towboat HARRY built in 1879. The boat listed as N. J. ROBERTS should have been given as J. N. ROBERTS. -Ed



The Cincinnati waterfront viewed from Central bridge about 1896. The ST. LAWRENCE, head nosed into the wharf, was the last side-wheeler built at the Murraysville, W. Va. boat yard, and the last of the packets operated by Capts. William and Charles List of Wheeling. The "Big Sandy wharfboat," also Murraysville-built, shows just behind. The small towboat in right foreground, ROB ROY, was built 1878 at La Fayette, Ind., 311.7 miles up Wabash River.

INSPECTOR'S RECORDS ADDED TO CINCINNATI LIBRARY

Four large record books kept by the former U. S. Inspection Service have been added to the permanent files of the Inland Rivers Section of the Public Library at Cincinnati. They weigh about five pounds each, written in ink, and are key to U. S. licenses issued at the Pt. Pleasant, W. Va. Inspectors' office, 1871-1911. They were saved by Lt. Cmdr. John F. Mundy, formerly officer in charge at the Huntington, W. Va. Coast Guard Inspection Office.

S&D member Jim Wallen recently explored the old books. Says Jim: "The names, written in ink on heavy, smooth-surfaced paper, are almost as legible now as they were the day they were inscribed. Much of it is done in a beautiful script showing expert penmanship. There are some mighty famous names of both boats and men."

Jim Wallen gives an idea of the scope as he reports: "As might be expected, names of well known river families of the upper Ohio and the Kanawha predominate:- Hamilton, Austin, Barrows, Beaver, Brown, Donnally, Johnson, Williamson, Burnside, Kirker, Stone, Wright and Young. Also listed are names of McGuffin, Monteith, Mozena, and Muhleman.

"Often the name of the boat a licensee has been working on is mentioned," says Jim. "I note EMMA GRAHAM, TELEGRAM, EXPRESS NO. 2, COURIER, GENERAL DAWES, JOHN LOMAS, LIZZIE JOHNSON, CLARA, H. K. BEDFORD, C.P. HUNTINGTON, KATYDID, PACIFIC, JOSH COOK, CONVOY, COLUMBIA and a hundred others.

"For instance, in the early 1870's, Capt. Philip Anshutz is noted, with the EXPRESS listed as the boat on which he was 'employed at the date of last license.' Similarly, Capt. George W. Bay, steamer J. C. CROSSLEY; Franklin Brookhart, steamer EMMA GRAHAM; William Bay, steamer J. C. CROSSLEY; Marlin E. Brown, steamer HUMMINGBIRD; Tony Meldahl, steamer W. P. THOMPSON; Henry E. Roe, steamer T. N. BARNSDALL; Dayton Randolph, steamer IRON QUEEN; William Weldon, steamer IDA BUDD; Benjamin S. Pope, steamer H. M. TOWNSEND, and Stapleton C. Wright, steamer MOUNTAIN BOY.

"In later years master's licenses were issued to Capt. Edwin F. Maddy, steamer J. C. KERR; Capt. Samuel Hamilton, steamer CHESAPEAKE; Capt. Zenus Baxter, steamer DANIEL BOONE; Capt. Marlin E. Brown, steamer LUELLA (Gallipolis--Syracuse trade); Capt. Samuel V. Williamson, steamer JEWEL; Capt. Ellis C. Mace, steamer J. C. CROSSLEY, and Capt. William W. Prather, steamer KATIE PRATHER.

"Many mate's licenses are listed, too. One was issued to Thomas J. Frame, Oct. 9, 1886, recently on packet W. N. CHANCELLOR. Later in the books he appears aboard the LIZZIE BAY, C. W. BATCHELOR, IRON QUEEN and BEN HUR. Query: Could this be the able and kind Jeff Frame who presided over the main deck of the Wheeling wharfboat in the late 1920's and early '30's?

"George W. McElhose received his first issue as first assistant engineer on Nov. 13, 1906. He had been working aboard the SONOMA. He was to stand his final watch on the SENATOR CORDILL on March 2, 1928, when an exploding throttle valve snuffed out his life.

"Many ferryboats are mentioned. Also two sawmill boats, MATTIE K. and CLIPPER. A towboat named LULA F. is mentioned in connection with Capt. Ellsworth E. Eisenbarth.

"Licenses were issued for many navigable tributary streams; the Muskingum, Little Kanawha, Kanawha, Coal, Elk, Big Sandy and even Middle Island Creek and the Guyan River. Adolph Elliott apparently was running the EUOLA on Middle Is-

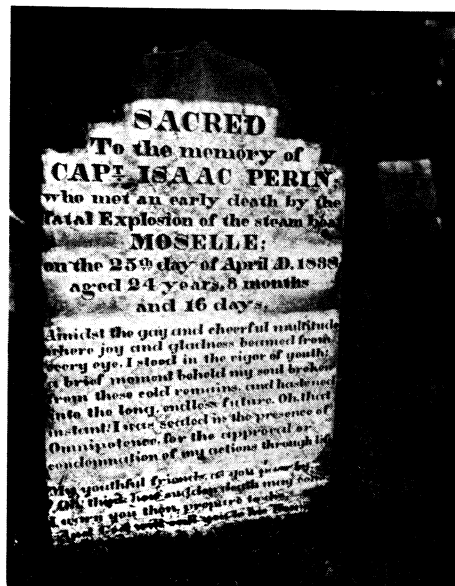
land Creek early in 1900. George W. Godby was taking the steamer GUYANDOTTE from Huntington 'to the head of Guyan River' late in 1897. In March, 1877, Capt. Bradford Akers was in command of the steamer ELK RIVER SURPRISE.

"Many little long-gone steamboats are marked on the pages: MARKET BOY, FAY S., STELLA NO. 2, TOM FARROW, SILVER STAR, IDA PICKENS, WORT, FERN, HAWK, ROBIN and WILD GAZELLE. Important in their day, and now all but faded away. Who today can tell us about the likes of these?"

OH, THAT INSTANT!

Three of the four boilers on the side-wheel packet MOSELLE exploded while emigrants were being loaded at Fulton, a suburb of Cincinnati. Score: 81 killed, 13 badly wounded, 55 missing, 117 saved. Capt. Isaac Perin, youthful part-owner and commander, later was found in the river to the stern of the boat, caught on the bow of an adjoining steamboat hull. He was a native of Perintown, O., a hamlet in Clermont County on Route 50, four miles south east of Milford.

Not long ago J. W. Rutter stopped at Perintown, investigated an ancient graveyard, and took the accompanying photograph.



SACRED
To the memory of
CAPT. ISAAC PERIN;
who met an early death by the
fatal Explosion of the steam boat
MOSELLE
on the 25th day of April AD. 1838
aged 24 years, 8 months
and 16 days.

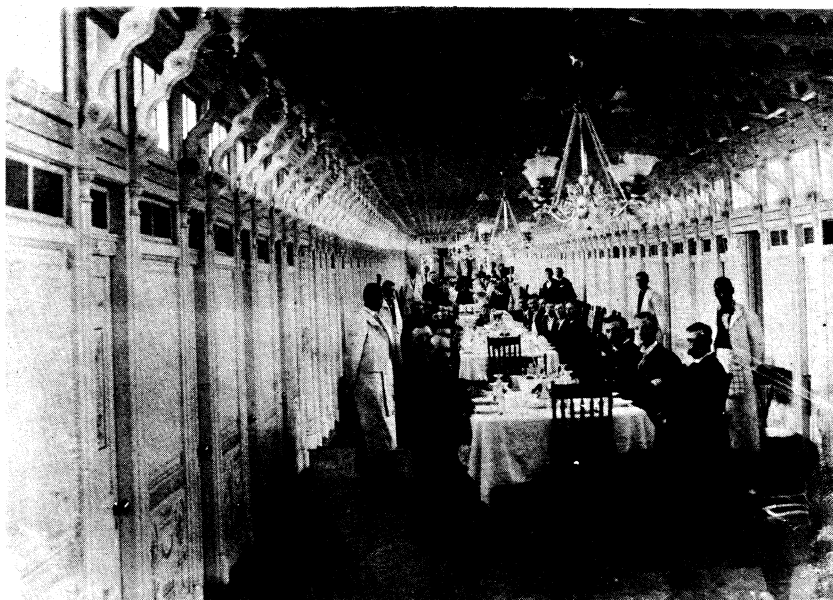
Amidst the gay and cheerful multitude
where joy and gladness beamed from
every eye, I stood in the vigor of youth;
a brief moment beheld my soul broken
from these cold remains, and hastened
into the long, endless future. Oh, that
instant! I was settled in the presence of
Omnipotence, for the approval or
Condemnation of my actions through life.

My youthful friends, as you pass by,
Oh! think how sudden death may come.
I warn you then, prepare to die,
And God will call you to His home.

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when low water laid up the boat so's he could get back to his farm safely away "from answering the hundred and one fool questions passengers are forever asking." Measured by standards of capability, pure skill as a captain, he probably had no peer above Cincinnati in his day.

Pilot E. Dayton Randolph, of Reedsville, O., was on watch in the IRON QUEEN's pilothouse when she caught fire and burned on her third birthday. The boat was upbound. She had left Pomeroy near five a.m., then landed at Racine, O. to take on a consignment of shavings and excelsior bound in unwrapped bales. These were stowed aft of the boilers along the guard.



Cabin interior of the IRON QUEEN at mealtime. Pilot E. Dayton Randolph, who was on watch in the pilothouse at time the boat burned is seated at right foreground sporting a luxurious mustache. Seated next to him is striker pilot Ed McLaughlin. Others are not identified. Overhead chandeliers hold both oil lamps and electric lights. The ornate Lincrusta Walton stateroom panels show at left and also brass doorknobs. Glass bells suspended on wire above the oil lamps keep soot off the ceiling.

Passengers and crew were eating breakfast when a landing was made at Antiquity, O. to load a shipment of hoop poles. Daylight having come the electric light plant (20 hp. B.W. Payne & Son steam engine operating by belt a Thompson-Houston DC dynamo) was shut down.

These hoop poles, slender saplings split lengthwise, tied in bundles, were in lively demand at the East Liverpool potteries for hooping barrels, tierces and casks of earthenware. The boat's watchman set a lighted lantern on a barrel near the Racine excelsior to help illuminate the stowage of these hoop poles in the deckroom. A roustabout, a couple of bundles on his shoulderbone, swung his load, and, of course.....

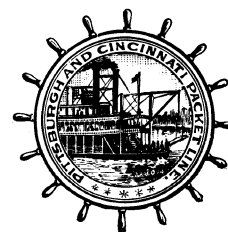
Meanwhile, Dayton Randolph was seated in the pilothouse talking with Henry Travis, a passenger bound for Marietta and also a Muskingum boatman. Smoke rose up along both sides of the boat. The conversation, which had to do with a smallpox scare which had happened as the boat was leaving Cincinnati that trip, was broken off. "It's that damned excelsior!" exclaimed pilot Randolph.

These two hurried down the pilothouse steps, Dayton to the texas to gather his satchel and belongings. Travis continued to the cabin, finding it vacated and dense with acrid smoke. He groped along the array of tables loaded with abandoned coffee cups, eggs, bacon, knives and such. He en-

tered his stateroom (#12) but did not tarry, snatching his grip. He made his exit down the front steps and so to shore.

Crossing the stageplank Travis heard screams from the womenfolk congregated at the Antiquity landing. He glanced to see somebody jump overboard from the cabin deck railing amid the smoke and flames.

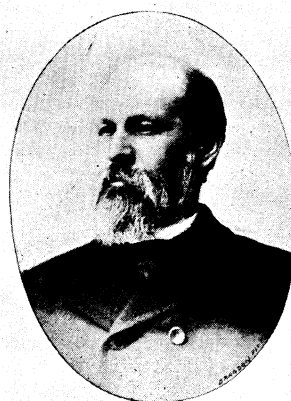
Mattie Mosby, colored chambermaid on the KATIE STOCKDALE and boats before that, honored by all who knew her, had safely come ashore at the first alarm. As she stood watching the blaze, a passenger passed the remark that the upriver trip "would have to be on the B. & O. Railroad."



Mattie thereupon panicked. She clutched at her hair. "Me with no hat on!" she exclaimed. She ran back aboard the burning boat yelling, "My hat, dear Jesus, my hat!" The respected chambermaid of the quality packet IRON QUEEN wasn't fixing to go aboard the cars without the dignity of a hat. When she jumped, cut off by flames, there was a splash and she was gone. Excited bubbles cried mute appeal in the glare of the bonfire.

The texas and the pilothouse fell through the cabin even as the smokestacks toppled back. This combined crash sent sparks and flame high in the air.

Presently the little daylight packet HATTIE BROWN stopped in. Henry Travis, on impulse, got aboard to go to Ravenswood. The other passengers, true to Mattie's worst fears, were sent on the B. & O. Travis's disappearance aboard the HATTIE BROWN had been overlooked, and first reports were that two lives were lost, Mattie and Travis. But when the train got to Ravenswood a cheer went up in the coaches as Travis stepped aboard.

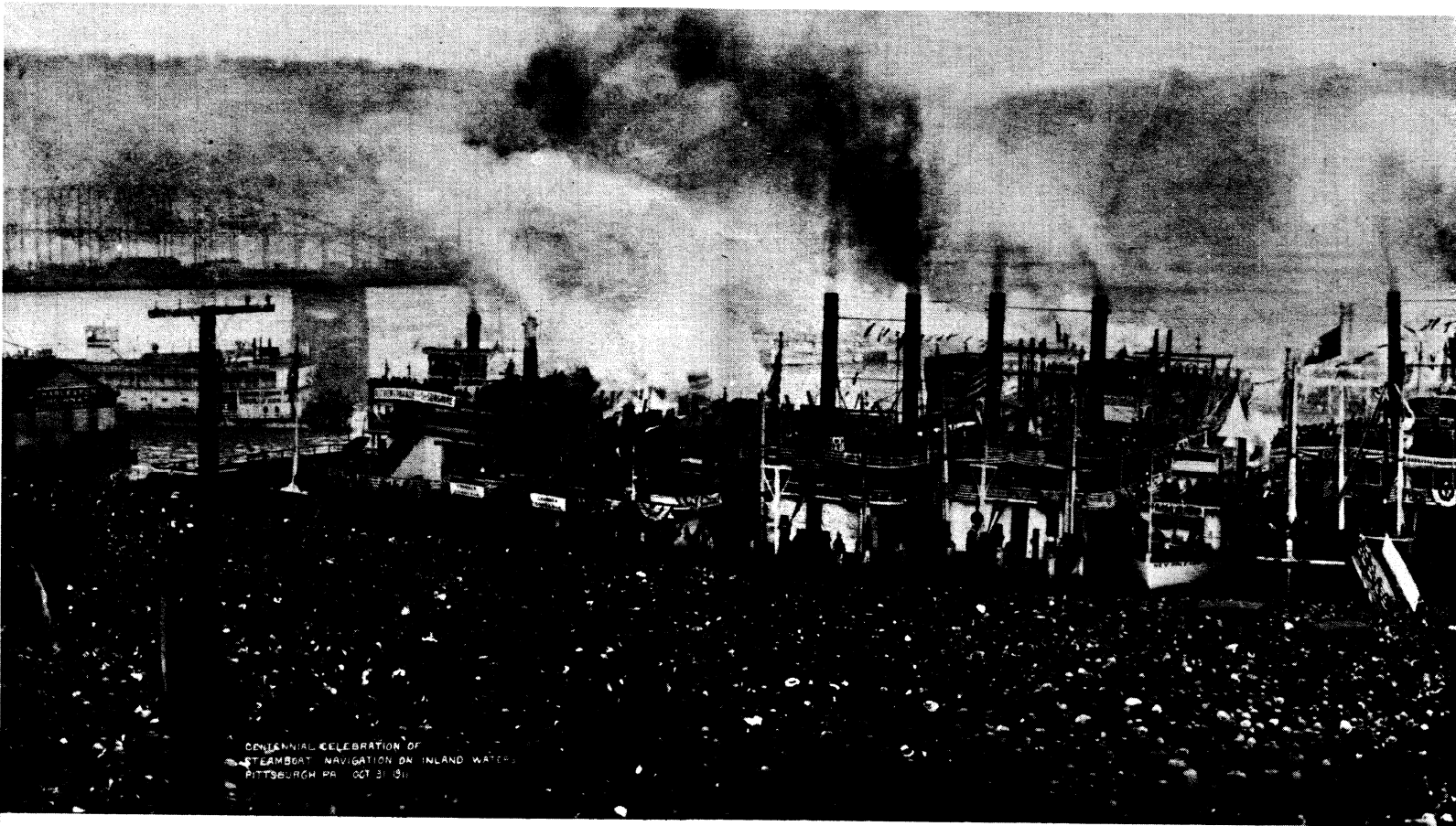


Capt. Thos. S. Calhoon, commanded the steamer IRON QUEEN at time of the fatal fire.

The IRON QUEEN was a complete loss, and during extreme low water for many years afterward her wreck showed at the Antiquity landing. A note in Captain Fred G. Dippold's diary of 1909 records that the upper end of the hull was showing on Dec. 5 with 1'7" on the marks at "the lower Antiquity rocks" and 7" below zero "on the upper rocks."

So ended the brief career of the IRON QUEEN, first of the upper Ohio luxury steamboats. Capt. Thomas S. Calhoon wired Capt. James A. Henderson the news of the calamity. Within 18 hours Captain Henderson instructed Capt. J. Frank Ellison, company superintendent at Cincinnati, to draw plans at once for "a bigger and better" replacement. Later in 1895 the phoenix which arose from the IRON QUEEN ashes at a Cincinnati shipyard was christened VIRGINIA.





CENTENNIAL CELEBRATION OF
STEAMBOAT NAVIGATION ON INLAND WATERS
PITTSBURGH PA. OCT. 31 1911

Centennial of Steamboating in 1911

Pittsburgh's river parade of Oct. 31, 1911, was staged to celebrate the centennial of the Western steamboat. A replica of the original NEW ORLEANS was built at Elizabeth, Pa. and sent on a commemorative voyage to New Orleans. In the panorama view she is nosed in, a little to the left of center, wedged between the towboat EXPORTER (left) and the cornfield-famed packet VIRGINIA (the only boat with a swinging stageplank lowered to the wharf).

The VIRGINIA was the flagship of the day, carrying the "Fleet Admiral," Capt. James A. Henderson, past-president of the Pittsburgh & Cincinnati Packet Line. His honored guests, received by Mrs. Henderson, included U. S. president William Howard Taft, Mrs. Nicholas Roosevelt (daughter of ex-U. S. president Theodore Roosevelt and descendant of Nicholas Roosevelt---builder of the original NEW ORLEANS); Mrs. Alice Gray Sutcliffe, descendant of Robert Fulton; Rev. C. S. Bullock, relative of Robert R. Livingston, Fulton's financial mentor; Pennsylvania governor John K. Tener; Pittsburgh mayor William A. Magee; the commissioners of Allegheny County, and a brilliant array of Pittsburgh's first families. Special invitations included Capt. J. M. Vandergrift, 89, son of Capt. John Vandergrift; also Capt. George H. Ghriest, 77, old-time Pittsburgh steamboat agent.

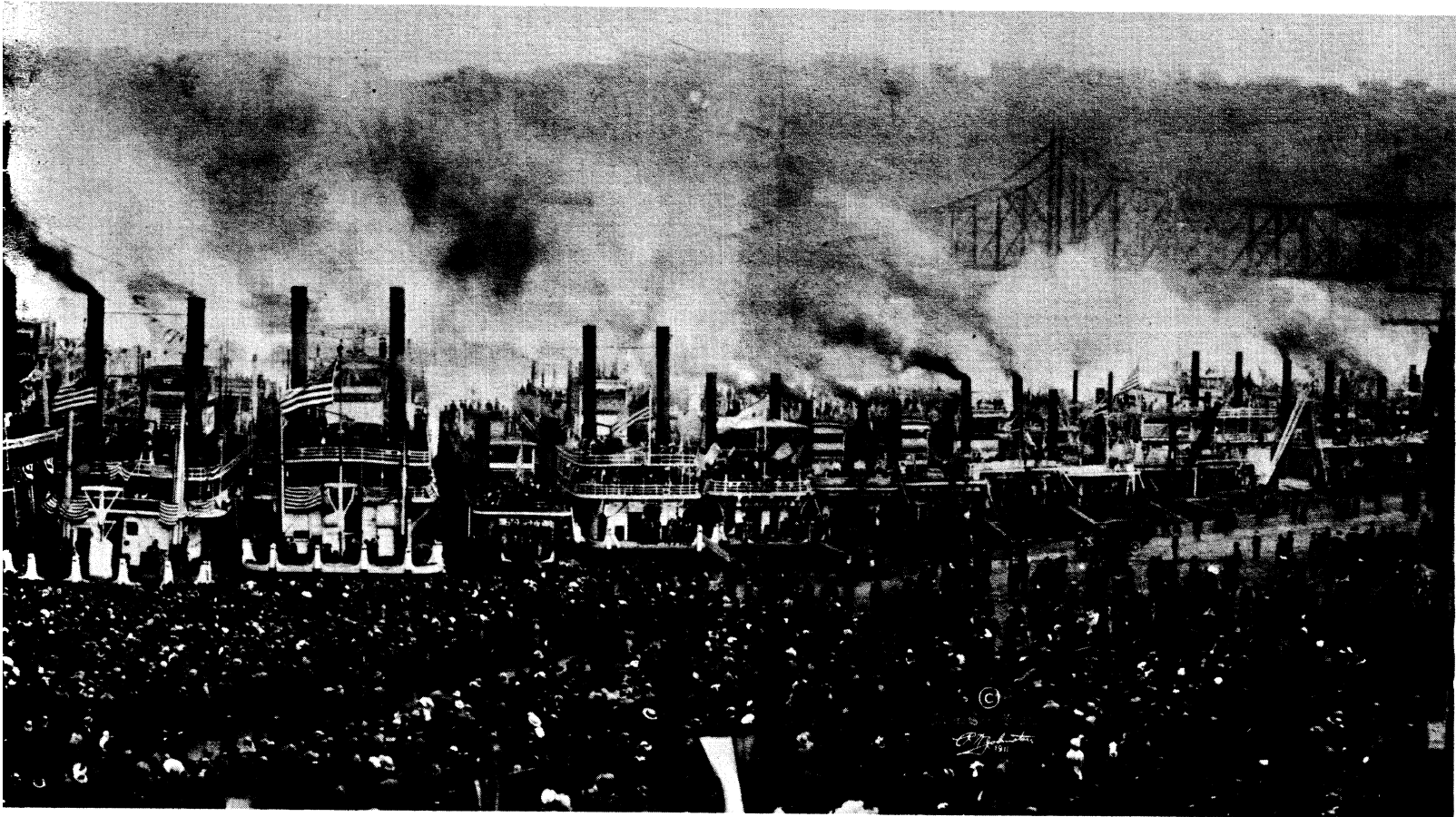
Mrs. Nicholas Roosevelt christened the replica NEW ORLEANS by whacking champagne on the capstan-head, drenching the good lady's beautiful coat and furs in fizz. President Taft spoke from the forecandle, saying that slackwater from Pittsburgh to Cairo would be an accomplished fact within five years (!). The crew of the replica NEW

This celebrated steamboat picture was taken at the Monongahela River wharf, Pittsburgh, Pa., on the afternoon of October 31, 1911. Photographer R. W. Johnston hoisted his circuit view camera aloft to a platform built on a utility pole. The lens-sweep caught 25 steamers, some 14,000 spectators, and the centennial of Western steam navigation. In recalling the event fifty years later Mr. Johnston judged: "The most exciting picture I ever took."

The original negative of this panorama was lost in the 1936 flood at Pittsburgh. Mr. Johnston died one year ago. Fortunately for S&D, an original "blow up" enlargement, made by Trinity Court Studio, tastefully framed, was presented and now is on display in the River Museum. Our picture came to us by kindness of J. H. ("Jack") Reed, Elizabeth, Pa., long-time lockmaster at Lock No. 3, Monongahela River, now retired. Steve Hoag rephotographed the view, no mean accomplishment, and spread over these two pages is the net result. Recently a photo scout for the NATIONAL GEOGRAPHIC MAGAZINE visited the River Museum, saw the celebrated picture, and reproduced it in a new Society book, "Men, Ships and the Sea." With pardonable pride may we point out that this copy from Steve Hoag's sharp-eyed camera is the better of the two. --Editor.

ORLEANS included Capt. Melville O. Erwin, master; Thomas Walker, chief engineer; Robert Kimble, clerk, and J. Orville Noll, steward.

This pageant was rather ironical. Staged to celebrate the centennial of Western steamboating, it fell at a time when river commerce was dwindling, stumbling, vanishing. The Pittsburgh--owned "Combine," owner of all of the larger-class towboats in the parade, was on the verge of discon-



tinuing coal shipments to the South. The withdrawal of this tremendous tonnage, foremost in Ohio River figures, was to practically obsolete the economic justification for locks and dams. Capt. J. Frank Ellison, long-time secretary of the National Rivers and Harbors Congress, had just resigned, disappointed and frustrated by congressional apathy; on this day of the Pittsburgh boat parade he lay dangerously ill of pneumonia in the Willard Hotel, Washington, D. C.

The flagship VIRGINIA in this parade had been sold at forced sale, November 16, 1910, along with all property of the Pittsburgh & Cincinnati Packet Line. On a high bid of \$22,200, the QUEEN CITY, VIRGINIA, the Pittsburgh wharfboat and a one-half interest in the Coney Island Co. wharfboat at Cincinnati had been knocked down to George W. C. Johnston, brother-in-law of Captain Henderson.

Despite such set-backs Capt. James A. Henderson was a confirmed optimist. The replica NEW ORLEANS was built under his supervision. His enthusiasm spilled over into Pittsburgh's Duquesne Club, no mean accomplishment, and amid 50¢ cigar smoke the mammoth marine demonstration pictured here was talked up. First slated to be held on the exact date of the original steamboat's departure, October 20, a postponement was made to accommodate President Taft. The owners of 33 steamboats readied for the big parade and scrubbed up for the operation.

Now a closer look at the panorama above: The packet LUCILLE NOWLAND partly shows at the extreme left. Capt. William McNally's excursion steamer SUNSHINE, a side-wheeler, is the first on the left nosed head-in at the wharf. Then come three poolboats, two carrying banners marked "Chamber of Commerce," and not identified. Progressing to the right are the towboats CHARLES BROWN and EXPORTER. Then the replica NEW ORLEANS, the VIRGINIA, then

the big towboats COAL CITY and SAMUEL CLARKE. The poolboat ROBERT JENKINS next; then the CRESCENT (high stacks), G. W. THOMAS, BRADDOCK, JUNIATA and VULCAN. The U. S. Engineer steamers SLACKWATER, T. P. ROBERTS and SWAN (with A-frame snag puller) are recognizable. The Smithfield Street bridge is at the left; the Wabash Railroad bridge at the right.

President Taft and Captain Henderson climbed aloft to the texas roof aft of the pilothouse on the VIRGINIA and reviewed the parade. Various U. S. presidents while in office had taken river steamboat rides (Andrew Johnson, U. S. Grant, Grover Cleveland, William McKinley, Theodore Roosevelt) and since 1911, Warren G. Harding and Herbert Hoover. These events were staged at places between Cincinnati, St. Louis and New Orleans, underscoring October 31, 1911 as a red-letter date in Pittsburgh's marine history.

The project of building the replica NEW ORLEANS was sponsored by the Historical Society of Western Pennsylvania, of which organization Captain Henderson was an active member. Carried out with competence and imagination, financed solely by private donations, the program was unusual in its impact. Funds were obtained from a few unlikely sources (Pennsylvania Railroad, Pittsburgh Railways Co. and Carnegie Steel Co.) and the boat was outfitted through donations of materials and supplies from Pittsburgh firms. Her fire shovels came from Hubbard & Co. As a courtesy, key officials of such firms were invited to ride the VIRGINIA that day of the parade. Among them was John W. Hubbard, a millionaire "playboy" with no fixed ideas of his destiny. Jack Hubbard gazed upward; he saw Captain Henderson in admiral garb hobnobbing with President Taft. This incident, trivial enough, plunged Mr. Hubbard one year later into the river business--a thunderclap still rumbling over a half-century later.

Steamboat Lines - - Oct., 1899

Inman-Decker Packet Co.

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Consign all freight care INMAN-DECKER PACKET CO. to insure dispatch and prompt delivery.

Special attention given to the traveling public.

764

St. Louis & Tennessee River Packet Co.

ISAAC T. RHEA, President, Nashville, Tenn. JNO. E. MASSENGALE, Secretary, St. Louis, Mo.
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OPERATING FIRST-CLASS FREIGHT AND PASSENGER STEAMERS TO ALL POINTS ON

Mississippi River to Memphis, Tenn. Cumberland River to Nashville, Tenn.
Ohio River to Evansville, Ind. Tennessee River to Florence, Ala.

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"CITY OF SHEFFIELD".....	} TENNESSEE RIVER PACKETS. Leave ST. LOUIS Monday and Friday 5 00 p.m.
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Flying the Waters of Lower Black River.

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Connect at Poplar Bluff with St. Louis, Iron Mountain & Southern train No. 33 for Memphis, Little Rock and points in Texas; also connect with St. Louis, Iron Mountain & Southern trains for St. Louis and Cairo.

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Mobile, Alabama.

THE FIRST-CLASS STEAMERS
"Mattie B. Moore," "Frank S. Stone,"
"D. L. Tally," "Hard Cash,"
Model Barge "Mattie Belle,"

Leave MOBILE Tuesdays and Saturdays at 5 00 p. m., for Bladon Springs, Demopolis, Pickensville, and intermediate points on Tombigbee River; for Tuskalooza, Northport and intermediate points on Warrior River.

CONNECTIONS.—At MOBILE with Louisville & Nashville R.R., Southern R.R., Mobile & Ohio R.R. and Plant Line Steamer for Tampa and Key West, Fla., and Havana. October, 1899.

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BETWEEN
Cincinnati, Petersburg, Ky.,
and Aurora, Ind.

CONNECTIONS.—This line makes close connections at Aurora with the Cleveland, Cincinnati, Chicago & St. Louis Ry. and Balt. & Ohio So. W. Ry., and at Cincinnati with the Pennsylvania Co., Baltimore & Ohio R.R. and Chesapeake & Ohio Ry. for the East and South; Cleveland, Cincinnati, Chicago & St. Louis Ry., Balt. & Ohio So. W. Ry. and Cincinnati, Hamilton & Dayton Ry. for points North and West; Cincinnati, New Orleans & Texas Pacific Ry. and Louisville & Nashville for South R.R. points.

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FOR ALL POINTS EAST AND SOUTH.

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MILES OPERATED, 400.

Between Cincinnati and Maysville, Ky.—Leaves Cincinnati 5 00 p.m. and 11 00 p.m. daily.
Between Cincinnati and Portsmouth, Ohio.—Leaves Cincinnati 5 00 p.m. daily, except Sunday.
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The finest line of steamers plying on the Western rivers, making close connections with Norfolk & Western Ry. for all points North at Portsmouth, O.; with Eastern Kentucky Ry. at Riverton; Chesapeake & Ohio Ry. for all points in the Big Sandy Valley at Catlettsburg and at Huntington for Virginia. Eastern and Southern points; and at Cincinnati with Cleveland, Cincinnati, Chicago & St. Louis Ry., Cincinnati, Hamilton & Dayton Ry., Cincinnati, New Orleans & Texas Pacific Ry., Baltimore & Ohio Southwestern Ry., Baltimore & Ohio R.R., Louisville & Nashville R.R., Cincinnati, Portsmouth and Virginia R.R., Cincinnati, Georgetown & Portsmouth R.R. and Pennsylvania Lines.

Memphis & Arkansas City PACKET COMPANY.

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New Steel Hull Steamer KATE ADAMS leaves MEMPHIS every MONDAY and THURSDAY at 5 00 p.m. for

HELENA,	PUSHMATAHA,	HENRICO,
FRIAR'S POINT,	BEITHS,	TERRENE,
BURKES,	MOUTH OF WHITE RIVER,	
MODOC,	AUSTRALIA,	RIVERTON,
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CONNECTIONS.—At HELENA, ARK., with Arkansas Midland R.R., St. L. I. M. & So. R.R. At FRIAR'S POINT with Y. & M. V. R.R. At MEMPHIS with all railroad lines. At ARKANSAS CITY with Iron Mountain Route for all points in Arkansas and Texas, and with regular packets for Greenville, Vicksburg and New Orleans.

This palatial steamer is lighted throughout by electricity, and has unsurpassed cabin accommodations.

Through bills of lading issued to all points, and consignments promptly forwarded as above.

M. R. CHEEK, Superintendent.

Memphis, New Orleans and Cincinnati PACKET COMPANY.

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Days of sailing subject to the various contingencies incident to stage of water and river navigation, and the right to change same at any time is reserved.

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J. C. DORMAN, G. F. & P. A., 222 E. Front St., Cincinnati, O.
C. B. RUSSELL, Gen. Fmt. & Pas. Agt., Memphis, Tenn.
J. H. WRIGHT, Southern Agent, New Orleans, La.

STEAMBOAT WHISTLE WILL BLOW

The Union Carbide Chemicals Co. plant at Long Reach, W. Va. has secured a steam whistle from S&D and is about to blow it. The application was made to Walter W. McCoy, Sistersville, by the chief engineer of the plant.

In our whistle collection, luckily, S&D had two quite alike. Some years ago Luther Chapman, railroad engineer for the Norfolk & Western, made these two whistles on the pattern of the famed so-called ST. LAWRENCE whistle (it seems to date even earlier than that) from measurements taken from the original one.

Acting on Union Carbide's request, S&D contacted river engineer Ray Gill, who had brought to the Museum one of these Chapman duplicates. Ray's response is interesting:

"Was glad to hear that Union Carbide is anxious to get the whistle. Here is the dope on how we came to have it on the towboat GEORGE M. VERITY and how I got possession of it. Luther Chapman, who lives at Portsmouth, made that whistle and he put it on his N&W locomotive. They made him take it off. Then Luther loaned it to Capt. Charles F. Stalder for the ferryboat LAURANCE at Maysville, Ky. where it remained until the bridge was built and ferry discontinued. Capt. Chick Lucas always admired the tones of the whistle and offered Luther a good price for it, wanting to put it on the E. D. KENNA. Seems the KENNA was not passing Portsmouth at the time, and Luther wanted most of all to have it on a boat going by so's he could hear it blow.

"So Luther wrote me, knowing I was on the GEORGE M. VERITY, and suggested a deal. I showed the letter to Capt. Phil C. Elsey, who was the river transportation manager for Armco. Phil told me if I wanted the whistle he would make the arrangements and he did just that. Luther came to Huntington with the whistle; we put it on; he tuned it. Capt. Elsey said to me, "Now then, Ray, you've got yourself a whistle."

"When Armco quit the river business I went to Vernon Clifton who had replaced Cap. Elsey, and told him this story. He told me to take it off after the last trip and take it home. So this is the story of the whistle. I brought it to the Marietta River Museum, and will sure be glad to hear it blow again on the Union Carbide plant."

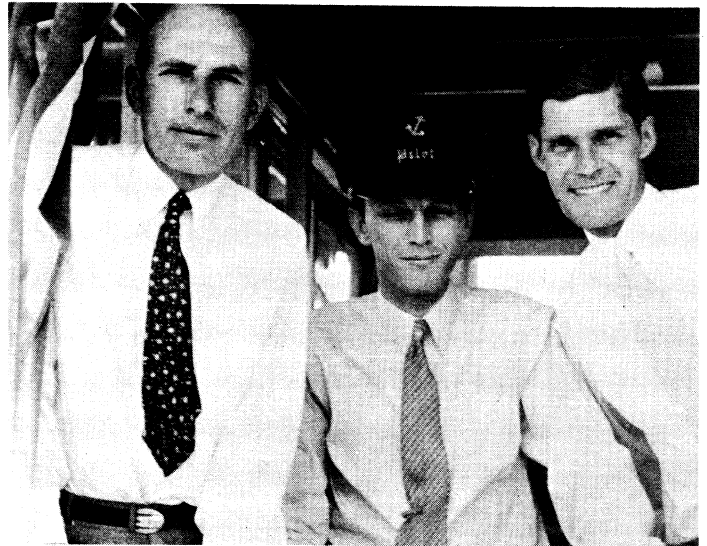
LOOK WHO'S HEARD FROM!

Sirs: My recollection is that the first purser on the KANAWHA was Ralph Emerson Gaches. Seems to me William D. Kimble was on the lower river at the time, although he soon came to the boat's office. My Dad and Billy Kimble were mighty good friends. I remember Capt. Kimble as a man who slept with his eyes open and dry-smoked his cigars.

The fanciful cabin nameboard from the steamer W. N. CHANCELLOR now displayed in the River Museum was in the attic of our old home at Gallipolis and I sent it, along with some other material, to Marietta after mother left us.

Stanley B. Huntington,
354 Third Ave.,
Gallipolis, Ohio.

=Stanley B. Huntington was on board the KANAWHA for the first trip along with the entire Huntington family. He easily may be the sole survivor of that steamboat ride of 1896. He has "put off" joining S&D for 25 years; now has decided to become a member. We are glad to answer his hail.



These three muskateers have special significance on the eve of S&D's celebration of its Silver Anniversary. Capt. Donald T. Wright (left) is slated as the featured speaker at Marietta on September 19. Capt. Phil C. Elsey (right) was host at the first organization meeting, June 3, 1939. Capt. William S. Pollock (center) has survived twenty-five years with his eyes closed to S&D meetings, never having attended one. This picture was snapped on board the excursion steamer WASHINGTON, about 1934. William E. Reed, who supplied it, believes it was taken by Russell M. Lintner, Bellevue, Pa.

LETTER FROM GREAT-GRANDDAUGHTER OF ROB'T. E. LEE PILOT

Sirs: Recently I visited the Inland Rivers Section of the Cincinnati Public Library, whereupon I made the acquaintance of Mrs. Dorothy Powers, and had an interesting and profitable session.

It wasn't that I had not known that my great-grandfather was pilot on the ROB'T. E. LEE during the race with the NATCHEZ, but I simply wanted to see it in print. Many of our family records have vanished.

Also I learned that my great-grandfather, Capt. Wes Conner, had been pilot in the original crew of the packet WILL KYLE.

My grandfather, Capt. Stewart Conner, often piloted steamboats to the Mardi Gras, and it was during one of these trips he met my grandmother. I also found my uncle, Walter Conner, listed in the book, "Who's Who On The Ohio River."

Lately my husband and I visited the River Museum at Marietta. We were told that Mr. Reed, who has done so many of the wonderful paintings displayed, comes to the meetings in September. My husband and I will not rest until we have one of those lovely, detailed oils.

Sarah R. (Mrs. Edmund C.) McFaul,
4850 Marieview Court,
Cincinnati, Ohio 45236.

=Capt. Stewart Conner and brother Capt. Walter Conner (10 years older) were "ace" pilots in the Cincinnati-New Orleans trade. They usually engaged as a "team" to pilot the QUEEN CITY to New Orleans on Mardi Gras trips. Stewart was on watch at Louisville at 1:30 a.m., Feb. 17, 1914, when the Q.C. struck rocks above the head of the Canal and settled. She was Mardi Gras bound, and the accident was front-paged in headlines from Pittsburgh to the Gulf. In an investigation which followed Capt. Conner was held blameless.



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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.

EDITOR'S NOTEBOOK . . .

Sometimes the friends we best know we know least about. Fifty years ago this past June at St. Paul, Minn., in the forward cabin of the packet JOE FOWLER, a youth of 20 shook hands with a lad of 13. These two, this half-century later, turn out to be the long-time editor-owner of The Waterways Journal and not quite so long-time editor of S&D REFLECTOR.

Donald T. Wright arrived on the North American continent by mistake, you might say, if the Wright family tradition is trustworthy. John Wright, wife, and at least one son William, embarked on a sailing ship in Ireland, planning to settle in Australia. Wrong boat. They landed in some bewilderment, one may suspect, in Canada.

So Donald's grandpa John Wright and family set up homekeeping near Hamilton, Ontario. John took contracts for grading railroad rights-of-way, stumbled into financial misadventures, and did what most people those days did---moved somewhere else. This time he located near Lockport, N. Y. Times were bad and the family increasing. Another son, Joe, had arrived in Ontario. Now a third son, Thomas J., came at Lockport. The date was 1859. The big news that year was that Col. Edward L. Drake had hit oil near Titusville, Pa. and the Allegheny valley promised to equal if not surpass the '49er Gold Rush. John Wright and his flock speedily came to Oil City, Pa., the "Hub of Greasedom." So had everybody else come. Homes were not to be had. The Wrights bought a floating houseboat, moored it below town (about opposite present-day Oil City Sand & Gravel Co.) and sparred out as the river fell, or pulled in as it rose.

Did you know these things, dear reader? In fifty years rubbing elbows with Donald T. Wright neither did I. Until he got to reminiscing three weeks ago. Donald's father, who was the Thomas J. born at Lockport, N.Y. learned to spell and do sums (three years of formal schooling) then became a sign painter. Aged 16 he was in business at Knox, Pa., 12 hill-&-dale miles east of Emlenton. Later on he wooed and won the hand of May Williams, originally of Rynd Farm, Pa. and High School classmate with writer Ida Tarbell at Titusville.

Donald's papa and mama set up housekeeping at Oil City on the second floor of a leased shop at 3 Seneca Street. Papa Thomas J. ran a paint and wallpaper store on the first floor. It was here that a son was born, and they named him Donald Thomas Wright. The date was January 6, 1894.

Eventually some of the oil wealth clung to Thomas J.'s wallet and when the P.R.R., owner of

the 3 Seneca Street property, gave orders to vacate, Donald's papa crossed the bridge (literally) and bought a fairly fancy frame home at 810 West First Street in the social zone. May Wright was "thrilled to pieces," to quote Donald, and moving day was in April, 1903.

How come Donald got interested in the river? Several influences were at work. A sternwheel steamboat explored up the Allegheny River to Oil City from Pittsburgh in mid-May, 1897. Her name was the FLORENCE BELLE (see ad in June issue, on page 8). She put down her stageplank and loaded aboard excursionists for a ride downstream to Indian God Rock (a few miles below Franklin) and return. Donald Thomas, then three, saw the boat and remembered it.

Donald's mother always claimed that heredity on her side of the family bore influence. Her great grandfather had owned and operated a canal-boat on the Erie Canal. Her Williams family long had lived near Port Byron, N. Y.

Concluded From Page 3

other, installed engines they had stored on the Ironton wharfboat, put a cabin on it, etc. and in this manner produced a very fast sternwheel steamboat which they named GREYHOUND. She was surely a stepper. Came out June 5, 1901, in the Proctorville-Portsmouth trade.

"Mention is made of the HIGHLAND MARY making but one trip to Pittsburgh (June '64, page 3) and this was in September, 1894. The river was very low and she dragged bottom all the way back from Pittsburgh to Marietta. I was pantryman on the COURIER then. We also were downbound, and got grounded on Cox's Rifle and laid there about two weeks before released. They sent me down by railroad to Wheeling, where I caught the R. E. PHILLIPS on home to New Matamoras, fare 25¢.

"My father then farmed on Grandview Island, lived there, and our family tended the government light. Even with water all around us there was none to drink. We rowed over to Matamoras and got our water from the well on Tom Campbell's place, at the lower end of town. I don't recollect meeting Mr. Campbell's son at that time, although he turned out to be an important and leading person in towboats and barge lines, Charles T. Campbell.

"My father raised nice big watermelons there at Grandview Island. When they ripened in August the boys from New Matamoras came down Sundays in skiffs and paid 25¢ each for the two-footers. I helped set out cabbage and sweet potatoes and the other vegetables if I happened to be home for low water. --And there was lots of low water. The CLARA CAVETT was stuck in Collins Riffle one summer and stayed a long time. We had two skiffs, one on each side of the island, and I rowed around and looked at the bottom a good bit. That summer of 1894, the IDA SMITH was running, with Mike Davis and Fred Hornbrook on her. I got to make a week on her, working in the kitchen, with my neck stuck out the window a lot. The little MATTIE K. from opposite New Martinsville always ran in low water, but in 1895 the shallows at Mill Creek, at the crossing above the government light, got grown up with long wavy grass and MATTIE K. couldn't shove through the shrubbery. She missed a trip.

"It is not likely that we will return to the U.S. before November. Presently our plans are to come by boat to New York, an event I look forward to. Were it not for my age I would be tempted to come alone in September, to attend the meeting at Marietta, and let the others follow. But I do not think it best. In looking over this letter I seem to have used up a great quantity of apple sauce, so will quietly bring things to a close."

PLANS SHAPING FOR SILVER MEETING

The Sons and Daughters of Pioneer Rivermen

invite you and your family

to attend the

Annual Meeting

to be held in

Marietta, Ohio

No formal invitations will be mailed in advance of the Silver Anniversary S&D meeting. The date is Saturday, September 19, 1964.

The steamer BELLE OF LOUISVILLE will not be there, as most of you know by now. Hopes were entertained that she might come as late as July 28th when the Louisville and Jefferson County Board of Recreation turned thumbs down. However a ray of cheer; they say: "Should sentiment develop toward having the boat at Marietta in 1965, S&D may communicate with us." (They may consider themselves communicated with.)

The July 18 issue of The Waterways Journal reported that a side-wheeler is enroute to our meeting, the BELLE OF RICHMOND. Fine! This handsome craft recently was completed at the Kelly Shop, Jeffersonville, Ind., and is manned by S&D members W. G. and Mrs. Patterson, Richmond, Ind. Of necessity the boat will moor in the Ohio River at the Marietta Boat Club docks.

Early reservations are advised at the Hotel Lafayette. Dial 614-373-5522. The program will be posted at the hotel and at the Museum. A noon luncheon is in prospect and the clan will assemble at 2 p.m. The Anniversary Dinner is scheduled at 6:30 p.m. in the hotel's Riverview Room and Rufus Putnam Room. Tickets should be procured in advance at the hotel's front desk.

There was a day when all could be seated in the Riverview Room but we have become too big a family for that. In view of the distribution of dinner guests, the evening program will not be started until tables have been removed and chairs placed.

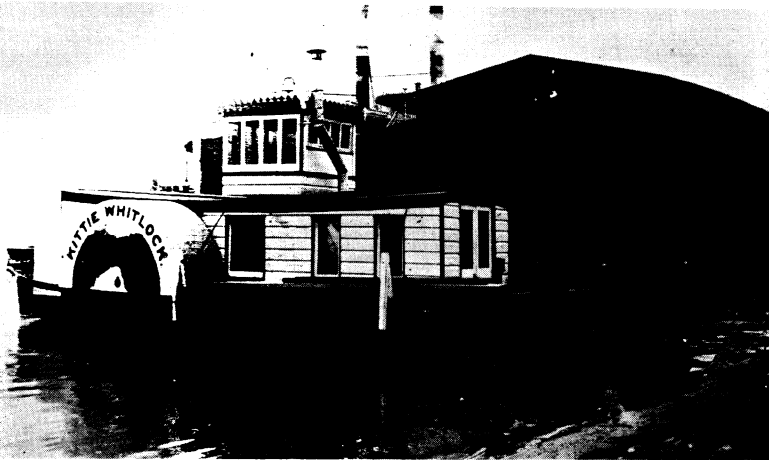
FORMAL NOTICE

The Board of Governors will meet in the Hotel Lafayette at 9:30 on Saturday morning.
Members in good standing are cordially invited.

Your president and Mrs. Way join with the other S&D officers and wives in expressing earnest wish to shake hands and meet everybody. First time delegates do not hesitate--step right up and make yourselves known.

Sirs: After the CRICKET was rebuilt into the GREENDALE I was one of the crew for a short time in 1918. She had one boiler and in order to get around had to carry all the steam the firemen could manufacture. Her short stroke engines made more noise than a locomotive. The pilot had to stop her to converse with shippers on shore. But then she usually popped off and jammed the air waves anyhow.

Horace P. Lyle,
4305 S. Atlantic Ave.,
Daytona Beach, Fla. 32019



Stewart B. Whitlock, owner and operator of the Whitlock Boat Harbor, Rising Sun, Ind., is the grandson of W. H. Whitlock who built the unique pleasure side-wheeler KITTY WHITLOCK pictured above. KITTY was built in 1910, and the photograph dates about 1912, taken at Cincinnati by photographer Richard L. Hunster.

The Whitlock family has been associated with speedboat racing for a long time. In 1907 J. W. ("Row") Whitlock developed a boat which did 23 to 25 mph., a tremendous pace those days. He called her HOOSIER BOY and by 1910 she had the championship of the middle west. On October 9, 1924 a later version of HOOSIER BOY round-tripped between Cincinnati and Louisville, 267 miles, in 267 minutes 49 seconds actual running time.

FROM IKE ARGO'S DAUGHTER

Sirs: My father, Elias Lambert Argo, was a pilot and captain. He received his first pilot's license on August 23, 1876, at Cincinnati, from the hands of Henry H. Devenney and Charles W. Fisher, the local U. S. Steamboat Inspectors, certifying his skill on the Ohio River between Cincinnati and Pomeroy.

He served the White Collar Line through the Wash Honshell period, then during the Laidley ownership and finally with Capt. and Mrs. Gordon C. Greene. He fell on the deck while talking with Mrs. Greene. It was his last illness.

I am quite interested in becoming a member of S&D and would appreciate knowing the organization requirements.

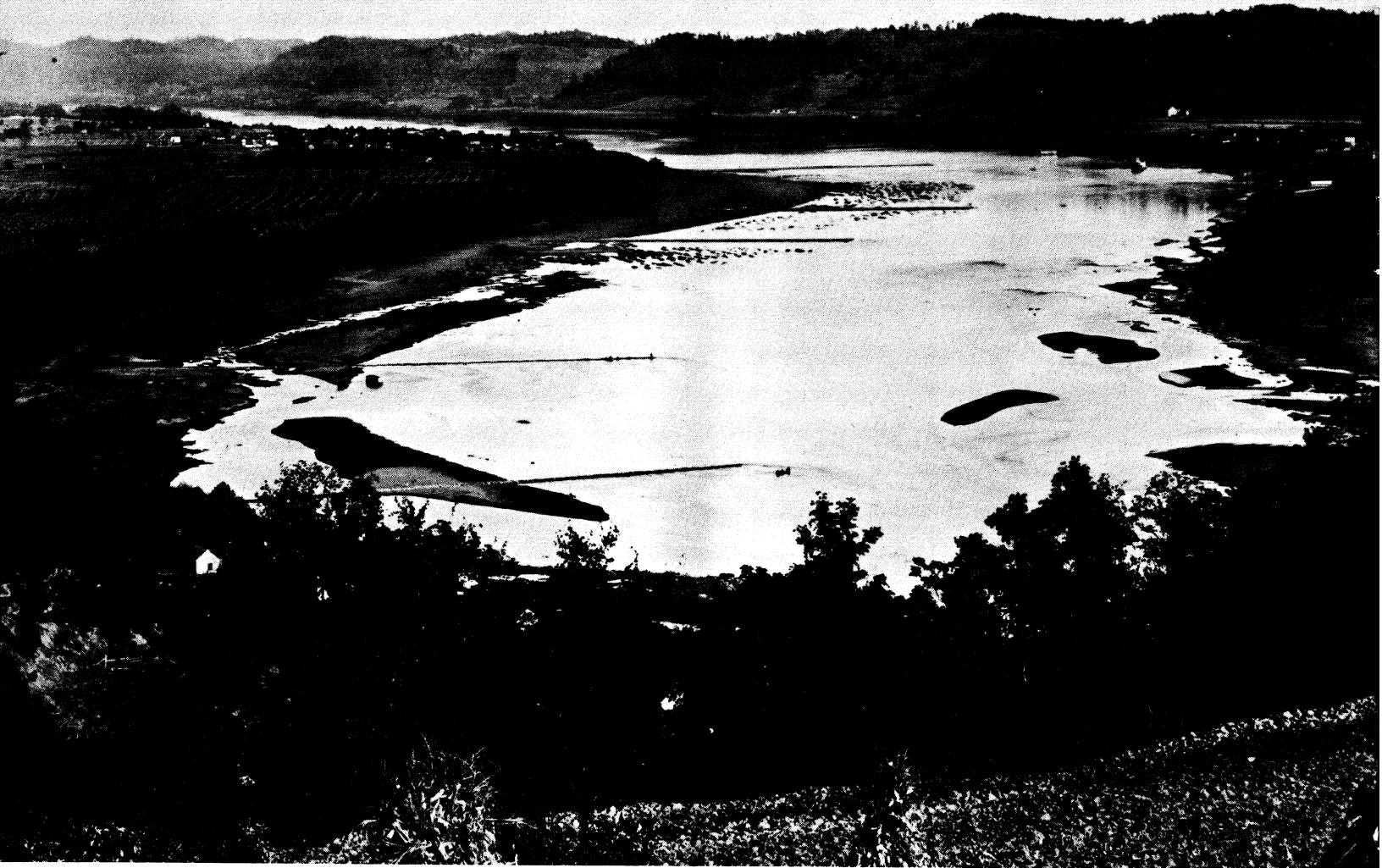
Mrs. Frank J. Keiser,
4406 McPherson, #7 N,
St. Louis, Mo. 63108

=Eligible applicants to S&D, quoting Article III of S&D's constitution: "shall consist of persons actively engaged in river traffic, persons related to river pioneers, and any persons who by occupation or special interest are desirous of having part in an association dedicated to the objectives of this organization." Mrs. Keiser's application is welcomed.

Sirs: Oss Hissom was related to my mother. I traveled on the KANAWHA, QUEEN CITY, VIRGINIA, GREENLAND, BEN HUR, LIBERTY, BESSIE SMITH, LOR-ENA, RUTH and JEWEL. My grandfather J. R. Hissom owned Fish Creek Island. I grew up with my other grandfather, Wilse Hubbard, at Wittens Landing---he was a steamboater before and after the Civil War. May I join S&D?

E. W. Hubbard,
40802 N. 20 St., West,
Palmdale, Calif.

=Always has seemed to us that persons who own islands, and those related to persons who have owned islands, command special deference. -Ed.



HOW THE OHIO RIVER USED TO LOOK IN SUMMER

Most modern river pilots harbor a wish to see the Ohio River as it looked "rock bottom low" in the good old days. Modern dams have put an end to all that. Happily a few good photographs tell the story. This one was located a few weeks ago in the Ohio River Division Office of the U.S. Engineers. Dale K. Williams, Technical Liaison Officer in the Engineer office, Pittsburgh, sent us the print shown here.

The view was taken from the top of the hill opposite Huntington, W. Va., about abreast of the former 26th Street ferry landing, looking upriver. The homes and farms of Proctorville, O. are on the prominent point at the left. Indian Guyan River enters in the elbow of the left bend. At extreme right is a glimpse of Guyandot, W. Va. where the Guyandot River enters.

Five stone dikes show prominently. The two in the foreground were built three feet high. The other three off the point below Proctorville were built four feet high. Best estimate of the river stage when this photograph was made is about 2.0 feet or slightly less, perhaps 1.7 feet.

Sharp-eyed members will detect a ferryboat crossing from Guyandot to Proctorville, with a small plume of steam jetting from a 'scape pipe on the aft end of the roof. This may be the ARION, owned by George Smith. If so, this photograph was made sometime after 1891. Another ferryboat is parked at Proctorville, possibly the WHISPER, another of the Smith fleet.

Just abreast of the Guyandot wharfboat a small packet is headed this way, too indistinct for identification, and we can only surmise how she's making out---looks like she's stuck in the riffle.

Down over the hill in the foreground a few rooftops show at Bradrick, O., and no sign of the nice white church called Defender Chapel which, at last accounts, still contains in the belfry the roof bell from the towboat DEFENDER.

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.

SEWICKLEY.



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