

S & D

REFLECTOR

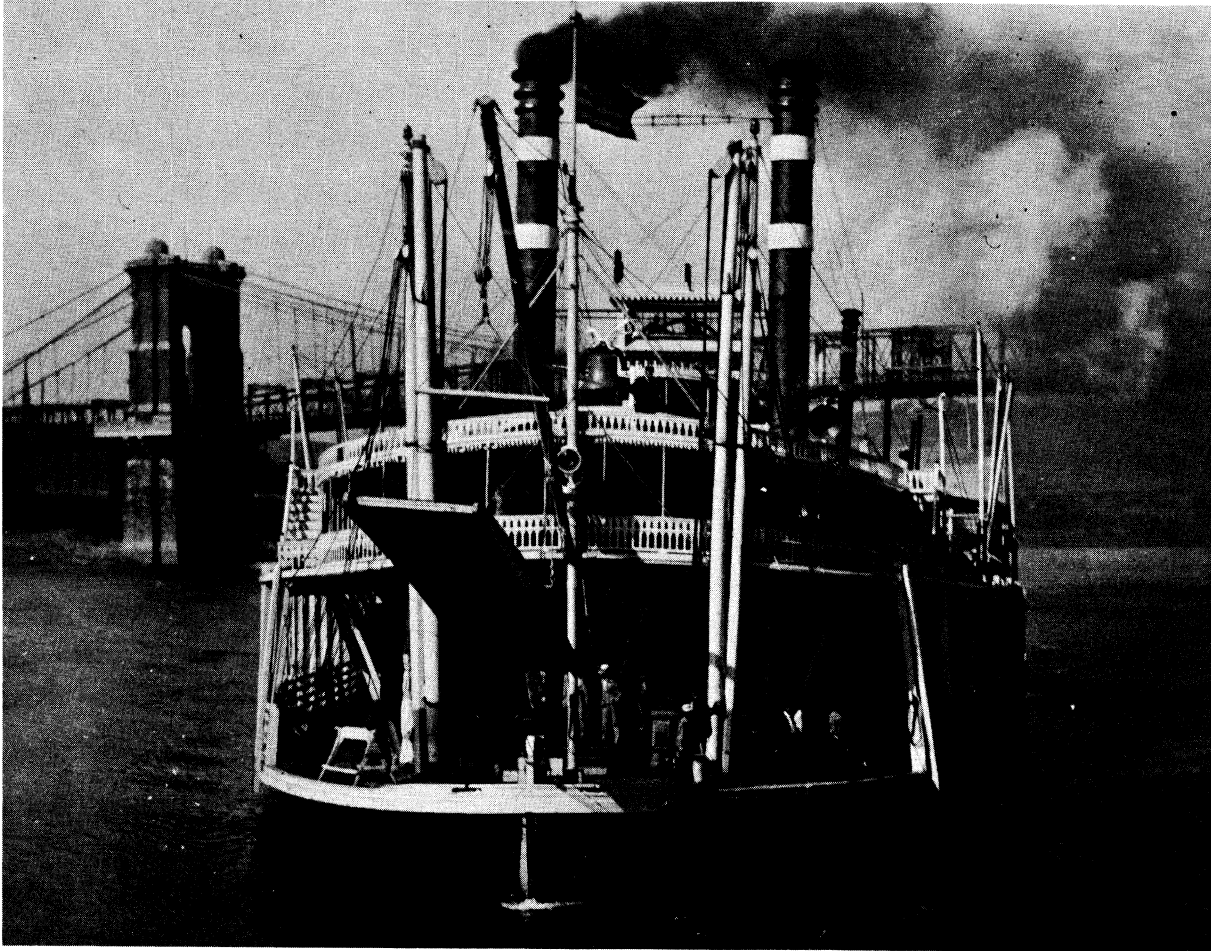
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of Pioneer Rivermen



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Marietta, Ohio

December, 1964



On Thursday, April 19, 1894, at 3 o'clock p.m., the new CITY OF LOUISVILLE left Louisville to establish a speed record to Cincinnati, 133 miles. She went up in 9 hours 42 minutes--to the foot of Main Street. No commercial river boat has done as well since.

Some years ago we procured from Capt. Ed Maurer a break-down of this side-wheeler's progress up the Ohio River during that sprint. At the end of each even hour she passed these places as noted:

- 3 p.m. Left Louisville
- 4 p.m. Mouth of 14-Mile Creek
- 5 p.m. Bell's Branch (2½ or 3 miles above Westport, Ky.)
- 6 p.m. Hanover Landing, Ind.
- 7 p.m. Lampson's Landing, Ind., about opposite Notch Lick Light
- 8 p.m. Hasty's Landing, Ind., near Lock 39
- 9 p.m. Sam Davis Landing, Ky., about 1½ miles below Patriot, Ind.
- 10 p.m. Jim Hasting's Landing, Ky., a short distance above Buckeye Light, Ind.
- 11 p.m. Mouth of Taylor Creek, Ky., below and opposite Lawrenceburg, Ind.
- 12 m. Abreast of the big church at Delhi, O., not far below Rapid Run Bar
- 12:42 a.m. Foot of Main St., Cincinnati.

In celebration of this triumph the numbers 9-42 were painted on the pilothouse sides and remained some years. A set of deer horns was mounted over the roof bell and was there as long as the boat ran.

These deer horns (see them in the picture) were brought out of the Little Kanawha River in December, 1868, by a hunter named Tobe Garner, who sold them to Parkersburg wharfmaster Griff Gordon for \$16. Captain Gordon soon presented them to Capt. Charles M. Holloway of the side-wheel packet FLEETWOOD which regularly came to Parkersburg on Sundays from Cincinnati. This was the same FLEETWOOD which published the weekly magazine "Fleetwood Reflector" from which S&D REFLECTOR takes its name.

After serving on the FLEETWOOD, these horns were on several boats named TELEGRAPH and then were "worn" by the last FLEETWOOD just prior to her dismantling. The CITY OF LOUISVILLE inherited them from her. They were still on the roof bell in January, 1918, when the fast steamer was lost in ice at Cincinnati. If they were rescued nobody seems to know where they went to.

This photograph was taken by Capt. Jesse P. Hughes at Cincinnati and the accompanying picture was prepared by J. W. Rutter.

THE MAIL BOX

Sirs: The elephants in the June issue remind me of the W. P. SNYDER, JR. trip. Jesse Hughes and I were walking across the Wheeling suspension bridge. I stopped to take movies of the boat moored at the island. The camera was mounted on a tripod and I groused about semi-trailer trucks jiggling the bridge. "Makes me think of when a boy," said JPH. "Circus elephants were being driven across here, and suddenly they all got in step. Bad? Why, it almost shook the bridge down."

That fund of miscellaneous information JPH has is amazing. He also said the toll rate was 2¢ to cross the bridge, and a couple of sharp skiff operators would solicit customers at 1¢.

The low water picture shown on the back page of Sept. issue is a dandy. It appears to have been taken from the cornfield of a farm owned by a Dr. Jones of Huntington. In 1956 several of us watched the race between the J. T. HATFIELD and WEBER W. SEBALD from this high spot.

J. W. Rutter,
Canal Winchester, O.

=Addendum to above: JPH once remarked to us he had seen a wooden pontoon bridge built of barges from 12th and Water, Wheeling, over to the island when the State Fair was going on. There was low water and no river traffic to interfere. -Ed.

Sirs: I recognize the ferryboat ROB'T. T. GRAHAM and elephants as one of Wilt Work's prints. While I was working for Madison Finance Co., two circus people, a man and wife, secured from us a loan of \$300 to move their circus then stranded at Ghent, Ky. There had been a lot of rain and attendance poor. I'm wondering of course whether the elephants in the picture belonged to that outfit. The circus couple put up a diamond ring as security for the loan, and never came to reclaim it. We finally sold the ring.

Alene Stottlebower,
614 West Second,
Madison, Ind. 47250

Sirs: Those five dikes at Guyan:- you know I got the biggest kick out of that picture. Capt. Calhoun and the IRON QUEEN makes me think of the elderly German lady at Buena Vista, O. who went up by boat every fall to spend the winter with her son in Pittsburgh. She preferred to ride on "Capt. Cow-horn's boat."

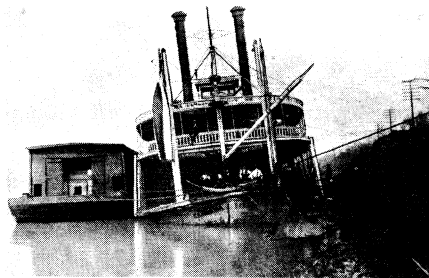
I'm pretty sure James Rowley, Sr. (1829-1904) was Dayton Ran-

dolph's pilot partner that April day in 1895 when the IRON QUEEN burned--incidentally two months before I was born. Jim Rowley swapped watches with somebody there in the glare of the bonfire. Was that the time Pres Ellison sent the Texas tender to his room to fetch him a pack of Polar Bear? Was Art Shriver the mate?

While you're at it, what was the date the PHAETON blew up at Brooks Bar?

Capt. W. C. Dugan,
Vanceburg, Kentucky

=James Rowley, Sr. was partner pilot with Dayton Randolph at the time of the IRON QUEEN fire. They sat on shore and swapped jackknives; Dayton still was carrying his in 1923 piloting the GENERAL CROWDER. Pres Ellison's steamer PHAETON exploded at Brooks Bar on June 28, 1881, racing with the HANDY. Score: 3 killed, 1 drowned. Pres was clerk on the KANAWHA on Sunday night, May 5, 1902 when pilot Henry Brookhart took a

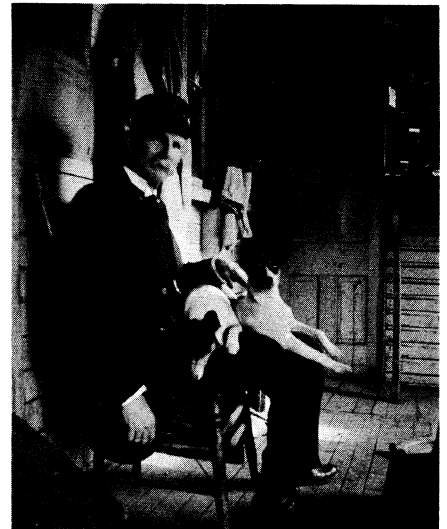


KANAWHA took a sheer

run at it, tried to steer up over the pass at Davis Island Dam with most of the wickets up. The boat sheered, struck the outside lock wall, tore down the stageplank and sprung hull timbers. The steam line to the hull syphons had been broken off and of consequence the boat drifted back through Horsetail Riffle and settled along the P.R.R. tracks. Pres Ellison went ashore, saw the Texas tender still aboard, and called: "I say, bring my pants and two pokes of Polar Bear." The mate on IRON QUEEN at time of the fire was Hod Knowles who left in too big a hurry to don his clothes. He scampered off the stage in a suit of long-handled red underwear. -Ed.

Richard C. Simonton, whose nick-of-time rescue of the DELTA QUEEN from fate worse than death is an epic, has a letter to the editor published in STEAM AUTOMOBILE (Summer Issue). Says he:

"Dear Sirs: The dedicated river and steamboat buffs are organized into a group known as the Sons and Daughters of Pioneer Rivermen and now publish a quarterly magazine which I enclose (June issue). It contains an



Pres Ellison wanted his chewing tobacco

interesting article and pictures about a steam automobile equipped with a steam calliope in a most novel arrangement. I am sure the editor will cooperate with you by furnishing copies of the photographs if this article would be of interest to your readers."

=STEAM AUTOMOBILE hinted gently and next day ANTIQUE AUTOMOBILE asked boldly. -Ed.

Sirs: In September on vacation I parked my car at Kentucky Lake Dam on Tennessee River. Turned on my mobil-radio and sent CQ. Back came Capt. Edgar F. Mabrey, Paducah. When I told him I lived at Monaca, Pa. he said be sure to give Capt. Bill Pollock and Fred Way his regards when I got home. He since sent me a QSL card addressed Midwestern Electronics Co., South Sixth St., Paducah. Vy 73 and SK.

(Mrs.) Frances McCartney,
Monaca Heights,
Monaca, Pa.

=FB on DX back 20 years when Capt. Mabrey skippered excursion boats WASHINGTON, SAINT PAUL and SENATOR for Streckfus Line. Vy 73 to all concerned. -Ed.

Sirs: The hills of West Virginia seen through the picture window of my home are identical to those shown in the front-page photograph of the IRON QUEEN (Sept. issue). Veteran residents remember the house showing over there, also the brick smokestack. You placed the scene at Proctorville, O., we say Middleport, O. Gene Grate,
32 Coal St.,
Middleport, Ohio

=Us pipe smokers would rather fight than switch. See letters from Jesse P. Hughes and Jim Wallen on page 6. Further views on this weighty matter solicited.-Ed

Sirs: That beautiful photo of the Ohio River at Huntington on the back page of the Sept. issue stirs fond memories. Beneath that foreground hill I camped close to the river's edge during the summer and early fall of 1916. I was working in Huntington at American Car & Foundry Co. I had a 14 ft. motorboat to ferry across with, the essence of simplicity, a two-cycle engine affair with three moving parts: piston, connecting rod and crankshaft.

The nut holding the strap around the crank had a way of coming loose, disconnecting the rod. This happened in midstream usually. I would take the engine apart while drifting down toward Dam 28 and the thrill was to get it back together before going through the beartrap. Fall fogs were another hazard in the early mornings. I'd leave camp and take dead aim for West Virginia soon to discover myself back along the Ohio shoreline. But I had a white kitten at the camp, and it knew the sound of my motor. Then its meowing led me back to the starting point.

I developed an affection for steamboats and for the river that half-century ago. That picture, "How the Ohio River Used To Look In Summer" stirs some vivid memories.



E. J. Quinby,
30 Blackburn Road,
Summit, N. J. 07901

=From 14 ft. motorboat and a white cat in 1916 to board chairmanship of Greene Line Steamers, Inc. of Cincinnati operating luxury cruise boat DELTA QUEEN is the fantastic real-life adventure of Cmdr. E. Jay Quinby whose broad smile and ten-gallon hat are today's trademark on inland waterways. -Ed.

Mr. and Mrs. Don Vornholt, who operate the New Richmond, (Ohio) Harbor for pleasure boats, live in the former Commodore David Gibson home at that place. Recently they acquired a large photograph of the packet TACOMA, one of the Gibson fleet, to add to their walls.

Mrs. Edmund C. McFaul, great granddaughter of Capt. J. Wesley Conner, hands us a transcript of an obituary written for a New Albany, Ind. newspaper soon after Capt. Conner's death which occurred on July 27, 1906. He was in his eighty second year. Mention is made, of course, of his participation in the famed race between the ROB'T. E. LEE and NATCHEZ in 1870, at which time he stood pilot's watch on the LEE. Of interest is mention that his last watch was in the pilot-house of the side-wheel MORNING STAR, new in 1901 for the Louisville-Evansville trade. He was stricken with paralysis while aboard that boat in 1902, at the age of 78. Death came to him in 1906 at his home, 422 Bank Street, New Albany. He was survived by four sons, William C., James W., Walter S. and Harvey Stewart. His wife had preceded him in death several years prior.

Also of interest in the obituary is mention that the pilots on the ROB'T. E. LEE at the time of the race were Capt. Wes Conner and Rezin Jamison standing one watch, and Capt. James Pell and William Weaver standing the other.

There was a steam ferry named THOMAS CONNER built at Madison, Ind., 1865, which plied between New Albany and Portland, Ky. until 1882 (maybe longer) named for Capt. J. Wesley Conner's father who was identified with ferry operations there from an early date.



Mr. and Mrs. A. V. Howell, S&D members of Pomeroy, O. had their pictures taken, aged respectively 92 and 91, on the date of their seventieth wedding anniversary, October 13, 1964. Mr. Howell for twelve years has been president of the Meigs County Pioneer and Historical Society. This group has now completed plans for a new museum building 36 x 70 feet, to be built in the near future, and which will house river mementos of Pomeroy Bend.

Sirs: In your feature story "The VIRGINIA Almost Became A Circus" (June issue) is mention of my grandfather J. F. Burdett who, at the turn of the century, was building boats and other floating equipment at Point Pleasant, West Va. under the firm name of The Kanawha Dock Company. You may have known my father, Capt. T. T. Burdett, who held pilot's license from Pittsburgh to Cairo from early manhood until his death in 1940. I have been with the Corps of Engineers for 25 years, and at present am Real Estate Project Manager for the Belleville and Racine Locks and Dams which, as you know, are both now under construction.

I certainly enjoyed the recent Marietta meeting of S&D, my first, and liked the entire program. In addition, my first edition of the S&D REFLECTOR has now come in, and its contents were well worth my dues for the entire year. The Ohio River Division is now showing a new film, "Young Man River," depicting the development of the original system of locks and dams on the Ohio, and our present replacement program. On the back page of the September issue of the REFLECTOR is a picture of the Ohio River as it used to look in summer, near Huntington. Could we obtain a glossy of this picture, for preparation of a slide, to add to our program? The next showing will be in Washington, D. C. on 9 November 1964.

Jack C. Burdett,
Project Manager,
U. S. Army Engineer District,
Box 598,
Parkersburg, West Va.

=To third generation riverman Jack C. Burdett our compliments and the requested picture. -Ed.

Sirs: Yesterday, Oct. 17, was a lovely, warm one and we drove down to Bloomington, Ind. for the Indiana University vs. Michigan State game (I.U. won 27-20) but the point is son Dave and I stopped in to see the new Lilly Library there, given by J. K. Lilly, grandson of the founder of the Lilly Company. Housed there is an excellent rare book collection. They have all the books, records and correspondence from the Howard Ship Yard, Jeffersonville, Ind., some 250,000 items. Some of these are on display. News to you?

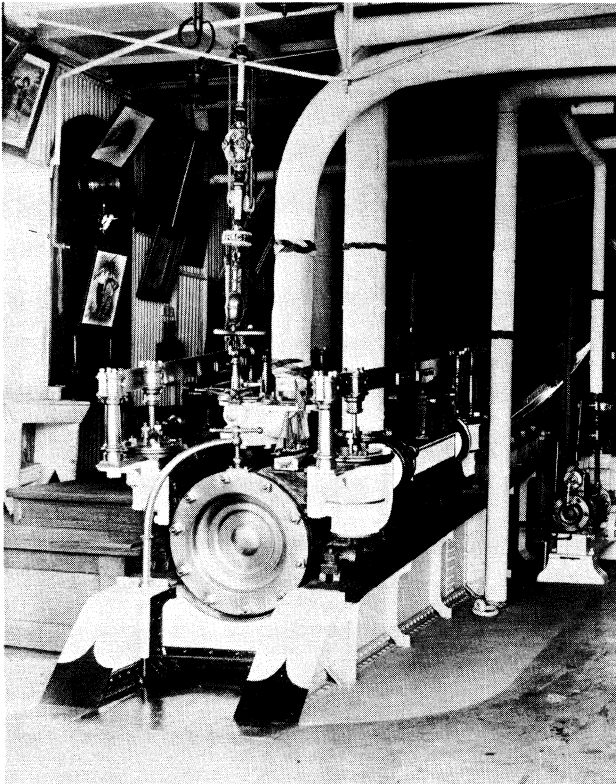
Fred D. Morrison,
847 Maple Drive,
Greenfield, Ind.

=A bombshell to us. -Ed.

Old-Time Steamboat Engineer

=====

...I liked the work and took a genuine delight in handling machinery, a liking I have not yet outgrown. But there were decided drawbacks. A reversing gear of a Mississippi steamboat, in old times, was like nothing else of its kind, anywhere else under the sun. The engines were of the lever and poppet-valve order, and the reversing gear was heavy. The connecting rod (cam-rod, we called it) weighed at least fifty pounds, even though it was attached to the "rock shaft" at one end. In reversing, the end of the connecting-rod was lifted off its hook at the bottom, the lever thrown over, in which operation two heavy valve-levers were raised, the rod lifted about three feet, and dropped on to the upper hook. It was all right when you did this once or twice in making a landing; but in a piece of "crooked river," the boat dodging about among reefs and bars, with the bells coming faster than you could answer them, it was another matter, and became pretty trying work for a stripling boy; his arms could not keep the pace.



The starboard engine of a side-wheel steamboat. This was the "chief's" engine, while the striker engineer, or "cub," manned the one opposite. The steam admission valves are on the outboard side---the engineer handles from the platform ("box," he calls it) at the left. He reaches over the admission levers to handle the throttle (plainly visible). This is an old-style "broadhorn" engine with the valve gear built out at the sides of the cylinder. Later models had the valve gear over top. The curved pipe brings in the live steam (called a branch pipe) from the boilers. Note the ingenious davit in foreground for handling the cylinder-head. This is an 18-inch bore by six-foot stroke engine on the U. S. snagboat HORATIO G. WRIGHT. She got her machinery second hand from an older snagboat S. H. LONG, so it dates back into the 1870's. The pictures hung around on the bulkheads are chaste--not the usual rule.

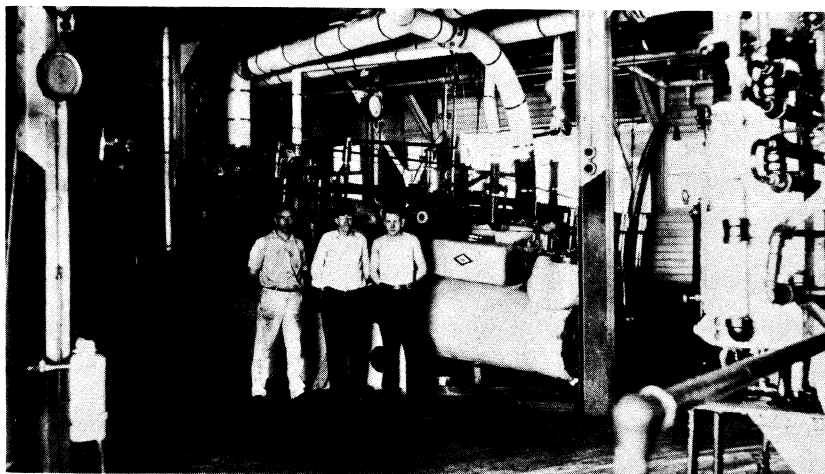
On a side-wheel boat...the engines were independent--one engine to each wheel. One may be coming ahead while the other is backing, or they may be both reversing at the same time. A man was therefore required to operate each engine, hence the necessity for a striker, or cub, to take one engine while the engineer on watch took the other. The engineer on duty, be he chief or assistant, took the starboard engine and controlled the running of the machinery and feeding of the boilers during his watch; the cub took the port engine and worked under the direction of his superior on watch.

And all the time the cub was in deadly fear of getting his engine caught on center, a calamity in both material and moral sense, as a "center" might mean the disablement of an engine at a critical moment, throwing the steamer out of the channel, and hanging her up for hours, or even for days, on a sand bar. It might even have had more calamitous sequence, by running her on the rocks or snags and sinking her. Hence, for pressing reasons, the most acute alertness was necessary on the part of the striker. The moral obloquy of centering an engine was so great among rivermen, especially among engineers, that no cub ever again held his head high after suffering such a mischance; and it was a proud boast among the embryo engineers if they could honestly claim that they had never centered their engine. On general principles they always boasted of it as a fact, until someone appeared who could testify to the contrary. I enter that claim here and now without fear of successful contradiction. All of my confederates are now out of commission.

One of the beauties of the poppet-valve engine with its long stroke and consequent "purchase" on the shaft-crank was, that by the aid of a billet of wood, about two and a half inches square, with a handle whittled off on one end, and with a loop of cord to hang it up by, or to hang it to one's wrist (where it was usually found when the boat was navigating a crooked piece of river), an increase of fifty per cent of steam could be let into the cylinder by the simple device of inserting the club between the rocker-arm and the lever which lifted the inlet valve. If the valve were normally lifted four inches by the rocker-arm, the insertion of the club would increase its lift by its thickness. This additional power fed to the cylinder at the right moment would drive the wheel over the center when reversed with the boat going upstream at a speed of eight to ten miles an hour, against a four-mile current, with almost absolute certainty. With a ten-foot wheel (radius), and three buckets in the water, one submerged to its full width of three feet, and the other two perhaps two feet, it can readily be understood by an engineer that to turn such a wheel back against the current required a great expenditure of power at just the right time. The "club" of the Western steamboat engineer solved the question of additional power at the proper moment. No short-stroke engine would respond to such a call. While this service tried the cylinders to their utmost, many times a little beyond their utmost, with a consequent loss of a cylinder head, or worse yet, a scalded engineer, the use of the club was justified by experience; and results which, with finer and more perfect machinery would have been impossible, were, day after day, made possible by reason of the crudeness and the roughness of this usage.

The great steamers plying Long Island Sound attained a speed of twenty miles an hour, or even more. It is said that when under full speed it was possible to turn the wheels back over the center within a half a mile after steam had been shut off. Under ordinary conditions it was not necessary that they be handled any faster. But think of the conditions under which a Mississippi

Continued on Page 5



Engine room of side-wheel packet CINCINNATI, looking across to the port engine. This machinery was built by the Charles Barnes Co. at Cincinnati, O., compound non-condensing, 22's, 40's- 9 ft. stroke. It still does service on the Streckfus excursion steamer PRESIDENT at New Orleans. The crew in view, named from left: Ralph Horton, Floyd ("Sky-jack") Turner and Charles Turner. This photo from the C. W. Stoll collection.

River steamboat must stop and back, or suffer shipwreck. And imagine, if you can, the remarks a river pilot would make if the wheel were not turning back within thirty seconds after the bell was rung. I think five seconds would be nearer the limit for reversing and giving steam. In fact, on all side-wheel boats, the levers controlling the steam valves were attached to small tackles, and these are controlled by one lever, by which the steam levers may be raised in an instant, without closing the throttle at all, and the steam allowed to pass out through the 'scape pipes while the engine remained passive.

Two ends were attained by this device: steam could be instantly shut off, or quickly given to the cylinders, thus making a saving in time over the usual opening and closing of the steam ports by the throttle wheel. Another advantage was, that this device acted as a safety-valve; for, were the steam to be entirely shut off, and the safety valve failed to work, an explosion would certainly follow. By opening all the valves at once, and permitting as much steam to escape through the exhaust pipes as when the engine was in motion, the danger of an explosion was minimized. At the call of the pilot the levers instantly were dropped and full steam ahead or reverse given at once--of course at the expense of a good deal of a jolt to the engines and cylinders. But the river engines were built to be jolted, hence their practical adaptation to the service in which they were used.

...Sometimes it was a matter of doubt where the water really was, the steam coming pretty dry when tried with the "gauge-stick" -- a broom handle which, pushed against the gauges, of which there were three in the end of the boiler (three inches apart, vertically, the lower one situated just above the water line over the top of the flues), opened the valve and permitted the steam and water to escape into a short tin trough beneath. If a stream of water ran from the first and second gauges when so tried, but not from the third, there was a normal and healthy supply of water in the boilers. If the water came from the first, but not from the second, the "doctor" was started and the supply increased. When it reached the third gauge the supply was cut off. If, as I have seen it, there was, when tried, none in the first or lower gauge, there followed a guessing match as to just how far below the minimum the water really was, and what would be the result of throwing in a supply of cold water. The supply was always thrown in, and that quickly, as time counted in such cases.

The pilot at the wheel, directly over the boilers, was in blissful ignorance of the vital questions agitating the engineer. He may at times have had his suspicions, as the 'scape pipes talked in a language which told something of the conditions existing below decks; but if the paddlewheels were turning over with speed, he seldom

worried over the possibilities which lay beneath him. His answer to the question, whether the water was below the safety point, came as he sailed away to the leeward amid the debris of a wrecked steamboat.

Once a week in the terminal port, as soon as the boat was made fast the "mud valves" were opened, the fires drawn, the water let out of the boilers, and the process of cleaning began. Being a slim lad, one of my duties was to creep into the boilers through the manhole, which was just large enough to let me through; and with a hammer and sharp-linked chain I must "scale" the boilers by pounding on the two large flues and the sides with the hammer, and sawing the chain around the flues until all the accumulated mud and sediment was loosened. It was then washed out by streams from the deck hose, the force pump being manned by the firemen, of whom there were eight on a four-boiler boat.

Scaling boilers was what decided me not to persevere in the engineering line. To lie flat on one's stomach on the top of a twelve-inch flue, studded with rivet heads, with a space of only fifteen inches above one's head, and in this position haul a chain back and forth without any leverage whatever, simply by the muscles of the arm, with the thermometer 90 degrees in the shade, was a practice well calculated to disillusionize any one not wholly given over to mechanics. While I liked mechanics I knew when I had enough, and therefore reached out for something one deck higher. An unexpected disability of our "mud clerk," as the assistant clerk was called on the river, opened the way for an ascent, and I promptly availed myself of it.

--George Byron Merrick
Adapted from a portion of his book,
"Old Times On the Upper Mississippi."



The pilot sailed away to the leeward. This boiler rocketed 450 yards and the concussion broke store windows in downtown Huntington, W. Va. The photo was made at Chesapeake, O. after the towboat SAM BROWN let go on February 2, 1916. Ten killed, four injured.

IRON QUEEN Picture Raises Geography Debate

Sirs: I am delighted with the Sept. REFLECTOR, and the front-page picture of the IRON QUEEN is the best I ever saw of her. You placed the scene at Proctorville, O. but looks to me to have been taken at Middleport, O. The river looks rather narrow and the opposite shore doesn't appear to resemble Guyandot, W. Va. The small ferryboat showing in front of the IRON QUEEN's smokestacks looks like the one which used to cross from Clifton to Middleport. She had one stack and a low pilothouse.

In fact on that ferryboat (was it the LITTLE BEN?) the pilot stood down on the main deck, sort of reached up and turned the bottom spokes of the pilotwheel. He stood in front of the boiler. I never saw him in the pilothouse.

That wharfboat looks like the one Charlie Corbin had at Middleport, too. It is positioned right for Middleport, in close alongside the sloping grade that led to the ferry landing below.

The only wharfboat I ever knew at Proctorville had an upstairs cabin. Capt. Gordon C. Greene bought it and after July 12, 1907 had it at the incline at the old boiler shop, Gallipolis. The Greene Line boats landed there until the compromise of July 1, 1912, which is another story.

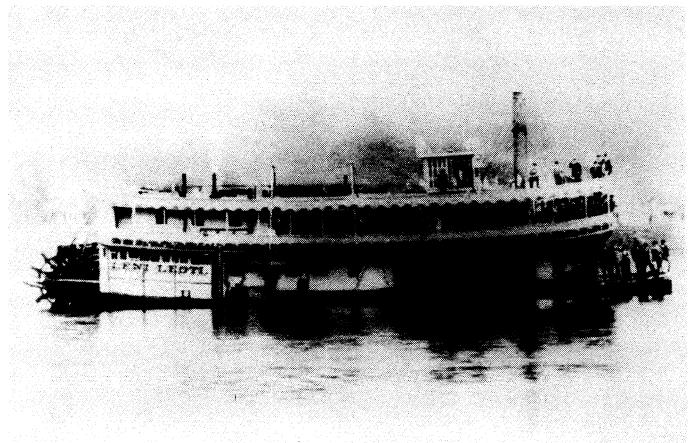
Jim Wallen asks about mate Thomas J. Frame. His inquiry is correct. That is the same Thomas Jefferson Frame later in charge of the Wheeling wharfboat. In 1872 on the side-wheel COURIER, Capt. Jack Harrison, there were three roustabouts on her named Evan Hughes (my father), Jeff Frame and Joe Hicks. Joe was fireman on the stern-wheel COURIER later on. One Thursday morning there was a fire at the Wheeling wharf and Joe was badly burned getting it put out. If that blaze had not been controlled that morning it well could have licked up the IRON QUEEN a year before she did burn, also the COURIER, H. K. BEDFORD, R. E. PHILLIPS and HUDSON. Joe lived to be 90 and carried the scars to his grave. His son Hugh Hicks was a popular young engineer on the GREENLAND and other boats.

All best wishes, Jesse P. Hughes.

Sirs: You are quite safe on the Guyandotte background for that picture of the IRON QUEEN (front page, Sept. issue). The hills and the course of the road down to the ferry landing are unmistakable. The brick smokestack is in the right place, too, although it was unceremoniously bulldozed down last summer by The Ohio River Company to make way for a place to store crushed limestone and slag being unloaded for a new highway-building project. The destruction took place without so much as a word to anyone, at a time when several garden clubs and other civic groups were planning to put grass and flowers around the old stack and erect a historic marker. That smokestack was one of the oldest brick structures in this part of the country, having been a part of the Buffington mill, which was there long before the Civil War appeared on the horizon.

James A. Wallen,
111 Eleventh Ave.,
Huntington 1, West Va.

=The deciding factor in REFLECTOR editor's decision for Proctorville was that old brick smokestack. However, Gene Grate has talked to old-timers at Middleport who say there was a similar brick stack on a sawmill across at Clifton, W.Va.



The 1894 LENI LEOTI
Much to mother's dismay and surprise

Rivermen pronounced it LENA LEOTA or LEENEY LEOTEY. Capt. Isaac L. Reno had three small daylight packets, the VENUS, the VENICE and the LENI LEOTI. The first two short-hauled between Pittsburgh and McKees Rocks along about 1895-1900 and LENI LEOTI did her daily stint between Rice's Landing and Charleroi.

S&D REFLECTOR has received a letter from Mrs. David J. Rex, Jr., 209 Ingram Ave., Pittsburgh 5, Pa., who turns out to be the former Hazel Reno, daughter of Capt. Isaac L. Reno of the steamer LENI LEOTI. Why, says she, now believe this or not I have a sister named Leni Leoti who today is Mrs. Frank E. Stevens of Berlin, Pa.

Well how did your sister Leni Leoti get her name? asked we in a great big hurry. Mrs. Rex didn't know, but said she would write her sister and find out. In a few days came this answer:

"The story of how I got my name must have been told to me by my mother," writes Mrs. Stevens. "When I was about eight years old Grandad (William) Reno died. Now he may have told me about the name but if so I was too young to remember. Grandad Reno had read a novel in which appeared an Indian girl named Lenileoti (one word) meaning either prairie rose or wild rose. When I came along into this world he asked to name the new baby and I can imagine much to my mother's dismay and surprise Leonileoti was the chosen name. Mother thought the name was too long for a girl so she cut it in two; so I was christened Leni Leoti; which since has been shrunk to Lee."

William Reno, whether one word or two, built a packet named LENI LEOTI (two words) back in 1863, a sternwheeler familiar in trades between Pittsburgh, Wheeling and Parkersburg up through 1867. In 1868 it was up the Missouri River getting shot at by Indians near Fort Berthold. In 1869 the LENI was snagged and lost at Mrs. Stone's Landing, where'er that may be, on the Arkansas.

The second LENI LEOTI, built in 1894, ran on the Monongahela "with great success" to quote an account of it. Eventually the boat was dismantled at Catlettsburg, Ky. The engines went to a small towboat named ENQUIRER.

So "Leni Leoti" was not an Italian count nor even a Spanish nobleman, as we long suspected, but a demure Indian maid in a book. A bouquet of prairie roses to Mrs. Rex and to Mrs. "Lee" Stevens for solving this long-standing mystery.



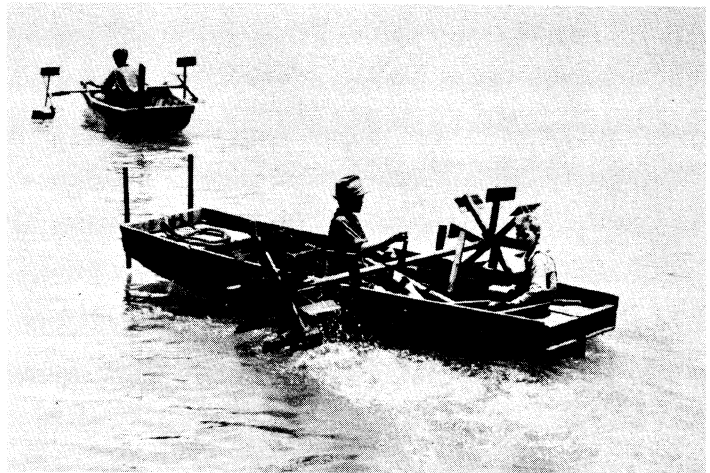
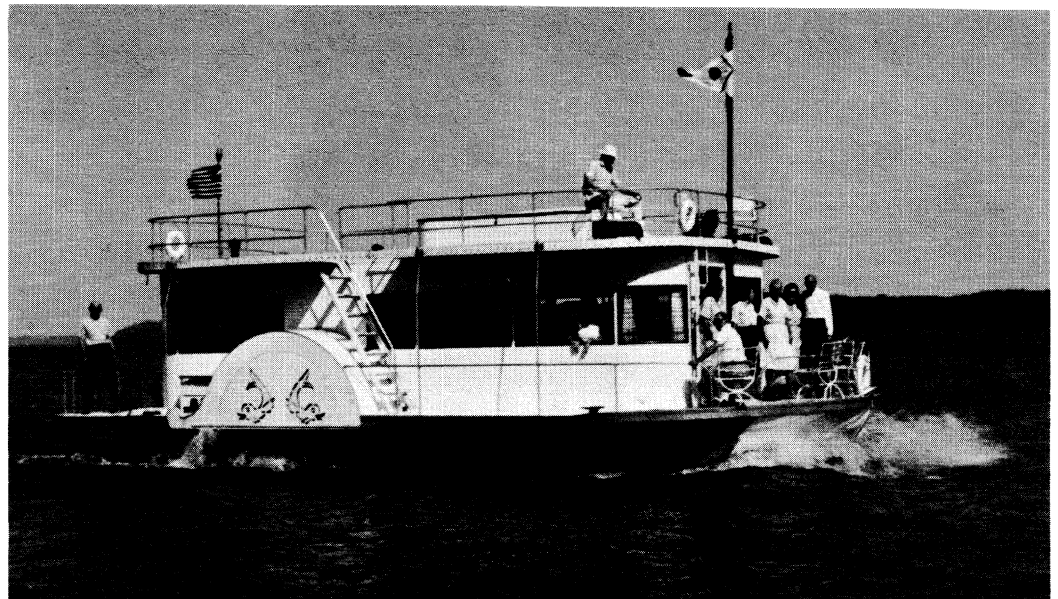
Status symbol around fancy marinas for the past two decades has been the deep-water yacht replete with port holes, chrome and chronometer, bulwarked for choppy seas. Handling such craft at river locks and docks requires skill and firm courage.

The trend of late has been toward the olden-time shantyboat, updating it with modern aluminum, plexiglass, fiberboard and synthetics, with the addition of self-propulsion such as the old shanty dwellers never dreamed of. Such homes afloat, replete with gas stove, electric lights, hot shower and refrigeration, plane along up to 30 m.p.h., getting two miles to a gallon of gas. Exteriorwise they are Plain Janes as flat-breasted as the old-time shantyboat they ape, devoid of frill or thrill; efficient, convenient; Ranch-types afloat.

The people who build these "river cruisers," and who draw their longitudinals with a ruler, have lately been pressed into a persuasion to go one step farther---to imitate that shallow-water masterpiece, the Mississippi side-wheeler. Falsie paddleboxes in some cases are utilized for interior cupboard space and kitchenette (see BELLE OF RICHMOND, example). An Upper Mississippi family has achieved a side-wheeler what IS a side-wheeler (DOLPHIN, shown below) with patting paddles that work.

If the side-wheel river yacht can up speeds to 30 m.p.h. (which it hasn't) it may add a great deal of grace and beauty to an otherwise drab prospect.

The side-wheels on yacht DOLPHIN really work this 38 foot pleasure boat designed and owned by Gerard L. Huiskamp, and based near Keokuk, Iowa. Powered with two 72 hp. Twin Gray Lugger engines, she is licensed to handle 49 passengers and a crew of three. The hull was built by Sidney Lane and Estill Foster in the late 1940's, and the boat draws a mere 18 inches. Our thanks to postmaster William L. Talbot of Keokuk, some-time deckhand on this boat, for sending on the picture shown here.



The side-wheel influence (above) evident at East Liverpool, O. where boys had seen Streckfus excursion steamer SAINT PAUL. The BELLE OF RICHMOND (top) is 60 by 20, diesel powered with an Allgire Rudderless Drive, built at the Kelly Shop in Jeffersonville, Ind. for Richmond, Ind. owner, William G. Patterson (top, right). Cabin is walnut panelled, has a carpet soft as mush, boasts three oil paintings. The stacks are functional, one venting diesel exhaust and the other a chimney for a Franklin cabin stove made at Marietta, O., 1872.

**S&D's SILVER ANNIVERSARY
ON SEPT. 19, 1964.**



8

UPPER LEFT: Combined talents here could crew a packet with three or four pursers; a couple of good mates; an engineer and a steward who'd credit Cunard Line. L to R: William McNally, J. W. Rutter, S. Durward Hoag, Robert Thomas, J. Mack Gamble, J. W. Zenn, Walter McCoy, Fred Way, Jr., C. W. Stoll, William E. Reed and Harold C. Putnam. ON UPPER RIGHT: John Knox, Marietta, of the famed Knox Boat Yard family. LEFT: Mr. and Mrs. A. B. Kempel of East Brady, Pa. share a bench with Mrs. Loretta M. Howard, Jeffersonville, Ind. BELOW: Mrs. J. J. Maxon is smiling at far left. The Vornholts of New Richmond, O., J. W. Zenn, Ruth Ferris, Bob McCann and Your Editor with Robert ("Roddy") Hammett at right; and Mrs. Frank J. Keiser, St. Louis, daughter of late Capt. Ike Argo; Mr. and Mrs. L. G. Frank, Cincinnati; Mrs. Charles F. Deitz, Louisville; and over at extreme right is William E. ("Slim") Brandt, Steubenville. To his left is Jeff Howard, Williams-town, W. Va. Well, now we see C. V. Starrett, a glimpse of Mrs. Dorothy E. Powers---so keep looking. All photographs by that professional of Marietta, S. Durward Hoag.



Steamboat Advertisements . . . 1885

1885 1885

ST. LOUIS & KANSAS CITY Electric Packet Line.

S. B. COULSON, President.
DAN'L W. MARATTA,
Gen. Manager.

NICK BUSEN, Gen. Supt.
HUNTER BEN JENKINS,
Gen. Freight & Pass'ger Agt.

General Offices—506 Commercial Street, St. Louis, Mo.

The Steamers of this Line operate between ST. LOUIS, MO., and KANSAS CITY and intermediate points.

Freights contracted and passengers ticketed through over all connecting lines North, South, East and West. Freights destined to Missouri River points should be marked and consigned care

ST. LOUIS AND KANSAS CITY ELECTRIC PACKET LINE.

For all information apply to or address
HUNTER BEN JENKINS, Gen. Fht. & Pass'ger Agt.,
ST. LOUIS, MO.

DIAMOND JO LINE STEAMERS.



THE PACKET LINE OF THE UPPER MISSISSIPPI RIVER

BETWEEN

ST. LOUIS ST. PAUL

WILL RUN 6 SPLENDID STERN-WHEEL STEAMERS,

Equipped with ELECTRIC LIGHT and furnished with every convenience for the safety and comfort of passengers,

LEAVING ST. LOUIS every Tuesday, Thursday and Saturday

—FOR—

| | | |
|--------------------------------------|------------------------------------|--|
| HANNIBAL, BURLINGTON, DUBUQUE, | QUINCY, DAVENPORT, LACROSSE, | KEOKUK, ROCK ISLAND, WINONA, RED WING AND ST. PAUL. |
|--------------------------------------|------------------------------------|--|

THE TOURISTS' FAVORITE ROUTE.

These 1885 Steamboat Advertisements are taken from the Official Guide of Railways and Steam Navigation Lines of that year. Photo-copied and enlarged by S. Durward Hoag. Also see Page 12.

Memphis & White River PACKET COMPANY.

U. S. MAIL LINE.

SAMUEL S. BROWN, President. | CHAS. H. POSTAL, Secretary.
ED. C. POSTAL, Superintendent. | General Office—Memphis, Tenn.

THROUGH BILLS LADING given to all points EAST and WEST

STEAMER "CHICKASAW"

Leaves MEMPHIS every Wednesday at 5.00 p.m. for Clarendon, Devall's Bluff, Augusta and Newport, connecting with Texas and St. Louis Ry. Memphis and Little Rock R.R., and St. Louis, Iron Mountain and Southern Ry.; also, at Newport with steamers Alberta No. 3, Jno. F. Allen and Wild Boy for Upper White and Black Rivers.

For further information, apply to

HENRY C. LOWE, Agent,

MEMPHIS, TENN.

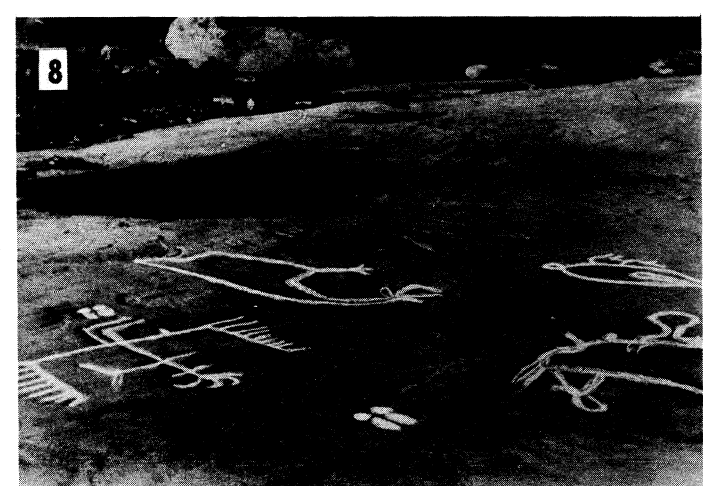
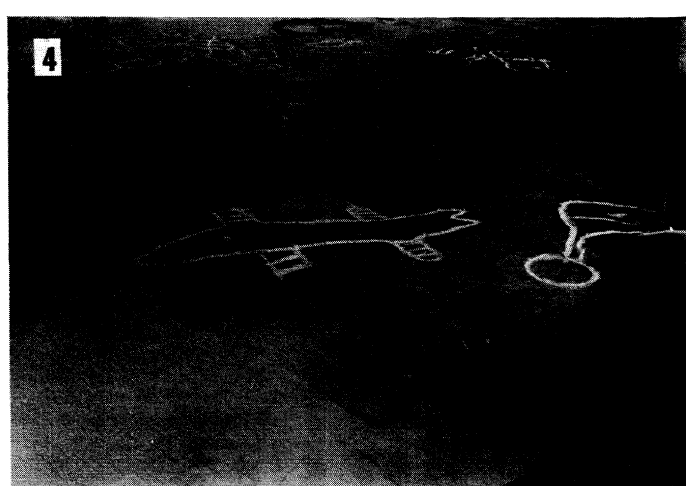
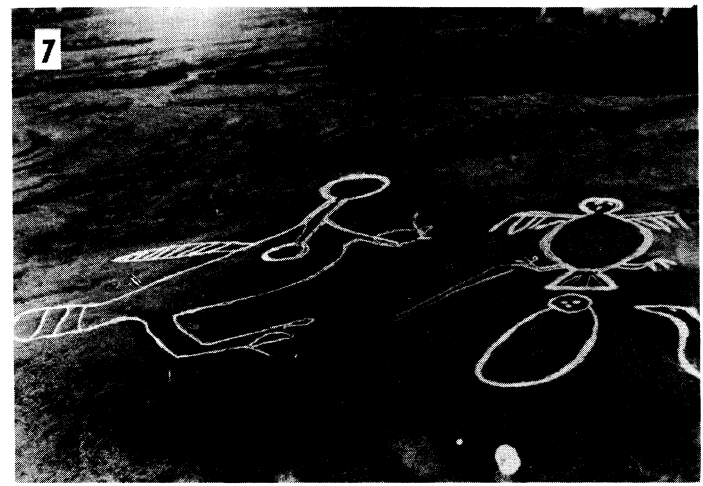
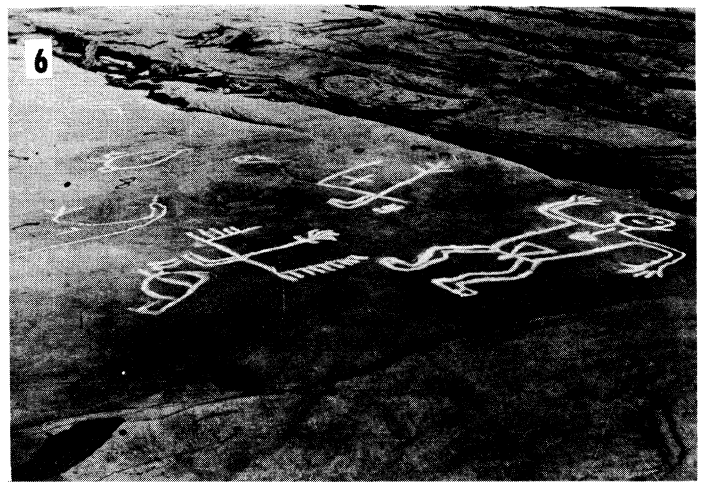
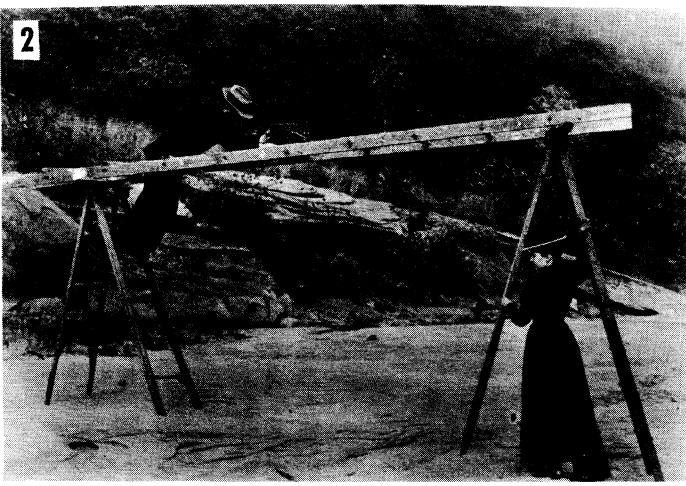
St. Louis & St. Paul Packet Co.

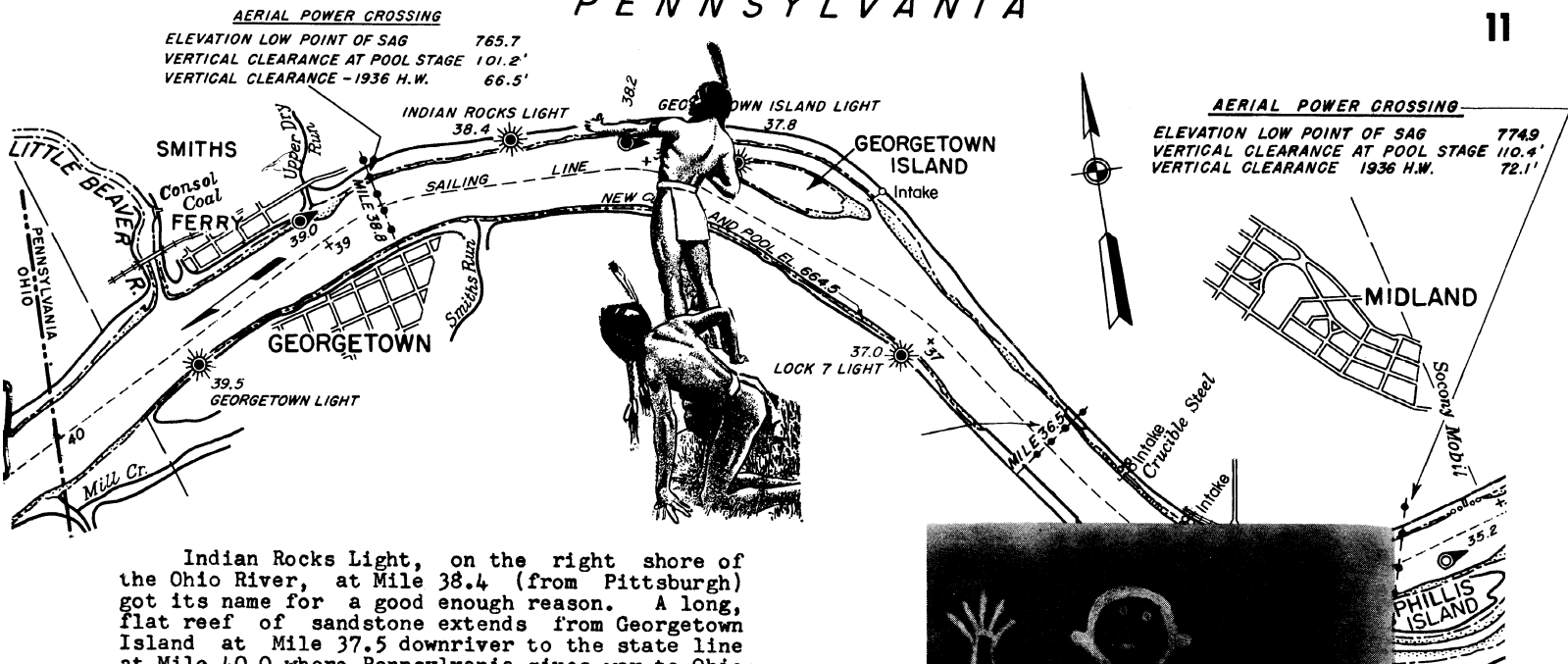
W. F. DAVIDSON, President and General Manager.
F. L. JOHNSTON, Secretary and Treasurer.
J. F. BAKER, General Freight Agent.
R. A. SNOWDON, General Passenger Agent.
General Offices—St. Louis, Mo.

Fine Side-wheel Passenger Steamers
between St. Louis, Hannibal, Quincy,
Keokuk, Burlington, Muscatine, Rock
Island, Davenport, Clinton, Dubuque, Mc-
Gregor LaCrosse, Red Wing, St. Paul
and Minneapolis.

THE GREAT WATER ROUTE

To the Summer Resorts of the Golden Northwest. Tourists and Invalids seeking health and pleasure should take one of the Side-wheel Steamers of this Line. Special excursion tickets to Lake Minnetonka, White Bear Lake, Duluth, and all points on the Great Northern Lakes.





Indian Rocks Light, on the right shore of the Ohio River, at Mile 38.4 (from Pittsburgh) got its name for a good enough reason. A long, flat reef of sandstone extends from Georgetown Island at Mile 37.5 downriver to the state line at Mile 40.0 where Pennsylvania gives way to Ohio and West Virginia. In the days before locks and dams these rocks came out for air in low water times. Indians of undetermined origin cavorted along this natural esplanade. Those with artistic talent, and, we may surmise, without compulsion beyond amusing themselves, cut pictures in these nice stone drawing boards.

Then the Indians vamoosed. The pictures stayed on. Early explorers commenced noticing them. In a journal kept by one DeLery, and under date of April 3, 1755, he notes:- "We crossed a River which is a branch of Kenten Raiatanion (Little Beaver, West Fork). This is the same which, in 1739, I called Riviere au Portrait, because, at the spot where it enters the Belle Riviere (the Ohio), there are many marks and figures of men and animals cut out on the rocks, as if with chisels."

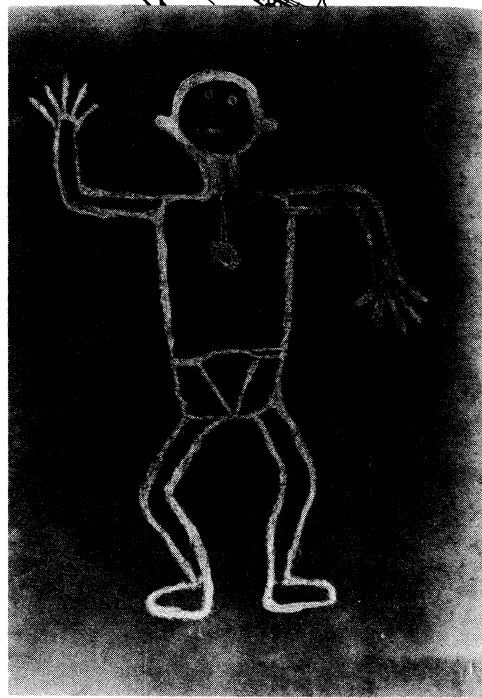
Along in the early 1890's two daughters of Capt. Thomas S. Calhoun, living in the family home high on the opposite bluff at Georgetown, Pa. decided to do something about it. Elsie with her camera and Mary with some chalk persuaded a male friend to lug two stepladders to Indian Rocks and take a few pictures. The river, so wrote Mary in later years, was "phenomenally" low.

Mary chalked in the carvings, selecting the most obvious ones best preserved. "Many were so badly worn that we did not attempt to photograph them," she remembered later. "Some had worn away by the grinding of sand and ice, etc., and these were hard to distinguish."

The accompanying photographs were presented to S&D by the late Mary Calhoun whose married name was Mrs. Oscar T. Taylor. Mrs. Taylor and a sister, Mrs. William H. Ewing (who was Harriet Calhoun) were S&D members in the 1930-1940 years. Also they presented to the River Museum the silver water pitcher from the packet KATIE STOCKDALE which the crew had given their father, the captain. Capt. Calhoun was master of the KEYSTONE STATE at the time Mary Calhoun helped take the pictures at Indian Rocks.

The pictures on opposite page:

1. Taken near the mouth of Little Beaver River, looking upstream, with Georgetown Island in the vague distance and the back channel completely dry. Georgetown, Pa. is on the bluff opposite. Upper Dry Run may be the cause of the



- puddle in the foreground.
2. Unfortunately the persons are not identified, but probably Mary Calhoun & friend in the process of taking one of the photographs.
 3. Looks like a Chief wrapped up for cold weather, and 4 is probably a fish.
 5. Taken from the ladders looking down the river, right shore, toward Smiths Ferry.
 6. An eagle with lightning in his talons, the Indian thunderbird. Shows upside down in the center. See Picture 8 for a better look.
 7. Sad tragedy here; an eagle pounces and is about to steal a papoose. Beastie on other side--you name it--a beaver?
 8. Thunderbird (left) and a couple of foot prints on the sands of time.

Picnic excursions to Indian Rocks were popular sport until Lock and Dam No. 8 was completed in 1911. Since then but few persons have seen them. The recent completion of New Cumberland Locks and Dam has drowned them into an indefinite future. Plaster cast impressions of some of the better preserved carvings are displayed in the Carnegie Museum, Pittsburgh, made years ago probably under the direction of Dr. W. J. Holland who was interested in them.

Steamboat Advertisements . . . 1885

MEMPHIS & CINCINNATI PACKET COMPANY.

JAMES W. GAFF, President. L. R. NECK, Treasurer.
J. D. PARKER, Secretary. ROBT. W. WISE, Superintendent.
General Offices—Cincinnati, O.

STEAMERS—ANDY BAUM, JAMES W. GAFF, CONS. MILLAR,
VINT SHINKLE, BUCKEYE STATE and OHIO.

THE STEAMERS OF THIS LINE

Leave Cincinnati for Cairo, Memphis, Hot Springs
ALL POINTS SOUTH,
TEXAS, FLORIDA & LOUISIANA,

Every WEDNESDAY and SATURDAY at 5.00 p.m.

Leave Memphis for Cairo, Louisville & Cincinnati

Every TUESDAY and FRIDAY at 5.00 p.m.

Connecting with railroads and steamers at MEMPHIS and CINCINNATI for all points North, South, East and West, giving through tickets to all points—Chicago, Toledo, Buffalo, Richmond, New York, Washington City, Philadelphia, Boston, Hot Springs, Ark., and all points in Texas. Rates for passengers or freight by this line *Cheaper than any other first-class route.* For full information, apply to

R. W. LIGHTBURNE, Gen. Freight and Passenger Agent,
7 Monroe St., opp. Peabody Hotel, MEMPHIS, TENN.

Capt. ROBT. W. WISE, Gen. Supt., 11 Public Landing, CINCINNATI, OHIO.

Passengers can rely on a splendid trip by this line, as the steamers are all first-class, having been expressly built for the accommodation of passengers.

MEMPHIS, ARKANSAS CITY, VICKSBURG and ARKANSAS RIVER PACKET COMPANY.

UNITED STATES MAIL LINE

JOHN D. ADAMS, President. JOHN N. HARBIN, Gen. Fht. & Pas. Agt.
JOHN M. PETERS, Sec'y & Treas. JAMES H. REES, Superintendent.

GENERAL OFFICE—MEMPHIS, TENN.

THROUGH BILLS LADING given to all points EAST and WEST

For HELENA, FRIAR'S POINT, CONCORDIA, TERRENE and ARKANSAS CITY, the new and elegant Side-wheel Passenger Steamer "KATE ADAMS," leaves Memphis every Monday and Thursday at 5.00 p.m., connecting at Terrene for all points on Arkansas River, and at Arkansas City with Little Rock R.R. for Hot Springs and all points in Arkansas and Texas.

ARKANSAS RIVER DIVISION.

For Pine Bluff, Little Rock and all way landings, the steamer R. L. COBB leaves mouth of Arkansas River every Tuesday and Friday at 12.00 noon, making close connection with steamer KATE ADAMS, as above.

All freight for above points consigned to Company's wharfboat, Memphis, Tenn., will be forwarded promptly.

For further information, apply to

H. C. LOWE, Agent.

THE GREAT MONTANA WOOL ROUTE. BENTON TRANSPORTATION CO. BENTON (P) LINE.

MISSOURI RIVER PASSENGER STEAMERS,
THE ONLY REGULAR LINE OF STEAMERS
ON THE MISSOURI RIVER,

T. C. POWER, Manager. 193 South Water St., Chicago, Ill.
ISAAC P. BAKER, General Superintendent. Bismarck, Dakota.
JNO. H. CHARLES, Secretary. Sioux City, Iowa.
T. C. POWER & BRO., Agents. Ft. Benton, Montana.
General Offices—Bismarck, Dakota.

Operated in connection with Northern Pacific Railroad between Bismarck, Dakota, Fort Benton, Montana, and Sioux City, Iowa.

Through tickets and rates of freight to all points in Montana, North Dakota and British North-west Territory. For information, address

ISAAC P. BAKER, Gen. Supt.,
BISMARCK, DAKOTA.

T. C. POWER, Manager,
193 So. Water St., CHICAGO, ILL.

Consign all freight via NORTHERN PACIFIC R.R., St. Paul, Minn., care BENTON LINE, Bismarck, Dakota.

MILT. HARRY LINE

Memphis, White, Black & Little Red River
PACKET COMPANY,

Consisting of the following new and first-class Passenger Steamers, carrying the United States Mail:

Josie Harry, Alberta, Milt. Harry, Jno. S. Bransford

Steamers Jno. S. Bransford and Josie Harry leave Memphis every Tuesday and Saturday at 5.00 p.m. Returning, leave Jacksonport and Newport every Tuesday and Saturday mornings.

RIVER CONNECTIONS.

Steamer Milt. Harry leaves Newport every Tuesday and Saturday at 12.00 noon for all points on the Black River. Steamer Alberta leaves Newport every Tuesday and Saturday at 12.00 noon for Batesville and all points on Upper White River.

RAILROAD CONNECTIONS.

At Clarendon with Arkansas Midland Railroad. At DeVall's Bluff with Memphis & Little Rock R.R. for the Arkansas River, Hot Springs, South and Texas. At Newport with the St. Louis, Iron Mountain & Southern R. R. for St. Louis, West, South, Hot Springs and Texas. At Memphis with all Railroad and Steamboat Lines North, South, East and West.

This is the Only Regular Line from Memphis to the White, Black and Little Red Rivers.

Consign all freights care Milt. Harry Line, to insure dispatch and prompt delivery.

MILT. R. HARRY, Gen. Manager.

GENERAL OFFICE, No. 5 MADISON STREET, MEMPHIS, TENN.

Treasurer's Report 1963-64

| | |
|------------------------------|-------------|
| Bank balance, Sept. 14, 1963 | \$ 1,094.37 |
| Cash receipts 1963-64 | 1,003.50 |

Disbursements 1963-64

| | |
|-------------------------------------|---------------|
| 1963 meeting expenses | 196.61 |
| Secretary's recompense | 60.00 |
| Programs, invitations, tickets | 76.92 |
| Statements, membership cards, etc. | 74.14 |
| The Waterways Journal to C. Martius | 10.00 |
| S&D REFLECTOR, March issue | 149.35 |
| Repairing glass case | 10.00 |
| Expense, REFLECTOR | 11.29 |
| Bronze pins and buttons | 100.48 |
| Postage to Mrs. Rutter | 14.54 |
| S&D REFLECTOR, June issue | 213.49 |
| Expense, REFLECTOR | 11.82 |
| Corrected invoice for REFLECTOR | 10.00 |
| Petty cash for postage to Mrs. R. | 15.00 |
| Glass case repairs | 10.00 |
| S&D REFLECTOR, September issue | <u>219.71</u> |

| | |
|---------------------|-------------|
| Bank service charge | 1,183.35 |
| | <u>4.36</u> |

1,187.71

| | |
|------------------|-----------------|
| 1963 Balance | 1,094.37 |
| Receipts 1963-64 | <u>1,003.50</u> |

2,097.87

| | |
|---------------|-----------------|
| Disbursements | <u>1,187.71</u> |
|---------------|-----------------|

| | |
|-----------------------------|--------|
| Cash balance, Sept. 8, 1964 | 910.16 |
|-----------------------------|--------|

H. C. Putnam, Jr.

H. C. Putnam, Jr.,
Treasurer.



The TACOMA had just landed at Huntington, W. Va. on May 10, 1914---fifty years ago---and Jesse P. Hughes lined up these celebrities on the stage and snapped the picture. All dressed up, the gentlemen were bound up the hill to attend a revival meeting conducted by Rev. Billy Sunday.

From the left: Capt. George T. Hamilton of Gallipolis, pilot in the Cincinnati-Pomeroy trade and son of Capt. Sam Hamilton.

Alex Shaw, mate; his last berth probably was on the GENERAL WOOD about 1928. He lived at Matamoros, O.

Dave Scatterday of New Richmond, O., who was clerk on the JENNIE HOWELL away back when, then was clerk and purser with the White Collar Line and Greene Line.

Frank L. Sibley, river editor of the Gallipolis Tribune whose paragraphs sometimes packed a punch avoided by today's slander-suit-conscious journalists.

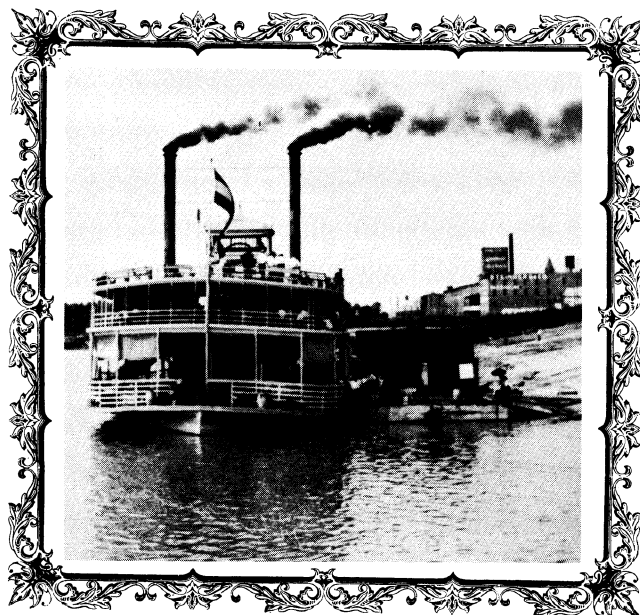
George P. Gardner, owner-operator of the Gardner Docks, Pt. Pleasant, W. Va. He built the HELEN E., GEO. GARDNER, SOPHIA M. GARDNER, CHRIS GREENE (1st), C. C. BOWYER and more. At one time he operated the GONDOLA on the Kanawha and to Huntington. Sil Gardner, his son, ran various of the Gardner steamboats.

Charles Arthur, of Gallipolis, who headed up the Acme Boiler Works established in 1908. Many steamboats had his boilers, smokestacks and sheet-iron work built at his shop. Charles T. Campbell recalls that over the years he contracted with the Acme Boiler Works for 22 sets of boilers.

Capt. Gordon C. Greene, farmer boy from Newport, O. who turned pilot, then boat owner, and was founder of Greene Line Steamers, Inc. He was the father of Capt's. Chris and Tom Greene.

Elizabeth Rodgers Bradley, 18 North Fremont Ave., Pittsburgh, has presented to S&D the papers of her great-grandfather Capt. John Rodgers, and also an original daguerreotype of the side-wheel packet CALEDONIA.

Our secretary, Mrs. J. W. Rutter, says considerable postage can be saved if S&D members who move and change address will notify her promptly. When a copy of S&D REFLECTOR is sent to a wrong address the P.O. returns it with 4¢ due postage, and, if they know the facts, the new address is noted. Such adventure dog-ears the magazine. Hence a new copy must be sent out. All of which requires two copies, 12¢ postage and a mite of trouble. She has a point.



MYSTERY BOAT

Those who feel they are sleuths take a look at this one. Photo made at Memphis, Tenn. in 1913 and this big excursion boat was predecessor to the IDLEWILD. She's sure wide between the horns and once you'd see her you'd never forget this blue-domed Anchor Line style pilothouse-top, no texas, wooden railings, etc. Built in 1910 at Helena, Ark., she had a hull 150 x 40. Just to tantalize you, we've slipped in her name on another page. See first if you can guess right.

Whistle Blow Postponed

The Whistle Blow has been postponed until next spring, and in all likelihood the March issue of REFLECTOR will carry the exact date of scheduling. Walter W. McCoy informs us that the Union Carbide's boiler installation took longer than anticipated, but all will be in readiness when the robins return. The show will be limited to blowing whistles of known ancestry and pedigree from old river steamboats. So far some twenty or twenty-five have been listed as acceptable. Elaborate plans are being perfected to have professional tapes and sound movies record the event.

BLACK BUG'S BLOOD

Recently at Cincinnati we asked the name of the new \$10-million, double-deck 1-75 bridge completed over the Ohio last year. "Bent Spruce Bridge," quoth our obliging host, then paused. "Bent SPENCE Bridge," he corrected himself. Then silent meditation. "Brent Spence Bridge, for Pete's sake," he said quietly.

During the late 1890's a dinner plate, made in Dresden, Germany, was sold in department stores at Pomeroy, O. It pictured the side-wheel BONANZA with the Meigs County court house in the background. Anybody have one?

Behind the Myth

There were two side-wheel packets named CITY OF MADISON in steamboat days. River buffs are well acquainted with the latter one, which ran 1882-1894 in the U. S. Mail Line fleet when the Cincinnati-Madison trade justified this 265-foot local boat. The earlier one, 1860-1863, has slipped into an oblivion so profound that the U. S. archives are unsure of the facts. The Lytle List footnotes say that she exploded at Vicksburg when an ammunition cargo let go in September, '63, with a life loss of 156.

Alene Stottlebower, S&D member at Madison, Ind. recently added trimming to these bare facts when she unearthed an account printed in the Madison "Courier" in 1883. The author of the story signed himself "Phelix Adair," varnish for his real name which Alene says was S. Grayson, a news reporter. Phelix dusted off the tale of the early CITY OF MADISON in 1883 as reminder that an uncounted number of Madison citizens went to kingdom-come on that date of the explosion, which was on August 18, 1863, says he, and not in September, as official documents record.

This first CITY OF MADISON, a 419 ton boat, was built at Madison, Ind. in 1860, owned principally by Capt. J. Stut Neal, Capt. R. E. Neal and William B. Sworstedt of that place. The Neal boys were adopted Hoosiers. Capt. J. Stut was born in Pittsburgh, 1820, and became a river "double-ender," being both engineer and captain. His first contribution to the western waters was the steam whistle. On a trip to Philadelphia he had seen such an instrument, sketched it, and back in Pittsburgh he got Andrew Fulton, the bell and brass man, to build one. Capt. Andrew Bennett of Wheeling, and others, were building the side-wheel REVENUE at the time, in 1844, and the whistle was installed. J. Stut went engineer on her (also with a dib in the ownership) and, being a good Democrat, he celebrated the election of James K. Polk to the presidency by scaring all the Indians up Red River with peeps and toots.

So in 1860 he and others built the CITY OF MADISON for the Cincinnati-New Orleans trade just in time for the Brotherly Conflict. She carried

the lion's share of soldiers who mustered at Indianapolis via Madison to the battlefields. The Third Indiana Cavalry went to Wheeling on her, and then Nelson's Division was picked up at Salt River and transferred to Nashville. She arrived up the Cumberland an hour before Nashville's surrender, ferried General Buell's army across (including the Sixth and 39th Indiana Regiments fresh over from Bowling Green) and was celebrated as the steamboat that 'took Nashville.' She went from there to Fort Henry and Savannah on the Tennessee, and then was in Memphis, Lake Providence, Milliken's Bend, Haines Bluff, Vicksburg, and New Orleans. It was on the return, at Vicksburg, that she met her doom.

Moored at the Vicksburg wharf on August 18, 1863, the CITY OF MADISON had taken aboard 400 barrels of powder and a liberal cargo of percussion shells, 400 tons in all. Capt. W. W. Collins, former clerk on the boat, was in charge, a Madison man, brother to Admiral N. B. Collins, Dr. W. A. Collins of Madison was his son. Capt. Collins was on the aft guard of the main deck when the fireworks started, promptly did a Deep Six when the blast rivered him, and swam ashore with minor injury.

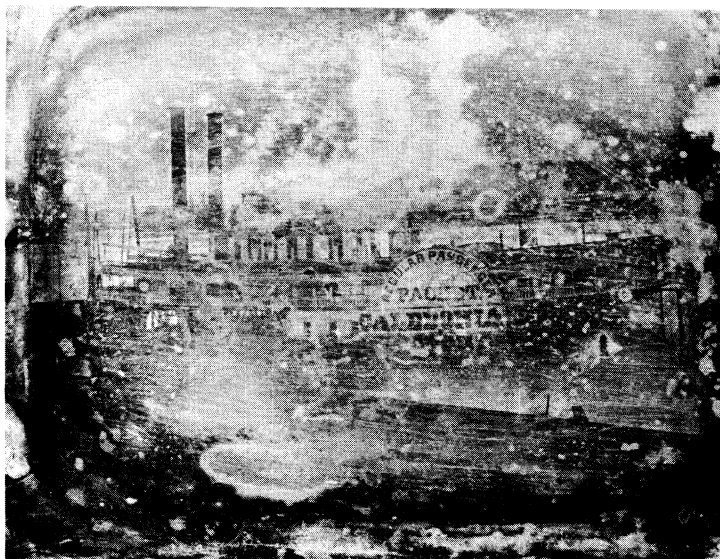
Percussion shells were being stowed in the boat's hold, and second mate Jim Connelly was down there superintending, back aft, coming toward the front. He saw the accident. In passing the shells down through the hatch, one of them fell--or was dropped. Being armed, it did what the manufacturer intended it to do; it exploded. Like a pack of Chinese firecrackers the other shells started letting go. Jim Connelly didn't wait. Half blinded and dazed he turned aft, a shell fragment lammed him on the back of his head, knocked him flat. Somehow he got to his feet, hoisted himself through the rear hatch to the main deck and plunged overboard. His escape was the most miraculous of the tragedy.

The first mate (name unknown) was standing on deck when the shell was dropped. He retreated ashore, ducked behind a barge, and was passing the time there when came the ultimate WHAM! and the powder kegs let go. The pilot, Daniel Balenger, soared aloft and lit in the Mississippi. He was badly hurt and died in a hospital boat enroute to St. Louis. Bodies were blown clear across the river; others rained down in the streets and rooftops of Vicksburg; one landed on top of a pilothouse of another steamboat 200 yards off.

There was wide variation of the death toll reports. U. S. Customs set the figure at 156, although "Phelix Adair's" version of 1883 says the total was much less, 63. The wrecked boat caught fire and burned. Another steamboat alongside also was destroyed. (Phelix says its name was ALBERT WALSH, maybe so, but no record of such is available).

Capt. J. Stut Neal obviously was not on board for the excitement. He later built the side-wheel INDIANA at Madison in 1865, and the old team from the CITY OF MADISON, Neal and Collins (both J. Stut and R. E. Neal) were on her a good many years. In 1867 they bought the big U. S. Mail Line side-wheeler JACOB STRADER, dismantled her at Madison, and used the machinery to build the elaborate side-wheel RICHMOND which was one of the 'great' ones.

In the INDIANA's latter days, as a footnote to this relation of events, she was a part of the Cincinnati and New Orleans Packet Co. headed by George W. Neare, who, in 1865, was a partner in a new marine insurance firm at Cincinnati styled Neare, Batchelor and Reno. This same firm, now known as Neare, Gibbs & Co., a century later, in 1965, celebrates its centennial year.



A double-barreled discovery happens seldom. It did this time. Hear this:- The editor of S&D REFLECTOR happened on a diary account of "the hard winter 1855-56 at Marietta" reprinted in a Pittsburgh newspaper of 1877. Unfortunately the original author was not mentioned, yet the story had tang. While setting it up for these columns the editor was signifying (old rousterese meaning grumbling, griping) to himself about lack of illustration material. And then; AND then-then--- the impossible. Mr. and Mrs. John B. Boyd, Jr. came calling from nearby Crafton, bearing gifts. Rhoda Boyd (we call her Dode) had prevailed on a friend of hers chucking attic junk to pile the river material together for S&D. Among the stuff was ONE picture, an original daguerreotype in its ornate box frame. A steambot--sure. But WHAT steambot? Lo, the packet CALEDONIA, actor in the Marietta "cold winter" tale. Fantastic! There simply weren't pictures of CALEDONIA until this one showed up. Where was it taken? When? No clue. Then, in preparation for making a copy negative we dug the daguerreotype from its frame. Pencil inside was this notation: "Sunk at Marietta, and raised by Capt. John Rodgers." We did a double-take, looked again at the picture, and sure as you're a foot high, the boat IS sunk. So to the sheer disbelief of REFLECTOR's editor, here is the "cold winter" diary illustrated by a photograph 108 years old which just plain dropped out of the sky, at the right moment, at the right address, taken at Marietta, depicting the accident related.

Marietta, O., 1856

- Jan. 1 Thermometer at zero; gusts of snow.
 9 -16 degrees
 12 Heaviest snow storm occurred today known within the memory of the oldest inhabitant; 16" on the ground. Deacon Adams pronounced it the heaviest here in 40 years. Sidewalks blocked and heavy gorges to be seen. Thermometer has ranged between 0 to -18 during the week. Sleighing fine.
 15 The snow heaviest since 1818, at which time on Feb. 2 there was 24" followed by excessively cold weather.
 30 10 to 15 below. Snow has been on the ground since Dec. 24
 Feb. 4 10 below
 5 20 below, by G. M. Woodbridge's thermometer. Have had six weeks of nice sleighing.

- 13 12 below
 22 Washington Guards celebrated Washington's birthday on the ice in the Ohio River, in front of Woodbridge Corner, foot of Front Street, in full dress parade. Gen. Hildebrand proud as a "Briton." Eleven packets destroyed at Cincinnati today. Snow on the ground nine consecutive weeks. River crossable for teams 8 weeks.
 28 Ohio River commencing to break up below the island at 9 a.m. Crowds of people flocked to the banks. Steamboat bells rang out in joyful peals of anticipation of speedy liberation. Bonfires on the banks.
 Mar. 8 Seven steamers in the mouth of the Muskingum.
 10 Snowed 4". Thermometer -12 at 6 o'clock a.m. Ten boats here: IOWA, ARCTIC, MESSENGER, CALEDONIA, JOHN C. FREMONT, ARGYLE and others. Lamartine's sail ice boat made a trial trip with success on the Muskingum River.
 14 Eleven steamers in port. Ice-ice--snow--cold weather.
 17 Seventeen steamers in port. Ice again commenced running. CALEDONIA pushed out and when opposite Front Street a monster cake of ice cut her down when under full head of steam. In five minutes she was at the bottom of the river; water over her boiler deck, aft, half way to the cabin. She is freighted with sugar &c; a mule, hog and cow swam out in the ice. Insured for \$12,000.
 22 MONONGAHELA BELLE came down the Muskingum River from McConnellsville--first steamer in ten weeks. The winter has done immense damage. The M & O Railroad is completed to within 13 miles of Athens. Beman Gates, one of the leading spirits, returned today, after an absence of four months.

The CALEDONIA was built in 1853 at McKeesport, Pa., 239 tons. She operated in the Pittsburgh-St. Louis trade, mostly. She had been sunk once before, on Feb. 22, 1855, in collision with the ENDEAVOR at Letart Islands. She was upbound at the time. Passengers were transferred to the steamer ALLEGHENY of the P&C Line, which got to Captina Island and there was stopped by low water and had to lay up. The light draft packet WILLIAM KNOX took aboard the unfortunate passengers there and delivered them to Wheeling.

Two tough winters in a row. Again upbound for Pittsburgh in December, 1855, the CALEDONIA was forced to seek ice harbor in the mouth of the Muskingum. She lay there 80 days. Capt. Richard Calhoon finally raised steam, steered out into the Ohio, and in moments an ice pack ripped the boat's hull.

In later years Capt. Richard Calhoon owned in and commanded the towboat COAL BLUFF NO. 2 built in 1877. He towed brick and tile south from New Cumberland, W. Va. and was active around Pomeroy Bend handling salt, and also towed Kanawha River coal to Cincinnati. He sold the boat to the U. S. Engineers in 1881 for work on the Missouri River. After a lengthy career she was renamed CALVIN B. BEACH and her wreckage still lies above Pleasant View Light, Ohio River, below Ravenswood, W. Va., where she burned and sank in 1939.

Harold Peters sent us the picture of the excursion steamer G. W. ROBERTSON, the "mystery boat." He took it himself.

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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 . . .

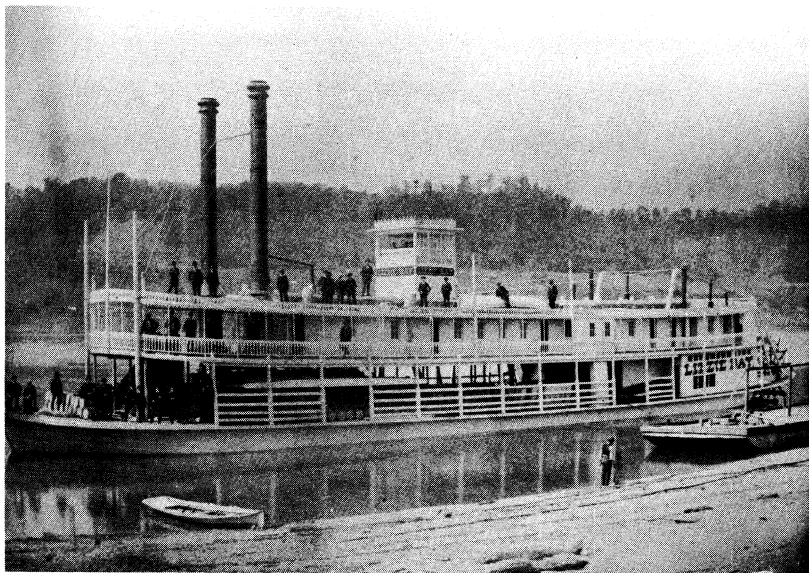
Wednesday, October 14, a beautiful sunny day, Capt. Ross Rogers, Jr. did a quick left and brought us to a halt. We were parked at the top of the old ferry grade, Proctorville, Ohio, now grown up in grass. Walter W. McCoy, Ross and I hopped out to take a look-see. I was anxious for a chance to help settle the debate whether the IRON QUEEN picture (Page 1, Sept. issue) was taken here, or at Middleport, O. (see correspondence on pages 2 and 6).

To our left, overlooking the ferry grade and commanding a handsome view of the river, was an attractive white frame home. And in the yard was a gentleman who had been raking leaves. He turned out to be W. H. Kitts, widower, whose wife had been a Smith of the ferry family Smith who ran the WHISPER and ARION across to Guyandotte, W. Va. (See Sept. issue, page 12). Further, Mrs. Kitts was related to the Bay family--the steamboating Bays--and Capt. George W. Bay built the 'Bay Block,' a two-story brick, still the leading business building at Proctorville. There is a date--1900--on that building.

We didn't settle anything, but enjoyed the detour, exploring the old landing place, and the talk with Mr. Kitts. THEN on October 20 we got a letter from Jim Wallen, and by golly HE had done same as we did, Sunday, October 18, exploring the Proctorville ferry grade and also visiting with Mr. W. H. Kitts. Jim showed Mr. Kitts the IRON QUEEN photograph and asked his opinion.

"Soon we had quite an aggregation of life-time Proctorvillians," wrote Jim afterward, "including an assortment of Kitts, Dillons and Pinkermans. The vote was 100 per cent that Guyandotte and the surrounding hills matched. But there was also agreement that the wharfboat was one block farther upstream, and that the old ferry landing was where the wharfboat shows in the REFLECTOR picture."

But then happened the unexpected. Mr. Kitts brought out a browned photo of the LIZZIE BAY, taken when she was brand new in 1886, before the swinging stage was hung, and when she was only 150 feet long. This caused a bit of excitement, for the existence of such a picture is a discovery for modern river fans. Thanks to cooperation of Jim and Mr. Kitts it is reproduced here. This is how the LIZZIE BAY looked in the Pittsburgh-Charleston trade, commanded by Capt. George B. McClintock of Apple Grove, O., and when John M. Deem was her purser. This is how the boat ap-



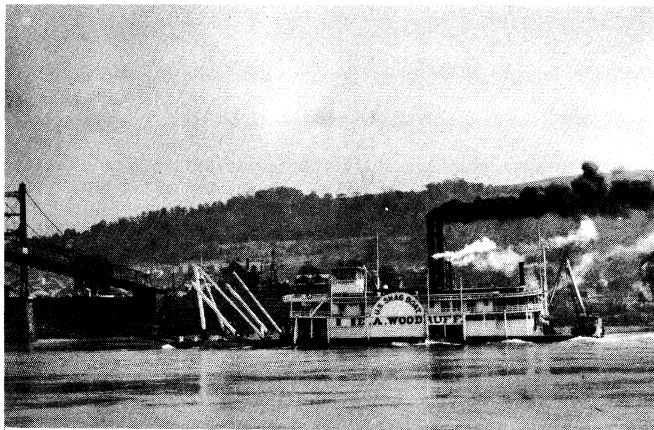
The packet LIZZIE BAY brand new in 1886

peared when she went up Hocking River on a flood to Coolville, O. for a shipment of poultry and eggs. "Uncle" Tom Barton, lanky, white-bearded steamboat mate of yore, used to talk about that feat about every time we landed at Hockingport. --And if any other steamboat ever went to Coolville we have yet to hear about it.

All of which, obviously, didn't settle much about the IRON QUEEN problem. But we have sort of a feeling that other surprises are in store before that decision gets put to bed.

Among the papers of Capt. John Rodgers is a petition signed by prominent Pittsburgh rivermen recommending Capt. Rodgers for the command of the "New Snag Boat" being completed at Pittsburgh in June, 1875. Those who signed include M. W. Beltzhoover, Joseph Walton, N. J. Bigley, James Watson, Sam Watson, R. M. Blackburn, C. W. Batchelor, R. C. Gray, John F. Dravo, Thos. Fawcett, John Gumbert, J. A. Blackmore, W. W. O'Neil, Levi Shook and Samuel S. Brown. The petition is addressed to Col. William E. Merrill, Superintendent of Ohio River Improvement.

The question posed here is what snagboat? The E. A. WOODRUFF was built at Covington, Ky. in 1874 with a pontoon-style iron hull. Is it possible she was brought to Pittsburgh for completion? This query is temporarily unanswered. In any case the petition did not carry, if it was for the WOODRUFF. The first skipper of that famed craft was Capt. George W. Rowley.



Snagboat E. A. WOODRUFF--completed at Pittsburgh?

The 1905 'Congress Trip'



Left:- Capt. Anthony Meldahl. Portrait made by a Marietta, O. photographer. Mrs. Harry Damon, Huntington, Tony's niece, loaned the original of this picture to Jim Wallen, who passed it to us.

Bottom:- Tony Meldahl on watch in pilothouse of the QUEEN CITY, from an original negative by T. J. Farley, a passenger from New Jersey. It was taken about 1906-07 and came to us kindness of Cmdr. E. J. Quinby of Summit, N. J.

TONY MELDAHL, pilot on the QUEEN CITY, was a blue-blooded Dane, a Viking whose parents were born and raised in Denmark. He was an inveterate tinkerer and experimenter (the invention of a bicycle to run on land or water didn't go so well) and thanks to his photography there exist priceless scenes taken from his pilothouse window and at landing places.

Capt. James A. Henderson, president of the Pittsburgh & Cincinnati Packet Line, relied implicitly on the collective judgments of Tony Meldahl and Phil Anshutz to keep the big QUEEN CITY out of trouble. This team brought the boat from the Cincinnati shipyard in 1897 and were together on her, without interruption, making every trip in the P&C trade, until they laid her up for low water at Pike's Hole, opposite Steubenville, on the Fourth of July, 1909.

Phil Anshutz was a good bit older than Tony, in his elder days a lanky, white-bearded, long-nose pilot identified with Buckhill Bottom, below Clarrington, O. When Phil commanded the first steamer HUDSON for the List brothers he had Tony for pilot. They were pilot partners together on Capt. J. Frank Ellison's HUDSON before QUEEN CITY days. Both were farmers by nature and steam-boatmen by choice. Both had owned in boats and had taken bitter consequences.

Tony's parents had many acres in West Virginia at the head of Newberry Island. Emil Meldahl, Tony's father, raised orange, lemon and fig trees in a greenhouse enlivened with exotic tropical plants. The Meldahls pressed grapes from an extensive vineyard and made wine. There was a silo on the farm, and a windmill, in days when these were scarce articles. The big frame home had a piano in it. A library was stocked with literature brought from Denmark. Neighbors came to snoop but not to borrow (who could read Danish?) and Mrs. Meldahl, Tony's mother, was the only accomplished pianist between Parkersburg and Pomeroy. On the broad acres roamed a herd of pedigreed Holsteins.

The reason CAPTAIN ANTHONY MELDAHL LOCKS AND DAM got that name is because when Tony married he bought acres near Chilo, O. and removed there. The new dam is practically at his doorstep. His daughter Louise Meldahl Carley (ardent S&D member) initiated the suggestion that the new locks bear her father's name. Tony Meldahl played an unique role in forwarding Ohio River improvement, and the honor done his name is justified.

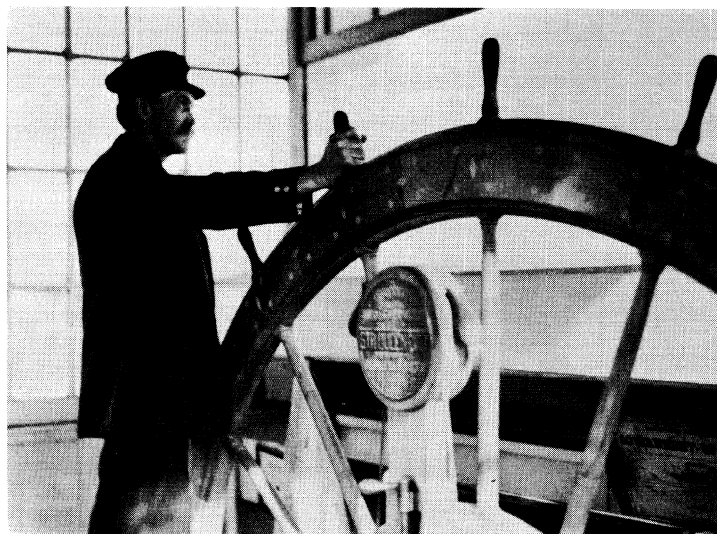
Tony Meldahl loved the QUEEN CITY, and he loved people. He once persuaded Captain Henderson into putting a brass rail in the Q.C.'s pilothouse to circumvent the U.S. law forbidding access of common cattle into that domain. The rail was a fence to keep passengers back on the lazy bench and to prevent their meddling with the driver. ("Leave the driving to us.") The first U. S. Inspector who viewed this innovation was speechless with evidence of such cupidity. Next morning the brass rail was gone.

Tony knew full well if the QUEEN CITY was to survive as queen of the upper Ohio she was needing water under the hull, June-October, to carry summertime vacationists. The rug had been pulled from under her heavy iron-&-steel tonnage by the new U. S. Steel Corporation. Freight also could be lured back if slackwater was provided. The remedy for a sick P&C Line was locks and dams between Pittsburgh and Cincinnati.

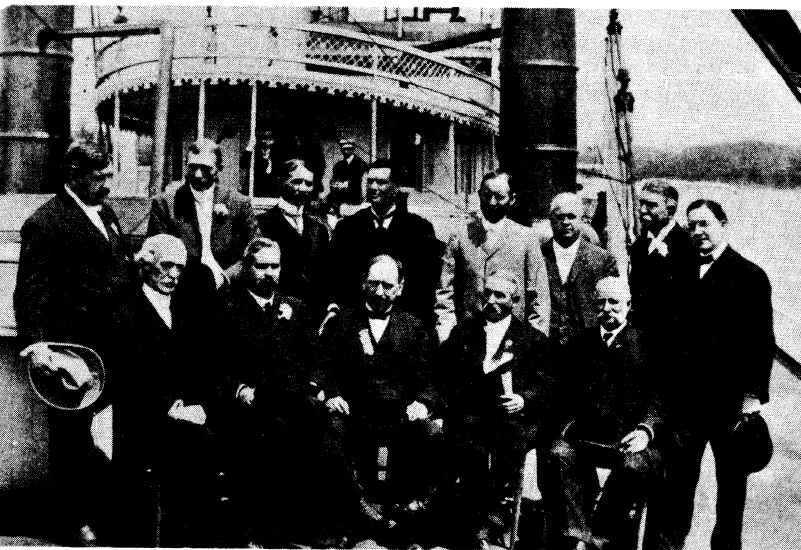
SUCH DECISIONS were in the hands of a powerful Rivers and Harbors Committee in Washington. In the fall of 1904 Capt. J. Frank Ellison, P&C's Cincinnati officer, helped revitalize a down-at-the-heel outfit, Ohio Valley Improvement Association, for the purpose of raising funds to cruise the Washington congressmen from Pittsburgh to Cairo on board the QUEEN CITY.

Eleven of the seventeen members accepted, among them Theodore E. Burton, chairman. Tony Meldahl rubbed his hands in high glee. There was no U. S. law forbidding law-makers from the sanctity of Ohio River pilothouses, and Tony would have his innings.

The Congressmen came to Pittsburgh on the P.R.R. the morning of May 10, 1905. Instantly they were whisked to Lock 2, Allegheny River, put aboard the U.S. steamer LOMA, toured beneath the low bridges and treacherous piers in the harbor (at the instigation of William B. Rodgers, Sr. whose lifetime safari was raising bridges and improving the Allegheny) and dumped aboard the ex-



Tony at the wheel.



Committee Rivers and Harbors U. S. House of Representatives, on board QUEEN CITY in June, 1905, on the trip from Pittsburgh to Cairo. Seated, from the left: E. F. Acheson, Penna.; James H. Davidson, Wis.; Theodore E. Burton, Chairman, Ohio; B. B. Donever, West Va.; Roswell P. Bishop, Mich. Standing, from the left: William Lorimer, Ill.; Adam Bede, Minn.; J. McLachlan, Colorado; W. L. Jones, Wash.; J. E. Ransdell, Louisiana; S. M. Sparkman, Florida; De Alva S. Alexander, New York; and James H. Cassidy, clerk.

cursion boat ISLAND QUEEN for a trip up the Monongahela to McKeesport.

A special street car assigned to return the distinguished representatives back to Pittsburgh failed to show. Forty-five minutes later Hon. Theodore Burton and flock climbed into the first street car handy, hung to the straps (it bulged with millworkers) and returned to the Hotel Schenley for an evening of exhausting speeches dutifully reported in next morning's "Gazette," filling a page and a half.

The eleven well-pooped lawmakers were bedded that night on board the QUEEN CITY lying at the Monongahela wharf, foot of Wood Street, Pittsburgh. Hon. Theodore Burton got his initial lesson in river transportation when Tony Meldahl pointed out the mistake of street-car'ing back from McKeesport. The ISLAND QUEEN was back at her landing 30 minutes before the street car got there.

At five next morning the Q.C. departed for Cairo, all staterooms filled. Congressmen, business leaders, wives and families of congressmen, wives and families of business leaders and various political potentates. Most of them asleep. A few hardy ones came alive as the boat was passed through Davis Island Dam, 30 minutes later. This one and the Merrill Dam below Rochester, Pa. were the only operative locks and dams on the entire length of the Ohio River.

At East Liverpool inspection was made of the potteries of the Laughlin China Co. and of the Knowles, Taylor & Knowles potteries. Below that town what had started out as a grey day settled in for a steady downpour. Hon. Burton, plied by pilot Tony Meldahl, accepted haven on the lazy bench in the pilothouse. This blow hot--blow cold congressman, say what you will, was a student of maps, charts and statistics, and brought with him an extravagant supply.

Of course he didn't need them. Tony commenced unreeling his own fact-studded mental tape with fascinating vibrato. Astute Hon. Burton

knew at once he was in the presence of a virtuoso who held firm grip on the reins of a steed twice too big for the river she floated in (or so it looked to a novice) and who knew all the people along the shores as well. The combination was high irresistible.

As the QUEEN CITY passed under the old suspension bridge at Wheeling, preparing to land there, and with crowds lining the shore and a delegation termed "reception committee" awaiting in the door of the Crockard & Booth wharfboat, Tony took a chance. He muttered under his mustache to Hon. Mr. Burton: "It's a shame we don't go down and see the new McMechen Dam while there is daylight." Burton looked direct at Tony and saw the twinkle in the Danish eyes. Burton did not change expression. He waited a moment. Then he said: "Well, why not?"

Something had happened at that instant. The several hundred persons on board the QUEEN CITY were quick to sense it. Theodore Burton held in the palm of his hand the fate of Ohio River improvement. All of the elaborate machinery so carefully planned, the speeches, resolutions, banquets and persuasions were mere varnish to a most surprising, unanticipated human event. Burton had become Tony Meldahl's disciple. "Yes," said Tony, ringing the engineer for full head, "why not?"

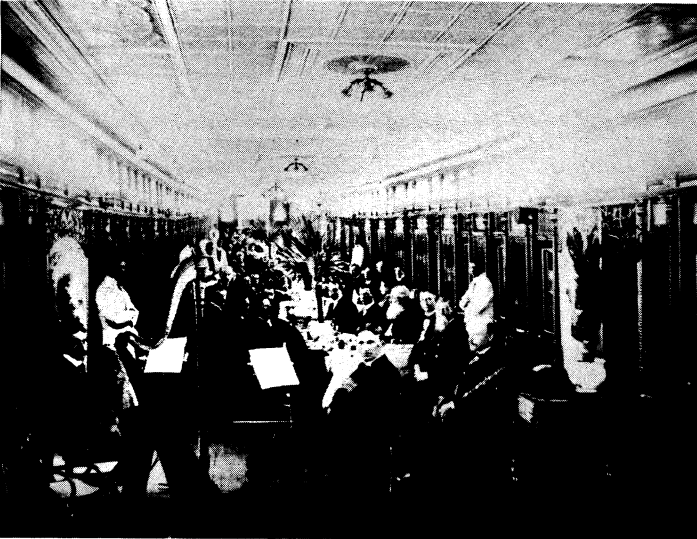
RAIN POURED CONSTANTLY and the river started to climb. Next day in the downpour a stop was made at Marietta where Capt. J. M. Hammett had elaborated some arrangements. The ladies, headed by Mrs. James A. Henderson, were entertained at the home of Mrs. B. G. Dawes while the men went on a 12-mile ride up the Muskingum aboard the steamer SONOMA. Later that day the QUEEN CITY dropped on down to Parkersburg for evening doings at the Hotel Chancellor.

"Where exactly is Blennerhassett Island?" asked Hon. Mr. Burton of his new-found pilot friend.

"Right below here--want to go see it?" Tony was romping in green pastures.



Crew of the QUEEN CITY in 1904. Standing from left to right: 1) not known; 2) Capt. Tony Meldahl, pilot; 3) Capt. Phil Anshutz, pilot; 4) Billy Sampson, steward; 5) not known. Seated: 1) not known, 2) Arthur Browne, purser; 3) Capt. J. Frank Ellison, manager of P&C Line at Cincinnati, and 4) Capt. John Sweeney, master.



Dinner is served on the QUEEN CITY during the Congressional Trip.

The Q.C. passed up Parkersburg, as she had passed up Wheeling, and for the same reason. She came back to the landing about an hour later with fait accompli. The river was rising and corn stalks and rubble dotted the oily brown surface.

Lock and Dam No. 1 had just been completed at Catlettsburg, Ky. on the Big Sandy. The following conversation is not so apocryphal as mere glance may suggest. It was related to me years later by pilot Dayton Randolph. Here is what Dayton said:

"Tony had no pilot license on Big Sandy, and neither did anybody else on the QUEEN CITY that 'Congress Trip.' Somehow Burton found out Tony couldn't legally take the boat to Lock One, so he figured to try Tony out.

"I would like very much to inspect that new lock," said Burton to Tony.

"Yes, sir, I think we can do that--you say the word and we will do it."

"Isn't there a matter of license?"

"Two 'scapes and a stopping bell and we're there."

"Against all Rules and Regulations we are there, you mean?"

"Begging your pardon, not ALL rules; just one rule."

"A very important rule...."

"Yes, of course it's important. It may mean a suspension for me."

"Let's do it."

"Tony nearly DID lose his license over that one," concluded Dayton. "There was a U.S. Inspector aboard the Q.C., an officious one whose name I won't mention for print; the kind who is always thinking how he'd look as a statue in a park, and he was about to unhook Tony's license off the wall and put it under his arm. If it hadn't been for Burton doing the hootchy-kootch back in Washington at the Supervising General's office Tony would have been a dead duck."

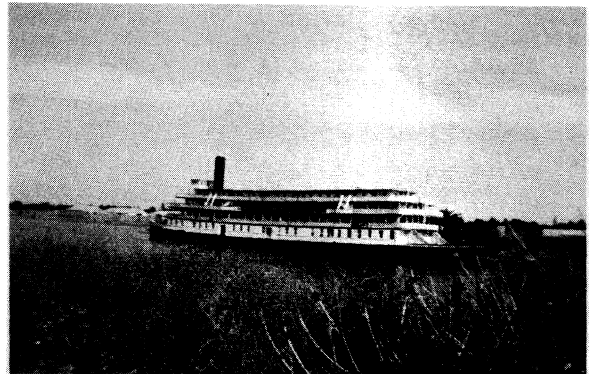
An enormous River Committee at Cincinnati boarded the P&C packet KEYSTONE STATE and steamed up to Fort Thomas. From the hilltop a 17-gun salute reverberated as the QUEEN CITY hove in view above Coney Island. Later, Edwin C. Gibbs took all delegates on a tour of Cincinnati via "palace" street cars, ending up at the Zoological Gardens.

Hon. Joseph E. Ransdell, Louisiana, in the past few days had fallen for the grace-and-curve of the QUEEN CITY and had become a confirmed river convert. In an address that day in Cincinnati he proposed the formation of a national organization to plump for locks and dams. This acorn grew into the oak of the National Rivers and Harbors Congress.

Tony Meldahl's license was for the Pittsburgh-Cincinnati run. Other pilots came aboard for the trip to Cairo. But by then the die was cast, and Burton was successfully "sold" not only for locks and dams, but for Tony. Five years later, in 1910, the famed River and Harbor Act authorized the improvement of the entire length of the Ohio River to a 9-foot minimum stage.

Tony and Phil Anshutz quit the QUEEN CITY one year prior to this. The owners paid wages only during actual operating season, less than five months a year, and wanted the pilots to take a wage reduction. Both said no. Phil retired and never again steambated. Tony signed up as pilot on the smaller steamer OHIO which, being much lighter, ran longer. He died on January 26, 1923. The QUEEN CITY survived him, and was in the parade held in 1929 when slackwater was completed from Pittsburgh to Cairo. A salute was blown passing the Chilo farm. Today a monster dam and twin locks are monument to the pilot who risked his license and did his 'derndest' to give year-around navigation to future generations.

In the September issue, page 6, the lady who christened the replica NEW ORLEANS was identified as Mrs. Nicholas Roosevelt. Not so, and a knuckle-rap on the noggin to our nodding editor. The sponsor was Mrs. Nicholas Longworth, the former Alice Lee Roosevelt, daughter of Theodore Roosevelt and Alice Hathaway Lee Roosevelt.



DELTA KING, once partner of Greene Line's cruise steamboat DELTA QUEEN, was photographed a month ago as she lies in the San Joaquin River at Stockton, Calif. Exteriorwise she looks very normal save for the absence of the stern paddlewheel and its boxing. Recent visitors on board report that the engines have been removed, the boilers are in place, and the staterooms and assembly rooms pretty much a shambles. Broken windows have allowed birds to nest in the chandeliers. Greene Line Steamers, Inc. of Cincinnati recently bought engine parts in storage at the Fulton Ship Yard, Antioch, Calif. A visitor at the W. P. SNYDER, JR. gave the original of this snapshot to Glenn Seevers to whom our thanks for permission to reproduce it.



NEW ALBANY, IND., SEPT. 20, 1908

Bert Fenn found this fine view. Taken looking across the Ohio to New Albany, Ind. during summer low water. The wharfboat is undergoing a cheap drydocking, allowed to catch out on shore. Then it was jacked up, blocked, and doubtlessly new hull planks are being put in. She'll be caulked, painted and made ready for the first rise that'll put her back afloat. Her rat population is on vacation up the hill but will report for duty soon as business resumes.

The TELL CITY (right) is laid up for low water. The boss carpenter has been repairing the paddlewheel, fixing outrakers and nosing, and like as not he's tarred the roof and sprinkled sawdust over it. The stacks have been painted and the newspapers will soon report she's been "thoroughly overhauled and refitted for the fall trade."

Meanwhile the Louisville & Evansville Packet Co., owners of the TELL CITY, have the R. DUNBAR (left) chartered from Cumberland River. This little scamp with part of her freight on decked flats can skim over Peckenpaugh and Flint Island bars and stay afloat. The R. DUNBAR and her kin got no summer vacations like the bigger brethern.

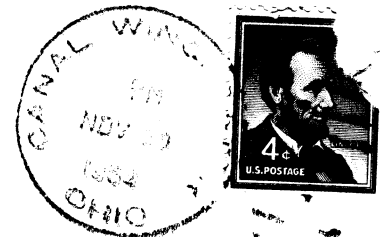
When the photographer who took this scene wanted to cross in a skiff he had many invitations for everybody wanted in the "pitcher." The sun is beating down good and hot. The lad furnished the jacket thrown over his head to the picture man a moment ago--it served as a focusing cloth shading the ground glass. The vogue for dress (could this be Sunday?) seems to be high black button shoes, knee-length black stockings, pantaloons held up with galluses and everybody with a hat on.

Date? What matter date? Anyhow, our print is marked September 20, 1908. The TELL CITY's double stages were taken off in November, 1898 and replaced with the single stage which shows. The R. DUNBAR still has her original 'scape pipes alongside the pilothouse, and no roof rail at all.

When this picture was taken nobody of course could predict that one day, in 1916-1917, the two steamboats in this view were to have the same owner, the Ohio & Kanawha River Transportation Co., headed by Capt. Fred Hornbrook. Nor that the TELL CITY's pilothouse in December, 1964, would be perched on shore at Little Hocking, O. as a summerhouse. Nor that one of that pilothouse's nameboards was to become a permanent exhibit in the River Museum, Marietta. Nor, for that matter, that the R. DUNBAR (renamed GENERAL CROWDER) was to become a chief actor in a book named PILL-OTIN' COMES NATURAL, published by McBride & Co., New York, whose book editor was a New Albany boy named Stanley W. Walker who at one time looked suspiciously like the barefoot lad hanging his toes in the river from the stern thwart of the skiff in the picture's foreground.

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.



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