

VIRGINIA'S First Season

The VIRGINIA was launched in mid-November, 1895, and steam was raised at the Cincinnati Marine Railways Co., her building place, on December 1st. Her trial trip was run in the Cincinnati harbor, with Capt. William Agnew piloting, on the day before Christmas. She was advertised to depart on her initial trip to Pittsburgh, December 30, 1895 at 5 p.m., from the wharfboat, foot of Main St., Cincinnati. There was detention and she was late getting away.

That first week of January, 1896, was severe and cold. On the day of departure hundreds of visitors crowded aboard "tramping over her new cabin carpet of old gold and dark blue." Upbound passengers that day included Capt. J. Frank Ellison, superintendent at Cincinnati for the Pittsburgh & Cincinnati Packet Line; Samuel J. Coffin, superintendent of the Cincinnati Marine Railways Co.; Dana Scott, budding Muskingum River genius who had installed the machinery built by Griffith & Wedge, Zanesville; and George W. C. Johnston, treasurer of P&C, who had superintended the cabin layout and decorations (with help from Miss Emma Townley of Cincinnati who married him a couple of weeks later).

The river filled with running ice. The new VIRGINIA returned to Cincinnati "with 100 passen-

gers and full of freight" and was forced to lay up. Within the next several days the ferryboat MAGGIE PADEN was cut down by ice at Parkersburg, the CONGO was lost at Caruthersville, and the ROYAL burned at Evansville.

Two weeks later the weather moderated and the P&C fleet was in full operation, the HUDSON, VIRGINIA and KEYSTONE STATE. The RUTH was running Pittsburgh--Charleston, with

Capt. Ira B. Huntington, master, and Ralph Emerson Gaches, clerk; the H. K. BEDFORD, Pittsburgh-Parkersburg (later Pittsburgh-Charleston) with Capt. Gordon C. Greene, master, H. E. Bevan, clerk; and the BEN HUR also was Pittsburgh-Parkersburg with Fred Kemple, Jr., master, and Ed Dunn, clerk. The round trip fare, Pittsburgh and Cincinnati, was \$12; one way \$7; down by boat and back by rail \$12.50, "tickets good until used."

The advent of the new VIRGINIA in the trade caused a considerable shuffle in P&C crews. Capt. Thomas Calhoun, late of the IRON QUEEN, was the master; Harry Ollom and Spence Sanford came over from the KEYSTONE STATE as pilots, and E. Dayton Randolph and Billy Anderson became regular pilots on the K.S. Irwin Johnston, steward on the CONGO all the while she ran P&C for White Collar, was in charge of the culinary department. The chief engineer was George Hohnston, assisted by Frank Owens. Robert H. Kerr was purser. The mate on the forecastle was John Sweeney, assisted by Hod Knowles.

THE MAIL BOX

Sirs: Cap you have ruined my day --here I was trying to get some work done along comes S&D REFLECTOR and I said to Marian after burying myself in it for ½ hour: "Honey, I believe I will have to go to Dubuque next week and look at the river." She said "Why don't you drive up the shore and look at the Hoosatic or the Connecticut?" and I said "Now you know you are talking silly don't you?" and she said "Yes."

That is a mighty purty country up at Bad Axe Bend where the J.S. burned and it makes me homesick just to think about it. Send a copy of the March issue to my brother Fred at Dubuque. He will get a kick out of reference & picture of bow-boat HARRIET. Also the California Cut-off.

Richard Bissell,
Tokeneke, 16 East Trail,
Darien, Connecticut.

Sirs: The only thing that licked me in the March issue was the California Cut-Off, but I know it will entrance the ones that like and understand mechanical things. I go for Sherry Havens- and note that, although she purported to be sweeping the deck, her pose would do credit to Playboy.

J. Mack Gamble,
Clarington, Ohio.

Sirs: --nothing this side of the Pearly Gates is as hauntingly beautiful as a steamboat's whistle.

Richard Carmell,
207 Arborcrest Drive,
Route 2,
Loveland, Ohio.

Sirs: This may sound ridiculous but here goes:- Our family lived in the days before World War I at Sandy Springs, O. opposite Vanceburg, Ky. Capt. Gordon C. Greene would land his boats there, and on one occasion his wife, Mary B. Greene, came up to our house. She exclaimed over a huge century plant growing in a barrel which had been sawed to make a big pot or container of it. Several years later when the family was leaving Sandy Springs, they offered Mrs. Greene this century plant, and family tradition has it that she sent roustabouts up to the house to remove it to one of the Greene boats. Do you remember seeing or hearing of such as this?

Dale Flick,
6122 Glade Ave.,
Cincinnati, O. 45230

=Could be; could very well be.-Ed

Sirs: That sweet banana stock of BONANZAs (center spread, March issue)---bravo! Don't imagine you'll be publishing those other twelve known pictures of her in the June issue?

Sam Crez,
Line Island, West Va.

=Yes, we have no BONANZAs. -Ed.

Sirs: In the March REFLECTOR you said the GREENLAND was the only Greene Line side-wheeler. What about the ZANETTA? Wait--now I see the "ever operated." Didn't they operate the ZANETTA?

Thomas E. Way,
Box 517,
Ashton, Ill. 61006

=No, ZANETTA was bought by Greene Line, boilers and engines put on the GREENLAND. The hull was sold to Kanawha River and used in construction of packet J. Q. DICKENSON in 1906. -Ed.

Sirs: If I could go down to old Lock 35, Ohio River, and hang my legs off the lower guidewall with both traps and about 150 wickets down, the backlash would be about the same as these hydro-therapy treatments they're passing out to me here at the Moline Public Hospital. The BONANZA pictures are real good (March issue) and I got much pleasure reading about the old J.S.--as well as from the AUSTEN S. CARGILL flanking those 40 loads around the point. Here is a suggestion how to make the S&D REFLECTOR better:- Add a few more pages!

C. W. Elder,
1803 18th Street,
Moline, Illinois

Sirs: I have an old receipt book containing transactions with 11 steamboats and signed by clerks Goodwin, Gamble, Dorsey, Wayman, Booth, et al. The First one: Matamoras, O., Sept. 30, 1878 Received of P. Hanshumaker one letter said to contain Fifty dollars for the Ohio Valley Iron Works, Moundsville, W. Va. (signed) G. P. Goodwin, clerk, Str. SCIENCE

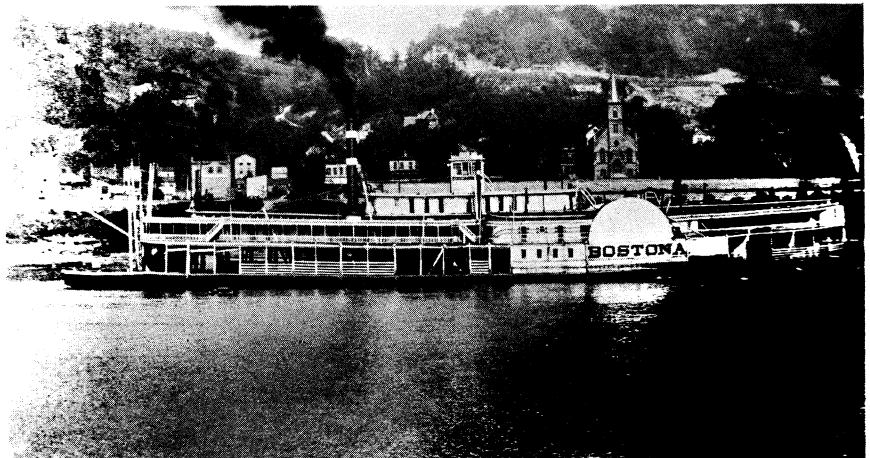
Roy Thistle,
Sistersville, W. Va.

=Which reminds us that Liberty Line (1918-1923) accepted letters wharftoat to wharftoat delivery with penned notation B/B on envelope where stamp was usually affixed. B/B was lingo among clerks meaning "By Boat." No charge was made for such service. -Ed.

Sirs: Thank you for publishing the picture of Bert, Brady and Fred Hoyt in the March issue. Joe Rutter brought me a print of this same picture a couple of years ago. Do you have a photograph of the BOSTONA? My first boat ride at the age of 5 years was on her in 1890--the centennial year of our town. This fall Gallipolis is celebrating its 175th.

Mrs. J. Harold Wolfe,
534 Second Ave.,
Gallipolis, Ohio 45631

=J. Harold Wolfe, purser on the packet KANAWHA, lost his life when that boat overturned below Dam No. 19, Ohio River, Jan. 5, 1916--fifty years ago come next January. Let Mrs. Wolfe be reminded of her first boat ride at age of five as she looks at the picture of BOSTONA on this page. -Ed.



This photograph of the BOSTONA was taken on her last trip, downbound from Cincinnati to Jeffersonville, Ind. to be dismantled. The date is Tuesday, August 29, 1899. Richard L. Hunster, photographer, visited the wharf at Cincinnati, learned of the imminent departure, hastened home to get his camera, took street cars to Ludlow, Ky. and got his tripod set up without a moment to spare. BOSTONA's engines went in the new side-wheel INDIANA, being built by Howards for the Louisville & Cincinnati Packet Company.

JIM BLUDSO

Sirs: What a boat! I knew the CITY OF LOUISVILLE first when I had my original motorboat in 1907 harbored at Sedamsville, about 3 miles below the Cincinnati suspension bridge. That's where the CITY OF LOUISVILLE laid up in low water. One time her watchman was Henry Kirker who owned an English sheep dog, all wool and about one oar-blade high. This dog "Rags" had a litter of pups in the firebox on the LOUISVILLE. About then, Henry got orders to change over to watching the CITY OF CINCINNATI, which was laid up at the mouth of Licking River, on the Kentucky shore above the suspension bridge and opposite the Cincinnati wharf. Affectionate and loving "Rags" was torn in her allegiance. She solved the difficulty this way:- Every day she went up 3 miles through town, crossed the suspension bridge and visited her master, Henry Kirker. Then she'd paddle back on her four legs to her pups in the CITY OF LOUISVILLE's firebox, a round trip of about 7 miles. We all marveled at her unerring ability to do this.

Randall McFarlan,
Route 2, Box 32,
New Richmond, Ohio 45157

Sirs: I am sending my application to join S&D. My father was Capt. George Reed who died on July 15, 1955, 92. He was with Capt. E. F. Weick in Standard Oil of Louisiana when that firm acquired and rebuilt the towboat JOHN A. WOOD at the Elizabeth, Pa. marine ways, 1919-1920. Capt. Reed superintended the rebuilding and delivered the boat to Baton Rouge.

E. M. Reed,
1524 Watauga St.,
Kingsport, Tenn.

-REFLECTOR's ed. played hookey from Carnegie Tech to meet and shake hands with Capts. Weick and Reed, and to photograph the JOHN A. WOOD on the Elizabeth ways in the autumn of 1919. The WOOD, built of wood (hull 198 ft. long) then was 49 years old and this resurrection was one of the seven wonders.

Sirs: The pictures and story of my father in the December issue are excellent. To me that is a priceless edition. Why don't you and Grace and some interested friends bring the LADY GRACE to the dedication of the Capt. Anthony Meldahl Locks and Dam at Chilo, O.? I can't think of anything more fitting. Again may I say how pleased and proud I am.

Louise Meldahl Carley,
393 Garland,
Memphis 4, Tenn.

-Thirty-seven foot LADY GRACE had the honor of officially opening the 1200-foot lock at New Cumberland Locks and Dam on Oct. 22, 1959. But that was closer home.
-Ed.

Sirs: I have just finished reading the SAGA OF THE DELTA QUEEN and enjoyed it very much. It must be said that I read the story with great interest as I have just purchased the DELTA KING.

The vessel is docked at Stockton, Calif. and I plan to have it permanently docked there and restore it, as near as possible, to the way it was originally built, converting the main cargo deck to a restaurant and lounge and the hold to a theatre, etc.

Max H. Mortensen,
5422 Quakertown, Suite 109,
Woodland Hills, Calif.

Sirs: The proper width of those 200 Series FBL cargo barges is 48 feet--not 50 feet (March issue, page 20) as a slip of our typewriter made them.

Hugh MacMillan,
Minneapolis 2, Minnesota

Sirs: Steamboat machinery has a fascination for me. In the 12 years I worked at Lock 3, Monongahela River, I noticed that the starboard crank of every towboat was a quarter-turn ahead of the port crank. Now why should this be so? Were the engine builders all right-handed? The only exception to this rule, to my notice, was the towboat AMERICAN of American Barge Line and later operated by Crain Bros. She had just the reverse:- her port crank was quartered ahead. Another odd thing about that boat:- the outside flanges on her shaft had the wheel arms on the outside, facing the cylinder timbers. She must have been foreign-born.

Everything happens on the river. One time a towboat came up to old Lock 2 at Port Perry on the Monon with only one deckhand. He stayed with the barges in the shore lock, so the fireman helped turn loose. The captain put the light towboat in the river lock and let her butt against the upper gates working ahead on a dead slow (chestnut) bell, without any line out. He went to the telephone, probably to call the office about sending more deckhands to the boat. There was delay and he didn't get back by the time the outside lock filled. So the towboat gently shoved the gates open, all by her own sweet self, and went on out. The rudders were slightly to starboard so she started making a big curve out over the dam. The fireman got the pilot out of bed in a hurry. Fortunately there was no current, and all turned out ok. I will say I did not see this event take place but the news got around pretty fast and everybody from Fairmont to Pittsburgh knew about it.

Jack H. Reed,
Box 391,
Elizabeth, Pa.

John Milton Hay, author of "Jim Bludso," was Abraham Lincoln's private secretary 1860-1865. The poem was written at that time. Hay became an important literary figure later, and served as U. S. ambassador to Great Britain (1897-98) and was U. S. Secretary of State (1898-1905). He died in 1905.

Was there such a boat as the PRAIRIE BELLE? The Lytle List does not mention it, if so. There was a packet MOVASTAR, mentioned in the fourth verse, built at Naples, Ill., 1849 for Illinois River service.

Legend has it that the PRAIRIE BELLE was also an early Illinois River packet.

Our thanks to Earl Olson of Norris, Tenn. for providing the text of Hay's poem in printed form.

Wal, no! I can't tell whar he lives,
Because he don't live, you see;
Leastways, he's got out of the habit
Of livin' like you and me.
Where have you been for the last three years
That you haven't heard folks tell
How Jemmy Bludso passed in his checks,
The night of the Prairie Belle?"

He weren't no saint — them engineers
Is all pretty much alike —
One wife in Natchez-under-the-Hill,
And another one here in Pike.
A keerness man in his talk was Jim,
And an awkward man in a row —
But he never funk'd, and he never lied;
I reckon he never knowed how.

And this was all the religion he had —
To treat his engines well;
Never be passed on the river;
To mind the pilot's bell;
And if ever the Prairie Belle took fire,
A thousand times he swore,
He'd hold her nozzle agin the bank
Till the last soul got ashore.

All boats have their day on the Mississipp,
And her day come at last.
The Movastar was a better boat,
But the Belle she wouldn't be passed;
And so come tearin' along that night —
The oldest craft on the line,
With a nigger squat on her safety valve,
And her furnace crammed, rosin and pine.

The fire burst out as she cleared the bar,
And burnt a hole in the night,
And quick as a flash she turned, and made
To that willer-bank on the right.
There was runnin' and cursin', but Jim yelled out
Over the infernal roar,
"I'll hold her nozzle agin the bank
Till the last galoot's ashore."

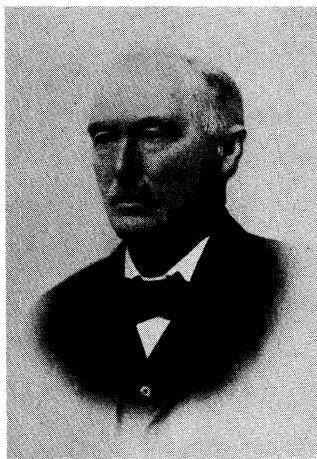
Through the hot black breath of the burnin' boat
Jim Bludso's voice was heard,
And they all had trust in his cussedness,
And knowed he would keep his word.
And, sure's you're born, they all got off
Afore the smokestacks fell —
And Bludso's ghost went up alone
In the smoke of the Prairie Belle.

He weren't no saint — but at judgment
I'd run my chance with Jim,
'Longside of some pious gentlemen
That wouldn't shook hands with him.
He'd seen his duty, a dead-sure thing —
And went for it thar and then:
And Christ ain't goin' to be too hard
On a man that dies for men.

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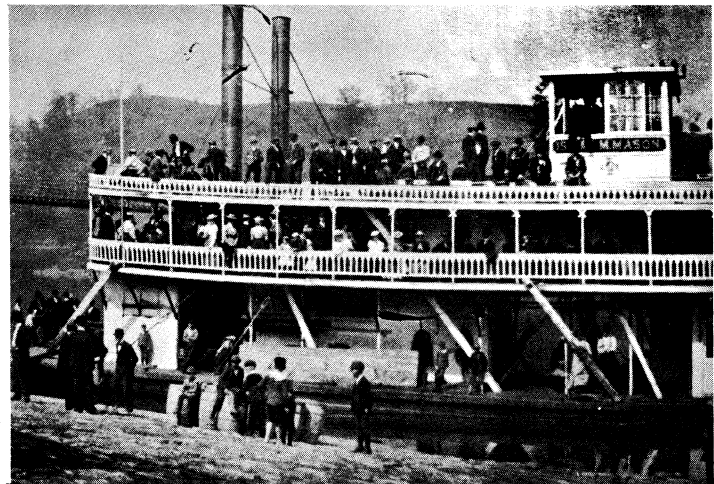
Of the three P&C boats, the VIRGINIA was the only one with electricity. She sported what was described as a "Multipolar generator operated by a Fisher automatic steam engine," with 250 16 candlepower bulbs throughout, two 2,000 cp. arc floodlights and one 10,000 cp. White Squadron arc headlight. The excitement of seeing this blaze of electric glory pass in the night kept many natives watching for the VIRGINIA along the shore and one lad, on the night of Feb. 27, 1896, stayed up late to witness the sight. Next day he went to Marietta and got a job on the H. K. BEDFORD with Capt. Greene, and that's how Capt. Jesse P. Hughes started with the Greene Line.

The Diamond Jo Line was in the initial stage of building a new side-wheeler for the St. Louis and St. Paul trade, to be called QUINCY. To get ideas, Jay Morton, president, and John F. Killeen came over and rode the VIRGINIA in February. Capt. Killeen had built, among other boats, the noted packet MARY MORTON. In April, 1920, this same Capt. Killeen presented a scale model of the MARY MORTON to The Waterways Journal, still proudly displayed in their offices in 1965.

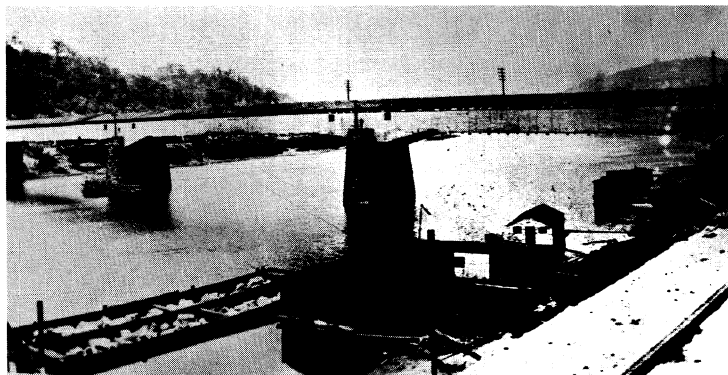


Capt. John F. Killeen
He came for ideas.

Among the visitors who happened down to see the new VIRGINIA at Pittsburgh was the veteran Capt. George W. Rowley, former skipper of the old P&C packet SCOTIA, and now retired. Capt. James A. Henderson, president of P&C, escorted a delegation aboard one February noon composed of John F. Dravo, Charles Jutte, William B. Rodgers, Samuel S. Brown, W. Harry Brown and Hugh Moren. Back in the cabin there was a huddle and the upshot was a decision to invite the members of the U. S. House of Representatives Rivers and Harbors Committee aboard the VIRGINIA for a trip from Pittsburgh to Parkers-



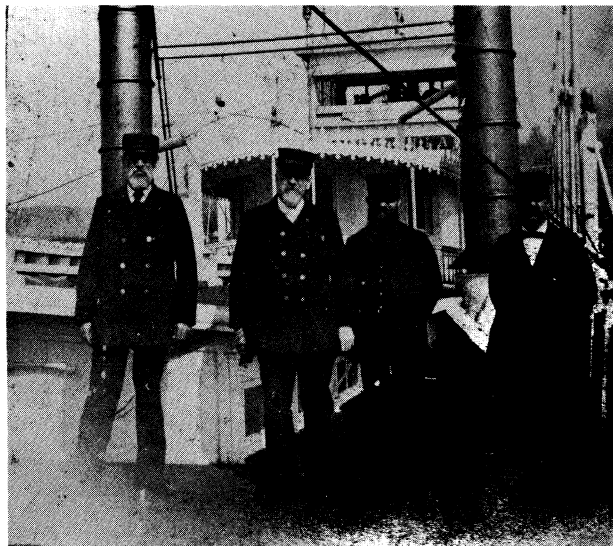
The ISAAC M. MASON, pictured at Morgantown, nearly took the U.S. Washington representatives over Dam 1, Monongahela River.



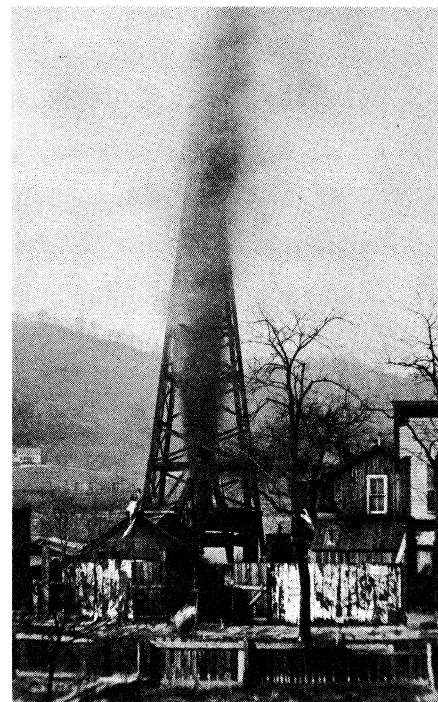
THE OLD BROWNSVILLE COVERED BRIDGE, built in 1828, had poolwater clearance of 40 feet. The Dravo Construction Co. started tearing it down in the fall of 1910. The pilothouse on the ISAAC M. MASON had to be dismantled to get the Congressmen under in 1896.

The congressmen were brought from Washington to Fairmont, W. Va. by B. & O. and there plied with an elaborate breakfast staged in the Hotel Watson. The centerpiece, as reminder of what was expected, was a lock and dam created of glass and decorated with hyacinth and smilax. A special train toured the delegates up West Fork to Monongah to see a coal mine. Then the train shuttled down to Point Marion, Pa. at the mouth of the Cheat River (population 500) some 39 miles below Fairmont on the Monongahela. The Point Marion Trombone Band escorted the celebrities aboard the packet ISAAC M. MASON for a 90-mile excursion to Pittsburgh.

The stream was in flood. The MASON lowered her smokestacks on the roof and the pilothouse was collapsed to pass under the Brownsville wooden covered bridge. At Lock One the MASON was drawn out over the dam by the excessive current, and catastrophe was in the making until the towboat JOHN I. PHILLIPS came to the rescue. One of the celebrities who might have ended his career that day was the congressional leader, Hon. Theodore Burton, Ohio.



This picture is believed to have been taken on the VIRGINIA's first trip. From the left:- Capt. Thomas S. Calhoun, master; Robert H. Kerr, purser and Harry Ollom, pilot. The man at the right has "Clerk" on his cap, but his identity is not known. The boat's whistle is mounted on the pilothouse, and was soon changed.



The VIRGINIA was in readiness at Pittsburgh. The Washington representatives climbed aboard. Stops were made at Wheeling for political handshakes, and at Sistersville for a mud-tromp of the oil boom which had possessed that place. "Oil derricks rise thick on every side, the smell of oil is in the air and its traces on the water. Smoke and flame and pumping engine add to the intense activity of the picture before the astonished view of the traveler, and, like the trees of the forest, derricks rise innumerable, even to the hilltops in the far distance. A little island near has no less than three oil wells pumping away, one on the very brink of the river, while on both sides the huge tanks and flaming gas pipes can be seen and the throb of machinery can be heard. What a situation! Sistersville lies full of newly awakened life." --So wrote a reporter in 1893 when, by reliable account, the area had 164 producing wells with daily production near 26,000 barrels.

A brief stop was made at Marietta, and arrival was made at Parkersburg in time to witness the annual run-out of saw logs and cross ties in the Little Kanawha. These were floated on flood tide, jumping the stationary dams. Supper and

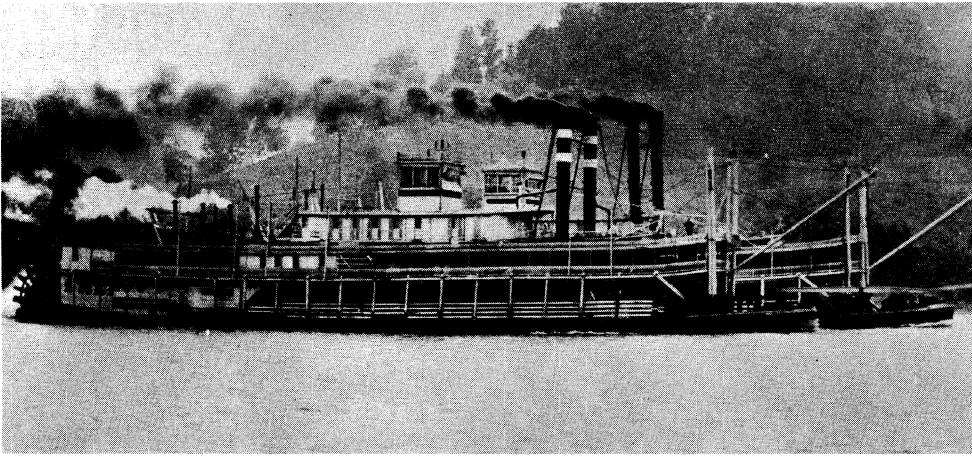
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The Sistersville oil-boom photographs on this page are from the collection of Walter W. McCoy who now has, without any doubt, the best available picture story of that exciting time.

Upper left is Sistersville as the town looked about the time the U. S. congressmen visited there, with oil derricks sprouting (and spouting, upper right) in front yards, in side yards and back yards. The gusher shown at upper right is perched on the river shore, spewing liquid gold over rooftops and down chimneys.

Lower left was taken most likely in the winter of 1893-94; at least S&D member A. V. Howell remembers that one as the coldest around his home-town of Pomeroy. Walt McCoy says oil well boilers were hauled across the ice, which takes a tall freeze. Lower right shows the odd looking ferry W. C. PUSEY trying to keep up with traffic across to Stringtown, Tuel's Landing, or Fly, the three names for the settlement on the Ohio shore. The PUSEY was built at New Martinsville, W. Va., 1889.





SHERLEY AND VIRGINIA RACING from Cincinnati to Gallipolis in spring of 1896. Photo by Thornton Barrette. The White Collar Line was running SHERLEY, SUNSHINE and HENRY M. STANLEY in the Cincinnati-Pomeroy trade. Also they had CITY OF LOUISVILLE and TELEGRAPH in Louisville-Cincinnati trade, and CITY OF VEVAY and LIZZIE BAY short-hauling Cincinnati and Madison. BONANZA and BOSTONA ran Cincinnati-Memphis.

other regular pilot of the HUDSON, took a summer job on the snagboat E. A. WOODRUFF which was operating along the upper Ohio. All of this seemed very normal and sensible, for low water time was at hand.

But low water didn't come on schedule. There was a coalboat rise at Pittsburgh on June 27, and another one on July 18. By July 25 there were but ten loaded coalboats in the Monongahela River when usually there were hundreds of them. Coal was being shipped south as fast as mined. Rain had fallen at Pittsburgh for 26 days in July.

The P&C Line, running the VIRGINIA and KEYSTONE STATE, was doing its biggest passenger business in history. Its boats had run since Jan. 25 without losing a trip. Not since 1875 had there

been such a circumstance. (The Ohio River hit a stage of 55'5" at Portsmouth, O., highest summer stage of record, on August 5, 1875).

speeches at the Hotel Jackson, and later the representatives boarded the B. & O. train for Washington.

The immediate result of this tour was the authorization for Ohio River dams 2, 3, 4 and 5; the purchase by the government of the Monongahela River locks and dams, and the U. S. purchase of the four existing locks and dams on the Little Kanawha. The VIRGINIA was off to a handsome start. That spring she scarce met a boat day or night without exchange of whistle salutes and while the congressmen were aboard she got an ovation from the packet EVANSVILLE which, strange enough, had deserted Green River to run temporarily between Wheeling and Clarrington.

Social affairs were frequent. On Saturday afternoon, April 27, 1896, the passengers on the VIRGINIA at Pittsburgh included Mrs. E. O. McCormick, wife of the general manager of the Big Four Railroad; Mrs. J. M. Cheesbrough, wife of the general passenger agent for the Southwestern Division, B. & O. Railroad; Col. Sam Moody and F. Vandusen of the P.R.R., and Mrs. J. Frank Ellison of Cincinnati. Mrs. James A. Henderson invited these guests for a tally-ho party (carriage drawn by four horses with mounted coachman brandishing a long horn---tally---HOO-O!) out through Schenley Park. Also along were Miss Harriet Henderson, Mrs. John M. Phillips and Miss Louise O'Neil, the latter the daughter of Capt. W. W. O'Neil.

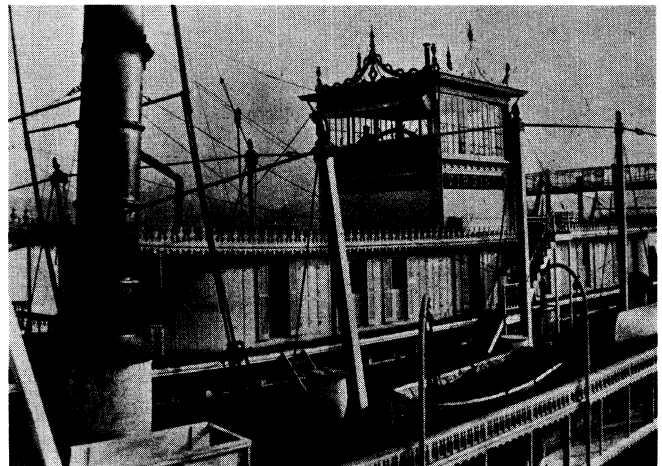
The VIRGINIA's machinery was worked in during the spring, and the new boat started trying on other packets for size. On May 1, the VIRGINIA and SHERLEY arrived side by side at Gallipolis, upbound, both having left Cincinnati at the same time. The SHERLEY had made 36 landings and the VIRGINIA 20. This contest was widely publicized at the time.

The P&C Line had entered into contract with the Coney Island Amusement Co., Cincinnati, to operate the HUDSON all summer carrying excursionists to the park. The ISLAND QUEEN was brand new and made her first trips there on Decoration Day. Consequently the HUDSON was withdrawn from her regular P&C run in early May and went to the park trade commanded by Capt. John Sweeney, and with Tony Meldahl as pilot. Phil Anshutz, the

But on August 20, 1896, the BEN HUR had to turn back from Rochester, reshipping her Pittsburgh freight on a flat towed by the little ELIZA H. The RUTH reshipped by rail at Wheeling and returned to Gallipolis. The KEYSTONE STATE went to the bank at Wheeling, and the VIRGINIA laid up at Cincinnati. It was during this low water period that the new KANAWHA, Capt. Ira B. Huntington commanding, entered the Pittsburgh-Charleston trade, relieving the RUTH (see June issue, 1964, Page 1).

Nevertheless spirits were high, low water or no. The Pittsburgh & Cincinnati Packet Line, at its regular stockholder's meeting, held at Pittsburgh in August, decided to contract for a packet bigger and better than the VIRGINIA. Work commenced at the Cincinnati Marine Railways Co. on the new QUEEN CITY on November 5. By then the river was at a boating stage, and remained so the balance of the year.

On the VIRGINIA's first birthday, January 1, 1897, William D. Kimble was delegated to take to Capt. James A. Henderson the boat's weekly trip statement. Purser Robert H. Kerr for the occasion had tied a blue ribbon around it. The VIRGINIA had paid her building cost in 365 days and was in the clear.



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DEPARTURES FROM MEMPHIS, TENN.—

For Osceola, Luxora and Ashport.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Caruthersville, Mo., Hickman, Ky., Cairo, Ill., and St. Louis, Mo.—Steamers leave every Monday and Friday at 12 00 noon.

For Caruthersville, Mo., Tiptonville, Tenn., New Madrid, Mo., Hickman, Ky., and Cairo, Ill.—Every Tuesday at 5 00 p.m.

For Helena, Ark., and Friars Point, Miss.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Evansville, Louisville and Cincinnati.—Steamers leave every Tuesday at 5 00 p.m.

DEPARTURES FROM CAIRO, ILL.—From H. & P. Wharfboat—

For Memphis.—Steamers leave every Wednesday, Friday and Saturday p.m.

For St. Louis.—Steamers leave every Wednesday and Sunday a.m.

For Paducah, Ky., Evansville, Ind., Louisville, Ky., and Cincinnati.—Steamer leaves every Thursday a.m.

DEPARTURES FROM ST. LOUIS, MO.—From Wharfboat, foot of Olive Street—

For Memphis.—Steamers leave every Tuesday and Friday at 5 00 p.m.

DEPARTURES FROM CINCINNATI, O.—From Wharfboat, foot of Broadway—

For Louisville, Ky., Evansville, Ind., Paducah, Ky., Cairo, Ill., and Memphis.—Steamer leaves every Wednesday at 5 00 p.m.

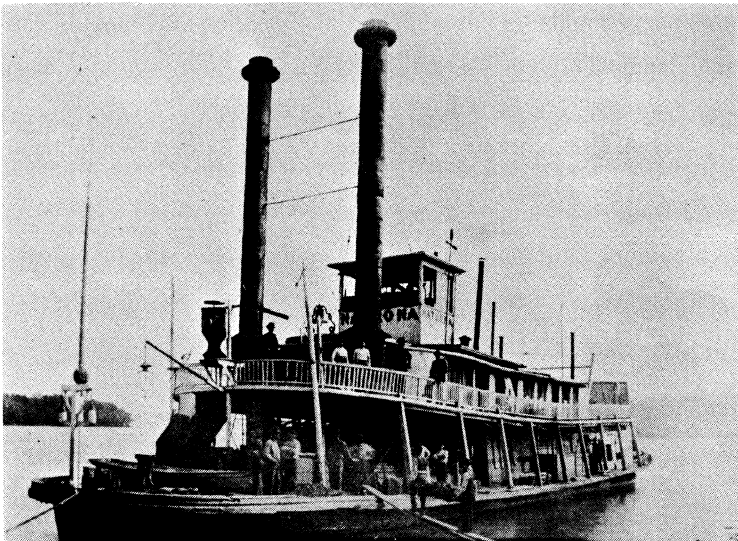
CONNECTIONS.—At St. Louis—With all railroad and steamboat lines. At Cairo—With all railroad and steamboat lines. At Columbus, Hickman, New Madrid and Caruthersville—With railroad lines. At Memphis—With all railroad and steamboat lines. At Helena and Friars Point—With railroad lines. At Evansville, Louisville and Cincinnati—With all railroad and steamboat lines.

—Courtesy of S. Durward Hoag, reproduced from the Official Guide of Railways and Steam Navigation Lines, issue of February, 1906.

Capt. Robert E. Lee, Sr. (no kin to the famed General far as we know) in a reminiscent mood jotted down in 1911 a list of boats his family had owned and operated since Civil War times. It is an impressive one:—

NATRONA, COAHOMA, A. J. WHITE, RENE McCREADY, OSCEOLA BELLE, SILVERTHORN, ED FOSTER, PHIL ALLIN, BAYLESS LEE, ORA LEE, JOHN LEE, BOB LEE JR., HARRY LEE (1), HARRY LEE (2), ROBERT E. LEE, SADIE LEE, REES LEE (1), REES LEE (2), GEORGIA LEE, JAMES LEE (1), JAMES LEE (2), ROSA LEE, LADY LEE, CITY ST. JOSEPH, CITY OF OSCEOLA, ROWENA LEE, STACKER LEE, PETERS LEE, SUN, GAYOSO, FERD HEROLD.

And after 1911, groping in thin air, we can list a few more:— ELEANORE, PRINCESS, WARSAW, JOE CURTIS, ECLIPSE, DE SOTO and VALLEY QUEEN.



The NATRONA was the first of the Lee Line fleet.

A Salty Start



CAPT. JAMES LEE
Founder of the Lee Line of Steamers

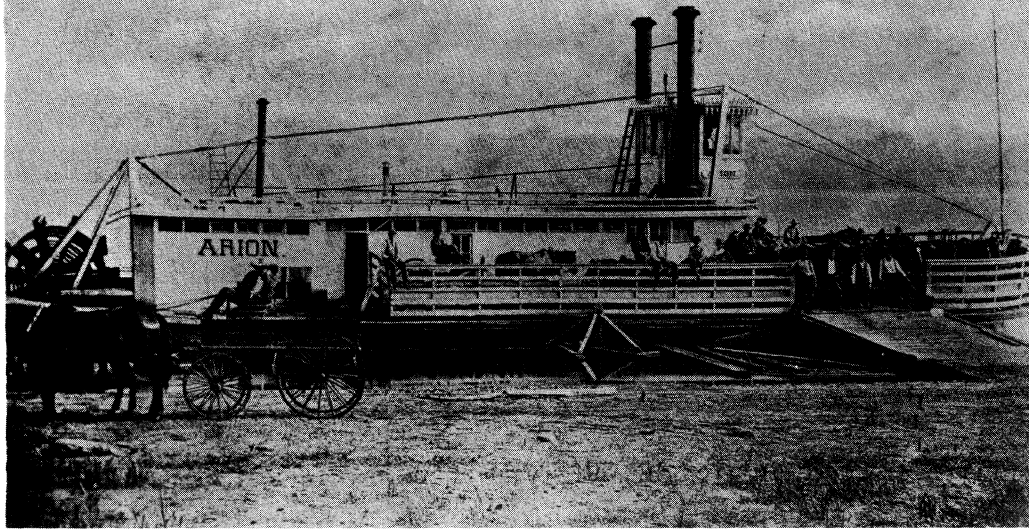
Capt. James Lee, Sr. started his steamboating in 1860 aboard a side-wheeler named PRINCE OF WALES, commanded by Capt. James Kenniston of Cincinnati. Times were lively. They purposely sank the boat away up Yazoo River to prevent capture. Kenniston later was with the Cincinnati-Memphis packets, long on the VINT SHINKLE. Capt. James Lee about 1868 bought a rather rickety old tub named NATRONA and took his chances in the Memphis-St. Francis River trade.

The name NATRONA suggests salt (natron, sodium, et al.) and our bright S&D readers will not be surprised at the news when we relate that this boat was built by the Pennsylvania Salt Manufacturing Co., with their plant on the right bank of the Allegheny River at Natrona, Pa. (at Mile 24 above Pittsburgh—still there last time we passed by, although renamed Pennsalt, Inc.). The date was 1863, and NATRONA's hull was built at Wells-ville, O. and she was completed at Pittsburgh.

Three years prior to the NATRONA's construction, in 1860, Pennsylvania Salt Mfg. Co. had struck oil on its properties, and in shorter time than it takes to tell, they were marketing "Natrona Oil" and had the largest refinery in the country. In this respect the steamboat NATRONA became one of the pioneer river boats to shove oil barges, Capt. William Russell.

The Allegheny Valley Railroad was being extended above Kittanning and, in early 1867, the NATRONA was bought by the directors of that company and used as a packet, operating between Mahoning and Brady's Bend. In May, 1868, she came to Pittsburgh, having been sold, and loaded out with emigrants and freight destined to the upper Missouri River. Not long thereafter she was in the ownership of Capt. James Lee.

The accompanying portrait of NATRONA was taken many years later when she had become a raft boat on the upper Mississippi. She finally sank near East Dubuque in 1891, and the wreck was taken out by a U. S. snagboat in April, 1892. By that time the Lee Line of Memphis was naming packets for sons, daughters and grandsons of the original founder of the Line.



for the emergency loan of fire equipment. What a scene that must have been! The fire engines brought from Huntington were horse-drawn, of course, and we can just imagine the snorting prancers, ready to leave the boat and start up the bank to help save the beleaguered town.

There were other occasions when the ARION went to Guyandotte to borrow a much-needed fire engine, and there was a time when the favor was returned by Proctorville.

Proctorville was the center of quite a farming area, and, in the 1913 flood, the ARION turned out to rescue stranded horses and cattle along the river bottoms, and brought in quite a few farm families, too.

Her shallow draft proved valuable in this work. Before the flood was over, the ferry made numerous trips to Huntington for much-needed bread and milk, as Proctorville had been cut off from all other access.

She Answered Fire Alarms

By James A. Wallen

Not only was the ferry steamer ARION almost as pretty as a packet, but she just about had the power to match, too. Crossing the Ohio back and forth between Proctorville, O. and Guyandotte, W. Va., at the upper end of Huntington, she began life with a pair of tall, fancy-topped smokestacks, and a pilothouse with gingerbread around the top.

She had such good power from her sizeable boilers and engines that she was able to make the crossings in five to six minutes, and those who knew her best said she could make 15 miles an hour when given a chance.

The couple who built, owned and operated the ARION for many years were Capt. and Mrs. William B. Smith, of Proctorville, O. Actually it was Captain Smith and Mrs. Captain Smith (Sallie Bay) as both had licenses as captain and pilot. Capt. Smith lived until 1894, and Mrs. Smith until 1900.

Their granddaughter, Mrs. Fred (Sallie) Atkinson, of 207 Elizabeth Street, Proctorville, who before marriage was Sallie Bay Smith, says that the ARION was built on the shore at Proctorville in 1891, then the hull and framing towed to Jeffersonville, Ind. for machinery and completion. Originally 110 x 22, the ferry was designed to carry 11 wagons, plus foot passengers. The boiler carried 160 pounds.

During construction, Captain Smith had the advice and able assistance of his two noted brothers-in-law, Capt. George and Will Bay, of Bay Line fame. Capt. George Bay lived in Proctorville and Captain Will at Ironton, O.

Mrs. Atkinson and her brother, George W. Smith, Jr., also of Proctorville, agree that the ARION was rebuilt in 1902 at Point Pleasant, W. Va., where the length was reduced to 85 feet.

The ARION was named for a racehorse. At first she ran from about 4 or 5 a.m. to 8 or 9 o'clock in the evening, making 50 to 60 crossings back-and-forth in a day's work. By the early 1920's she ran 'round-the-clock for most of the week.

When the big Proctorville conflagration of 1900 was getting out of control in the upper end of town, the ARION made a fast run to Huntington

The Smith family was connected with this ferry service back to Civil War times. The first ferry they operated was named WHISPER, and family tradition has it that Mrs. Smith obtained license and ran it while her husband was in the Union army. The pioneer Capt. William B. Smith gradually retired with the onset of many years, and his place at the wheel was taken by his son, George W. Smith. George's widow, who devoted herself exclusively to raising her family, is still living aged 95½ years.

Capt. and Mrs. William B. Smith had two sons and four daughters. George W. Smith, already mentioned, was one of the sons, and Eddie Bay Smith was the other. The daughters were Josephine, who became Mrs. Luther Roush of Guyandotte; Hattie, who became Mrs. Ed Morrison; Virgie, later Mrs. Paul F. Thomas; and Fritz, who became Mrs. William H. Kitts. The last three mentioned were all of Proctorville. After the death of Capt. Sallie Bay Smith, in 1900, the ARION was purchased from the four daughters by the two sons George W. and Eddie Bay. Today, a great-grandson is Dr. Robert G. Smith, one of the more prominent of the younger physicians in Huntington.

Judge John H. Holt, well known in southern West Virginia judicial circles, eventually became a part owner in the ARION. One windy, wintery night the ARION, cooled down at Proctorville, was blown loose. With only the watchman aboard she crossed the Ohio, propelled by wind, and landed at the upper end of Guyandotte, about where the Huntington water intake now is. Judge Holt was alerted by telephone. He took a taxi and a few helpers, went to the boat, and made her fast.

Judge Holt, together with some associates, bought the entire ownership of the ARION, and the windstorm episode, about 1924, happened about this time. His partners were Dr. Henry D. Hatfield, governor and later Senator from West Virginia, who then lived in Huntington, and W. E. Deegans, a coal operator. They all were connected with Huntington's Ohio Valley Bank. Capt. George W. Smith, son of the ferry's builder, was retained as master, however.

One night in 1929 the ARION was destroyed by fire, a short distance above the Proctorville ferry landing, tied to the piers. These piers,

Continued on Page 9, Bottom of Column 2

Galloping Gertie

The steamer GERTRUDE, operated by the Independent Steamship Company of Pensacola, Fla. in January, 1906 was, in reality, a trim little packet built at Hawesville, Ky. in 1895. On the accompanying schedule she operates out of Apalachicola, Fla. to a town (still on the map) called River Junction, Fla. (pop. 7,110) where the Flint and Chattahoochee meet to form the Apalachicola. On Saturdays the GERTRUDE ran up the Flint River to Bainbridge, Ga. (pop. 6,352), and at Apalachicola she made a meet with the steamship CRESCENT CITY for Carrabelle, Fla., a port prominent these latter days as the eastern end of the Gulf Intracoastal Waterway.

INDEPENDENT STEAMSHIP CO.

Steamer "GERTRUDE."

Freight, Passenger and Mail Boat between
APALACHICOLA AND RIVER JUNCTION
Plying on APALACHICOLA, CHATTAHOOCHEE and FLINT RIVERS.

SCHEDULE.

Leave Apalachicola Mondays, Wednesdays and Fridays at 2 30 p.m.
Arrive at River Junction Tuesdays, Thursdays and Saturdays at 10 00 a.m.
Leave River Junction Tuesdays, Thursdays and Saturdays at 8 00 p.m.
Arrive at Apalachicola Mondays, Wednesdays and Fridays at 10 00 a.m.
Makes weekly trips to Bainbridge, arriving Saturdays 8 00 p.m., leaving Sundays 10 00 a.m.

Connections.—Apalachicola.—With Pensacola, St. Andrews & Gulf S.S. Co. and steamer "Crescent City," making connections at Carrabelle with Georgia, Florida & Alabama Ry. River Junction.—With Louisville & Nashville R.R., Seaboard Air Line and Atlantic Coast Line Rys. Bainbridge.—With Georgia, Florida & Alabama and Atlantic Coast Line Rys.

General Offices: J. E. SAUNDERS, President.
Pensacola, Fla. M. E. WILSON, Secretary and Treasurer.
E. R. COBBY, Gen. Freight and Passenger Agt.

JANUARY, 1906.

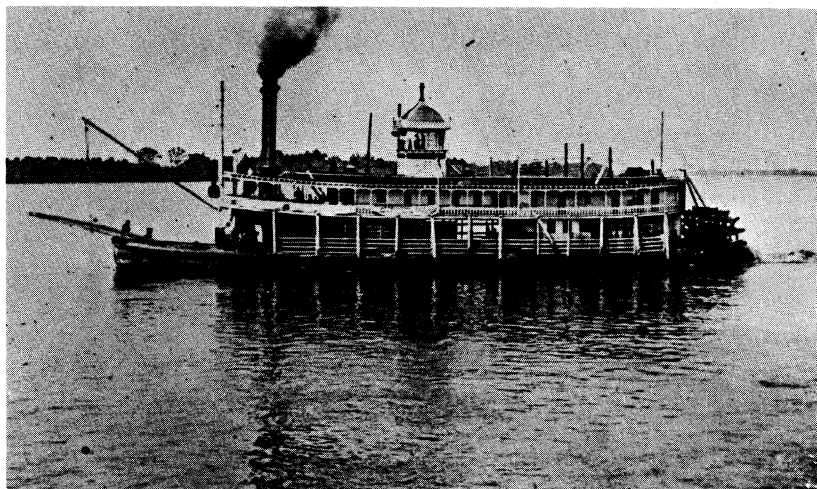
—courtesy of S. Durward Hoag.

Capt. W. D. Crammond built the GERTRUDE and ran her from Hawesville to Owensboro, replacing the JUDELLE. The late Capt. Jess Singleton once told this scribe he remembered the GERTRUDE in the Evansville-Tell City run, and said she had "the biggest whistle he ever saw on a steamboat." Another admirer of the GERTRUDE is J. Mack Gamble who has often remarked about the beauty of her ornate pilothouse. It's a long jump from Tell City to Apalachicola, Fla., so let's explore how it all happened.

In the spring of 1902 an opposition line to the regularly established Monongahela River packets, headed by Charles F. Foster, bought the GERTRUDE and a little side-wheeler ELIZABETH. This Mr. Foster, native of Steubenville, O., lived on Euclid Ave., Pittsburgh, and was the son of William G. Foster, of the Pittsburgh printing firm, Stephenson & Foster. Mr. Foster went to Hawesville in May, 1902, decided the GERTRUDE filled the bill, and bought her. He brought her to Pittsburgh, put down a new maple floor in the cabin, added a few staterooms and a texas behind the pilothouse. He changed the color of the cabin from mahogany to white. Then he hired Capt. George B. Hendrickson to go master of her, and Joseph L. Hendrickson (father of George) as the pilot.

This Monongahela River foray didn't last long. On July 22, 1903, less than one year after the "Monongahela River Packet Co." started in business, the U. S. Marshal sold both boats on instigation of the Dilworth Coal Co., doubtlessly for unpaid fuel bills. The GERTRUDE went to Samuel W. Carpenter, a marine diver with headquarters in the Allegheny River on North Side, Pittsburgh.

Then Mr. J. R. Saunders of Pensacola, Fla. appeared on the scene. He bought the GERTRUDE from diver Carpenter, hired Capt. David C. Kellar



The GERTRUDE on the lower Ohio River.
—Jesse P. Hughes, photo.

as master-pilot, and started the boat for New Orleans. Capt. Dave Kellar's name was still an eyebrow-raiser around the upper Ohio those days, as he was the pilot on watch aboard the SCIOTO when she collided with the JOHN LOMAS at Mingo, Ohio, July 4, 1882, drowning 70.

When the GERTRUDE got to New Orleans, safely enough, she was turned over to Capt. Isaac R. Davis for the Gulf hop to Apalachicola. Engineer Jacob Merriman, it is related, made the entire trip on her, Pittsburgh to destination. So that is the story of how the GERTRUDE in January, 1906 was advertised in the Railroad Guide as an Apalachicola, Chattahoochee and Flint River packet.

In this issue, elsewhere, is mention of a packet named SUN, belonging to the Lee Line of Memphis. Originally built at Hockingport, O. in 1898, she wound up running the same trade as the GERTRUDE, getting to Apalachicola in 1907.

There are more S&D members and families in the state of Ohio than in any other two states combined. The geographical distribution is pinpointed by the mailing list of the S&D REFLECTOR. The September, 1964 issue was distributed as follows:

Ohio	145	Three copies went to Connecticut, New Jersey, Virginia and D.C.
Pennsylvania	61	
West Virginia	48	
Kentucky	19	Two copies went to Louisiana, Delaware, Mississippi and Michigan.
Indiana	14	
New York	13	
Illinois	11	One copy went to Wisconsin, Iowa, Oklahoma, Arkansas, Arizona, Texas, North Carolina, Maryland and Massachusetts.
California	9	
Missouri	8	
Florida	5	
Tennessee	4	

Concluded from Page 8

says Mrs. Atkinson, were framed with logs and filled with rock, and were often used to harbor the Bay Line packets in times of ice. They are there no more.

Among the rivermen who worked aboard the ARION were Capt. Vince Pinkerman, of Proctorville who died in 1960, and who long was the ferry's pilot; the late Capt. Alex Suiter, Proctorville, who also stood watch at the wheel; and Orville Harbor, Bert Cooper, and Tom Perkins, who served as deckhands and firemen.

Twice Overlooked

By J. W. Rutter

April 27 last marked the 100th anniversary of the greatest of marine disasters. We have just completed the extensive series of observances of the four-year Civil War centennial yet few will have noted that the SULTANA affair should also have had an observance, being directly related to the War Between the States and its immediate aftermath. As in 1965, so it was in 1865 with relatively little notice being paid to the loss of more than 1,500 lives. The death of Lincoln on April 15 and the journey of "the sad train" bearing his body from Washington to Springfield monopolized the newspapers until May 1. It is in keeping with the scant attention paid to the disaster a hundred years ago that it not be especially remembered on its anniversary.

The SULTANA was a large side-wheel packet built at Cincinnati in 1863 for the St. Louis and New Orleans trade. Her maiden trip is reported to be from Cincinnati on February 2, 1863 for Pittsburgh under the command of Capt. J. Cass Mason. This was apparently a special trip prior to going to St. Louis and it is to be noted that the St. Louis-New Orleans trade was not open at this time, the Confederates holding Vicksburg and Port Hudson until July. After the opening of the Mississippi, the SULTANA apparently entered the trade for which she had been intended and began her last trip from New Orleans on April 21, 1865. On April 23, the boat stopped at Vicksburg to pick up passengers and freight but also to make some repairs on a boiler which had been giving trouble.

At this time, Union prisoners of war were being released from Confederate prisons and gathered into an exchange camp outside of Vicksburg to be held for shipment north when properly exchanged with an equal number of Confederates or paroled. There was a great rush to load exchanged soldiers on any available boat heading north but there was evidently some preference on the part of the military officers in charge of transportation as to the number loaded on a particular boat. Whatever the truth of the now dim rumors of money under the table might have been, there were upwards of 2,000 soldiers in the exchange camp on the day that the SULTANA stopped. In the rush to load them aboard, there had not been time to make the usual muster rolls before marching them to the landing. Rather, a count was made by name and company as the men marched aboard so that a roll could be made up later. Some survivors stated that they had not given their name or that only a portion of the men in their company had been listed. The accepted loss total is 1,547 but its accuracy is open to many questions.

What we propose to say is prompted by the accompanying story, which the reader first should pursue; then come back here later.

The SULTANA explosion has been attended to in books and numerous articles so many times the wonder is that anything new may be said of it. J. W. Rutter has furnished, nevertheless, some pertinent facts well worth reading, and he has done this at an appropriate moment, the centennial of the tragedy.

It had not come to our notice that the SULTANA's first advertised trip was from Cincinnati to Pittsburgh in Feb. 1863, and inasmuch as we derive special glee in having major steamboats arrive at the headwaters of the Ohio, we cannot rest content until this SULTANA event is explored to proof or discard. Did the SULTANA actually get to Pittsburgh on that first trip? So far, we can't answer.

The letter written by Nate Wintringer, chief engineer, recalls to us that he was a Steubenville person. Wintringer was engineer on the THOMAS SWANN back in the Wheeling Union Line days, and after the war he ran boats in the Pittsburgh-Wheeling trade, including the ABNER O'NEAL #1, ABNER O'NEAL #2 and C. W. BATCHELOR. He died at Steubenville in 1886.

The explosions of the W. R. CARTER and MISSOURI happened within weeks in early 1866. Both had 'tubular' boilers, as they were called, adopted because they made more steam with less coal. The U.S. Steamboat Inspection Service outlawed them regardless of the fact they were satisfactory in a great percentage of instances. Nearly all the upper Mississippi packets had them, such as KEY CITY, MILLWAUKEE, GREY EAGLE, NORTHERN LIGHT, FRANK STEELE, etc.

The actual location of the SULTANA explosion was at Paddy Hen and Chickens Islands above Memphis. In 1865 the river followed through what today is called the

One group which didn't forget the SULTANA and its losses was made up of the survivors. On December 20, 1885, at Fostoria, Ohio, a convention of the survivors was called by Rev. Chester D. Berry. The purpose of this meeting was to prepare an appeal to the Congress for a special pension for each of the survivors. Rev. Berry subsequently corresponded with all of the survivors he could locate and asked that they write him their remembrances. These were compiled in 1892 in a book titled, "Loss of the Sultana and Reminiscences of Survivors." Although many of these reports are interesting and tell of ingenious means of survival (including killing a pet alligator and floating away in his crate), the following are perhaps the most informative and represent a cross section.

N. Wintringer, Chief Engineer. Written April 14, 1886; he died October 11, 1886.

"As I was chief engineer of that ill-fated steamer at the time of her explosion, I thought that my recollections of that terrible calamity would be of some interest. I believe that George Cayton, one of the pilots, and myself were the only officers of the boat that escaped with our lives. Mr. Cayton, if still living, resides in St. Louis, Missouri. I have not heard of him for some time.

"The SULTANA left Cairo on that fatal trip the 15th of April 1865, the day after the death of President Lincoln, and as all the wire communications with the south were cut off at that time, the SULTANA carried the news of the assassination and death to all points and military posts on the Mississippi River as far as New Orleans. I do not remember the exact date of our leaving New Orleans on our return trip. On our arrival at Vicksburg, we were ordered to report to carry a load of paroled soldiers, who, I believe, were from Andersonville and Libby prisons. While at Vicksburg we repaired a boiler. Now it was claimed by some at the time that this boiler was not properly repaired, and that was the cause of the explosion. In a short time those boilers were recovered and the one that had been repaired at Vicksburg was found in good condition, whole and intact, and that it

was one of the other three that caused the explosion.

"Now what did cause this explosion? The explosion of the WALKER R. CARTER and MISSOURI in rapid succession, I think, fully answers that question. It was the manner of the construction of those boilers. After these three fatal explosions they were taken out of all steamers using them and replaced with the old style of boiler. They were an experiment on the lower Mississippi. They had been used with some success on the upper Mississippi, where the water at all times is clear and not liable to make much sediment or scale.

"I have one word to say for the engineer who was on duty at the time and who lost his life. It

was talked around that he was under the influence of liquor. I can say for him, and all who were personally acquainted with him can say the same, that he was a total abstainer from anything of the kind.

"I went off watch that fatal night while the boat was lying at the Memphis wharf, at eleven o'clock in the evening of the 26th. I retired to my berth and did not know anything until I was aroused by the explosion, which occurred a few miles above Memphis, said to be about two o'clock in the morning of the 27th of April. That sight is as fresh in my memory today as it was twenty-one years ago, and I suppose to you, survivors, it is also.

"I stood bewildered for a moment, and then saw the river perfectly alive with human beings struggling in the water, and the cry from all quarters was, 'Put out the fire!', which was getting good headway by this time. There was such a mass of confusion and such a complete wreck of the boat that nobody, apparently, could get out of the position they were in. I managed to get hold of a shutter and saw that the fire would soon force me off of the boat; I took my chances and jumped into the river.

"I was not in the water long until I came across a gangway plank about thirty feet long and fifteen inches wide. I abandoned my shutter for it. I was not there long until four others kept me company. There was just about enough buoyancy in the plank to keep our heads above water, and that was all. We floated in that manner for about two hours when we lodged against a snag, when one poor fellow became so benumbed with cold that he could hold no longer and sank to rise no more. In a very short time after that we were picked up by one of the relief boats that came from Memphis and were taken to the city."

The following by William A. McFarland is one of the best written of the personal accounts. Although most of the survivors recalled clearest the screams of the scalded and burned or the desperate fighting of the drowning, there were others who remembered humorous incidents, too.

"I enlisted during the first call for volunteers in 1861, in Company A, 42nd Indiana Infantry, at the age of 16 years. My first duty was to act in the capacity of 'marker' boy, but had not been out three months when I was carrying a gun with the other soldiers. I saw constant service until the 20th day of September 1863, when I was captured by Longstreet's command, at the battle of Chickamauga, in the second day's fight in that battle. We were skirmishing and were cut off from our command some time before we knew it.

"Our captors took us to Libby prison, where we were kept for four months. Our rations at

first consisted of about half of an ordinary loaf of bread and a small piece of beef, each, for a day's ration, but the meat soon disappeared and we were left with nothing but the bread. I was taken with about 12,000 other prisoners from Libby to the Danville, Va. prison, where we were kept about three months and then taken to the famous Andersonville prison, where we remained for eleven months more. The cover we had overhead was the blue canopy of heaven, while we were surrounded on the four sides by a high wall and a strong armed guard. When sleeping we were obliged to huddle together to keep warm in the

winter. Our food was of the very poorest kind, consisting principally of corn meal. We were allowed to cook any articles we might buy, but were made to buy the wood to do the cooking with. One Irish potato would bring from 75 cents to \$1.25--a small tablespoonful of coarse salt 20 to 40 cents and a handful of wood 25 cents, and in good United States money, too. Some of the prisoners had money and often bought such articles, but if they got much at a time, they would be raided by their comrades.

"After the war had come to a close the federal prisoners were taken from Andersonville and other prisons by the rebels under a flag of truce, to Big Black River, twelve miles in the rear of Vicksburg, and turned over to the federal forces, after which we marched into Vicksburg. The government had chartered the steamer SULTANA to convey 400 prisoners north. The SULTANA was a packet plying between New Orleans and St. Louis and was chartered on (or about) April 23, 1865. The boat was loaded with 2,300 Union prisoners who were to be taken north to Camp Chase, O.

"Before the boat had cleared the landing at Memphis a number of the boys made their escape and went up town and got whiskey. They were in no fit state to drink it, being in such a wretched condition from the treatment in the prisons, and a guard was sent out to bring them back. The last to put in an appearance was a soldier hailing from Tennessee. He was a thin seven-footer, and he came down to the boat, shouting and cursing, at the point of

bayonets, so drunk he could hardly walk. He was brought up to the hurricane deck, where he caused considerable disturbance. I was quite young at that time, and it pleased me very much to tease this fellow. He tried to get at me, but the men were so thick he had to run over a number in trying to get to me, and received a number of hard licks for his trouble. When the SULTANA was chartered there were several families on board who were on their way from Louisiana to the north and they were permitted to retain their state-rooms.

"After we left Memphis it began raining and continued to do so all that night. When eight miles above Memphis, between two and three o'clock in the morning, the boilers of the boat exploded. I seemed to be dreaming and could hear someone saying, 'There isn't any skin left on their bodies!' I awoke with a start and the

Hopefield Chute, the upper end of which has become fertile Arkansas farmland. A farmer some few years ago made news when he discovered what he thought was the SULTANA wreck buried under a field.

The rescue steamer SILVER SPRAY was built at West Brownsville, Pa., 1864, financed largely by James Rees and Capt. Sam Shuman who also owned in the first LORENA (see June '64 issue, page 3). She had caused an uproar at Parkersburg on her second voyage by failing to land after being hailed by U.S. authorities. A shot was sent across her bow. Still she steamed on. Another shot. No response. The third shot splintered her texas. She rounded to and landed. Capt. V. E. Fuller of Chico, Calif. recalled to us a few years ago that he once heard Capt. I. N. Hook of Muskingum River fame tell the story of this episode. The SILVER SPRAY was loaded with salt, and the cargo was confiscated. Capt. Hook claimed he didn't know he was taking the salt to Confederate customers in Nashville. An ironical twist is that the SILVER SPRAY eventually exploded her own boilers, in 1870, not far from the scene of the SULTANA rescue operation, with a considerable life-loss.

The ST. PATRICK with the passenger riding to Evansville in the ship's yawl dangling over the stern evokes another peculiar twist. She burned April 18, 1868 lying at Hopefield, across from Memphis, practically in sight of the SULTANA wreck.

In 1871 the big side-wheel W. R. ARTHUR exploded with loss of 45 lives eight miles above the SULTANA location. This packet had come out new 1864 with 'tubular' boilers (21 six-inch flues in each of five boilers) but after the U.S. outlawed that type, she got six old-style five-flue boilers, placed new in 1870, and these "safe" ones demolished the boat although they were in service only one year.

next moment the boat was on fire and all was as light as day. The wildest confusion followed. Some sprang into the river at once, others were killed, and I could hear the groans of the dying above the roar of the flames. As before stated, I was on the hurricane deck, clear aft.

"I saw the pilothouse and hundreds of them sink through the roof into the flames, at which juncture I sprang overboard into the river. As I came to the surface of the water I saw a woman rush out of a stateroom in her night clothes with a little child in her arms. In a moment she had fastened a life preserver about its waist and then threw it overboard. The preserver had evidently been fastened on too low, for when the little one hit the water it turned wrong end up. The mother rushed into the stateroom an instant and was then out and sprang into the water and grabbed the child, --all of which occurred in the space of a couple of minutes.

"The next thing that occupied my attention was seeing the seven-foot Tennessean, whom I had been teasing on the trip, close at my side. 'A guilty conscience needs no accuser,' and I supposed he would drown me if he caught me. I began swimming away from him. I swam seven miles down the river and into a drift, where I caught onto a log and awaited assistance. As day dawned, I found that hundreds had followed my example and, although it was a serious situation, I could not help laughing at the comical appearance that all made. Some of the boys, perched in trees, crowed like roosters as the sun came up. Imagine my surprise when I observed that woman, who I had witnessed plunge into the river after her baby, sitting a-straddle of a log about twenty feet in front of me with the little one before her. We were both picked up by a yawl sent out by the steamer SILVER SPRAY. The next person the yawl approached was my long Tennessee friend, who was comfortably seated on a log. He asked how far it was to Memphis, and when told only a mile, he said to the crew, "Go to hell with your boat; if you couldn't come to help me before now you had better have stayed away," and with that he slid from his log and began swimming down the river.

"When the survivors arrived at Memphis that morning all the hacks and omnibuses in the city were at the wharf to convey us to the Overton Hospital--now the Overton Hotel. There were enough conveyances for all and none was compelled to walk. The seven-foot Tennessean had arrived at the landing by the time the SILVER SPRAY did, but it was found that he was still under the influence of liquor, after all the excitement of the night, and when he began to get into the conveyance he refused to ride. They tried to force him into the hack, but in the scuffle two or three soldiers were knocked down. A guard was detailed to march him through the streets to the hospital. On the way up we passed through a street inhabited mostly by Jews, who kept second-hand clothing establishments, etc., and as the hack in which I was riding was slowly passing along the street I could see that long Tennessean pulling off boots, shoes, hats, caps and other articles from the signs hanging in front. By the time he reached the hospital he had about a dozen Jews at his heels clamoring for their wares. "Dot ish my goat," said one, and "Dose was my shoes," said another, while a third would yell, "Gif me pack my bants." The Tennessean turned, and, glaring at the crowd, threw the lot at his feet, saying, "There, help yourselves," and as they rushed forward and stooped over the pile he began to knock them right and left.

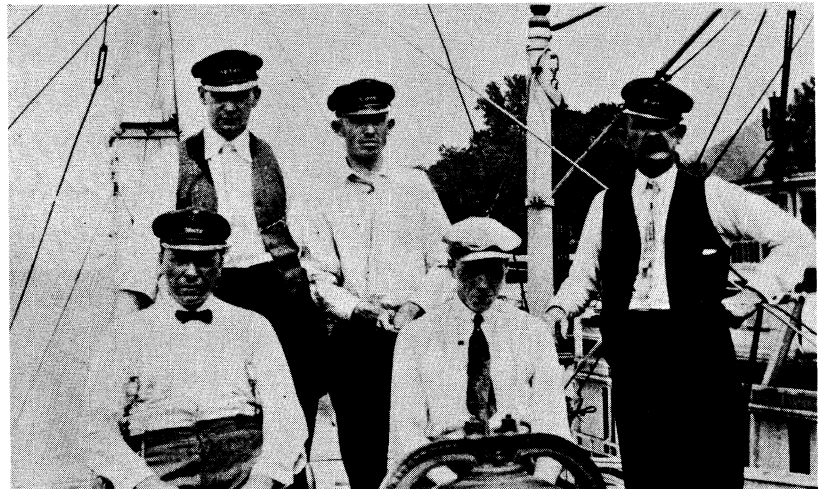
"After being at the hospital a few days, and not being injured, I made my escape, determining to reach home as soon as possible. The first boat that came along was the ST. PATRICK, a handsome steamer plying between Cincinnati and Memphis. Like a burnt child dreading the fire, I dreaded getting on a steamboat for fear of another explosion. Adopting what I supposed was the safest plan, I crawled into the yawl hanging over the stern of the boat (as all side-wheel packets have) and never left my quarters until I arrived at the wharf in Evansville. It rained most all the way up, but I stuck it through. Every time the boat would escape steam or blow the whistle I prepared to jump, supposing an explosion was about to take place."

So it was with those on the SULTANA that dark morning, with the rain falling, April 27, 1865.

Sirs: I am sending check to join S&D. My heart lies in the river-boat era, although I'm working for a trucking firm and going to school. My grandfather was Capt. Charles Arthur, of South Point, Ohio, many years with the Greene Line and Liberty Line and, later, with the steamer BETSY ANN in the Pittsburgh-Cincinnati trade. I look forward to attending the S&D meeting this next Sept. 18 at Marietta.

Anthony P. D. Arthur,
1359 West Seventh Ave.,
Columbus, O. 43212

=S&D Editor inherited Capt. Charlie Arthur in 1925 along with the purchase of steamer BETSY ANN, a happy circumstance which lasted seven years. In celebration of this acquisition of grandson Tony Arthur to the S&D fold, we display the accompanying picture.
-Ed.



Crew of steamer GENERAL CROWDER, owned by Liberty Transit Co., operating between Pittsburgh and Charleston, W. Va. in July, 1919. Standing, from the left:- Capt. W. Ed Dunaway, master; Holly F. Barr, clerk, and Capt. Monroe (Doggy) Cross, pilot. Seated at the left is Capt. Charles Arthur, mate, grandfather of Anthony Arthur who has recently joined S&D. The young man seated at the right is the "mud clerk" and his name is not known. Does anybody recognize him?

Strange Interlude

S. Durward Hoag's sharp-eyed camera recently picked up the accompanying advertisement from a 1906 issue of the Official Railroad Guide. Capt. Martin F. Noll is listed as the president of the Greene fleet, and Capt. William E. Roe is the secretary. The KANAWHA appears as a Greene Line packet. Capt. Gordon C. Greene and his brother-in-law Junius Greenwood are underlords. Is a practical joke concealed here? -That M. F. Noll, who was no more Greene than a Hannibal, O. snow-storm, once held the company reins? -That W. E. Roe, who was color-blind to Greene for most of his lengthy boating career, kept the company books? -That the KANAWHA was a Greene Line packet?

Cincinnati, Pomeroy & Charleston PACKET COMPANY

Steamers *Greenland, Kanawha, Greenwood, Henry M. Stanley, Tacoma, Courier* and *Chilo*.

Steamers leave Cincinnati daily at 5:00 p.m., from foot of Main Street, for Pittsburgh, Charleston and all intermediate points on the Ohio and Kanawha Rivers.

Special excursion rates during the Summer season.
Steamers of this line are all first-class in every respect.

Miles Operated, 1,000.

GENERAL OFFICES—CINCINNATI, O.

M. F. NOLL, President.
J. GREENWOOD, Vice-Prest.
GORDON C. GREENE, Gen. Mgr.

JAS. A. WIRTHLIN,
Gen. Freight and Pas. Agt.
W. E. ROE, Secretary.

November, 1905.

"Yes, it's so," recalls Capt. Jesse P. Hughes. "The two principals in the formation of the Cincinnati, Pomeroy & Charleston Packet Co. were Capt. Greene and Roe. Captain Roe chose Capt. Martin F. Noll as a third partner. Captain Gordon C. Greene chose Mr. June Greenwood. The company had just bought the TACOMA, \$12,000; the HENRY M. STANLEY, \$10,000; the COURIER, \$5,500, and the M. P. WELLS, \$2,500. The purchase was concluded on November 8, 1904. Captain Greene had agreed to manage the fleet at Cincinnati for six months, and then Captain Roe was to take it for the next six months. But when the first six months had passed, Captain Roe said he could not come to Cincinnati and leave the KANAWHA so Capt. Greene continued on."

Capt. Jesse Hughes recalls another fact or so. "During this time there was no Greene Line wharfboat at Cincinnati," he writes. "Our boats landed and did business at the White Collar Line wharfboat, foot of Main Street. James A. Wirthlin, our G.F. & P.A., had an office there. This continued until after the split-up between the original incorporators."

The cleavage came in the fall of 1907. Capt. William E. Roe, whose home was at Williamstown, W. Va., wanted most of all to operate his boats out of Pittsburgh. His buddy-buddy in many boat



Capt. Martin F. Noll

Three years president of
Greene Line Steamers.

deals, Capt. Martin F. Noll, agreed. Hence an amicable agreement was reached. Captain Greene "swapped" his rights in the Pittsburgh trade to Messrs. Roe and Noll. In return Captain Greene got the Roe-Noll interest in the Cincinnati, Pomeroy & Charleston Packet Company. The GREENWOOD was brought "home" to Cincinnati, ending her days in the Pittsburgh-Charleston trade on August 21, 1907. Messrs. Roe and Noll bought the AVALON at a U. S. Marshal sale (\$9,800) to run in the GREENWOOD's place.

Right there is where the Greene Line settled down to being the Greene Line. Captain Greene put in his own wharfboat at the foot of Sycamore Street, Cincinnati, in 1908. Was the KANAWHA during this 1904-1907 period a legitimate Greene Line steamer? No, the accompanying advertisement tends to mislead. She was not. She was owned all this while by Capt. William E. Roe.

THE MAGIC WHISTLE OF THE MIGHTY MISS STERLING



Sherry Lynn Crain



Sherry Lynn Crain, aged 9, is the author of this story, her first for publication. In a note to the editor she said: "If this tale is not good enough for the S&D REFLECTOR, I'll be a son of a gun or write it over." Sherry is in fourth grade at Cranberry Township School, and she is daughter of S&D members Mr. and Mrs. Graydon Crain of Crain Bros., Inc., Pittsburgh.



One very cold December day, way back when, the towboat MISS STERLING was tied up near Madison, Ind., on the Ohio River.

Captain Charlie was in the galley, whistling a merry tune while he was trying to build a fire in the stove to cook his breakfast. All at once Captain Charlie noticed that his whistler was blowing, but he could hear no sound coming out. Here he found that his whistler had frozen up. Getting all excited, he started to pull and tug with both hands on the whistler valve. And while he was doing all this pulling, much to his surprise, the whistler broke off.

Charlie took his whistler and layed it on the back board of the stove. He continued to make his breakfast. In a few minutes his whistler commenced to thaw out, and I mean to tell you that the prettiest whistling came out of it that you ever heard.

I just know this story must be true because my Daddy told it to me. --Sherry Lynn Crain.

Charles T. Campbell, of Pittsburgh, looked at the picture of the officers of steamer ANDES (March issue, page 17) and recognized George D. Harvey, clerk. Mr. Harvey is seated just beyond pilot William Anderson on the right. He lived to the age of 92 at New Matamoras, O., and when he died, January 2, 1949, he was the last surviving crew member of the ANDES. Our thanks to Mr. Campbell and also felicitations on the occasion of his 80th birthday, celebrated on May 20, 1965.

Building The

The towboat OTTO MARMET was an institution on Kanawha River 1898-1935, 'scaping out of one stack and then the other, delivering Raymond City coal to Cincinnati. Her original hull was built on the bank of a tributary of the Kanawha River, the Pocatalico--and where but in West Virginia would you find a river with poetic name so musical? This hull was 128.6 feet long, rather stubby, but it looked magnified up there on the shore of "Pokey" River where any five-year old kid could skip a stone across. Capt. Burt Chambers, boat-builder from Chambersburg, Ohio, superintended the construction; later, he was murdered in Florida.

These construction-progress pictures are revealing.

Upper left: Photo taken on Oct. 13, 1897. All of the ribs in place and the boot-top on. Most towboats had model bows as shown here, and the three upright timbers at the stern are the rudder posts.

Center left: The hull is partly sided up now, and the deck timbers are in place. The steam arising in the foreground is from the steaming vat, a long trough in which timbers are exposed to hot water so's to become pliable for proper bending.

Bottom left: The hog chain braces are set, wheel timbers placed, and the forward deck is squared. The upright fancy doojigger over the stem is a gallow's frame to which a tall jackstaff will be secured.

Upper right: Launching day, Nov. 27, 1897. The crowd gathers for the event.

Center right: ---And, kersplash! She feels the thrill of life along her keel, and everybody rides her in. One of the main attractions of launchings was getting to ride the hull.

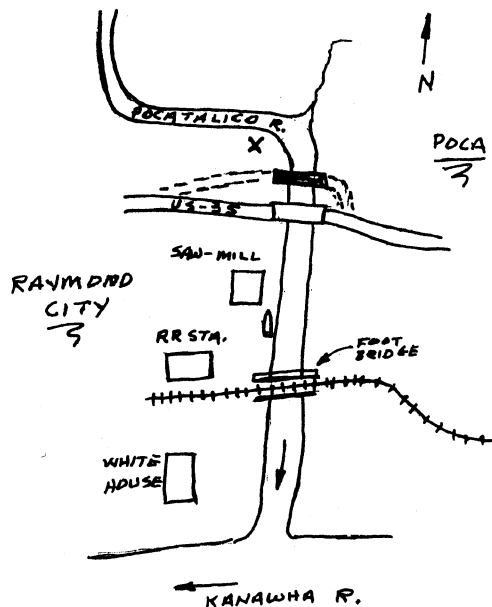
Lower right: The OTTO MARMET in business, taken in early days when she had the original short hull. Later she was whacked in twain at Cincinnati and lengthened from 128.6 feet to 142.5 feet as most old-timers remember her.

Herschel W. Burford, S&D member of 138 Strawberry Road, St. Albans, W. Va. looked at these pictures before publication and writes the following interesting letter:-

"The pictures of the construction of the OTTO MARMET's hull started me reminiscing back to my childhood at Poca, W. Va. and of being told where this construction took place. My father Ed Burford worked for the Raymond City Coal Co. over a long period as a miner and later as a carpenter. Occasionally he made trips on the OTTO MARMET or on the SALLIE MARMET as deckhand. As a kid I was familiar with the vicinity around Poca and Raymond City. The hull of the OTTO was built up Poca River and then, if memory serves me right, was towed to Cincinnati for the upper works, engines and completion.

OTTO MARMET

"The Pocatalico River, or "Pokey" as it is frequently called hereabouts, in 1897 when the OTTO MARMET was built there, was different--and the surroundings were different. I have drawn a sketch to illustrate. On the left bank at its confluence with the Kanawha in my boyhood days stood the home of the superintendent for Raymond City Coal Co., spoken of as "the White House," and it was somewhat imposing.

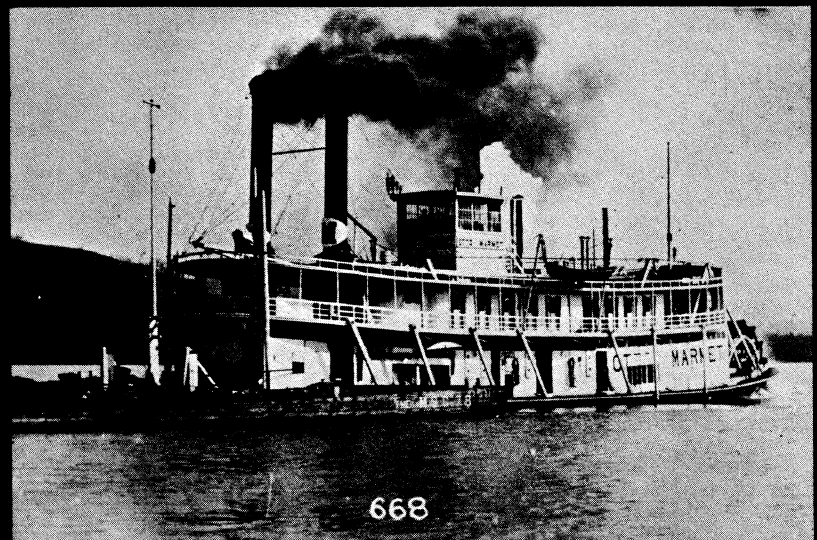
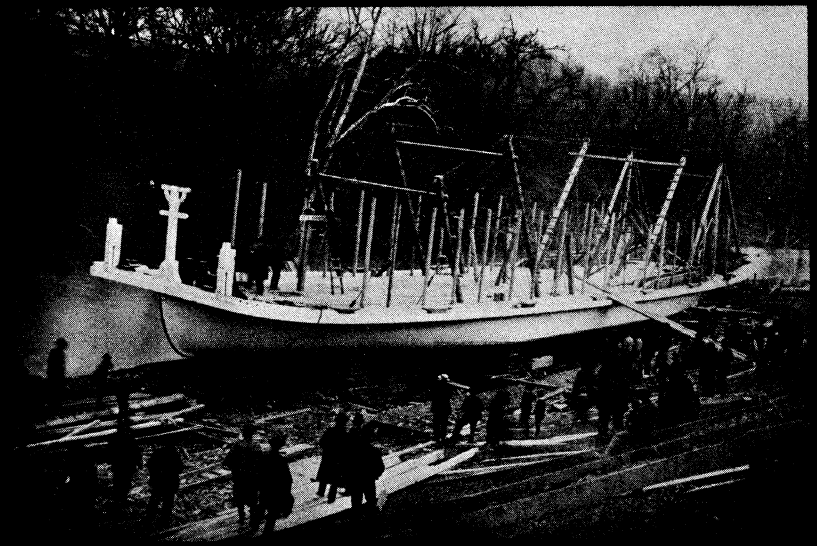


"The Kanawha & Michigan Railroad bridge was the first one up the tributary, with an overhead truss. In recent times it collapsed and has been replaced with the present bridge with under-truss work. The K&M railroad station was on the upper side of the tracks. Poca, W. Va. was only a mail stop, and the people there came across to this Raymond City station for trains.

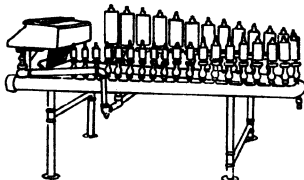
"Next, upstream, was the Company sawmill, which without much doubt furnished the timbers for the OTTO MARMET's hull. There comes to mind--nothing to do with the story--that a nice gasoline yacht once owned by Otto Reemelin, the Company superintendent, lay along the shore here until it decomposed.

"About 500 feet above the K&M bridge was an old wooden covered bridge, a favorite play spot for kids, and it was torn down about 1924-26 and the present-day steel bridge took its place.

"Pocatalico River takes a sharp westerly turn just beyond the location of the old covered bridge, and it is in the elbow of that bend where the OTTO MARMET was built (I've marked the spot with an appropriate X). Since Winfield Dam was built and the pool permanently raised, and since the relocation of Route 35, there remains scant evidence of the site. When the S&D REFLECTOR editor and Dick Rutter explored up there a couple of years ago in the LADY GRACE, if they remember that sharp turn, they know where the OTTO was born."



Pop Goes The Weasel



The steam calliope, a sharp instrument, often plays flat. Its origin on river steamboats is something of an argument. There isn't much to go on but hearsay. Researchers agree that the scanning of River News columns in old dailies is not worth the trouble, where seldom is heard an encouraging word. These old-time river editors don't praise or condemn the calliope; they usually ignore it.

Earliest contemporary mention of a calliope to our notice appeared in a Cincinnati newspaper dated Oct. 31, 1859, noting that the steamer MELNOTTE was loading for New Orleans, Capt. Calhoon, and she carries a calliope.

Later, scanning an old Wheeling news sheet, we note that this same steamer MELNOTTE was at that landing on March 24, 1861, chortling a few tunes. The reporter recognized what he had heard and rather loosely listed them as "Dixie's Land," "The Old Grey Horse," "Pop Goes the Weasel," and "Katy Darling."

Along in 1910 the calliope subject got a going over in the Gallipolis (Ohio) Tribune. A local native, "Doc" Gillis, informed editor Frank L. Sibley that the first instrument to his notice was on the MELNOT (his spelling). Next day he was back in print, recollecting that this particular calliope was made in Evansville, Ind. for which exertion Frank Sibley praised "Doc" as a good guy notable for veracity.

Other 1910 old-timers immediately took pen in hand, not to refute the keen memory of "Doc" Gillis, but to add a line or so, recalling when the side-wheelers SILVER MOON and DARLING played steam music. The P&C packet VIRGINIA landed in at Gallipolis about this time (the week before she went in the cornfield) and editor Sibley had a chat with Capt. Charles W. Knox. Yes, said Capt. Knox, with a memory back to those times, the MELNOTTE was the first packet he ever saw and listened to with a calliope on her. Which just about states the case as far as early instruments are concerned along the upper Ohio.

Claude Melnotte was the hero of a popular comedy, "The Lady of Lyons," which must have impressed the steamboat fraternity, for also there once was a cotton packet LADY OF LYONS as well as the calliope-tootling MELNOTTE. The MELNOTTE was built at California, Pa. and S&D member Dr. Henry D. Wilkins has troubled to learn that her original owners when built in 1856 were Pittsburghers Capt. E. Gordon, Thomas Brown, J. Danver and T. H. Reynolds; also Maurice Colman of Kittanning, Pa. The MELNOTTE was a sternwheeler 150 x 36'8" of hull. Whether these original owners placed the calliope is debatable. When the concert was undertaken at Wheeling, 1861, her part-owner master was Capt. John T. McCombs of Pittsburgh, who had run a wholesale grocery there and who had gone on the river for his health (he had consumption) and his obsequies were observed one year almost to the day after the Wheeling ritual.

Those Civil War buffs who know that Morgan's Raiders crossed the Ohio River at Brandenburg, Ky. by the device of capturing the ALICE DEAN, also are aware that the little steamer JOHN T. McCOMBS was the bait. Only Shakespeare, to quote De Soto, Wis. editor O. Byron Copper, with his 16,000-word vocabulary, could command English fit to describe one's natural contempt for such a dastardly business as was pulled that day.

The calliope-playing Capt. McCombs of the MELNOTTE also was the JOHN T. McCOMBS' builder. He ran her between Pittsburgh and Wheeling until his decease in March, 1862. His own boat, with his own name on it, JOHN T. McCOMBS, was the decoy on July 8, 1863 which got Gen. John Hunt Morgan across into Yankee country. His other packet, the MELNOTTE, carried the first calliope remembered along the upper Ohio. Now our story fades slowly to an off-key steam-piped "Pop Goes the Weasel." A silence. Then, when you think it is all over, a faint "Over the fence and out." Cut.

Coming Attraction

NOTE: Reprinted from COLOR CLUB PROJECTOR, Chicago, Ill., issue of April, 1965. This film will be shown at the annual S&D meeting, Marietta on Saturday, Sept. 18, 1965, courtesy of S&D member W. A. ("Bill") Warrick.

On March 4 Color Club was treated to a 16mm color film "Steamboat on the River" by Bill Warrick of NBC Chicago. The 600 foot film was made for classroom use and lasted about 20 minutes. It is the effort of several years of photography to bring together a film of a by-gone era in our country's history. Much of the film was purchased from private collections or from the government but quite a bit of it was made by Mr. Warrick of various steamboat races etc., on the Ohio and Mississippi Rivers.



Hannibal, Mo. was once a well known town for steamboats and part of the film includes Tom Sawyer and Mark Twain's riverboat narration. The pieces of film that were in black and white have been tinted or fit in with color film so well that the viewer is unaware of it being black and white film.



Bill pointed out the railroads were partly to blame for the downfall of the paddlewheel as the country grew and the railroads expanded. He had one color shot of the General of Civil War fame which was taken during its tour of the country.

Bill has travelled far and wide to obtain his footage and knows the history of the river and its steamboats quite thoroughly.

Outstanding perhaps, was the footage he was able to pick up of dozens of paddlewheel steamers at Pittsburgh and at New Orleans many years ago. His modern day color shots of river boat races and in the boiler rooms of the famous boats--as well as in the pilothouse--make the picture complete and was enthusiastically received. The sound of Mark Twain's voice and the colored man taking depth readings in the shallows of the river make the film authentic.

HEARD AT THE WHISTLE BLOW

Mary had a little steamboat;
The steamboat had a bell;
Mary went to Heaven and--
The steamboat went toot--toot!

The Marietta Daily Times

Friday Evening, April 30, 1965

Reviving River Sounds

Among the exhibits at the Campus Martius River Museum is a collection of whistles from steamboats which traveled the inland waterways until diesel locomotion made the paddle-wheel almost extinct. While the whistles are nicely displayed, looking at them is not the best way to gain an appreciation of their character and quality. Tomorrow, those who travel to Long Reach, W. Va., will hear the whistles tweet and bellow as they once echoed through river valleys. Steam from the Union Carbide Corp. Silicones plant will be used to operate the whistles.

Sons & Daughters of Pioneer Rivermen, along with others interested in river lore and history, are cooperating in making the "whistle blow" a reality. For many of them, the sounds of long silent whistles will stir memories. For others, the whistle blasts should provide something new and enjoyable in listening. With success tomorrow the "whistle blow" could become a annual event.



Mrs. W. O. Harrington, of Sistersville, aged 91, had a ringside seat at the Long Reach, W. Va. Whistle Blow on Saturday, May 1. When she was a youngster she rode the side-wheel COURIER, the EXPRESS NO. 2 and the DIURNAL. "Do you have any of those whistles?" she wanted to know. "There was a white stuffed swan on top of the DIURNAL's piano," she remembered. "When the boat was running and shaking the swan's neck would wiggle and bow, and the feathers would ruffle." Her reward for the day was the music from a whistle copied from the EXPRESS NO. 2.

Robert H. McCann, executive purser of Greene Line Steamers, got up at an unearthly hour that Saturday morning in Cincinnati, caught a plane to the Parkersburg-Marietta Airport, and was met and delivered to the Whistle Blow. About 3 p.m. he was pulling the cord to blow the famed whistle of the GORDON C. GREENE. Bob had spent many years working under that whistle.

Robert ("Roddy") Hammett, grandson of boat-builder Capt. J. M. Hammett, had a big itch to blow that GORDON C. GREENE tooter. He did a good job of it.

Chief whistle blower undoubtedly was Charles Montague, boat fan from Ashland, Ky., who with his brother Roland built in 1959 a real steam sternwheeler named LUCY COLES. Charlie didn't come empty-handed. With cooperation from Ben Tracy he brought along the whistle from the old towboat WEBER W. SEBALD. Surprisingly enough he also had the shrill tooter from the bat-wing Big Sandy packet THEALKA, which one time disturbed

the echoes in Pikeville. Not so surprising was the whistle from the propeller tug LUCY COLES based many years at Ashland, and from which the Montague steamboat got its name.

Big Christmas present of the day was the arrival of Harry F. White from the upper Kanawha with a pick-up truck loaded with hay. Under the hay were whistles of astonishing variety, including four or five real spine-tinglers, those loud decisive tones of the towboats SAM CRAIG, CHARLES T. CAMPBELL, O. F. SHEARER and more. He also brought along, as a special dividend, the big whistle from the towboat JOE COOK, with percentage back to that of the packet QUEEN CITY. It didn't work, and expert zoologists soon discovered why; it had been altered.

Oh, this was a critical gathering; a whistle had to sound right or else heads wagged gravely. It seems almost incredible that the human brain has the fidelity of a tape recorder, and that certain persons can mentally "hear" a whistle although it hasn't blown for a decade, or two decades. "It's getting too much steam." "It's slightly off." "A little more steam, please." "There, that's it!"

At great pains and trouble the whistle from the packet LIBERTY was relayed from St. Louis to Long Reach. Another disappointment--ah, too bad, too irrevocably bad! Somebody had substituted a third chime, and the alteration erased the silver purity of the well-remembered chord. The whistles of the QUEEN CITY and LIBERTY exist today for sight--not for sound.

The special thrill for this scribe, your editor, was the lovely two-tone whistle from the towboat SAILOR. Whether by design or accident, it is a dead-ringer for the old packet BONANZA, the KENTUCKY, and the steel-hull side-wheel CINCINNATI. This one came down from Washington, Pa. brought by Bill Engle--the very same Bill Engle who recently "saved" the U. S. Steel's towboat CLAIRTON, now moored at Ten Mile, on the Monongahela. How he got it--well, never mind---and how did Bill get that one from the Tombigbee River packet HELEN BURKE? Capt. Merton Hatfield used to blow it, and we were thinking of him while it blew. Two-thirds of the joy of hearing old steamboat whistles is the recall of the men who stepped on the treadles.

Charles T. Jones wasn't present, but he was decidedly heard from. Thanks to him, and thanks to Bob Hartman and Calvin Shipe, the voice of the HERBERT E. JONES sounded loud and clear. Seems this whistle dates back to the Cumberland River packet JO HORTON FALL, and was long owned by the late Capt. Leon Ash who lived on the beautiful farm across from Carrollton, Ky.

The LIZZIE CASSEL once again blew for Zanesville, thanks to the late Ben D. Richardson, former S&D president, who saved it. Capt. Charlie Stone sent up the chime from the SALLIE MARMET, and too bad engineer Ray Gill wasn't on hand to hear it. Ray got his eye teeth cut in the SALLIE's engineroom. John Kyle and Bill Stinson of Consolidation Coal Co. dug around at the Elizabeth, Pa. marine ways and sent down the brass monster formerly on the CHAMPION COAL, and that of the MONGAH--which reminded many of the VOYAGER which wore it before MONGAH days. Also they included for speculation a fine old riveted job which speculatively belonged to one of the Moren towboat fleet. We could hardly wait to get home and look at Moren photographs and--yes--there it is on the STELLA MOREN in 1898!

Everybody had a favorite. Who didn't thrill to the tones of the excursion boat HOMER SMITH, and to the recall of the "Rivermen's Friend" who designed it, the late Capt. C. C. Bowyer! The succeeding generation remembered it on the second



\$15,000 worth of recording equipment at Union Carbide for the Whistle Blow being operated by Robert L. Stone (left) who is president of Mode-Art Pictures, Inc., Pittsburgh, Pa., and technician Bernie Debrow. --S. Durward Hoag, photo.

packet CHRIS GREENE. This is the one which now belongs to the Cincinnati Public Library, loaned for the occasion by cooperation of Yeatman Anderson III. Bob McCann and your editor exchanged knowing glances when Glenn Crain's old whistle was sounded--that of the towboat MARGARET--for we listened to it at Sewickley when we were kids.

One of the oddest whistles at the Blow was brought by Andrew Crain. It looked like a tiny cast iron mail box, not much bigger than the palm of the hand. Andy said it had been found in the wreckage of the ISLAND QUEEN when that excursion boat burned at Pittsburgh in 1947. Bob McCann recognized the construction, and remembered when the towboat FAIRMONT had two such, blowing them as a unit. With steam put to it, the result was the whistling of a starling.

Jake and Hiram A. Carpenter have a derrick-boat with a steam boiler on it, and they have a whistle they play with. It looks today like something out of a Rube Goldberg cartoon, a whistle which has sprouted branches and bloomed an unrelated assortment of brass spikes. Strangest of all, it produced melody of a sort. Consol Coal had the CYCLONE-digger whistle there, and the CYCLONE-digger was sort of a floating wreck train with a clamshell bucket. It was hurried to spilled coalboats in those days of wood to salvage coal. The whistle, like the digger, was all business.

The mightiest of all, that of the SPRAGUE, was specially mounted apart from the others. It was put on a pair of scales and tipped 480 pounds stripped. Every once in a while it was blown, a pontifical voice, a deep shudder, the snores of the river's Paul Bunyan. It didn't blow; no, it reverberated the voices of 10,000 coal miners who kept her in cargo.

The Frankenberry brothers of Monongahela and Ohio Dredging Co. sent down the towboat AMERICAN whistle, one we don't know much about--and would wish to hear more. Paul Riggs, Newport, O., had the IROQUOIS whistle stashed away and produced it for the occasion. Some whistles weren't blown; the time ran out. One of such was from the old Sistersville ferry W. C. PUSEY, owned by Everett Tuel. Bill McNally & Son had a pretty little brass job from the excursion steamer SUNSHINE, the "ready" whistle, and it didn't get a hearing, sad to say. William V. Torner came all the way from Waterloo, Iowa, with some old oil field tooters, and blessed if we can remember whether they

got blown or not.

The whistle from the towboat W. P. SNYDER, JR. was taken off the boat at Marietta and brought to the Blow. For some uncanny reason it sounded better than we remembered it on the boat ten years ago. Maybe the metal has aged, or something of the sort. All of the whistles, with the exception of the SPRAGUE, were blown with the special whistle valve removed from the SNYDER for the occasion. It takes such a valve, equipped with a suitable long lever arm, to properly do such a job. They are getting to be scarce articles.

After it was all over, and when a big thunderhead cloud with no rain in it smiled down on Union Carbide's water tower, Bert Fenn of Tell City, Ind., the daddy of Whistle Blows, said he had enjoyed "a real good time." That statement, in essence, was the benediction of an affair just about perfect weatherwise, whistlewise and in all respects otherwise. A lot of persons will have pleasure for years to come listening to the recordings made on the spot by Bob Stone and Bernie Debrow. But somehow, to us, and to others, the real spice was a mixture of on-the-spot unpredictables. A tape will not recapture Mrs. Harrington's version of the stuffed swan wagging its



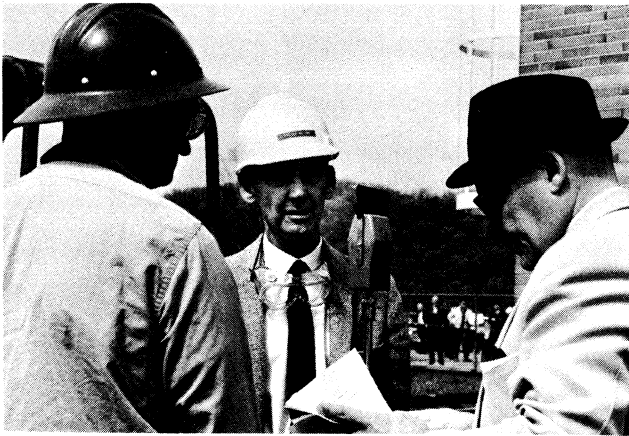
The parking area at Union Carbide where fans watched the Whistle Blow. By aid of a glass we see H. C. Putnam, Mrs. Wm. McNally, Jim Paisley and notice what a nice summer day it was.



More activity at the parking lot. A camera man is taking shots for TV, a tape recorder off in the distance is being set up, and J. W. Rutter in the foreground is announcing an event.

neck on the DIURNAL's piano. Nor the look of bliss when Roddy Hammett got to blow the GORDON C. GREENE whistle. Nor the utter dedication and fascination with which Ross Rogers, Jr. tended to the countless details. If Walter McCoy seemed to be wearing a sly smile, which he was, it was because many prior days and nights of preparation had paid off in joy to so many. The recordings of course can't begin to show Steve Hoag turned photographer--now down on his knees, now up on a roof--getting shots. Nor Della Hoag making her tapes. Nor Woody Rutter announcing the next events. Nor Bob McCann hustling over the field, applauding each success and condoling the several failures.

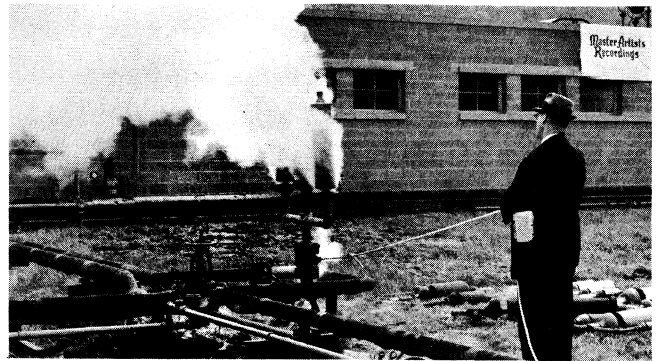
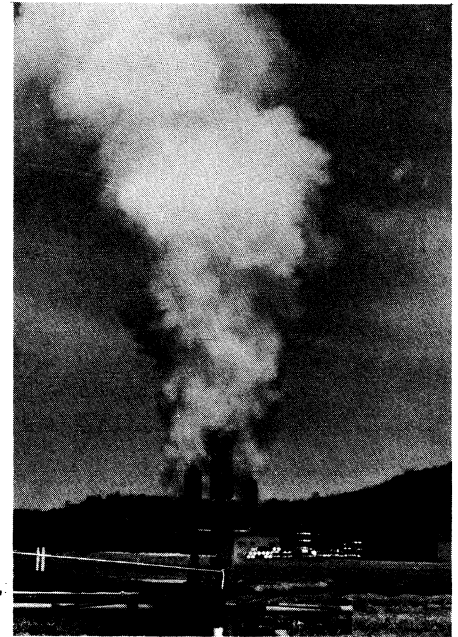
There was no accurate count of how many persons came. Perhaps 500, conservatively. More likely a lot more. Everybody knew everybody else and it was a grand house party. To name the persons we shook hands with, and talked with, is sheerly impossible here; oh me oh my what a show it was.



George M. Fowles (left), in charge of the steam plant at Union Carbide, and Walter W. McCoy, chairman of the Whistle Blow for S&D, do a radio stint. Harry Bright (right) of station WETZ, New Martinsville, W. Va., did the show for NBC's Monitor.

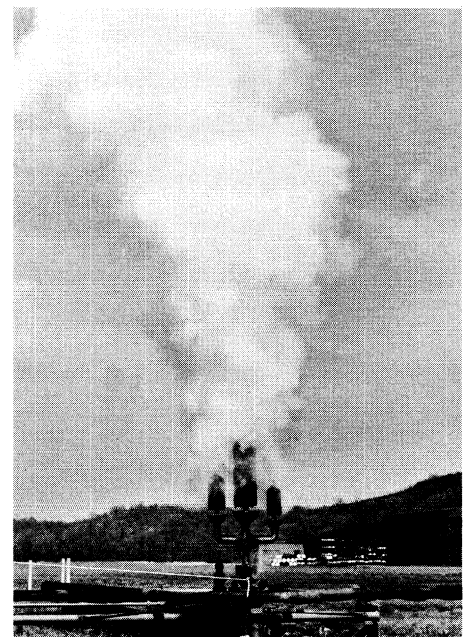
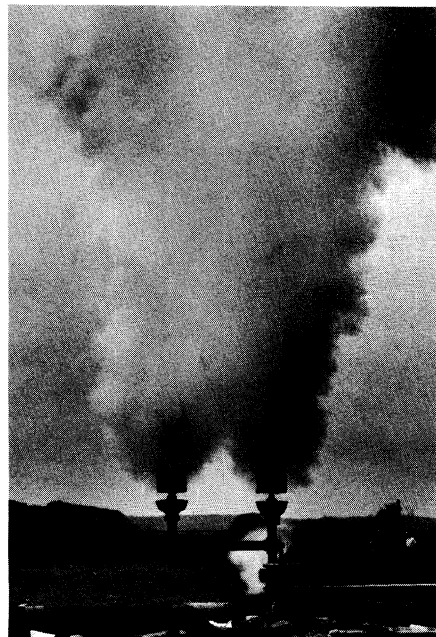
- VULCAN
- SWEET CAKE
- JOS. E. RANSELL
- LIZZIE CASSEL
- TOM GREENE
- SPRAGUE
- GORDON C. GREENE
- JOHN W. HUBBARD
- DEL NORTE
- W. P. SNYDER, JR.
- ONEIDA
- CHRIS GREENE
- SALLIE MARMET
- IROQUOIS
- LUCY COLES
- HOMER SMITH
- MARGARET
- AMERICAN
- MONGAH
- CHAMPION COAL
- THEALKA
- WEBER W. SEBALD
- DEWING & SONS
- HELEN BURKE
- SAILOR
- HERBERT E. JONES
- MARY JANE
- F. M. STAUNTON
- SAM CRAIG
- O. F. SHEARER
- CHARLES T. CAMPBELL
- DETROITER
- MOBILE
- CORAL SEA

Tones to mix, match or blend



Robert H. McCann of Greene Line Steamers tries his hand on the lanyard for a toot-er-too.

Steamboat Tootenanny Sets Hills of W.Va. Reverberating



**OUR WORLD MAY CHANGE,
BUT THIS IS FOR KEEPS**

About \$15,000 worth of recording equipment was installed at Long Reach, W. Va. on Whistle Blow Day, last May 1st. Most spectators did not see or realize what was going on; the installation was deep in the Union Carbide property, selected for acoustics, echo-bounce and shielding from work-a-day sounds. Your editor listened later to the play-back. The monaural (50¢ word for the usual phonograph or tape) recordings came back just like the whistles. The stereo recordings ARE the whistles in amazing fidelity. Robert L. Stone, president of Mode-Art Pictures, Inc., supervised and helped make the tapes. Bob Stone had more than a superficial interest, too, for in his more youthful days he once decked on a steam towboat, the A. I. BAKER, and knows the trick of keeping a wheelbarrow loaded with coal on a plank in the dark. His assistant, Bernie Debrow, is a dedicated perfectionist, satisfied with only the best.

The recordings will be available about July first in four forms, as follow:

33 1/3 12" L.P. Monaural Records @ 4.95
33 1/3 12" L.P. Stereo Records @ 5.45
1/4" 7 1/2-IPS Monaural Magnetic Tape @ 7.95
1/4" 7 1/2-IPS Stereo Magnetic Tape @ 8.95

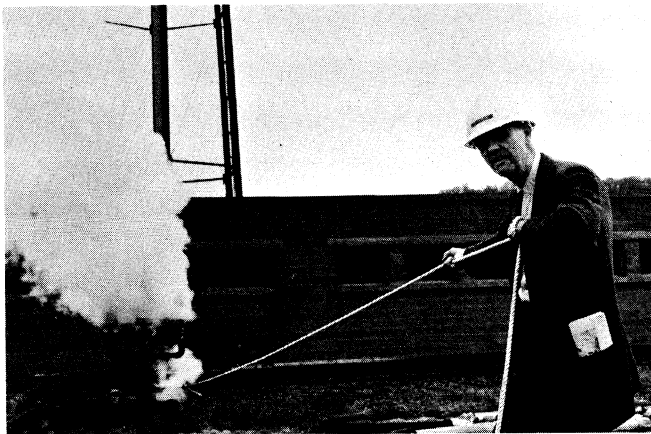
Orders are now being received, and 50¢ per item must be added to above prices for handling and shipping. You may order more than one of any item. Be sure to include your complete name and mailing address, and remit to

MODE-ART PICTURES, INC.,
1022 Forbes Avenue,
Pittsburgh, Pa. 15219

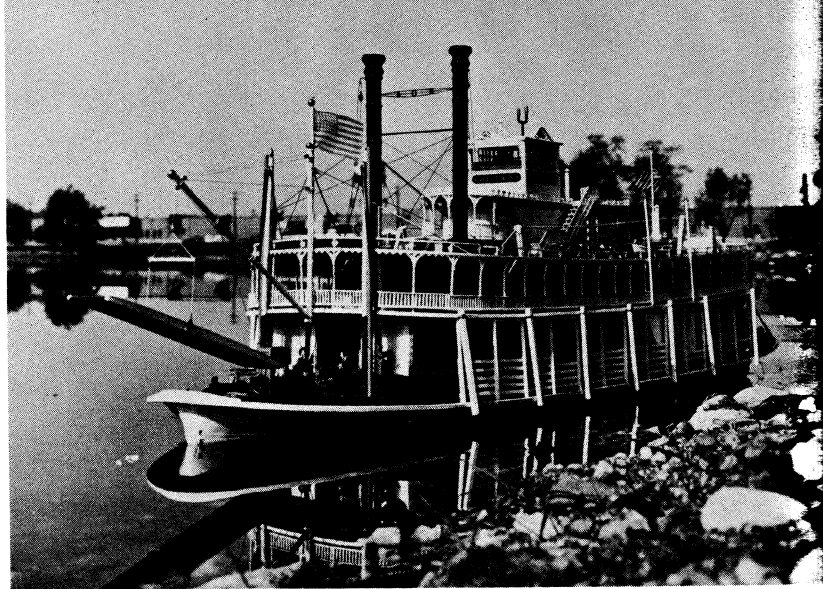
Identify your wants by asking for tapes or records of WHISTLE ECHOES, Volume 1.

Sirs: I have a pile of Waterways Journals about three feet high. Would like to pass them along to somebody who will really care for them. They date from the present back about 12 or 15 years. I'll be glad to entertain applications, just so's I'm not expected to pack or ship them someplace.

John W. Zenn,
271 Pine Road,
Pittsburgh 37, Pa.

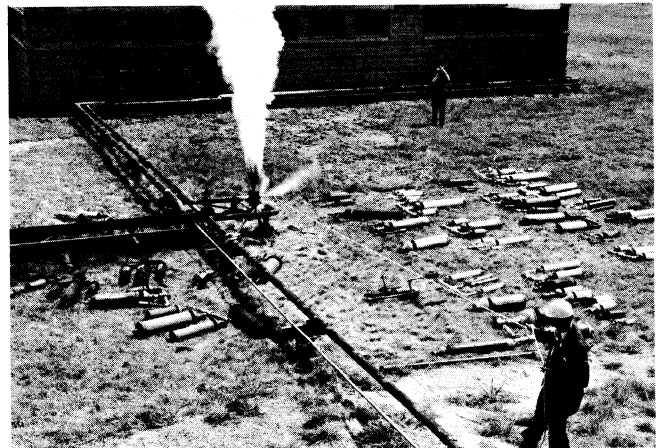


Harry F. White at the lanyard blowing what probably is the whistle of the MARY JANE, although too much fog to make sure. All of these Whistle Blow photographs were taken by S. Durward Hoag who also took color slides, while his good wife Della took a sound tape.



Your editor was visiting at the home of Capt. and Mrs. C. W. Stoll, Rock Hill, Mockingbird Valley Road, Louisville, Ky. on the evening of April 27 last. Among the guests was a talented designer from Virginia, John L. Fryant, who handed us the above photograph of a packet named PRINCESS. He asked had we ever seen the boat or heard of it--and our answer of course was "no." Any ideas?

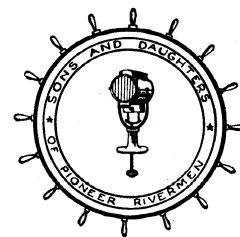
The next four pages are a special reprint of the EXTRA issued at the Whistle Blow. 2,000 copies were handed out or mailed and 5,000 more are under consideration—Ed.



This scene probably never happened before in the history of Mississippi steamboating:- 40 steam whistles reposing on a plot of grass with a collective life span of over 1,000 years, figuring the average age per whistle at 25, and that's conservative.

S & D REFLECTOR

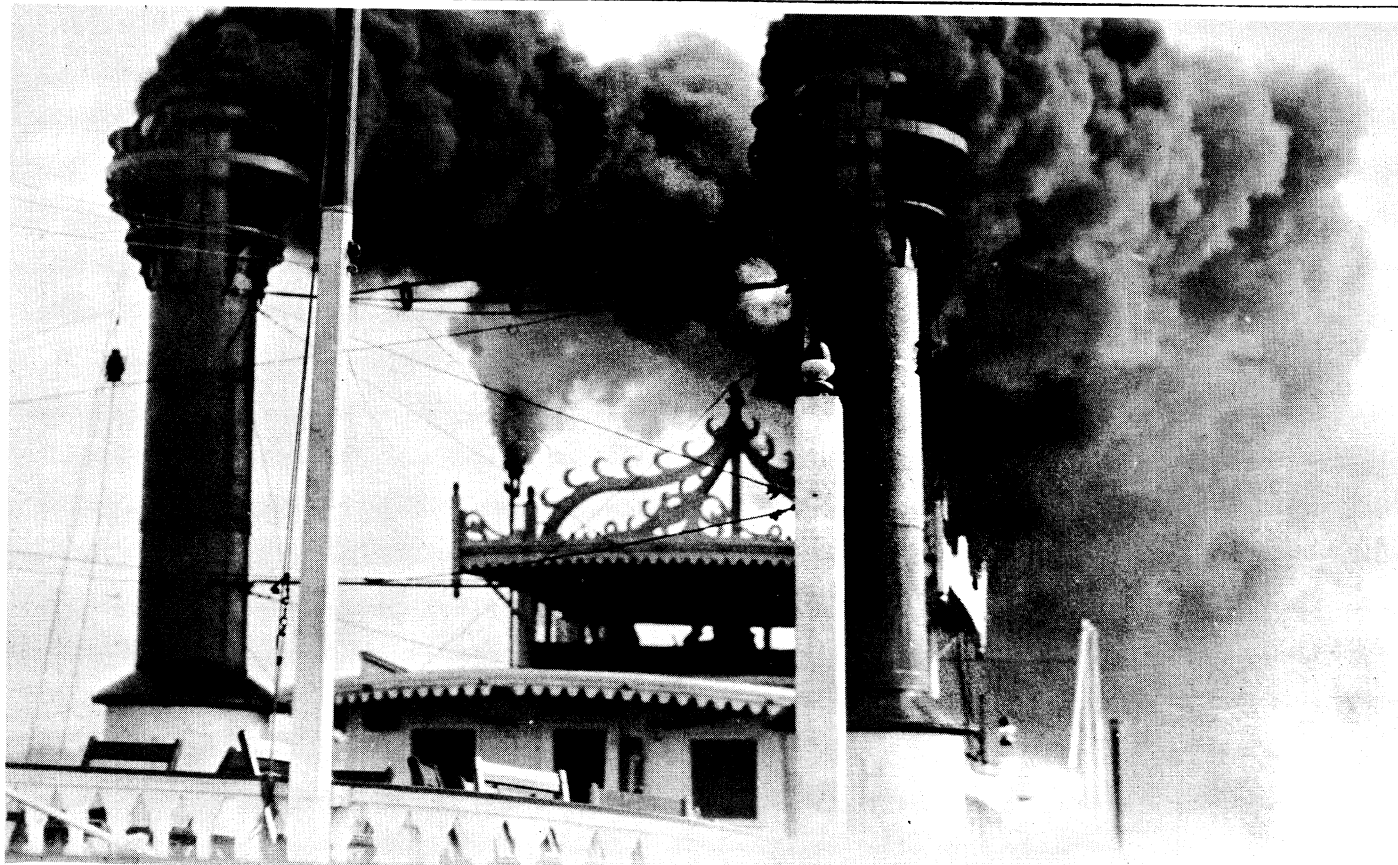
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 2, EXTRA

Long Reach, W. Va.

May 1, 1965



Now, the magic comes

Today's practical river pushers, shoving tonnage as diversified and astronomical as the firmament's raiment, speak to one another with air horns. There is nothing very sentimental about an air horn. It does a job. "If just those old steam whistles could blow again once more," rivermen have been saying.

And the miracle has come to pass. Union Carbide Corporation, Silicones Division, is supplying the steam, the valves, the fittings and the pipe. Rivermen on May 1, 1965 are converging on Long Reach, West Va. in pick-up trucks and station wagons, bringing with them these old whistles. S&D is sponsoring the details. The steam voices of the COURIER, ST. LAWRENCE, TOM GREENE, CHRIS GREENE, SPRAGUE, LIBERTY, VULCAN--- who knows how many more?

A Pittsburgh professional firm, Mode-Arts, Inc., is bringing in elaborate tape recorders. The idea, hopefully, is that whistle-sound may be faithfully captured on long-playing platters, together with a little spiel about each whistle.

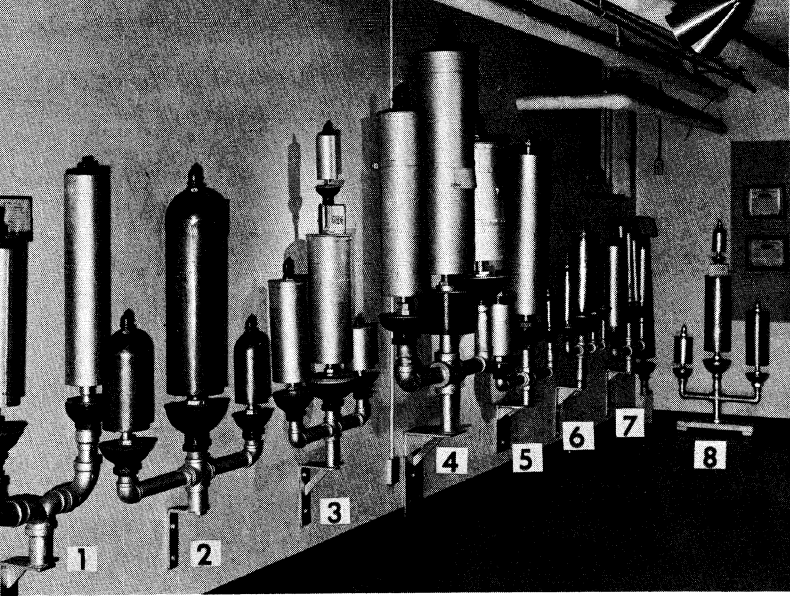
Whether this is important is hardly the question. The long-range outcome may be the preservation of a most captivating chapter in American folklore. At long last, the Lost Chord may be found.

S&D REFLECTOR has dug in its files to display on this page a picture snapped in 1937 aboard the excursion steamer WASHINGTON, with Capt. William S. Pollock blowing the whistle and F. Way behind the Graflex 3½ x 5½ camera.

Steam whistles sound notes and tone acquired in the construction. Variations have to do with pressure, quality of the metal, diameter of the barrel and other variables. Two such whistles blown simultaneously strike a chord. Three produce further interesting results. Some boats chimed as many as five and six. Rivermen tinkered with these unpredictables and achieved a wide selection of Steam Voices in range from a high falsetto to the last three sonorous deep notes of Asleep In The Deep. They found a steam whistle can be made to sound girlish, or manly, to have authority, to plead gently, or to wail like a banshee.

There is nothing quite like a midwestern steamboat whistle. Each has personal speech and inflection. There was a time when bottom-dwellers in Clarington, O. and in Prairie du Chien, Wisconsin, could recognize, without falter, forty or fifty steamboats two miles off by the echo-bounce of these steam-inspired chords.

Welcome to the WHISTLE BLOW! S&D REFLECTOR takes pride in handing you this special EXTRA edition to take home as a souvenir.



The whistles of the Dan M. Heekin collection, pictured by S. Durward Hoag. Shown here in permanent residence at Campus Martius Museum, Marietta. They are: 1) JOHN W. HUBBARD, 2) SWEET CAKE, 3) TOM GREENE, 4) SPRAGUE, 5) VULCAN, 6) TACOMA, 7) JOS. E. RANSELL. At extreme right (8) is the whistle recently installed permanently at Union Carbide's Silicones plant, Long Reach, W. Va., through kindness of river engineer Ray Gill.

Symphony of Sound

S&D's collection of steamboat whistles was made possible by a Cincinnati member, Dan M. Heekin. On his own initiative Dan Heekin gathered old whistles and assembled them in the plant of the Heekin Can Company. Feeling they should be enjoyed by more people, especially river buffs, he consented to display them in the River Rooms at Campus Martius, Marietta.

The moving day was rather spectacular. The whistles were loaded on a barge at Cincinnati and delivered by Ohio River to Lock 18, midway between Marietta and Parkersburg. S. Durward Hoag appeared there with a truck, gathered them up, and installed them in the Museum. The task of mounting these heavy whistles required drilling into a concrete wall to secure stay-bolts, and special metal fixtures for support. Steve Hoag donated a great deal of his own time and all expenses to complete the task. It turned out to be a job well done.

The whistles comprising the Dan M. Heekin collection are these:-

JOHN W. HUBBARD...Made up of 2 whistles, used on the sternwheel packet of this name 1919-1931. The HUBBARD originally was a cotton packet named J. H. MENGE built in 1910, although it is debatable whether the whistle dates that early or where it came from. It is not melodious, and always sounded off-key.

SWEET CAKE...A curious name for a towboat on the upper Ohio 1917-1928, owned by Rodgers Sand Co., Pittsburgh. Built at Marietta in 1908, and first named J. M. HUDSON, the whistle seems to date to this beginning. This whistle is called a "Lunkenheimer" inasmuch as the firm of that name put rounded tops surmounted by brass acorns on each barrel. This one has 3 whistles.

TOM GREENE...A former Wheeling boat and engine builder, John M. Sweeney, recalled that a whistle of this same design and tone was made in 1866 for the side-wheel ST. MARYS. It was much admired and a duplicate was placed on the side-wheel EXPRESS NO. 2 in 1870, operating Wheeling-

Parkersburg. Thence it went to the ST. LAWRENCE built 1879, and was transferred to the packet COURIER in 1895. The COURIER wore it until she wore out, and then it went to the TACOMA. Meanwhile a duplicate was made for the side-wheel GREENLAND and so for some years the Greene Line operated two packets wearing the same-tone tooters. The GREENLAND was lost in an ice gorge at Cincinnati in 1918, but the whistle was miraculously saved and put over on the CHRIS GREENE #1. Then came the horrible Nov. 4, 1922 when both the CHRIS GREENE and TACOMA were burned in the wharf fire at Cincinnati. From the wreckage was salvaged parts of the two Mike-&-Ike whistles, and these were put together. The result was a happy one--the tones were true. This composite went on the new TOM GREENE in 1923 and remained as long as she ran, until 1948. There are 4 whistles; three major ones and a small one mounted on top of the largest barrel. Capt. Jesse P. Hughes says there may be a slight off-key from the original tone, inasmuch as the TOM GREENE once tried to pass under a Cincinnati bridge with not enough headroom and knocked off the little top whistle and lost it. A new replacement was put on, but it never sounded quite the same. Anyhow, this instrument has the oldest origin of any in the collection, dating back almost a century.

SPRAGUE...When the mightiest towboat was built for river service in 1902, she was given the mightiest whistle ever made for a Western steamboat. The SPRAGUE, with a paddlewheel 40 feet in diameter, was called the "Big Mamma" and her ponderous tooter was in keeping. Last operated by Standard Oil of Louisiana, the SPRAGUE became too expensive a luxury and was handed over (for \$1 paid in hand) to the city fathers at Vicksburg, Miss., where she still reposes as a tourist attraction. But the whistle didn't stay with her. The late Capt. Tom R. Greene was refurbishing the DELTA QUEEN, fresh from California, and asked Standard Oil if he might have the SPRAGUE whistle for his super-tourist boat. One day a huge crate arrived at the Cincinnati wharf-boat (collect, \$72.50) and all the Greene horses and all the Greene men couldn't figure a practical way to get that monster whistle piped to the DELTA QUEEN's boilers. Already a liability due to the collect freight on it, Capt. Tom paled at the prospect of the enormous volume of steam he'd have to expend blowing it. So it stayed in the crate until Dan M. Heekin gathered it up, and has not been blown since. It is made up of three whistles, and sounds like the last three notes of "Asleep In The Deep."

VULCAN...This whistle in its present form dates back to 1899. It was on two towboats, both owned by the Jones & Laughlin Steel Co., and both named VULCAN. The last one was retired in 1951, so it was used constantly for 50 years. Not what may be called a pretty thing, it was familiar to a couple of generations of Monongahela River coal miners. Made up of three barrels with the center one exceptionally long.

TACOMA...Actually this melodious whistle has a beginning away back. It appeared on a side-wheel packet named the MINNIE BAY in 1883, and went from her to the big side-wheel INDIANA built by the Louisville & Cincinnati Packet Co. in 1900 at Jeffersonville, Ind. Capt. Jesse P. Hughes acquired it for the TACOMA later on, and added a fourth whistle to the original three. After he resigned as captain of the TACOMA he took this whistle off (it was replaced by the ex-COURIER whistle previously discussed here) and loaned it to a Huntington, W. Va. ferry at 26th Street. In the end, Capt. Hughes gave it over to Dan M. Heekin, and so it found its way to the S&D collection at Marietta.

JOS. E. RANSELL...This whistle, with construction most peculiar of all, came from a U. S.

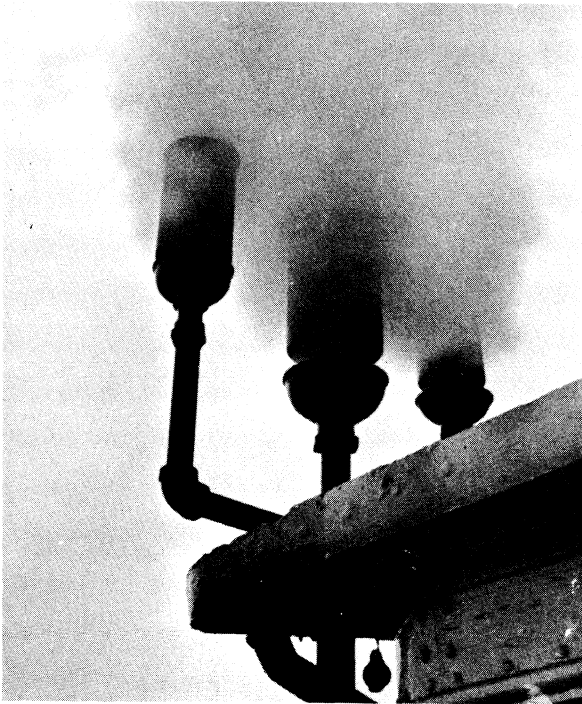
snagboat built in 1908. The instrument is built almost like a pipe organ. Inasmuch as it was used mostly on the lower Mississippi, very few persons at the Whistle Blow will remember it, and even fewer will claim ever to have heard it at all.

SHAPING STEAMBOAT WHISTLE BLOW

This Whistle Blow is the culmination of a mild beginning. George M. Fowles, engineer at Union Carbide's Long Reach plant, asked Walter W. McCoy if an old steamboat whistle was available to install there. Walt said he'd see. He asked F. Way, Jr. who wrote river engineer Ray Gill in Huntington. Ray had presented to S&D the whistle from the towboat GEORGE M. VERITY, almost an exact duplicate of the TOM GREENE whistle already at the Museum. Ray said, "Sure."

Union Carbide was installing a new boiler at Long Reach. George Fowles speculated the idea of bringing to Long Reach all of the whistles parked in the Museum--just to hear what they would sound like. The idea was taken to John J. Doub, plant manager at Long Reach, who gave his blessing. Union Carbide's New York office got in the act, and Ed Aldrich flew over in behalf of UC's public relations. A meeting was held in Mr. Doub's office. The date was set. The outcome, for better or for worse, now is apparent to the reader of these lines. A great share of the leg-work, plus innumerable phone calls, deserves a special salute to Walter W. McCoy, Ross Rogers, Jr. and S. Durward Hoag.

This Whistle Blow is not a "first." A very enterprising Blow was staged some time ago at Tell City, Ind., spark-plugged by S&D member Bert Fenn.



If the whistle from the towboat W. P. SNYDER JR. shows up at the Whistle Blow, and we hope it does, it will be heard for the first time in ten years. This is the same whistle brought on the boat to Marietta in 1946. Shrill and vibrant, it first was used on a towboat named CHARLEY JUTTE built in 1904. Sold to the Crucible Steel Co., and renamed CRUCIBLE, the whistle kept blowing until that boat wore out. Then it went to the W. P. SNYDER, JR., named for the board chairman of Crucible Steel who presented the towboat to the Ohio Historical Society in behalf of his company. -S. Durward Hoag, photo.



The LIBERTY whistle is better known along the upper Ohio than most. It was made by a farmer with a mechanical bent who lived along the West Virginia shore near Grape Island. First it went on a short-trade steamer named the GEORGE STRECKER, built in 1880 at Long Reach, W. Va., not far distant from the scene of our Whistle Blow. In 1887 the STRECKER burned in the Muskingum River at Beverly, O. but the whistle was not harmed.



LIBERTY blowing-by C. W. Stoll.

It next showed up on the BEN HUR, a popular packet in trades above Parkersburg, built in 1887 at Marietta.

When the BEN HUR was sold in 1909 to the Upper Mississippi, the whistle was placed over on the BESSIE SMITH where it remained until the LIBERTY was built at Clarington, O. in 1912.

This whistle settled down for a long run, for the LIBERTY was a come-and-go boat, and kept

operating as a packet out of Pittsburgh until she had out-operated all of her contemporaries and was the last of her breed. She finally quit in June, 1936, and pushed the GOLDENROD showboat on a river tour with Major Bowes' Amateur Show on board. The 1937 Flood caught her on the lower Ohio, and vandals stripped her of tackle and apparel, including the whistle. Capt. Earl Webster bought her, sleuthed the woods, found the whistle, and brought the boat back to Parkersburg. The LIBERTY never operated again.

But the whistle was off for other adventures. Capt. Webster built a towboat, named it MILDRED, and put the old whistle on. He soon sold the towboat to Capt. Tom Campbell, who sold her to the Arrow Transportation Co. on the Tennessee River. The old whistle went along, and stayed on this towboat until it was dismantled in 1949.

Several years ago Col. L. E. Willson, head of Arrow Transportation, gave the whistle to the Missouri Historical Society in St. Louis. Thanks to the river curator, Miss Ruth Ferris, member of S&D and good friend, a loan was arranged and the so-called LIBERTY whistle has been brought to Long Reach, W. Va. to give a final toot on approximately the same site where it started business in 1880 aboard the GEORGE STRECKER, 85 years ago.



The preparation and printing of this special EXTRA edition of S&D REFLECTOR has been made possible by courtesy of Wall Rope Company, through their representative, Ross Rogers, Jr. These four pages will be included in the regular June issue for the benefit of all members.

STEAMBOAT WHISTLE RECORDS PLANNED

It will be round.
 It will be flat.
 It will be shiny and black.
 There will be little grooves on both sides,
 and each side will play 22 minutes at 33 1/3.

It will come in an attractive jacket.

It's title: WHISTLE ECHOES.

The symphony (and otherwise) of sound heard at the Long Reach, W. Va. Whistle Blow, the steam provided by courtesy of Union Carbide, Silicones Division, will be preserved on this platter, together with a narration identifying the whistles and telling something of their stories.

Now, to own one of these rare-&-fine records you simply send check for \$4.95 plus 50¢ postage or total of \$5.45 to

MODE-ART PICTURES, INC.,
 1022 Forbes Ave.,
 Pittsburgh, Pa. 15219

The records will be released about 60 days after the Whistle Blow, approximately July 1.

Note: The above-described recording is the standard monaural type for 33 1/3 speed. A special stereo record also is in preparation, at a slightly higher price, details to be announced in the June issue of S&D REFLECTOR.

You'd hardly expect to find a steamboat whistle in a Public Library. We did. The old tooter from the packet CHRIS GREENE (2nd) was in the Rare Books Section, Cincinnati Public Library waiting for a borrower. S&D checked it out on Friday, October 16, 1964. It's probably overdue by now. It's a fairly special whistle.

When the Security Steamboat Co. of Point Pleasant, W. Va. built the excursion steamer HOMER SMITH in 1914, one of the stockholders, Capt. C. C. Bowyer, contracted with the Heslop Machine Shop for this whistle. The HOMER SMITH was the most exciting steamboat in her day, and the whistle proved a dandy. Just before the Depression descended, in 1928, the excursion boat was sold and the whistle presented to Capt. Chris B. Greene. He put it on the CHRIS GREENE (2nd). It stayed there as long as the CHRIS operated. Then for a brief period it served on the DELTA QUEEN. Finally Mrs. Tom R. Greene gave it to the Library where it has since reposed.

The old packet and tourist boat GORDON C. GREENE still is afloat, serving at St. Louis as a floating restaurant. She was built in 1923 at the Howard Ship Yard, Jeffersonville, Ind. for the Eagle Packet Co., St. Louis, and originally was named CAPE GIRARDEAU. When new, the Eagle Packet people placed aboard a whistle of dubious origin, probably a salad of two components used on former Eagle boats. It turned out to be a spine-tingler. It remained aboard until Greene Line sold the boat in 1952. There is tradition that one of the barrels of this whistle was used, if not both, on the side-wheel CALHOUN built in 1876. Mrs. Tom R. Greene presented this whistle to S&D a few years ago.



Whether the QUEEN CITY whistle, shown above, will be blown during today's event is not certain as we go to press. This exceptional photograph was taken in 1906 by T. J. Farley, of New Jersey, with a Graflex camera using 5x7 roll film. The original negative was handed to us by Cmdr. E. J. Quinby, board chairman of Greene Line Steamers, Inc.

The preparation of this EXTRA edition of the S&D REFLECTOR came about before many of the details as to what whistles would be blown could be ascertained. A complete listing is being included in the June, 1965 issue.

The Whistle Committee, headed by Walter W. McCoy, wishes to express appreciation to all persons who have assisted in the Event. In setting up an affair so unique a possibility always lurks that delays may prevent the proper blowing of all the whistles submitted. But that's one of those things which some day may lead to another try at a later date.

Sons and Daughters of Pioneer Rivermen

=Publishes quarterly a river magazine, the S&D REFLECTOR (since March, 1964).
 =Holds its annual convention at Marietta. Next one is scheduled on Saturday, Sept. 18, 1965.
 =Seeks out and files old steamboat photographs and movies.

=Supplies exhibits for the River Museum at Marietta, O.
 =Helps the Inland Rivers Section of the Cincinnati Public Library.
 =Maintains the Tom Greene Light at Marietta.
 =Sponsors historical river projects.

Annual dues for one person, \$3. A whole family may join for \$5. Send check to Mrs. J.W. Rutter, secretary, 89 Park Street, Canal Winchester, Ohio 43110. If you have an interest in the river you are eligible. Members in good standing receive the S&D REFLECTOR at no additional cost, are welcome at the meetings, and membership card serves as a pass to go aboard the steamboat W. P. SNYDER, JR. at Marietta.

She Never Made a Trip

Mention was made in the Dec. 1964 issue of the REFLECTOR (page 17) that both Capt. Tony Meldahl and Phil Anshutz had owned in boats and had taken bitter consequences. Thanks to some interesting research by S&D member Russell M. Lintner, of Bellevue, Pa., we now can present a few harrowing details of the calamity which befell Captain Anshutz.

In the fall of 1876 Capt. Phil Anshutz, Capt. Dan Moore and steamboat clerk J. A. Voegtly contracted with the Madison (Ind.) Marine Ways for a huge sternwheeler packet to operate between Cincinnati and New Orleans, and Pittsburgh-St. Louis. Without doubt they had been mentally hovering over the success of a similar steamboat, the JOHN L. RHOADS, a gold mine for her owners in those trades.

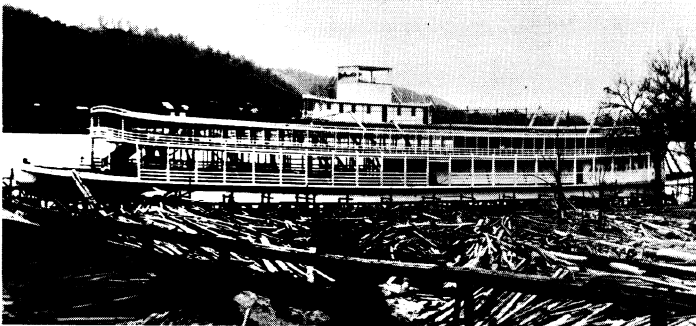
Dan Morton and W. H. Fry were operating the Madison Ways and already in 1876 had built some noteworthy steamers when they took on the contract for Capt. Anshutz's packet. That season they had turned out the BONANZA, VIRGIE LEE, LOUIS A. SHERLEY, FANNIE MOORE, JOHN H. HANNA and two model barges, in addition to lengthening the WILDWOOD and repairing five other boats.

Capt. Phil Anshutz made a deal, first of all, with his neighbor Capt. John K. Booth, for the old engines off the ALLEGHENY BELLE, which had sunk on the bar at Portland, Ky. in May, 1875, and had been dismantled there. Capt. Phil lived at Buckhill Bottom, O., below Clarington, and Capt. Booth lived across, where he had a West Virginia farm. These engines, 16's-6 ft., were more powerful than those of the JOHN L. RHOADS (16's-5 ft.) but then Capt. Phil was figuring on a mighty big boat.

The hull dimensions were to be 240 x 38 x 6. She was to have a bottom of 4" planking, her knuckles to be 7", and the gunwales 3". The cabin specifications called for 26 staterooms, all 8x8½ ft. size, all to contain double beds. Three boilers were built for her, having 5 flues each, 26 ft. long and 42" diameter.

In short order the river reporters commenced noticing the new steamer under construction at Madison. These items appeared in quick succession in the Pittsburgh "Commercial":

"Phil Anshutz's great stern-wheeler of 1200



This scene at the Madison, Ind. Marine Ways shows the A. L. MASON under construction. She was quite similar to the CALUMET. Taken by H. M. Flora, Madison photographer, Oct. 18, 1889.

tons capacity for the Pittsburgh-St. Louis trade will very probably be named GOOD INTENT. A friend of Phil's has suggested BUCKHILL BOTTOM. Captain Anshutz will laugh when he sees this allusion to his place of residence.

"Capt. Anshutz's new Pittsburgh-St. Louis packet has been named the WILLIAM LIST.

"Capt. List has declined the honor of having Capt. Anshutz's new boat named for him.

"CALUMET is the latest name selected for Capt. Anshutz's new boat."

So be it. The new CALUMET arrived at the Cincinnati wharf in the first week of December, 1876, and commenced taking cargo for New Orleans, having joined a "pool line" which assigned dates of departure and controlled freight rates. Then, out of the North swept a cold wave of such severity that within a week or so teams were being driven across the Mississippi at St. Louis and the ice was gorged under the Cincinnati suspension bridge 25 feet thick. Capt. Charles Muhleman was ringing the roof bell on his packet ANDES at Cincinnati for departure to Wheeling when the snowstorm set in. He proceeded with the boat to Moscow, O., 25 miles, when he became alarmed at the rapidity ice was making. He ordered the ANDES back to Cincinnati and laid up. He had plenty of company.

The boats caught at Cincinnati in the great storm were as follows: Lying between Ludlow and Broadway were the new sternwheeler GOLDEN CITY, the side-wheelers POTOMAC, BOSTONA and BONANZA, all without cargo. At the city wharf was the side-wheeler ANDY BAUM, partially loaded for Memphis; the new sternwheeler CALUMET, partially loaded for New Orleans; the ANDES, loaded for Wheeling; the ALEX KENDALL, partially loaded for Evansville; the VIRGIE LEE, sternwheel, partially loaded for the Kanawha River; the MARY MILLER, a sternwheeler, partially loaded for St. Louis; the EMMA GRAHAM, sternwheel, light; the B. H. COOKE, sternwheel, partially loaded for Evansville. The U. S. Mail Line had the side-wheel UNITED STATES at the foot of Vine Street, and the towboat ROBERT PEBBLES was at the foot of Race Street. The Madison packet, a side-wheeler, BEN FRANKLIN, was in ice harbor in the mouth of Licking River, and the Maysville packet WILDWOOD was at the marine ways. The BANNOCK CITY was at Sedamsville, and the neat side-wheeler CITY OF PORTSMOUTH was already in big trouble at 4-Mile, above California, O., pushed out high-and-dry, surrounded by an ice gorge.

When the gorges moved, in mid-January, 1877, the CITY OF PORTSMOUTH was carried free-astray in the surging ice, but was safely caught. The new CALUMET was knifed down, and her wreckage floated off down under the suspension bridge. The ANDES became a total wreck. Nobody knew what happened to the CALUMET until several days later when word came from Madison, Ind. that her wreck had lodged on the marine ways where she was built. The new boat which had never carried a cargo was taken by ice gorges back to her birthplace and cast ashore.

And that isn't the total of it. Capt. Anshutz and his partners had not arranged for full insurance coverage, but they did have a small policy for token protection. When adjustments were made, Capt. Anshutz collected in cash the proceeds from a Cincinnati agency, \$3,800, and with this wad in his wallet he walked down under the Cincinnati-Newport bridge, at night, and was knocked down and robbed of the whole of the sum. There were some skeptics who maintained that Phil knocked himself out with a club down under the Newport bridge, and later built a new barn and painted his Buckhill Bottom house with the proceeds. Probably not a word of truth in it.



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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 . . .

It is at the mouth of the Beaver River, twenty-five miles below Pittsburgh, that the Ohio River approaches Lake Erie at its nearest point. The jet-line mileage is 84.3 and the estimated cost of linking the two water systems by canal is a razzle-dazzle technicolor billion-plus. The canal won't happen if Pittsburgh can prevent it. The canal will be built, and soon, if Youngstown, O. wedges an appropriation through the U. S. Congress.

Once there was a canal linking Lake Erie and the Ohio, known as the Beaver and Erie, or the Ohio Extension Canal, a work 136.5 miles long, with 133 locks with an average lift of 7 feet per lock. The terminals were at Rochester, Pa. and at Erie, Pa. It was operative 1844-1871. A segment of it, the section between Rochester and New Castle, Pa. dates earlier, to 1835. The Extension, taking the canal to Lake Erie, was undertaken by the State of Pennsylvania. There were numerous set-backs financially, so serious that the uncompleted work in 1843 was handed over to a private concern, Erie Canal Company, headed by Charles M. Reed, of Erie, Pa. This company spent \$782,123.72 completing the 105.5 miles from six miles above New Castle to the Lake.

The Erie Extension ran along the Shenango River north past Sharon, Sharpsville and Greenville. Then it crossed the Pymatuning Swamp and descended to Lake Erie through Albion, close to Girard and Fairview, and thence to Erie. To Greenville there were 35 locks, and beyond there, to the lake, there were 71.

W. Milnor Roberts was the engineer of this Erie Extension, a man of much canal experience, and who had helped to build the Allegheny Portage Railroad linking the Pennsylvania Canal across the Allegheny Mountains. Also he had built the first railroad bridge across the Susquehanna, a long, two-level lattice-truss structure carrying double tracks above and a double carriage-way with footpaths below. Later in life he built the Northern Pacific Railroad.

Mr. Roberts' son, Col. Thomas P. Roberts, was engaged in the early 1890's to survey a suitable route for a modern version of the Lake-to-Ohio River canal, long after the original one had fallen into abandon. This enterprise was instigated by the legislature of the State of Pennsylvania which in 1889 had appropriated \$10,000 for the survey. Pittsburghers then were very decidedly beating the drum for such a connection. The Chamber of Commerce at Pittsburgh had a Canal Committee charged with furthering the work, headed by George A. Kelly, and with John E. Shaw as secretary. Capt. Charles W. Batchelor headed an

Executive Committee; Col. T. P. Roberts, Morrison Foster (brother of Stephen Collins Foster), W. L. Scaife, W. Harry Brown, J. C. McDowell and E. M. Bigelow made up the Engineering Committee. Other big names on the Committee lists included Capt. James A. Henderson, Capt. John F. Dravo and Capt. John A. Wood. This projected Canal was a MUST in Pittsburgh's upper circles for many years. It did not prevail, and the work was not undertaken.

What prompted the original connection of 1845? Primarily, there was a great deal of iron ore in the region through which the canal passed. In 1846 "the lights of ten furnaces could be seen from the cupola of the Mercer, Pa. courthouse." West of there, near Clarksville, at West Middlesex, at Big Bend, Greenville, Sharon and Sharpsville, pyramidal hoods of stone were rising to convert ores into pigs. The way to-or-from market for this was the canal; and the production of iron filled up many a chapter in the record of that original waterway. Later on Lake Superior ores were brought to Erie, loaded on canalboats, and brought to the iron mills in the western towns of Pennsylvania.

Local daylight packets connected Pittsburgh with the canal at Rochester, Pa., 25 miles. The names of some of them are indicative of the time: BEAVER, FALLSTON, NEW CASTLE, LAKE ERIE, MICHIGAN, CLEVELAND, BRIDGEWATER and WARREN. Youthful Andrew Carnegie was brought via this canal by his parents on their way to Pittsburgh. He later recounted that the Carnegies were obliged to remain overnight at the Rochester wharfboat awaiting a packet. Mosquitoes nearly ate them alive.

The end of the original canal came with a great suddenness, known as "The Great Canal Disaster." On the first Tuesday in September, 1871 a lofty aqueduct which carried canalboats across Elk Creek, near Girard, collapsed. It was 27 years old and had been giving good service until a few minutes before its failure. In fact a canalboat had just passed across it. On Sept. 7 a news article in the Erie "Observer" said prophetically, "Goodbye, old canal." The through connection between Lake Erie and the Ohio River was kaput.

However this may be, segments of the canal were operative years later. As late as Sept. 1912, when a flash summer flood took out a 50-ft. segment of the old dam in the Beaver River near Rochester, built originally in 1832, a private firm immediately closed the breach. This firm, the Kennedy Cooperage Co., was locking lumber through the old lock at Rochester to their mill two miles up the Beaver. The Rock Point Sand Co. utilized the slackwater above there, operating a sand dredge, barges and a steam sternwheel towboat named BEAVER. This towboat was there in 1920, captive in the Beaver River, having been built two years prior. Several of the ancient dams continue to provide pools in the Beaver River, as of 1965, although lockage around them has long since ceased.

Col. T. P. Roberts, when he made the survey of 1890, was chief engineer of the Monongahela Navigation Co., owner-operator of all Monongahela River locks and dams. His recommendation was for the building of a canal to connect direct to the Pittsburgh area inasmuch as the Ohio River was not improved those days. The Colonel Roberts' survey called for an extension canal bordering the north bank of the Ohio River from Davis Island Dam to Rochester. He called for a canal lock at the Davis Island works shoreward of the existing river lock. This border canal was to pass Emsworth, Sewickley, Leetsdale, Baden and Freedom and join the Lake canal at Rochester.

Colonel Roberts' recommended route to Lake Erie was to follow the Beaver River and Mahoning River by a slackwater system 46.26 miles to Niles

and thence by canal 8.74 miles to the plateau 900 feet above tide, thence 31.35 miles across the summit; thence descending to lake level in a distance of 12.55 miles at Ashtabula, O. This was a route 37 miles shorter than the old State canal and with a summit level 182.5 feet lower, and with 100 locks less.

By 1911 the Ohio River border canal was eliminated from the canal project inasmuch as the Ohio River had then been canalized by locks and dams in the area. Pittsburghers in 1911 hosted, wined and dined the U. S. Rivers and Harbors Committee and toured them over the Rochester-Ashtabula route. Nothing definite transpired; opposition had stiffened.

Today matters have altered materially. The "Pittsburgh-plus" domination of steel production has toppled. The future prosperity of the Pittsburgh area mills depends, in great share, on cheap transportation via the Ohio and Mississippi rivers. A Lake Erie-Ohio River canal, if built today, would favor Pittsburgh with many advantages rate-wise, but--and this is the hitch--at the same time Youngstown, O. would reach its smudgy fingers into Ohio-Mississippi competition. Such a prospect sends shudders along Pittsburgh spines. The problem:- Can two work horses be persuaded to drink from the same watering trough?

The Smithsonian Wanted It; River Museum Provided It

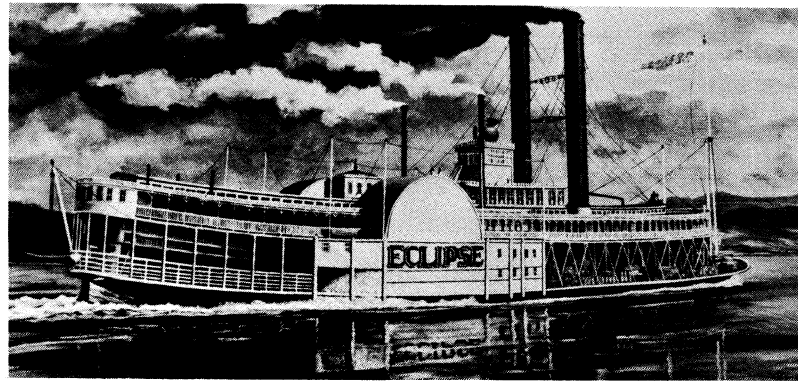
Campus Martius Museum sometimes gets odd requests. Recently the main exhibit room in the River Section looked like a carpenter shop. Workers were taking apart and measuring a beautifully shaped wooden steamboat hull-model, 14'7½" long, built at New Albany, Ind. in 1852, well over a century ago. They were doing the job at the urgent request of the Smithsonian Institution, Washington, D. C.

This wooden model, technically known as a "half section," was whittled out by master designers to establish the shape of the hull for the longest wooden river steamboat ever built for Ohio and Mississippi River service, the ECLIPSE. She was 365 feet long on deck, with an extreme deck width of 77 feet. The great packet, propelled by side-wheels, ran between New Orleans and Louisville, and set up speed records never equalled.

Old-time craftsmen, who could whittle better than they could draw, first built a scale model of the intricate hull shape. They fashioned it of laminated white pine boards held together with wooden pins or dowels. Satisfied with the shape, these boards were taken apart, and used in the mold loft to make the ribs and keel.

The River Section of Campus Martius Museum acquired this prize half-section model of the ECLIPSE hull in 1947 from New Albany, Ind. riverman, Paul W. Seabrook. Howard I. Chapelle, Curator, Division of Transportation, of the Smithsonian Institution, author of books on ship design, was quite excited when he learned of the model and wished the lines taken off for preservation.

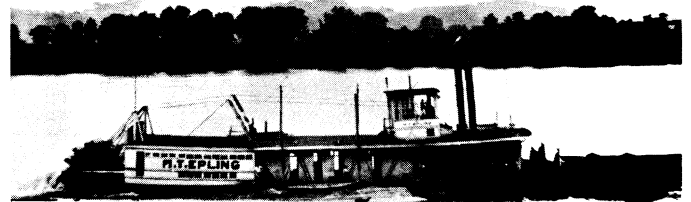
So this was done on Friday, Feb. 26. Walter W. McCoy of Sistersville, W. Va. brought along a roll of graph paper and other needed tools. Your S&D REFLECTOR editor assisted. Interested en-



When Howard I. Chapelle, curator of the Smithsonian, requested the hull lines of the ECLIPSE, he also asked: "Wonder where we can get a reliable picture of her?" As astonishing as it may seem, no photograph of the longest wooden Mississippi steamboat is known. She happened to be in the background of a picture made of the steamer BELFAST, and partly shows. Within the past year or so, "steamboat artist" William E. Reed used this photo, plus available information, and produced the above painting. It is, to answer Mr. Chapelle, the most reliable picture known.

thusiasts who helped were Harold C. Putnam, Warren, Pa., S. Durward Hoag of the Motor Hotel Lafayette, Marietta, Mrs. Catherine Remley, curator of Campus Martius Museum, and Lewis Anderson, custodian of properties at the Museum.

The job done, the half-section was put back together and replaced in its usual display space. It had not been apart for 113 years. No messages were found inside--as often happens. The original woodworkers did not leave their names for posterity. When the model is again examined, perhaps a century hence, there will be news for the curious, added A. D. 1965.



Among the recent joiner-uppers in S&D are Mr. and Mrs. Miles T. Epling, Gallipolis, O. and their six children, Mark Travis Epling, Brett Arnold Epling, Dean Thomas Epling, Scott Brian Epling, Kent Herbert Epling and Ann Atarah Epling. These six youngsters are grandchildren of the late Capt. and Mrs. Moses T. Epling. We welcome them with this picture of Grandpa's steamboat.

I am the captain of my soul;
I rule it with stern joy;
And yet I think I had more fun
When I was a cabin boy.
-John Preston.

John W. ("Bill") Kisinger, Box 95, Browns-ville, Pa. has in his office the office safe from the packet QUEEN CITY, using it for business purposes. Also he has there the pilothouse brass indicator from the steam propeller yacht TROUBADOUR. This steel hull yacht was built at Pittsburgh in 1893 for the private use of Samuel S. Brown, multi-millionaire coal operator for whom the three towboats named SAM BROWN and the stern-wheel packet S. S. BROWN were named.



No, not the Ziegfeld's follies nor Earl Carroll's Vanities... Here you see in full splendor the stage of the Eisenbarth-Henderson Showboat touring the Ohio, Mississippi and Illinois rivers about 1906. Capt. Ellsworth E. Eisenbarth, of Marietta, O., is seated on the stage a little left of center. Standing to the right of him, holding a baby, is Mrs. Eisenbarth. The infant is Ignace Eisenbarth, the late Mrs. T. C. McCurdy. The two other young ladies on the stage probably are the Misses Dennalla and Julia Eisenbarth.

The discovery of a showboat interior scene is a rare event. This theater is lavish compared with some. Upstairs and downstairs boxes, some style. A six-piece orchestra, no less. When this picture was taken, the river showboat was feeling the impact of the first nickelodeons. Capt. Eisenbarth countered the menace by staging extravaganza entertainment, including "The Eruption of Mount Vesuvius" and "The Johnstown Flood." His musicians played with equal facility "Every Little Movement Has a Meaning of Its Own" and excerpts from Tannhauser. Barefoot boys kicking dust in country lanes whistled showboat tunes. Pig-tailed girls "play-acted" in costumes from attic trunks while aping gesture and diction of the showboat's leading lady.

Sons and Daughters of Pioneer Rivermen

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