

Eggs and Crowing Roosters

.....

Two veterans of the Pittsburgh & Cincinnati Packet Line were Capt. Charles W. Knox and his engineer brother George Knox, both of Marietta, Ohio. Both were small statured, wore short beards, and looked like two Santa Claus helpers dressed in steamboat uniforms. They were brothers to Morris G. Knox who headed the Knox Boat Yard at Harmar, across the Muskingum from Marietta, where the P&C steamers SCOTIA, KEYSTONE STATE and IRON QUEEN had been built. The Knox boys were first cousins of President Taft's secretary of state Philander C. Knox, but there wasn't much hobnobbing.

Capt.'s. Charles and George worked together a long time on P&C's huckster boat, the KEYSTONE STATE.

The KEYSTONE STATE, although a tub,
Feeds you on the best of grub.
I don't see how they make her pay
For she's so long upon the way.
I don't see how she gets the freight
Because she's always runnin' late.

When behind schedule, as usual, Capt. Charles by custom did not mention his anxiety there at the breakfast table. Brother George, at his left, stowed away a hearty meal and two crocks of coffee and bread soppings. This accomplished, he wiped the egg from his beard, gazed intently at Capt. Charles and mentioned in a loud, deep basso which surprised everybody: "I'll goose her up a little this morning."

George descended to the engineroom via the cookhouse, gathering a few biscuits, and fifteen minutes later smoke, rust and scale vomited from the KEYSTONE STATE's smokestacks. Stray grate-bars hung on the safety valve assisted this lively animation, although brother George had the perspacacity to keep to himself his unauthorized and starkly illegal mode of transforming a dray horse into a blue ribbon sprinter. Brother George never blew up the boat and never flattened a flue. On Monday morning the KEYSTONE STATE and her eggs and crowing roosters were at the Pittsburgh wharf in time for market.

On her usual upbound trips from Cincinnati the KEYSTONE STATE usually had on board a thousand cases of eggs when she backed away from Hunt-

Continued on Page 4

THE MAIL BOX

Sirs: While I am happy to see S&D produce such an excellent little magazine, I cannot help thinking that the same effort, put into a "River Section" of our STEAMBOAT BILL, would benefit both societies more. We have for years been trying to get some of our members in the Rivers area to contribute to SB, with very meager results. (J. Mack Gamble's regular news column being a deeply appreciated exception). The quantity and quality of material in the S&D REFLECTOR shows that the stuff is there, all it needs is someone to send it in. When SB's Cincinnati Chapter started, a few people there commented on the lack of river stuff in SB, and I told them we would be happy to print it. Well, little happened, and I felt that in part this contributed to the decline of the Cincinnati chapter which now is very inactive.

I still think a combined magazine, with say 32 pages of non-river articles (by SSHSA writers) and 8 pages of river stuff from S&DPR, would be a terrific idea. It would cost either society no more in editorial labor or printing costs than they are now spending; the members of each could get the publications of both. And who knows, maybe a few rivermen will find out that there are steamboats elsewhere (and vice versa).

James Wilson,
The Steamship Historical
Society of America,
414 Pelton Ave.,
Staten Island 10, N. Y.

-STEAMBOAT BILL is a quarterly magazine of similar format to S&D REFLECTOR, having a circulation near the 1,350 mark. Of these about 1,200 go to members and 150 to libraries, exchanges, colleges and so on. -Ed.

Sirs: Just played the "Whistle Echoes" record and haven't enjoyed myself so much since the last issue of S&D REFLECTOR arrived, and that's saying something.

Edward O. Clark,
Box 52,
Chalfont, Pa. 18914.

Sirs: Did you use "store-bought" cases for the models at Marietta, or were they made by model builders? The reason I ask is I have a fine model of the IDLEWILD without a case and it's an extra-fine dust catcher.

Clark ("Doc") Hawley,
Greene Line Steamers,
Cincinnati, O. 45202

=Most glass cases at Marietta were built by J. W. Rutter right on the premises. -Ed.

Sirs: I went fishing the other night when I got off from work. It rained--oh well--I'll go Monday. As a captain and a man who grew up on the river you know how wonderful and glorious the mid-summer nights are. Especially when a warm breeze is blowing and the fish are biting and the sound that is the river is all about.

Donald Grot,
922 East Main St.,
Ottawa, Ill. 61350.

=Which causes us to reflect that the glory that is the river is eternally on the river, and 'teen age Donald Grot says so in prose that rubs the lockwall of poetry. -Ed.

Sirs: I received my "Whistle Echos" record in the mail Monday. It was really a job well done by everyone. Also I am sending in my application to the S&D in the mail to Mrs. Rutter.

Frederick J. McCabe,
R.D. #1,
Beallsville, O. 43716.

Sirs: It could be the GORDON C. GREENE is on that exclusive list of steamboats that will never be forgotten. You hit the nail on the head by noting my "big itch" to blow the GORDON's whistle during the May 1 Whistle Blow.

Robert Hammett,
Waterside, Route 3,
St. Marys, W. Va. 26170

Sirs: I'm sure that picture of Capt. George W. Bay and family in the March, 1965 issue never was printed in The Waterways Journal. I never met Capt. George Bay but

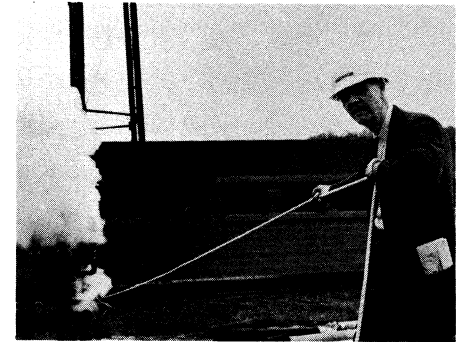
while aboard the packet OHIO in 1912 Capt. Edwin F. Maddy took me along uptown to call on Capt. William Bay, the brother.

Donald T. Wright,
The Waterways Journal,
St. Louis 1, Mo.

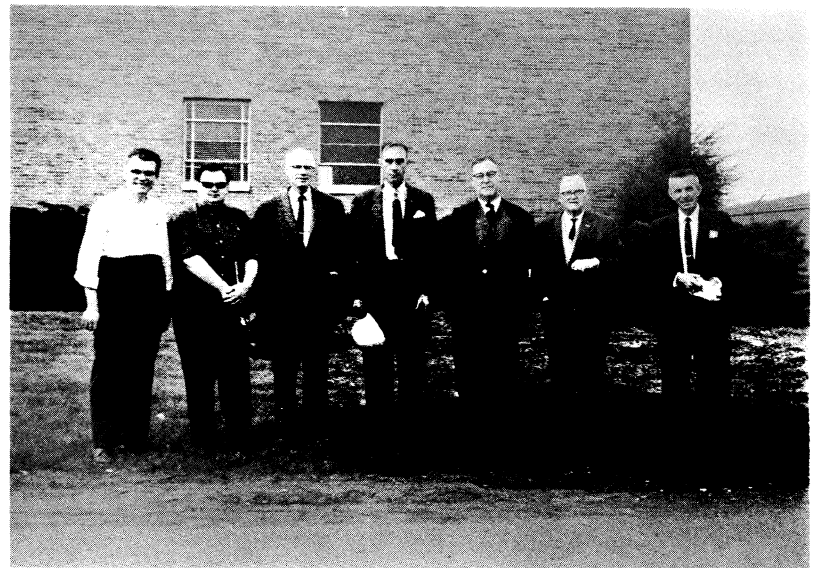
Sirs: In June issue, page 20, I note that COMSTOCK LOAD is labeled WHITE, but Jim is a forgiving and fine gentleman of the West Virginia hills. Otherwise the issue is TOPS.

S. Durward Hoag,
Motor Hotel Lafayette,
Marietta, Ohio

=Jim Comstock, editor of West Virginia "Hillbilly," Richwood, W. Va., runs a back page column called the COMSTOCK LOAD. In West Virginia he's so famous that a letter addressed to Hillbilly at non-existent Comstock, W. Va. was delivered promptly to Richwood. In S&D REFLECTOR he now gains marine luster by appearing twice, (see below) albeit his June debut was all in White. (For a true picture of Harry F. White also see this page). -Ed.



Jim Comstock



TOOTENANNY TUTELARIES at Long Reach, W. Va. on May 1, 1965 pose as Ross Rogers, Jr. snaps the picture. From the left: Bert Fenn, Tell City, Ind.; Jim Swartzwelder and William E. Reed, Pittsburgh; Harry F. White, Belle, W. Va., Robert H. McCann, Cincinnati; Capt. Hiram A. Carpenter, St. Marys, W. Va. and Bob Kennedy, Catlettsburg, Ky.

Sirs: My good friend M. Vance Higbee came down to the steamer **PRESIDENT** a week or so ago. He had a paper you sent him with a couple of pictures and description of the burning of the first J.S. (March, 1965 issue **REFLECTOR**). I was the first assistant engineer on her when she burned and was on watch, and I'm the last one left of the licensed crew.

Here's who was on her: Capt. John Streckfus, master; George S. Nichols and John Laycock, pilots; Jim Robinson, chief engineer; John Pemberton, first assistant engineer; Andy Klamstine, mate.

John Pemberton,
1801 Bodenger Blvd.,
Algiers, La. 70114

=Greetings to Johnny Pemberton who has been chief engineer on the **PRESIDENT**, the Streckfus side wheel excursion steamer, twenty-one years. -Ed.

Sirs: I am managing editor of the Ironton Tribune (Ohio) and through the years any news of the Ohio River has been of great interest to me not only from the personal standpoint but also the newspaper standpoint...being located on the beautiful Ohio.

Your publication has published a story of the Bay family and a photograph (March, 1965 issue, page 18). I am a granddaughter of Capt. George W. Bay. I am the namesake of Minnie Bay Eaton, a daughter of the late Capt. George W. Bay, in fact, his oldest of eight daughters. My mother was May Bay Mauck, who is deceased as is my father Harlow B. Mauck of Proctorville. There is one daughter of Capt. George living; she is Mrs. Charles A. Miller (Willie Bay) of Huntington, now in her late seventies. I would like copies of the March issue for my aunt and my two sisters, who also reside in Huntington.

Min M. Grimes,
Managing Editor,
Ironton Newspapers, Inc.,
Ironton, Ohio

=Yes, eight daughters and not seven, as stated in the March issue story. -Ed.

Sirs: One note about the last issue---you have J. Harold Wolfe as lost on the **KANAWHA**; it was Bert Wolfe. Harold had at one time been purser but, like Harry Maddy, he became a Gallipolis banker.

J. W. Rutter,
Canal Winchester, Ohio

Sirs: I have just been down on the Old Ship **DELTA QUEEN** and it made me look way back in the Pass when you and all of us was on the Old Ship bringing her to her new home in Cincinnati and then to

Dravo's Ways. Captain I wish I could see you all and spend a few more days on that boat, and not never forget our's lovely Captain Tom Green gone but not forgotten and also Mother Green. Let us all do ours Best to see them again, someday, as we all are traveling up the Road of the High Ways of Life.

General R. McCowan,
202 North Adams St.,
Vicksburg, Miss.

=Dern your wooly head, General, hush up. -Ed.

Sirs: The pictures and account of the snagboat **E. A. WOODRUFF** in the Dec. '64 and March '65 issues have prompted me to dig up a picture (shown below) of some of the crew 1913-1915 on that boat while my brother Joe was aboard as a mechanic. They are, from the left: John Horn, engineer; Fletcher or Fletcher, carpenter; Joseph C. Stottlebower, mechanic; Lou Saunders, engineer and Ed Biltz, the blacksmith. Joe had forgotten the blacksmith's last name but Cmdr. S. Varanko of USCG's Marine Inspection supplied it. Too bad Capt. W. H. Christian wasn't in this picture.

Alene Stottlebower,
614 West Second,
Madison, Ind.



=Yes, and Ed Scheve, clerk. Capt. Christian helped superintend the construction of the **WOODRUFF** and was on her---well, when wasn't he on her? -Ed.

Sirs: I have been an operator on the Crescent bridge for 18 years, and naturally am interested in towboats. In The Waterways Journal and in your magazine I read about "hogchains." Now please tell me what in h- they are? Also would like to know, what are "monkey rudders?"

Pete Ehman,
824 48th Avenue,
Rock Island, Ill.

=Hogchains have nothing to do with hogs, nor monkey rudders with lemurs. See **S&D REFLECTOR's** story on towboat **OTTO MARMET**, page 15, June, 1965 issue, for a good look at hogchains and we'll slip in a monkey rudder one of these days soon. -Ed.



Sirs: This picture is made from an old browned print which I had copied recently. Capt. Walter S. Conner (left) and Capt. H. Stewart Conner, brothers, both Cincinnati-New Orleans pilots, are aboard the **HOMER SMITH**.

Sarah R. McFaul,
4850 Marieview Court,
Cincinnati, Ohio 45236

=Probably taken in the spring of 1916 when **HOMER SMITH** made Mardi Gras and Easter tours, Pittsburgh to New Orleans. Mrs. McFaul is granddaughter of Capt. Stewart Conner. -Ed.

Sirs: Do you think there is any use in me taking pictures of diesel towboats?

Ted Pearsall,
1307 Judson Place,
Henderson, Ky.

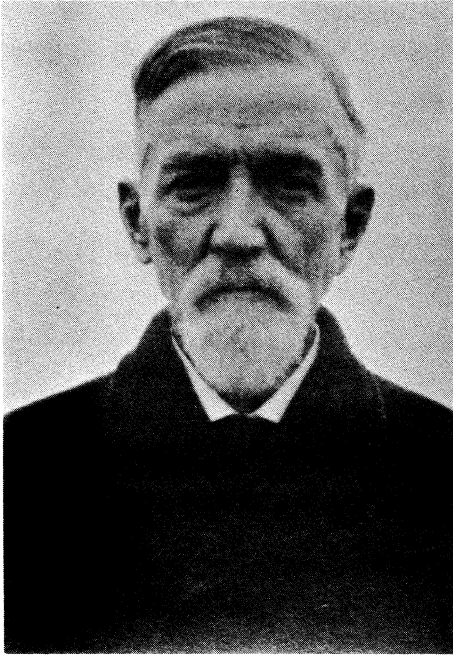
=Depends on you, son. Do the job real well and someday it will pay you dividends. -Ed.

Sirs: I was on a towboat up the Monongahela River about 1900 and we were laying at a coal tipple. I noticed something queer on top of a pumpboat in the fleet and walked the gunnels for a look-see out of curiosity. The dern thing was a whistle made out of a keg. What they'd done was take a wood red lead keg about 7" diameter and used it for the chime. The odd part was that the base was only about 3" diameter. Those were nice little kegs, built tight like a whiskey barrel and with iron hoops. So I hunted up the watchman and asked would he blow this thing. He gave me a grin and yanked the rope, and Skipper it sounded like a couple of bulls broke loose. Now how in Nation did a 3" base manage to blow a 7" keg I'd like to know, but it worked real good.

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

Concluded from Page 1

ington--and any less than that and the crew was fed on prunes the balance of the trip. From there up she turned into a ferryboat, blowing long begging whistles in every bend, the pilot alert for a hail from shore, for the wave of a bandana by day or a lantern by night meant business. She would poke in at Athalia and Millersport adding to the cargo, and by the time she passed the mouth of the Kanawha she had two thousand cases and was ready for the heavy work. Sometimes the landings were only a half-mile apart, or across the river from one another, as at



George W. Knox

The original engineers on the KEYSTONE STATE were George W. Knox and Charles McDaniel, this in March, 1890. Five years later, in March, 1895, George's brother Capt. Charles Knox was promoted to master of the boat. Both were on her many seasons. George died at home in Harmar, O. about two weeks after his 93rd birthday, on December 9, 1937. His last boating was as engineer on the GENERAL CROWDER.

Graham Station and Racine, and Belleville and Reedsville, where she might spend a couple of hours. By the time she got to Marietta she was a barnyard alive with animal noises, chickens, cows, pigs, sheep, ducks and turkeys.

Eggs, eggs, everywhere eggs. This henfruit was shipped in neat wooden boxes, called egg cases, each holding thirty dozen, the shipper's name stencilled on them sometimes, sometimes not. Also they were marked whites, commons, seconds; the modern supermarket patron would scarce believe a hen lays so many styles. The total upon arrival at Pittsburgh was over one million, often a million and a half. Woe to the deckhand or clerk who got the Long Bottom seconds piled in with Bruny selects. Or who got Albert Bruny's mixed in with Fred Bruny's, or who scrambled the Pomeroy Beegles with the Racine Beegles. Each shipper wanted his eggs piled separately and in lots; the whites here, the selects there.

The KEYSTONE STATE came under the Point Bridge at Pittsburgh early Monday, usually before daylight. Already there at the Patterson independent wharfboat were the KANAWHA in from

Charleston and the BEN HUR from Parkersburg, both fair-sized creatures and similarly blocked off (mate's lingo for a full cargo). Hen feathers floated in the air, pigeons swooped for free chicken feed, a hen escaped through a broken coop slat and twenty roustabouts were in pursuit, an egg case was dropped leaving a sickly yellow puddle of great interest to blue bottle flies. On rainy days the wharf cobblestones were slick with manure. Sliding about in this slop were the hucksters, mates, clerks, draymen--everybody yelling, waving, gesticulating---the Jew dealers and wholesalers pinching hens to calculate their worth, weighing coops on platform scales, loading wagons. The stately steamboats reposed in the background, their jobs done, looking half asleep, a wisp of smoke curling from each smokestack. Occasionally a passenger picked his way through this melee, persuading himself he was on a vacation voyage.

At Thanksgiving time half the population of Pittsburgh and environs added themselves to the congestion. For the turkeys were in. This was the gala trip of the year for the KEYSTONE STATE. Housewives bought family turkeys on the hoof while the sex was distinguishable (who knows now gift-wrapped in plastic?), then the bird's feet were tied with baling twine and he-she was taken home by street car.

Yankton, Above Sioux City, Once a River Port



Yankton, Dakota Territory, May 2, 1876:- The steamer BENTON from St. Louis to Fort Benton arrived here on Sunday, April 16, the first boat of the season from below. The steamer CARROLL from St. Louis to Fort Benton arrived Monday, Apr. 17 and left Thursday the 18th. She will take on a large portion of her cargo at Bismarck, D.T. The steamer JOSEPHINE left for Fort Buford on Saturday, April 22. The steamer E. H. DURFEE from Pittsburgh arrived Sunday, April 23. She discharged 60 tons of freight brought from Pittsburgh and took on considerable freight for points above and some passengers. She left Tuesday morning, Apr. 23 and will take 300 tons of Benton freight at Bismarck. The NELLIE PECK arrived Tuesday, Apr. 23 from St. Louis and left the same day for Fort Benton. She had a full load of Montana freight. The steamer KEY CITY arrived at Bismarck on Apr. 24 and left on the 26th. The CARROLL arrived on the 26th and left on the 27th. The JOSEPHINE arrived here on the 30th and the BENTON on May 1. The E. H. DURFEE passed Fort Sully on Sunday the 30th. The WESTERN will commence loading on Thursday and will leave for Fort Benton. -Pittsburgh Gazette, May 5, 1876. Contributed by Russell M. Lintner.

The following steamboats were operating and largely owned in the Kanawha and Elk rivers in early May, 1876:- LOOKOUT, DANIEL BOONE, WEST VIRGINIA, MODOC, JUDGE BAKER, IANTHE, D. T. LANE, OIL VALLEY, H. E. PIERPOINT, HAWKEYE, PHIL MORGAN, JOHN W. MORGAN, PEYTONA, STELLA, ED. SMITH, JULIA NO. 2, TOM FARROW, ALEX CHAMBERS, LIZZIE GARDNER, MOUNT CLARE and ELK RIVER SURPRISE, the latter which navigates the Elk River 90 miles.

JOIN ALONG

10th Anniversary Party

Rough, Rustic and Refreshing

Sirs: You have no idea who I am, nor any reason to have any idea, but I'm writing for some information and your name was referred to me by Mr. Dewey A. Somdal of Shreveport, La., a long-time friend of mine.

I'm going to be a Senior at Hollins College, Roanoke, Va., next fall, a fairly small liberal arts woman's college. One day at lunch this past year, some of my friends and I were discussing what kind of a trip we could all take together the spring vacation during our final year. In a moment of sheer inspiration we hit upon the idea of floating down the Mississippi on a barge for about six days starting, say, in St. Louis or Cairo, and ending up for a night in New Orleans. Our original vision was pure Huck Finn all the way---rough, rustic, and refreshing. We thought in terms of spending the day lying in the sun reading (with perhaps a straw in the mouth for effect); of eating nothing but bread, fruit and cheese; of sleeping under the stars in sleeping bags; and of having one, reliable, male guide who knows the Mississippi's every whim, preferably an elderly retired river boat captain who'd keep us up 'til the wee hours, telling tales about the good ol' days. (We seriously considered Mr. Somdal for the position, but his wife said she wasn't about to let him spend a week alone on a barge with 10 college girls).

Mr. Somdal, however, gave us some place to start by saying that if anybody in the U.S. would know how we might do it, it was you. Voila, the explanation!

Seriously, if it's not too much trouble I would greatly appreciate any information you could possibly provide about, or any name you could give in reference to, the prospects of such a trip. Some of us have come down to practicalities and realized that it's probably impossible to fill our above descriptions, but we'd really like to take some kind of relaxed sail down the Mississippi, in some kind of vessel that we'd have complete run over, with some kind of accommodations that wouldn't have an exorbitant price tag, and with some kind of guardian angel for protection so our parents would still think we have some sense of propriety.

If you're totally flabbergasted, I refer you to Mr. D. A. Somdal.

Patricia Neild,
420 Drexel Drive,
Shreveport, La.

-Even before referring to Mr. D. A. Somdal we're still totally flabbergasted. Applicants will

Ten years ago the towboat W. P. SNYDER, JR. was brought down the Monongahela and Ohio rivers to her permanent berth in the Muskingum. Elsewhere in this issue are two pages, a sort of scrapbook showing some of the persons and events of that celebrated voyage.

The Sons and Daughters of Pioneer Rivermen invite you and your family to attend the Annual Meeting to be held in Marietta, Ohio on Friday, September 17 and on Saturday, September 18, 1965.

Your president declares this to be the Tenth Anniversary Meeting of the acquisition of the SNYDER and Mrs. Catherine Remley, curator of Campus Martius Museum, joins with those two veteran caretakers Clarence R. Smith and Glenn L. Seavers (who have been aboard and busy taking care since 1955) in a special invitation to once more cross the gangplank.

No meetings are scheduled on Friday, Sept. 17, although special showings of river movies are planned that evening at the Motor Hotel Lafayette.

FORMAL NOTICE

The Board of Governors will meet in the Lafayette at 9:30 Saturday morning. No changes in Board appointments---if last year you were on the Board you still are on the Board. Members are cordially invited.

A luncheon will be held at the Marietta Boat Club, near the SNYDER, at 12:30 p.m. on Saturday and

due to the state of the finances a charge will be made. The so-called "business meeting" will convene at 2:30 Saturday afternoon on the Boat Club premises.

The annual dinner is called for 6:30 o'clock Saturday evening at the Lafayette. Tickets are \$4 and must be procured in advance. These tickets will be available on both Friday and Saturday at the main desk, Hotel Lafayette. Pick them up prior to 4 p.m. Saturday after which time tickets not paid for must be cancelled and resold. Seating will be available in both the Riverview Room and the Rufus Putnam Room. The evening program will be delayed after the meal until seating is arranged in the Riverview Room.

For advance reservations at the Motor Hotel Lafayette, Marietta, phone 614-373-5522 and identify yourselves as S&D members. You may make dinner ticket reservation at the same time, by wire or phone just so's you pick up and pay for tickets by 4 p.m. Saturday.

The program following the dinner is not firm as we go to press with this issue. One thing certain is the premiere showing of a color sound river movie entitled "Steamboat on the River," prepared by Bill Warrick. Those who have enjoyed Bill's past offerings will want no further recommendation.

If you have color slides or 16 m.m. movies to share, bring 'em along for the Fan Fare following the formal evening program. Buffs take over at that point, let the chips fall where they may.



Regular Portsmouth & Pittsburgh Packet.

THE NEW LIGHT DRAFT PASSENGER STEAMER,

JAS. KIRKER,
MASTER.

W. A. MADDY,
CLERK.

EXCHANGE

LEAVES PITTSBURGH every Tuesday Evening at 5 o'clock.
PORTSMOUTH every Thursday Evening at 6 o'clock.

REGULAR
Portsmouth & Pittsburgh
WEEKLY PACKET.
Steamer EXCHANGE.

JAS. K. KIRKER, Master. W. A. MADDY Clerk.

DISTANCES ON THE OHIO RIVER
-FROM-
CINCINNATI
-TO-

please line up and don't shove, and Doc Hawley will reread the above where Miss Neild specifies an elderly retired river boat captain. Capacity limit of LADY GRACE is 6, not 10. Real-life Lady Grace and Mrs. Somdal mesh gears in absolute synchronization so voila, the explanation! Odds to the contrary, S&D salutes the inspiration of the ten Hollins College girls and good luck to them. -Ed.

New Richmond, O.....20 1/2	Syracuse, O.....227
Augusta, Ky.....22 1/2	Waco, O.....230
Ripley, O.....23 1/2	Leatsville, O.....237
Maysville, Ky.....61	Ravenswood, W. Va.....254
Manchester, O.....72 1/2	Portland.....258
Vancoburg, Ky.....75 1/2	Marysville.....261
Portsmouth, O.....83	Belleville.....2 1/2
Greenup, Ky.....103	Hockingport, O.....274
Hanging Rock, O.....139	Parkersburg, W. Va.....288
Irisson, O.....141 1/2	Marietta, O.....300
Ashland, Ky.....146 1/2	Newport.....315
Catsburg, Ky.....152	Mataunora.....330
Ceredo, W. Va.....154 1/2	Slatersville.....335
Burlington, O.....155 1/2	Barsville.....345
Huntington, W. Va.....160 1/2	Sunfish.....355
Big Gayandotte R.....163 1/2	Mountville.....371
Millersport, O.....174 1/2	Wheeling.....384
Gallipolis, O.....196 1/2	Steubenville.....407
Big Kanawha R.....203	Wellsville.....428
Pomeroy & Middleport.....204	Rochester.....452
Hartford City.....207 1/2	Pittsburg.....450

Boat's card for the EXCHANGE in 1876, kindly supplied by S&D member R. L. Dana, Box 145, Parkersburg,

MUSIC ON THE RIVER

By C. W. Elder



Clarence W. Elder's orchestra playing aboard Streckfus excursion steamer WASHINGTON, season of 1925. Standing, from the left:- E. Ray VanDuzen, trombone; Irvin Hardesty, piano and leader; Kenneth Scott, drums; Leonard Gonyea, trumpet; Al Moore, trumpet; Red Heggen, saxophone. Seated, also from the left:- Pod Morrison, saxophone; C. W. Elder, manager and strings; Roy Kopesky, bass.

Capt. Joe Streckfus was very particular about music on the Streckfus excursion boats. He would attend rehearsals, tap his feet with his watch in his hand, and if the band failed to keep the proper tempo (70 beats a minute for fox trots and 90 for one steps) somebody got hell. If it happened too often there were new faces on the bandstand.

Capt. Joe in my opinion was the man who did most to exploit music in my day. The men themselves of course were talented, but it was Capt. Joe who provided them the place to start. He personally trained some of them, always insisted on regular rehearsals, and strove for perfection. He had an uncanny sense of values when appraising a musician, and in audience reaction. I have never noticed credit given to him, come to think of it.

"Dixieland" music originated at New Orleans. Yankees had not been exposed to it, and it was Capt. Joe who recruited New Orleans players and sent them North on his boats. The result was fantastic. I saw it happen. I lived in Burlington, Iowa, and the SIDNEY came in (the first real excursion boat there) with capacity crowds. Fate Marable played on her then, before the first World War. He played an air calliope in the ball room instead of a piano--called a "Tangle Air Calliope," made at Muscatine, Iowa. The SIDNEY attracted crowds wholesale, while the G. W. HILL about starved to death with a local orchestra recruited from around here, poor music, and poor pay.

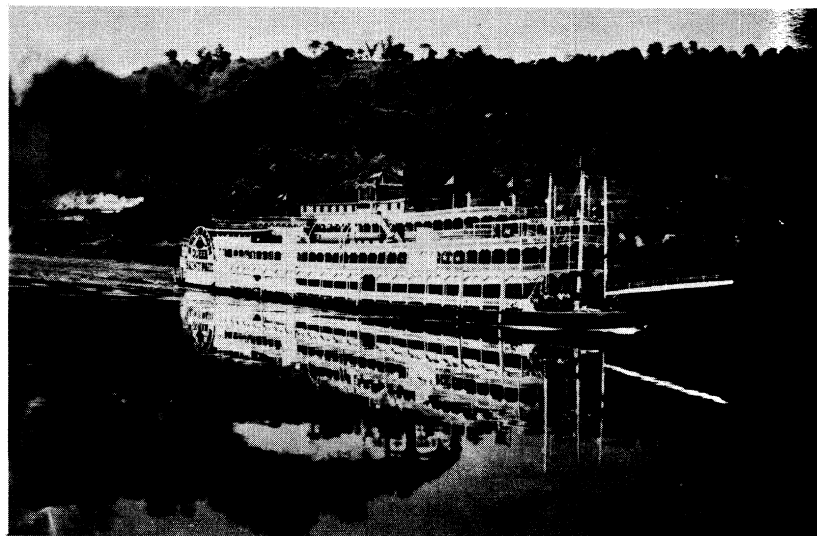
Now about the "river boat musicians." Fate Marable was by far the most colorful river boat musician in the country. He was born at Paducah, Ky. about 1890. His mother, a music teacher, taught him what he first knew. One day Fate was

As this article was being prepared for print the sad news came of the passing of Capt. Clarence W. Elder, the author. He died at Moline, Ill., his home, on Tuesday, June 15, 1965. His river career was one of the most unique of record. When he played the WASHINGTON's calliope the first time, the elder Capt. John Streckfus winced, strode back to the engine room and turned off the steam. From such inauspicious start C. W. Elder graduated to the top of the river music field, thence to purser, pilot and captain. He fought and bled on Ohio River "moonlights" and was long-time protege of the late Capt. D. W. Wisherd. The pity is that "Heavy" Elder didn't start writing his recollections sooner. Nothing quite like the following contribution has been preserved in print, and we are proud to hand it along. -Ed.

walking down Broadway there in Paducah, saw the old (first) J.S. at the landing, walked aboard and got a job playing piano. In later years he had excellent offers to take bands to New York, but he was loyal to Capt. Joe Streckfus, and save for about two years, he always was a featured musician with the Streckfus Line. Fate afterwards told me he was eating a hunk of potato pie that day he got his first job on the J.S.

As you know, Fate was colored. He did more for colored musicians than anyone in his time, and his graduates include some of the Great. One of them was Louis Armstrong, trumpet and vocalist who did command performances for royalty. Fate told me in 1921 about the time Capt. John Streckfus nearly dragged Louis Armstrong off the bandstand because he was too bashful to sing a song. Warren "Baby" Dodds, drummer, graduated from Fate's Band. He was there 1919-1921, before he went to New York and teamed up with Armstrong. Then Charles Creath, trumpet, was with Fate in the 20's at St. Louis. Dewey Jackson, too; both of these men led their own bands later and made records. Creath was on the SAINT PAUL with Fate the first year she came to Pittsburgh, 1937.

Jimmy Blanton, bass, was with Fate that



Dixieland music was freighted to the Upper Mississippi and Ohio Rivers by bands whose players were often handpicked and trained by Capt. Joseph Streckfus. This picture, taken by Capt. Jesse P. Hughes, is of the "old SAINT PAUL, daddy of 'em all" as the boat explored to Pittsburgh for the first time in summer of 1937.

first year the SAINT PAUL came to the Ohio. He became a featured soloist with "Duke" Ellington, and died before he hit the top, but he had all it takes to get there. Duke Ellington did not start on river boats.

Some other colored musicians who played with Fate Marable and Charlie Creath on the CAPITOL are George "Pops" Foster, 1918-1921, and St. Cyr, banjo, 1918-1920. These two were with Fate when Louis Armstrong was there, and they both became prominent later. Arthur James "Zutty" Singleton, drummer, was with Fate on the CAPITOL and J.S., 1923-1924. The music magazines told much of him later, and he really got his start right there on Streckfus boats.

Most of the jazz bands in those early days didn't play from music. They would all sit down around a victrola, learn the melodies and then improvise their parts. The old "standards" from around New Orleans everybody knew. "High Society" was one of Capt. Joe Streckfus's favorites, and every new clarinet player got tried out on that one, and if he could cut the mustard on "High Society" he was good enough for anybody.

The original Dixieland Band, the actual start of the Northward movement, was composed in 1913 of the following---all white: Nick LaRoca, cornet; George Brunis, trombone; Yellow Nunez, clarinet; Anton Lada, drums and Harry Ragas, piano.

You may notice that I harp on the Streckfus excursion boats. None of the others had what was called good solid beat rhythm music with the Dixieland flavor; not even the ISLAND QUEEN, with her big orchestra and big arrangements--sounded stenciled. The HOMER SMITH had Everett Merrill as leader, who played stinking saxophone. These boats never did recognize the value of the southern musical influence.

On Streckfus boats the laggards couldn't help improve what with coaching of the leader and of Capt. Joe. They either got good, or else dropped out. The hours were terrible with the long all-day trips and moonlights. In later years Capt. Joe was obliged to use two bands; one for the day trips (smaller) and a big band for the evening. On tramping trips all bands played until unconscious.

When it comes to the calliope, Fate Marable could get more pretty music out of that instrument than anyone. The four ranking calliope players then were Fate, Homer Denny, Bill Foley and George Strother. All the rest were mechanical and that includes me, and also Irvin Hardesty who was on the WASHINGTON. George Strother was really good, and was on the HOMER SMITH for a long time. He doubled on piano, drums and bass in the orchestra, was on the WASHINGTON two seasons and played calliope once on the QUEEN CITY when she had one. Hal Kennedy, saxophone, was on the HOMER SMITH at the time George Strother was there, and Hal was some shucks on a sax. He liked the river well enough to spend his adult lifetime at it, and his name should not be left out of any article pertaining to River Music.

To blow my own tooter a little, I started in 1922 playing calliope and banjo on the WASHINGTON and turned out captain of her on the last season in 1937, and, between us, I wish she was still running (with steel innards and bottom) and that I could be purser, and I'd take Cap Wishard back, too, and Bill Pollock and F. Way as pilots and little matter who the captain would be. Which reminds me again of Hal Kennedy.

In 1934 the Carnegie Steel people sent down a "Century Tow" to New Orleans from Pittsburgh, their 100th, and Hal Kennedy tried to get George

Strother to go along and play calliope. Turned out George was in Florida somewhere, and Hal was about nuts as Capt. A. O. Ackard had ok'd the deal and the calliope was already bolted to the deck of the I. LAMONT HUGHES. I'd been learning the river on the D. W. WISHERD under Capt. Joco Meeks (passing coal, mostly) and Hal called me to come play the thing. I went up to Clairton and tuned the calliope in zero weather. We went out of the Ohio River fighting ice, and me playing "In The Good Old Summertime." The steam from the whistles froze on the keys almost on contact so I had to pour black engine oil all over the keys, and played the dam thing with canvas gloves on.

I trained a few musicians myself, if you'll pardon the protruding. Claude Thornhill came aboard the WASHINGTON at Wheeling on June 1, 1925 and was 17, and was late getting there because he had to finish High School in Terre Haute before he came. He came in short pants, now believe it or not. Claude made history in the music business; was an orchestra leader in World War II, in the Navy. Since has become one of the foremost. He left the WASHINGTON at the close of the 1925 season to study at the Cincinnati Conservatory of Music, and after that he was with Clyde McCoy, Hal Kemp, Benny Goodman, Paul Whiteman and the rest of the best.

Eugene Royse, trumpet, was in my orchestra on the WASHINGTON 1925-1927, and left to go to school in Lexington, Ky. Last I heard he was a prominent lawyer in Maysville, Ky. Also I had Wendell Mayhew, trombone, in 1925, who graduated to the best orchestras, and later was with John Scott Trotter playing for the Bing Crosby show.

I knew Bix Beiderbecke, cornet, but he wasn't in my outfit. Although I did play with him in Davenport when he was a kid. Bix then carried his horn around in a paper bag, and I've been on the bandstand when the manager threatened to fire the whole orchestra if Bix was kept; that was in 1921-1923. Bix went on the CAPITOL with "Doc" Wrixon, and was on the WASHINGTON for a while. They had to let Bix go because he couldn't read music. That happened at Clinton, Iowa. After they fired him, Bix went to Chicago and next thing he was with Paul Whiteman. So he really did play on Streckfus boats.

Boat orchestras in my time played no popular ballads as a rule; we played four beat rhythm which is Dixieland. The standard tunes then were Dixieland One Step, Millenburt Joys, High Society, Panama, Clarinet Marmalade, At The Jazz Band Ball and Muscat Ramble. When the WASHINGTON made her first foray up the Ohio River I had one very fine dance orchestra organized, what with men the calibre of Claude Thornhill and Wendell Mayhew. Ed West was the captain and many times he begged me to slow the tempo lest the crowd shake the boat apart dancing. There was such a thing as the orchestra leader announcing to the band, "Blues In F." That was the cue to improvise, and the leader would start off any direction in the key of F, and each player used his own judgment. Very rarely would such a tune end up badly. Takes experts to get away with that.

Never forget it was Capt. Joe Streckfus who was the daddy of all this.

A spot of local history is like an inn upon a highway: it is a stage upon a far journey: it is a place the national history has passed through. There mankind has stopped and lodged by the way. Local history is thus less than national history only as the part is less than the whole. Local history is subordinate to national only in the sense in which each leaf of a book is subordinate to the volume itself. -Woodrow Wilson.

TRAGEDY AT CROW ISLAND

W. H. Rea, late S&D member who lived at Marletta, owned an old worn-leather pocketbook he never used. His Dad had bought it at Pittsburgh in 1893 while he was running a grocery near the site of Ohio River Lock No. 6 below Vanport, Pa. On it, in ink, were these words:-

"I shall keep this book in honor of the dead who died in the Ohio River by drowning. B. Marks, San Antonio, Texas. E. Rothchild, Clara Rothchild."

What was the secret of this cryptic message? Mr. Rea often wondered but never knew. The story did not unfold itself until researchings of Russell M. Lintner and S&D's editor combined to shake it loose.

In the spring of 1864 a sternwheel packet was built at McKeesport, Pa. on the Monongahela. She was modest in size with a hull 150 x 35. The engines made by Hugh M. Bole were 18's- 5 ft. The paddlewheel was built "square," 23 x 23. She had three boilers by Jas. A. Thorn Co., 38" dia. by 26 ft. long. Her owners, Capt. John Darragh, James Russell and Joseph Darragh, named her the FINANCIER. Capt. John took command, and Russell was the head clerk. She advertised her first voyage from Pittsburgh to St. Louis. Later on she made trips through from Pittsburgh to New Orleans. On one of these latter voyages, the boat departed from Pittsburgh at a late hour on April 12, 1866.

On down the river 20 miles, Mrs. E. Rothchild borrowed a camphene lamp (a patented illuminator noted for brilliance and trouble) and was taking it toward her stateroom, walking down through the cabin, when the lamp exploded. Not only was Mrs. Rothchild enveloped in flame, but the woodwork quickly caught. Capt. John Darragh ordered the boat ashore. The pilot was running the channel entering the head of Crow's Island at Baden, Pa. (below Ambridge and above Rochester). He pulled the wheel to port and made a hasty beaching on the island's bar.

In the ensuing confusion many of the passengers were trapped in the aft end of the cabin and had to jump overboard for their lives. Ten died, including Mrs. Rothchild, her husband and two children. Capt. John Darragh survived and later lived in Memphis. Thomas Darragh was living in Little Rock, Ark. as late as 1908. The side-wheel packet BAYARD, operating in the Pittsburgh-Wheeling trade in 1866, came up to the burned FINANCIER too late to save lives, but she did take off the survivors.

If it still exists the old pocketbook with its message now interpreted celebrates its 100th birthday next April 12.

FOOTENNANY

Here's the first professionally recorded tape or album of 37 old time steamboat whistles with narration by Captain Frederick Way, Jr., "Whistle Echoes," Volume 1 should be a part of your collection.

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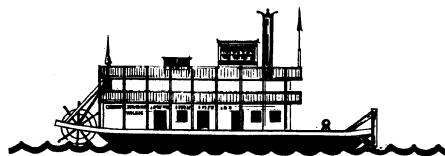
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Here's that PRINCESS again. Same one shown in the June issue as a mystery boat. One S&D member opined it might be something built on a movie set. To further confuse the issue is the stern nameboard, "of Springfield, O." That's on the Mad River, what's worse. Since last issue we have procured the accurate dimensions of this PRINCESS, and she proves to be 4'0" long and 0'10" wide, built in 1955 and powered with an 8-volt electric motor with three speeds forward and reverse. Full rudder control, and four-channel radio control from shore. She was built by John L. Fryant, Arlington, Va. Does she float? Look at the picture. She floats.



ALAN BATES' NEW BOOK

S&D member Alan L. Bates is the author of a new book (152 pages) titled BELLE OF LOUISVILLE and we've just read it in one sitting if stretched in a hammock is sitting with much glee. With advance apologies to the author we didn't know he had it in him to write a really good book. The publisher in California reproduced the many, many pictures with sparkling clarity. And too, there are drawings Alan made, for he's primarily an architect. Somebody told us that the pen sketches at chapter ends were by Capt. Charles Y. Duncan, Jr. who spent a season piloting the BELLE and then went back to towboating where he belongs. So all in all the talent combined between covers has given birth to a book of rare merit.

In writing such a book Alan might easily have fallen into the error of expanding the races run between the BELLE and the DELTA QUEEN to fill up much of the text. Happily he hasn't done so. The races are a mere detail in the over-all story of making a rusty old clunk into a hot-rod. Alan Bates was mixed into these adventures and tells it all with charm and wit.

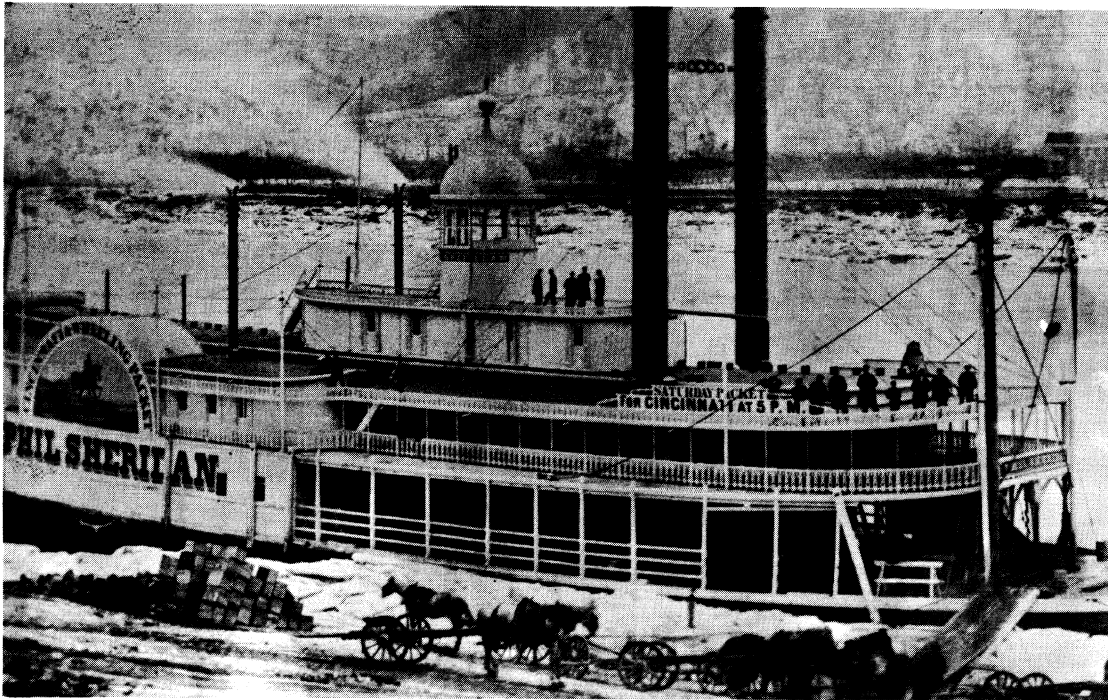
BELLE OF LOUISVILLE—Ohio River Steamboat
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PHIL SHERIDAN AT WHEELING 100 YEARS AGO



If there is an older photograph taken at Wheeling of a steamboat with steam up we've never heard of it. This portrait was staged 100 years ago come January, 1966, which means it was snapped in January, 1866. The PHIL SHERIDAN is just entering the Wheeling-Cincinnati trade, brand new and built at Cincinnati. Her octagonal pilot-house roofed in pagan-cathedral and topped (look closely) with a whistle is honest imitation of the big sidewheel *Dictator* built the year prior. An excellent model of this PHIL SHERIDAN is exhibited at the Marietta River Museum, built by Robert Thomas, and complete even to the oil painting of General Sheridan astride his horse in the famed ride south from Winchester, Va. to rally his troops after the repulse at Cedar Creek, an event then quite fresh (happened Oct. 19, 1864). This painting shows on the paddlebox and, of course, is duplicated on the port side as well.

Capt. Charles Muhleman commanded and owned the PHIL SHERIDAN, a big man with a squeaky voice born under a pawpaw bush along the West Virginia shore (then Virginia) opposite Buckhill Bottom. His parents were cheese makers of Switzerland enroute to their newly acquired land below Clarington, O. After he grew up, Capt. Muhleman built a fancy home at Buckhill Bottom and was living there when he built the PHIL and paid the bill (approx. \$55,000).

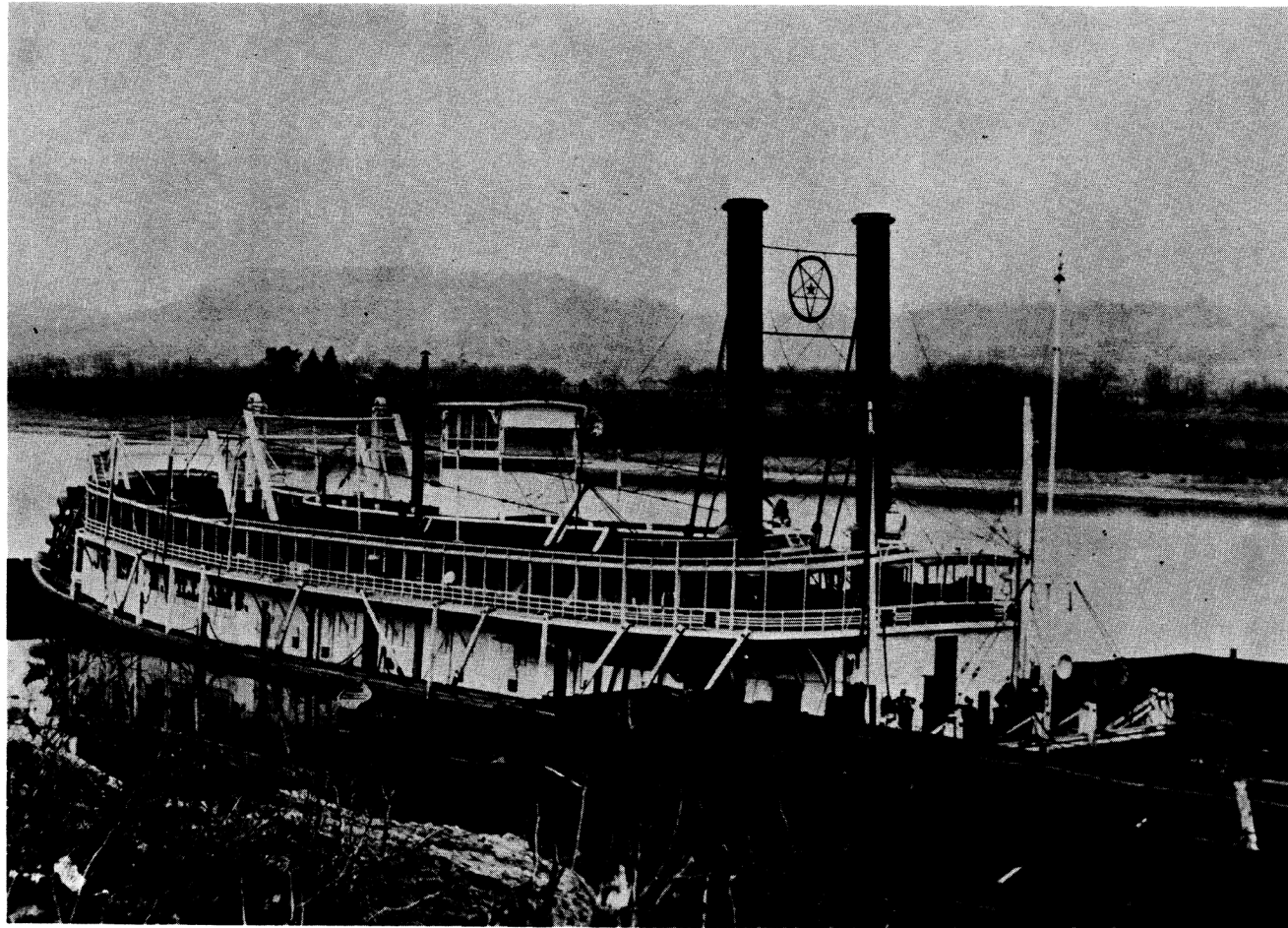
Pilots on the PHIL when this picture was made were Phil Anshutz (see June issue, page 25 for story of him, and Dec. '64 issue, page 18 for his photograph) and Amos Davis. Chris G. Young was head clerk, assisted by Charles W. Knox (see page 1 story in this issue).

Want to hear a story about Amos Davis? He was rather heavy-set, about 5 feet 7, had keen black eyes and was deeply religious. He made his home in Bridgeport, O., across from Wheeling. On Sunday, January 19, 1890, he was piloting the big sternwheel packet *Louis A. Sherley* down the Ohio

on a big river and was about to run the Parkersburg B. & O. railroad bridge. A log got wedged in the rudders and they ran hard down to starboard and locked. She sheered off for the Ohio shore right above the bridge, missed the channel span, and zoomed down under the shore span which in 1890 had underslung girders. The boat couldn't be stopped, and those girders raked off the smokestacks, pilothouse, texas, stage rigging, the whistle and all. The commotion made a fearful racket and brought to the shore all the natives of Belpre, O. Amos Davis held on to the pilotwheel during the fray, and never once let go of it. More by luck than management the boat landed itself just below the bridge. By that time pilot Davis was buried in the wreckage and had to be extricated with pinch bars from under the pilotwheel which lay flat on top of him. Fortunately among the spectators was a doctor from Parkersburg who examined Davis's machinery and found no flukes. Aside from superficial bruises he wasn't hurt at all--except Davis was so shaken up he quit the river to become a sexton in a Wheeling church and was so serving when he died in 1903.

Back to the PHIL SHERIDAN. She had barely made six trips in the Wheeling-Cincinnati trade when Commodore Davidson bought her for \$65,000, delivery to be made at Cincinnati. On the way down she got in one of those March jimmycane wind storms at Straight Creek, blew the smokestacks overboard and otherwise damaged her to the tune of \$1,500, which amount had to be deducted from the sale price. When repaired she went to the upper Mississippi and historians of that area have been writing stories of her ever since.

The original of the photograph presented here belongs to J. W. Weaver, Jr., Weaver Skiff Works, Racine, O. Cons Millar, river reporter for the Cincinnati "Commercial" in 1866, made mention that clerk Chris G. Young had presented him with a likeness of the PHIL SHERIDAN taken at Wheeling, made by a photographer named Partridge, and quite likely this is a similar print.



JOS. B. WILLIAMS

Anything about the towboat JOSEPH B. WILLIAMS is interesting to listen to. For a boat which was "Daddy of 'em all" for 27 years (1876-1903) surprisingly little reliable information has been published.

John L. Fryant, S&D member who lives at 4160 South 36th Street, Arlington, Virginia 22206 has shared with us a startling discovery. Somehow or other he latched on to a copy of "Transactions of the Society of Naval Architects and Marine Engineers, Vol. 17, 1909. Reproduced therein is an original profile drawing of the WILLIAMS, one of her boiler lay-out, and perhaps most interesting of all, of her engines.

The length of the WILLIAMS' hull was about 218 feet, from stem to main transom, according to the accompanying drawing. Her cylinder timbers, holding up the paddlewheel, were about 92 feet long, made of wood. The dotted crosshatching under the cylinders may indicate iron bracing. The rather large smokestack on the roof aft of the skylights is from the nigger boiler. For some reason the 'scape pipes are not shown. She came out new with fancy "feathers" on top of her stack "puddings." The stacks are shown with the old-time A-frame lowering rig, and note that they are hinged near the roof. The pole canted forward heeling on the forecastle is a spar, handled by a derrick (or "boom pole") just behind. She had a "square" paddlewheel with the same diameter and bucket length, 28'6".

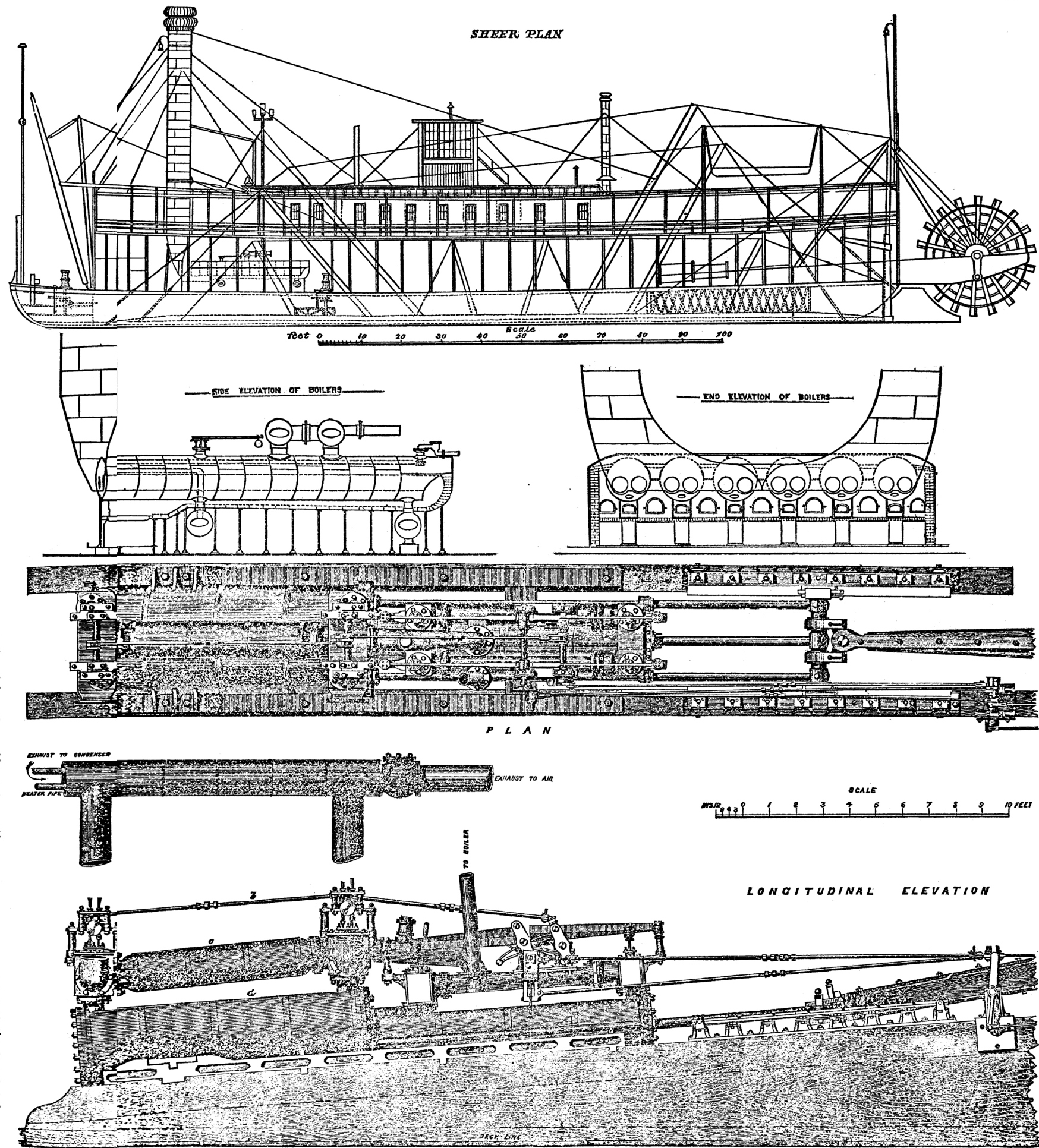
The WILLIAMS carried six two-flue boilers of the usual "Western style." These were interconnected by two mud drums underneath, the after one doubling as a support, set on a thwartship wooden block. The safety valves (one on each boiler) were set ovetop of the forward drum and had a long arm weighted at the extremity with an

iron ball. Two steam drums show, although this is unusual, interconnected--why did they do this? The boiler feed water entered at the rear, on the top, and dotted lines indicate it was passed by pipe clear forward, then bent back and down into the forward mud drum leg. Why so? Why not the Snowden heater? Biggest puzzle is the shape of the aft boiler heads, drawn in a most peculiar manner, as though they were curved to meet the rear jacket brickwork and allow space thereby for the flame and gases to pass into the aft end of the flues. If this be so, it is the first instance your author ever heard of where there was deviation from flat boiler heads.

The furnace grate bars are each 6 ft. long and stand some 3 ft. high above the deck. The inference is that the fireman had to lift the coal used for fuel at least 3'4" to throw it into the furnace doors. That took some tall heaving, unless they worked from a platform not shown. She had seven main fire doors (the big ones) and six "pigeon holes."

The engines were odd, to say the least. The low pressure cylinder was at the forward end and the high pressures aft. This machinery was built by A. Hartupce, an old Pittsburgh firm long at First Ave. and Short St., downtown. These engines were 19 1/2's, 45's- 9 ft., according to records kept by her latter day owners. As is shown, two piston rods emanate from the l.p. engine and run along each side of the h.p. engine to join an enormous crosshead (3'4" clearance between the slides). Your scribe has heard on good authority that the center piston rod did not pass through the h.p. engine into the l.p. engine and that the two side rods carried the load. Also note that the l.p. engine is lugged at one point only to the bedplate and that the h.p. engine is not lugged at all. Now, the valve gear is set on top of the cylinders, quite an advancement for 1876, when mostly it was at the sides "broadhorn" style. Doubtlessly experienced steam engineers

Continued on Page 13



Bewitching news!

Sirs: In the June issue you wondered if the ill-fated SULTANA actually went to Pittsburgh on her maiden voyage, or at any other time. The answer is no, she did not. But that famous boat which drowned so many Union soldiers actually did operate for a number of weeks in the Cincinnati-Wheeling trade. Nobody waved at her from J. Mack Gamble's house, either, for this happened five years before Mack's house was built.

I originally learned that the SULTANA's first trip was upriver from Cincinnati in the most recent book about that boat called Transport To Disaster, authored by James Walter Elliott. This source indicates that Capt. J. Cass Mason was her first skipper, but, as will be seen, original sources do not agree with this.

I have been delving into old Cincinnati newspapers to see what might show up. It's a fascinating business and time-consuming, too, for those ancient river reporters were apt to lavish many paragraphs upon their friends and pass by others with a mere word or so. Sometimes they were blunt in appraisal. The writer for the Cincinnati Daily Gazette dismissed one new boat as a "perfect abortion of the boat builder's art," and evidently he was not a friend of the SULTANA people, for he didn't waste ink on her. On the other hand, the reporter for the Cincinnati Commercial went overboard to heap on praise.

Here are notes taken from the aforementioned Cincinnati papers during the January-June period in 1863:-

There was a double launching at Litherbury's Yard on Saturday, January 3, 1863. The hulls apparently were identical in major measurements, one each for Capt. John A. Williamson and Capt. Preston Lodwick. The former was to be named LUMINARY and the latter SULTANA, both designed for the New Orleans trade. Work on the SULTANA moved rapidly and on January 23 W. H. Cropper was put in charge of the office, and the new boat was to be ready to start south the week of February 2. The LUMINARY wasn't ready until the second week in March.

On February 3 announcement was made that the SULTANA would make her first trip to Pittsburgh, her cargo being secured through the agency of E. S. Butler & Co.

The Commercial gives this description under date of Feb. 4:-

Capt. Pres. Lodwick's new and splendid steamer SULTANA, just completed, will come down to the levee this evening or tomorrow,

and receive a cargo for Pittsburgh. The SULTANA is one of the largest, best, business steamers ever constructed. The hull, by John Litherbury, is extra fastened, 260 feet in length, 39 feet floor, 42 feet beam, 7 foot depth of hold. Machinery by Moore and Richardson, consists of four tubular boilers, 46 inches diameter and 18 feet long, each boiler containing 24 five-inch flues. Cylinders are 25 inches in diameter with eight foot stroke, working a pair of waterwheels 34 feet in diameter with 11 foot length of bucket. The cabin is very neat, tasty, and capacious and finely furnished and will comfortably accommodate 100 passengers. The rooms in the ladies cabin are eight feet square. While the SULTANA has a capacity of 1,000 tons, she trims on 34 inches of water. Although larger she closely resembles and was built from the molds of the PRINCE OF WALES....Her commander Capt. Pres. Lodwick, has built and superintended the construction of a number of fine steamers here, including the NORTHERN BELLE, NORTHERN LIGHT, PRINCE OF WALES and the present magnificent craft SULTANA....Mr. W. H. Cropper, the well known steamboat accountant, is in charge of the office assisted by Mr. Charley Matthews. Messrs. J. W. Keniston and McClain are the engineers, Robert Cornish the mate, and Mr. Sanderline the steward. The SULTANA cost \$60,000. Passengers for Wheeling and Pittsburgh and intermediate points can anticipate an agreeable trip on the SULTANA.

On Wednesday, Feb. 11 the SULTANA left for Pittsburgh with 600 tons of freight and a "fair" trip of passengers. The river at Cincinnati was 19'6" and falling while the Pittsburgh gauge reported 6'6" and rising.

The Commercial reported that she had passed Parkersburg on Friday 13th enroute to Pittsburgh and commented: "The recent rise will let her through to Pittsburgh with ease, providing her chimneys are not too high for the bridge at Wheeling."

The Pittsburgh news (by telegraph) in the Gazette of Feb. 16 listed the SULTANA as the next boat due in Pittsburgh but the Feb. 18 edition says: "SULTANA--- Came down from Wheeling bringing a fair trip. She left this city (Cincinnati) with the intention of going to Pittsburgh, but was unable to pass the Wheeling suspension bridge and reshipped her freight at that point, returning again to this place." The Pittsburgh gauge that day was 8'6".

For the remainder of February and into March, the SULTANA was listed as departing from Cincinnati for Pittsburgh but always arriving at Wheeling.

These were uncertain times for

boat owners, what with agents for the U.S. government suddenly appearing at the landings and appropriating about every boat in sight into U.S. service, and for indefinite periods. Several times Capt. Lodwick escaped such calamity with the SULTANA, claiming his boat was already loaded for Wheeling and Pittsburgh.

But on March 12, on which date the SULTANA was at the Wheeling wharf (10' in the channel) Capt. Lodwick got tagged. He was advised by the U.S. that his boat would be taken over upon return to Cincinnati.

On March 16 she is listed as departing from Cincinnati for Nashville in the government service.

Evidently this was for one voyage, for, on April 9, she is again advertised at Cincinnati for a trip to Wheeling. There is no mention now of the destination being Pittsburgh, the pretense of the Wheeling bridge having been dropped.

She operated in the Cincinnati and Wheeling trade regularly until April 30, upon which date she came down from Marietta. She is advertised to depart on May 4 at 4 o'clock p.m. (positively!) for Cairo and Memphis, and the Cincinnati Commercial next day tells that she had gone over the falls at Louisville.

No, Mr. Editor, looks like the SULTANA never did make it to Pittsburgh, but Capt. Pres. Lodwick sure talked plenty of going there.

J. W. Rutter,
89 Park Street,
Canal Winchester, Ohio

=Thanks to Woody Rutter for some morsels about SULTANA and her adventures in the region of Possum Bar, Captina and Boggs Run. Seems LUMINARY and SULTANA did have duplicate hulls as stated. Capt. Preston Lodwick next bought into the Cincinnati-Portsmouth packets and was on BOSTONA NO. 2 and on the BOSTONA NO. 3. As late as 1877 he was captain on the OHIO NO. 4 in the Cincinnati-Pomeroy trade, and left her to manage the famed Galt House in Louisville. We never did know, and still don't know who owned the SULTANA when she exploded. But it's a thrill to know she was in Wheeling many times in the spring of 1863, three years before the picture of the PHIL SHERIDAN was taken there, shown on page 9 in this issue. -Ed.

The Richardson Printing Company in Marietta, who produce the S&D REFLECTOR, are photographing Dean Cornwell's painting of the BETSY ANN with the thought of making available large size color reproductions.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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SEPTEMBER, 1965

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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.



Dorothy Powers Departs

and we're not about to allow our distinguished friend Dorothy Powers escape from what she created, our universal sense of affection and respect.

EDITOR'S NOTEBOOK . . .

Rules are rules, and Dorothy Powers retired from her position as curator of the Inland Rivers Section of the Cincinnati Public Library on May 25th. She stepped into the position when the Rivers Section was first formed in 1955. At that time she didn't know a timberhead from a fantail, but she wasn't long in finding out. Her career has been most interesting, and here are a few of the highlights:-

Dorothy Powers was born in Natick, a Boston suburb, which accounts for her down-east accent. She went to Vassar and then married Sydney Powers who transplanted her to the Oklahoma oil country. Two daughters were born, and for twenty years our Dorothy was a homemaker and mother. Her husband died in the 1930's. Thereupon Dorothy Powers decided to learn something new. She took her master's in sociology at the University of Chicago in 1939, planning a teaching career.

Instead, she answered World War II's call--- joined the Red Cross. After the war, she worked five years in St. Louis veterans' hospitals. Then back to school again, this time for her masters in library science at the University of Illinois. She worked four years at the Oak Park, Ill. public library and--at an age when most people are thinking of retiring for good--she came to Cincinnati (where one of her daughters was living) and joined the Public Library staff there.

Two years later S&D made its momentous decision to transfer documentary material to the Cincinnati Library, and when the Inland Rivers Section was formed with this nucleus, Dorothy Powers was tapped to become head of the new department. She commenced to show up at the S&D annual meetings and became friend of everybody she met. She was at the OVIA meetings painfully conscious that she was perhaps intruding into a man's world. She not only made a point to know everybody, but she wanted accurate records of relationships and forebears. Her prepared Annual Reports, mailed to all S&D members, were always as interesting as a new book.

Her dedication and enthusiasm have always been contagious, and it's been a joy to have her. Dorothy Powers closed her last book and walked away from the Library feeling as though the world had turned to void and vacancy. The truth is just the reverse:- Every mother's son in S&D has a lump in his throat, like saying goodbye to a favorite teacher who really knows how to teach,

Concluded from Page 10

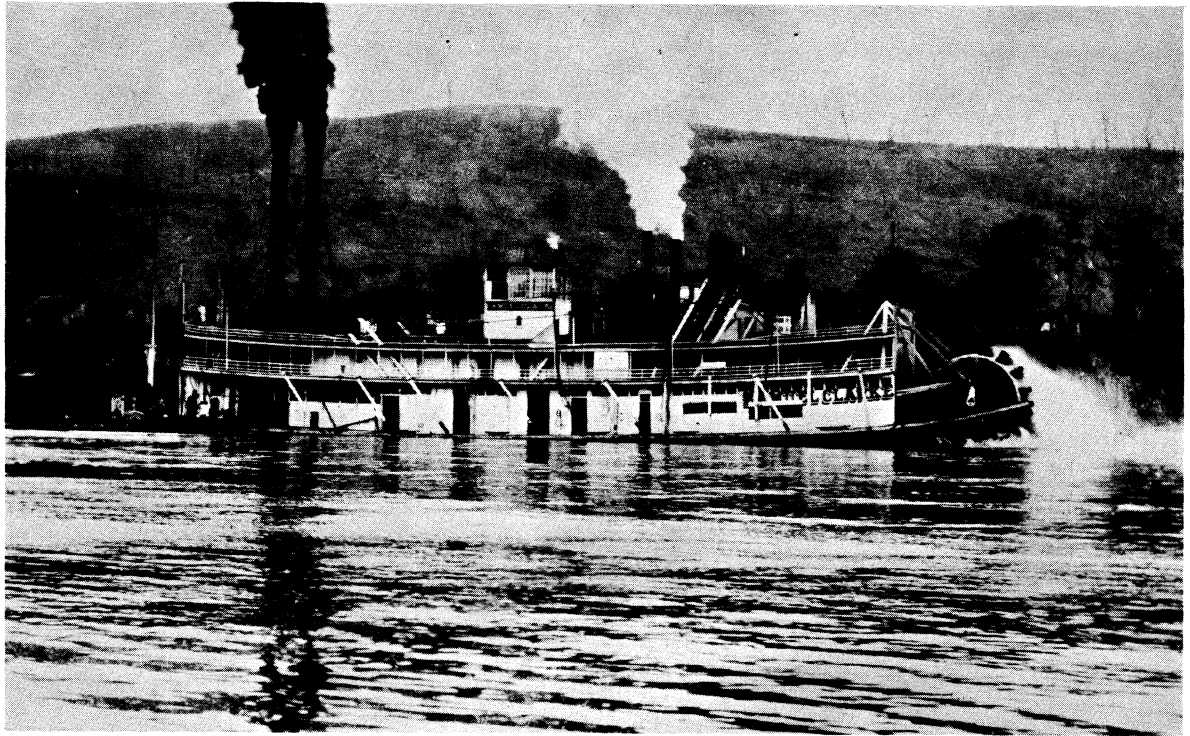
will pick up other unique details not apparent to this amateur.

The adventures of the exhaust steam from the l.p. engine is shown in part in the small diagram midway between the two engine elevations. Apparently the valve at the right was a two-way affair either to the roof (straight up) or to the paddlewheel (aft, marked "exhaust to air"). For on the WILLIAMS in her early days the 'scape pipes jutted high on the roof, high as the main chain brace, topped with return ells fitted with water spray jets. The condensation took place up there, 50 feet above the water line. The condensate was returned by gravity to a vat ("well") from whence it was pumped via the "doctor" into the boilers. The drawing indicates that this boiler supply line was passed through the exhaust line (marked "heater pipe") before going boilerward.

Engines of this same style may have been used on the DICTATOR (1865), QUICKSTEP (1866) and the GREAT REPUBLIC (1867) as all three packets were owned in part by Andrew Hartupee, and were his first ones built with compound condensing engines. He followed with machinery for the towboat JOHN A. WOOD (1870), the first towboat to have compound condensing engines. The JOS. B. WILLIAMS (1876) was the second one. The Hartupee shop burned out in 1877 and all of the patterns and drawings were lost. Thus in twelve years five Western steamboats were supplied with compound machinery. Following the Hartupee shop fire a lengthy period ensued with no further activity along this line. Simple high pressure engines held the field without question until almost the turn of the century.

We don't have a prepared tabulation of the modern renaissance of compound engines, but when the packet BETSY ANN and the U.S. steamer GEN. JOHN NEWTON were built at Dubuque in 1899 on the cross-compound condensing style they were revolutionary. The towboat ROBERT P. GILLHAM, built at Parkersburg, W. Va. in 1901, had tandem compound condensing engines put in her, built by the Marietta Manufacturing Co. Aside from the JOHN A. WOOD and JOS. B. WILLIAMS, which also were operating then, what other towboats were so equipped in 1901? Precious few, at least.

BRONZE JOHN PORTER



No photograph is known of the JOHN PORTER, so we show one of the SAMUEL CLARKE which had same hull size and construction details.

The towboat JOHN PORTER was practically a new boat when she became infected with yellow fever on an upbound trip from New Orleans in the fall of 1878. The story of that voyage has been told many times, too often with distortion because of using second-hand information. Russell M. Lintner researched the columns of the Pittsburgh "Commercial Gazette" and here reproduced is the substance of the story told while the fever trip was in progress, and immediately after.

There is unquestioned drama in watching the story unfold day by day, and also in following the reports of the fever scare elsewhere.

-1878-

July 29:- Shreveport, La. has shut down on allowing steamboat arrivals until the yellow fever season is over.

July 30:- The JOHN PORTER stopped at Vicksburg Wednesday and put off two men sick with yellow fever. Both have since died at the Marine Hospital. After she left, Wilson, a fireman, died, and she returned here to bury him. The captain promised to burn the fireman's bedding and disinfect his bunk. The crew of the PORTER is badly scared.

July 30:- Cairo, Ill.: Owing to reports of yellow fever on the JOHN PORTER now coming up the Mississippi River, our people are taking steps to have her examined before she lands here, and to prevent her doing so if she has cases on board.

Aug. 2:- Pilot John Haman left Cincinnati for Cairo on Wednesday to meet the JOHN PORTER and take her to St. Louis. From there she will come to Cincinnati. The tug ORIOLE is in use by the Health Officer at Memphis. All boats arriving and departing are met and inspected to see that sanitary conditions are in order.

Aug. 2:- Memphis Appeal: The so-called plague-stricken towboat JOHN PORTER passed up the river with her tow. Quite a crowd of citizens was on the bluff watching the boat. Dr. John Erskine, Health Officer, boarded the PORTER from the tug ORIOLE and found one man sick on board. The of-

ficers deny that any yellow fever has ever been or was on board. They state they lost four men from overheating or sun stroke. The men had been working around the furnace and had been drinking ice water. The PORTER was ordered not to stop or land, and to move on up the river.

Aug. 1:- Cairo: The event of the day was the arrival of the JOHN PORTER and barges from New Orleans. The officers detailed to inspect vessels met her in the bend below the city and made a thorough examination of her. A crowd of people lined the bank to watch the results. The Health Officers found her crew all well and the boat in every way sanitary. Coal tar (had been) coltered over her barges and she had been thoroughly disinfected. The officers and crew denied there had been any yellow fever on board, and that none of the crew had been sick since leaving Vicksburg. They claimed only two men had died on the trip, one of them at Vicksburg and the other soon after leaving there and that both deaths resulted from the use of deadly ice water. Since then, however, members of her crew who know what they are talking about, say that the two deaths at Vicksburg were caused by yellow fever and no mistake. After leaving there all the bedding used by these men was thrown overboard and the boat disinfected so that she is now free from danger of communicating the disease to others. She lays over here to patch boilers and proceeds to Louisville today or tomorrow.

Aug. 6:- Vicksburg Herald: There will be no New Orleans boats in port for probably 90 days. The quarantine station is too far below here for daily communication. We must for the present bid them an affectionate farewell.

Aug. 6:- Gallipolis: The towboat BRILLIANT exploded her boilers here yesterday at the head of the island. She was downbound with a tow of five boats of coal and six of salt. One of the latter sank. Capt. J. H. Shumaker and three others were killed, one of whom was pilot William L. Jones, both of aforementioned from Mason City. The steward, Charles P. Zeler, is badly hurt.

Aug. 9:- Gallipolis: Capt. J. H. Shumaker and pilot William L. Jones were buried at Mason City. It was the biggest funeral held in that section for many years. Steward Zeler has died.

Aug. 12:- Owing to sickness on board, the JOHN A. SCUDDER refused to take passengers on board at

Memphis coming up. The JOHN PORTER was aground at Caseyville Thursday. But the water was rising and she is doubtlessly off before this. Miss Costello, the lady who was sick on the GOLDEN CROWN, died after leaving Cairo. She was buried near Caledonia, a short distance above there.

Aug. 12:- Gallipolis: Capts. Ford and Ridgeway, Inspectors, have surveyed and located in the channel here as follows: The BRILLIANT lies with her stern on the left hand reef and her bow in the channel. One of her coal barges sunk at the same time lies on the left hand side of the channel opposite the Marine Docks.

Aug. 13:- Capt. James Bickerstaff, formerly of the FEARLESS and afterwards the ROVER, left for Cincinnati Sunday night to assume command of the JOHN PORTER. The PORTER is enroute from New Orleans to this port.

Aug. 16:- Capt. Mahan and mate Thompson of the PORTER left Louisville Thursday for their homes. Advices from Louisville under date of Tuesday: While admitting that there is sickness on the JOHN PORTER and denying that it is yellow fever, Capt. James Bickerstaff took command of the PORTER at that point and we do not believe he would have attempted to bring her above Louisville had there been yellow fever on board.

Aug. 19:- No apprehension need be entertained about the arrival of the infected steamer JOHN PORTER here (Pittsburgh) until there is more water. It is not likely she will be able to get above Pomeroy for the present. A couple of physicians were aboard the PORTER when she passed Cincinnati.

Aug. 20:- Dr. George H. Wally of Louisville says: There was no yellow fever on board the JOHN PORTER here; what he saw was the Remittent and not yellow fever. Charles Degelman, first engineer on the JOHN PORTER, died on board the boat near Gallipolis Sunday morning. Nearly all her crew have been reported to be sick.

Aug. 21:- The JAMES D. PARKER coming up was not permitted to land at Paducah. She was boarded by health officials at Evansville and not a case of sickness was found on board.

Aug. 22:- The authorities at Shawneetown would not allow the JAMES W. GAFF to land. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER is said to be on his way home. He is a resident of Bridgewater (opposite Rochester, Pa. on the Beaver River). The JOHN GILMORE and barges were not permitted to land at Cairo, but one of the barges was taken to the wharfboat to receive freight. The GILMORE went to the Kentucky bank while the barge was being loaded. None of the crew was allowed on shore. A late Vicksburg paper alluding to the JOHN PORTER says: The crew of the towboat PORTER is certainly a lucky set of men. After putting off two yellow fever patients here, and burying another, they went on up the river and lay at Cairo a week on a clear bill of health. Now they pass Cincinnati with a disabled crew and are making their way to Pittsburgh carrying the ice water infection with them. Iron-ton: Quite an excitement was created here last night when the towboat LOOKOUT landed and the captain inquired for a doctor. Some of the citizens concluded there was a case of yellow fever on board. Dr. Wilson visited the boat and found a man sick with chills and fever and that quieted the fears of some of our nervous citizens.

Aug. 19:- Louisville: The GOLDEN RULE from New Orleans passed up at noon. The mayor and Health Officers visited her, having allowed her to land. She put off some passengers and their baggage, and no one was allowed to board her, and she was not allowed to discharge freight except for a few empty beer kegs. She has got a good many sick on board, but whether it is yellow fever or not is not positively stated by those who boarded her. The general supposition is that it was.

Aug. 23:- The wreck of the BRILLIANT floated off Tuesday night at Gallipolis and drifted about 300 feet down the river. The JOHN PORTER is there, having arrived at night and laid by until daylight to safely pass the wrecked BRILLIANT and

The JOHN PORTER was built at Pittsburgh in 1877 with a hull 175 x 33.8. She had 28's-8 ft. stroke engines. Capt. John Porter for whom she was named was a resident of West Virginia and his home stood below old Lock 8, Ohio River. He died there, aged 88, in 1922. The homestead was torn down only a few years ago. Persons of that area say that Captain Porter had in his home a good photograph of the JOHN PORTER but unfortunately it was not saved.

her barge. In departing she broke a rocker arm and repairs must be made at the Enos & Hill shop, before she proceeds.

Aug. 23:- The Board of Health is said to be in quest of Capt. J. M. Bickerstaff of the JOHN PORTER yesterday. Capt. Bickerstaff had not arrived at his home in Bridgewater, as of yesterday morning. When the CITY OF ALTON left New Orleans for St. Louis Saturday last she refused to take deck passengers. She had 40 cabin passengers and her freight. A Gallipolis dispatch under date of Tuesday: Briceland, roustabout from Pittsburgh, one of the yellow fever victims on board the JOHN PORTER, died last night. There now remain on her two men very sick and four convalescing. Two doctors and four of the crew remain to act as nurses. The remainder have deserted the boat, having fled into Virginia this afternoon. St. Louis: No boats will leave here for points south of Cairo until further notice. Both the Vicksburg and New Orleans Anchor Line have stopped running and laid up their boats. The GOLD DUST and GRAND TOWER paid off their crews this morning.

Aug. 24:- Shawneetown has established a rigid quarantine. A dispatch from Gallipolis on Thursday reported that second engineer O'Neil of the infected JOHN PORTER had succumbed to the yellow fever Wednesday night. Al Bagley, engineer on the GOLDEN RULE, was taken suddenly sick at Cincinnati Wednesday and was sent to the Marine Hospital Thursday morning for treatment. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER arrived at his home at Bridgewater, Pa. on Thursday evening. He is unwell but we hope it is nothing serious. A thorough examination failed to find a single case of sickness of any kind on board the JAMES W. GAFF at Evansville and she was permitted to land, upon which announcement the officers and crew sent up a shout that made the 'welkin ring.' She had 200 passengers on board.

Aug. 24:- CAPT. BICKERSTAFF'S ARRIVAL HOME:- A Talk With Him By A Commercial Gazette Correspondent:- The correspondent writes from Rochester, Beaver County, Pa. under date of yesterday. He said: Capt. James Bickerstaff of the JOHN PORTER who lives in Bridgewater arrived home last evening on the 6:40 train on the C&P railroad. He made his escape from the boat by going down along the beach at Gallipolis until he reached a cluster of willows. Here he went up a little hollow until he met a farmer with whom he made an agreement to take him to the nearest railroad station, about 20 miles for \$20. He describes the scene on the PORTER as terrible. Before he took the fever he was standing on the hurricane roof and felt a peculiar sensation, rather pleasant than otherwise. After going downstairs he felt a dizziness and for two days he knew nothing. When sufficiently recovered he concluded to leave the boat as he thinks that if he had remained much longer he would have left a corpse. He praises the physicians who boarded the boat at Cincinnati very highly. One of them left the boat a short time before he did, and he has heard nothing of him since, and is afraid he died of the fever. Everything was done to disinfect the boat. The floors were covered with lime, the walls washed, etc. The colored men left several days ago going over to the West Virginia side. Capt. Bicker-

staff lays the blame for the trouble on the engineer who took sick at Louisville and whom he wanted to go to the hospital there but he (the engineer) said no, he would stay until they arrived at Cincinnati. When they got there he had the fever and they were not allowed to land. From other sources it is learned that Capt. Bickerstaff says that since the arrival at Gallipolis there have been four deaths; that of first engineer Degelman and three deckhands. When he left on Wednesday morning there were five remaining on the boat of whom three were sick, among them being the second engineer. John Gallahan, of Freedom, and W. Bunting, of Wellsville, left the boat with Capt. Bickerstaff and have also arrived home. Before the Gallipolis authorities placed a guard around the boat several others had gone ashore. How they fared the Captain does not know. He is himself convalescing rapidly and will soon recover entirely.

Aug. 27:- Capt. Milt Harry telegraphs that White River is quarantined and that the RUTH is laid up at Augusta, Ark.

Aug. 28:- Capt. J. M. Bickerstaff of the JOHN PORTER says at the time he took command of her at Louisville until he left her at Gallipolis there were nine cases of yellow fever on board, and that he was the only one of the nine who recover-

The yellow fever trip of the JOHN PORTER brought the infection to Gallipolis, O. where there were many deaths. Best account of the town's tragedy perhaps is that written by William G. Sibley, long the editor of the Gallipolis Tribune. It appears in his 1904 edition of The French Five Hundred, titled "Bronze John at Gallipolis."

ed. The Vicksburg Herald says: The CARRIE HOGAN returned to this city late Wednesday night and is laid up. Quarantine regulations were such up the Yazoo that she abandoned the trip.

Aug. 29:- Cincinnati: There are 10,000 people from the South in this city seeking refuge from the great scourge now devastating a number of Southern cities. Capt. James Bickerstaff says that James Crawford who died in the hospital on Monday was on the JOHN PORTER and, this being the fact, there wasn't any reason to doubt that Crawford's was a genuine case of yellow fever as pronounced by the attending physicians.

Sept. 3:- Capt. Andy Bunton was up from Wellsville yesterday. His son was employed on the JOHN PORTER and did not leave her until she laid up at Gallipolis. He has been home now for over a week, and has no signs of yellow fever. Mate Armstrong and eight of the crew of the JOHN PORTER arrived at Louisville Saturday alive and well.

Sept. 5:- The men hired to renovate the infected JOHN PORTER it is reported became frightened and deserted her. Shep Sheldon, who was watchman on the PORTER with mate Armstrong, was lying very low at Gallipolis Monday with yellow fever. Thomas Hutchinson, one of the crew who escaped the PORTER at Gallipolis arrived at Louisville last Saturday with the fever and was sent to the hospital. August Gaff, bar-keeper on the JAMES W. GAFF, is down with the yellow fever and in a hospital at Cincinnati. Reuben and Wils Jones, engineers on the JOHN WILSON at New Orleans are down with the fever. Will S. Hays says that Cotton is not King down south now; Bronze John has superceded. Jack Frost will we hope soon pitch John off his throne. The JOHN PORTER was towed across the Ohio to the Virginia side on Tuesday. Those in charge said that despite the Cincinnati papers fearing that if there is any more spread of yellow fever from her that she may be burned by the enraged citizens of Gallipolis.

Sept. 7:- Four of the crew of the JOSEPH H. BIGLEY are down with the Malarial fever, and she is laid up at Cincinnati.

Sept. 9:- John T. Case, mate of the JOHN PORTER, arrived here (Pittsburgh) Friday night. Mr. Case left the PORTER on the Virginia side of the river in charge of the watchman. The BATESVILLE, running Memphis to Cincinnati, landed at Cairo Thursday before the quarantine officers knew she was coming. The officers and crew of the boat were uptown and the citizens were very indignant with the Health Officers. She later slipped in at Evansville the same way. No sickness aboard.

Sept. 10:- Billy Maxwell, steward of the CITY OF VICKSBURG, is down with the yellow fever at the St. Louis Quarantine Hospital. Two deaths occurred on that boat on her last trip up. When the BATESVILLE passed Hickman, Ky. in the night, the citizens were burning pine fires as disinfectants all over the city. It looks ominous but is a great help in an epidemic.

Sept. 11:- Andy Armstrong, formerly watchman on the JOHN PORTER, is suffering from chills and fever, and not the yellow fever as reported. New Orleans newspapers have requested that steamboats do not sound their whistles unnecessarily at that port. It has proven fatal to yellow fever patients in instances when they have been suddenly startled from sleep.

Sept. 14:- The report that the owners of the JOHN PORTER are endeavoring to hire a crew yesterday is contradictory. The dry spell is over, and a stage of between 12 and 15 feet is expected here (Pittsburgh) during the next 24 hours. Capt. Bickerstaff of the JOHN PORTER is in town. He goes out on the COAL CITY. He says he's had quite enough of the JOHN PORTER.

Sept. 16:- The steamers now pass Gallipolis without landing. Many towns on the upper Ohio have quarantined against boats that land there. The BATESVILLE is laid up at Sedamsville. Two Negroes were taken from her suffering from intermittent fever. Gallipolis: The plague steamer JOHN PORTER and her 14 barges broke their moorings this morning but by the exertions of Drs. Needham and Vance, who are on board disinfecting the steamer, seconded by men on the bank, the steamer was safely landed a few hundred yards below. Her barges passed on down. The steamer ALEX. CHAMBERS was engaged by Capt. Porter to follow and land them but after getting up steam her crew refused to go. The towboat IKE HAMMETT is helping the JAMES GILMORE down with her coal tow until she meets the JOHN PORTER, when she will turn back and assist the unfortunate PORTER up with her tow. Portsmouth: The yellow fever barges passed here this morning (15th). The covered barge MINGO which was used as the hospital for the PORTER's fever cases passed here at 10 o'clock, floating within a few feet of shore. Two foolhardy fellows went out and attached a line and came very near landing it just below the mouth of the Scioto River.

Sept. 18:- The JOHN PORTER's wrecked barges are still hanging on the pier of the Newport railroad bridge. Two of the barges landed opposite Ripley by that steamer were cut adrift Sunday afternoon. On Sunday the hull of the wrecked BRILLIANT floated down against the barge sunk by the BENGAL TIGER at Gallipolis and caught under the barge, raised up and broke in two. A Gallipolis dispatch referring to the departure of the JOHN PORTER says Capt. Porter secured William Haptonstall and Tommy Williams as pilots, and Abe Long and William Cooper as first and second engineers, all of Middleport, O., and Edwin Ralph of this place as mate, with deckhands from here. These constitute a complete crew for the PORTER. They went down to where she was moored, and brought her up, and shipped a lot of supplies of all kinds, bed and bedding, everything in the nature of cloth on the boat having been destroyed. She steamed down the river at 20 miles an hour after the barges which had broken loose yesterday. After catching them, the boat will endeavor to take them home to the Cumberland Coal Co. Dr. R. A. Vance will accompany the boat on the round trip.

Sept. 20:- The first engineer of the E. O. STANARD is reported dead of yellow fever at New Orleans. The barge MINGO was burned at Cincinnati Monday night by Capt. Porter. It was 900 tons capacity and valued at \$8,000. (Ed. note: This model barge MINGO was burned by Capt. Porter in the presence of Health Authorities on the Kentucky shore about where Lock 36 was, opposite Coney Island, which then was Parker's Grove).

Sept. 21:- Boats from Cairo are not allowed to land at Evansville. The MARLIN SPEED after having been quarantined 21 days left Pine Bluff for Little Rock with 180 bales of new cotton. Capt. Bickerstaff now commands the large and powerful towboat COAL CITY.

Sept. 23:- The engineer of the HARD CASH died of the fever at St. Louis and another of the crew is sick.

Sept. 24:- The JOHN PORTER was lying at Buena Vista Friday when the BONANZA passed down. There was no sickness on board and the best of confidence appeared to prevail with her crew. Gallipolis: Four square barges belonging to the JOHN PORTER, scuttled and sunk here, and raised and towed to the West Virginia side of the river and three miles below here, yesterday, by the IKE HAMMETT, were put adrift last night--it is supposed by people living in the vicinity. The PORTER arrived here at 7 p.m. and tied up to the West Virginia shore where she shipped stores and men from here and then passed on up the river having 12 barges.

Sept. 25:- Capt. Mahan is in charge of the IKE HAMMETT. He was captain of the JOHN PORTER until she reached Louisville coming up when he was so ill that he was compelled to go home. Wheeling Intelligencer: There was a little scare in the city yesterday over the rumor that was afloat that the yellow fever boat JOHN PORTER had arrived from below and stuck on the bar at the mouth of the creek. A great many people "gathered at the river" to get a sight of the ill-fated PORTER to find that it was the JOS. H. BIGLEY that was grounded. She soon got afloat and passed on her way to Pittsburgh, relieving the anxiety of numerous excited citizens.

Sept. 26:- Capt. J. D. Porter, one of the owners of the ill-fated JOHN PORTER, passed through Wheeling Tuesday enroute to his home from Gallipolis. He reports the PORTER lying just below Clarington, O. tied up on account of low water.

Sept. 27:- The E. O. STANARD is reported having several cases of yellow fever on board passing Cairo enroute to St. Louis.

Sept. 28:- The snagboat E. A. WOODRUFF made three unsuccessful attempts to dislodge the barges from the Newport bridge pier, Wednesday

The Porter family sold the JOHN PORTER to the Mississippi Valley Transportation Co. at St. Louis, a barge line operating between there and New Orleans. They renamed her the SIDNEY DILLON and her luck was good. Capt. John Barrett of Cincinnati bought her in the late fall of 1894 and one year later, on Nov. 5, 1895, at Sedamsville, she burned along with the Barrett packets SCOTIA and B. S. RHEA (bought to fight the U. S. Mail Line).

afternoon. The JOHN PORTER is aground at Possum Creek and her crew has gone home to Gallipolis. None of the packets would land alongside the PORTER and in order to get the crew home a little strategy had to be adopted. They were placed on board the ALICE BROWN--laid up nearby--from which point they were transferred to a downstream boat without any trouble. There has been no sickness on board the PORTER since she left Gallipolis for Cincinnati nearly two weeks ago, and none is now apprehended. (Ed. note: The packet W. P. THOMPSON was running Pittsburgh-Cincinnati in this low water period, and may have taken the crew home to Middleport and Gallipolis).

Sept. 30:- William Hall, at one time deckhand

on the JOHN PORTER, died of yellow fever at Gallipolis Thursday night.

Oct. 3:- Towboats upbound for Pittsburgh with empties are laid up for low water as follow: SAMUEL CLARKE, Pomeroy; BALTIC, Hartford City; IKE HAMMETT, aground at Sand Creek; BEN WOOD, at the foot of Blanny; BOAZ, opposite Parkersburg; COAL CITY, at Marietta; DIAMOND, opposite St. Marys; ALICE BROWN and SMOKY CITY at the foot of Buckhill Bottom; FRED WILSON NO. 2 and JOS. NIXON at Possum Creek; JOHN PORTER aground at the same point; ONWARD and JAMES A. BLACKMORE at the foot of Fish Creek; JOSH COOK and STORM at Bloody Run; TOM REES NO. 2 and LIONESS NO. 2, CHARLES BROWN, MARY ANN, SAMSON NO. 2 and BELLE MCGOWAN at foot of Captina; ARK and JOSEPH STONE at Bellaire; BENGAL TIGER and NELLIE WALTON above the waterworks at Wheeling; WM. STONE at Top Mill; SAM BROWN, JOS. H. BIGLEY and GEO. LYSLE at Washington Mill; JOHN PENNY opposite Steubenville.

Oct. 4:- Capt. John Porter was in the city (Pittsburgh) yesterday. He reports there has been no sickness aboard the boat since leaving Gallipolis.

Oct. 5:- The charred remains of the model barge MINGO remain high and dry on the Kentucky shore above Parker Grove.

Oct. 6:- Engineer Cooper who was on the JOHN PORTER on her last cruise is at home in Pomeroy sick with what the doctors, Drs. Wells and Ackley, Health Officers, pronounce yellow fever.

Oct. 11:- The Cairo-Paducah packet JIM FISKE, JR. has laid up on account of the yellow fever scare.

Oct. 21:- Memphis: The following boats are here waiting for the yellow fever epidemic to subside: CITY OF AUGUSTA, COAHOMA, ILLINOIS, PHIL ALLIN. The MAUMELLE and MARLIN SPEED are up the Arkansas. The RUTH is up White River, while the HARD CASH is running the Bends and St. Louis trade. The KATIE HOOPER and HATTIE NOWLAND are up the Ohio. It has just been five weeks since a transient boat has stopped at the wharfboat. She was the JOHN A. SCUDDER, and she put off some freight on the ROBT. E. LEE wharfboat.

Oct. 24:- Capt. James Porter, one of the owners of the JOHN PORTER, was in Louisville Monday.

Oct. 30:- The towboats BENGAL TIGER, BOAZ, STORM, SMOKY CITY and JOHN PORTER have arrived at Pittsburgh. The JOHN PORTER about which so much has been written and said in connection with the yellow fever arrived yesterday afternoon. Quite a number of people gathered around to see her land but she was not troubled with many visitors. She is in excellent condition and after the recent heavy frost 'Yellow-jack' is not likely to trouble her any more for the present.

Nov. 8:- In the past few days Dr. Kerr with his crane boat lifted the shaft of the JOHN PORTER out of its place and brought it ashore, the owners having concluded to have it welded.

Nov. 15:- The JOHN PORTER and barges are loading for New Orleans.

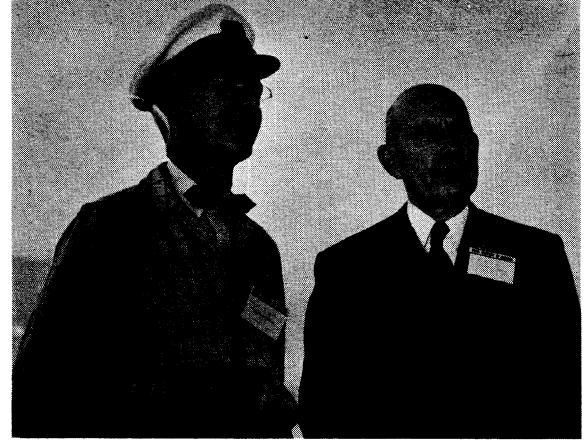
Nov. 18:- The Cumberland Towboat Co. announces the JOHN PORTER and barges for New Orleans.

Nov. 26:- The JOHN PORTER has departed with tow. Her tow: 2 barges of rails, 9 barges of coal and coke, and one barge of fire brick.

Dec. 10:- Louisville Courier: Everyone is wearing a clothespin on his nose at Paducah until the JOHN PORTER and tow passes down there. Old Pap Paxton has had a bale of cotton pushed into each of his ears and his nose plugged. They are scared yet down there.

Apr. 23, 1879:- Louisville Courier: Anybody who ever looked at the JOHN PORTER through a telescope is barred from society out of towns on the Kanawha River.

Capt. William R. Haptonstall was the only member of the JOHN PORTER crew known personally to us. He lived in a large riverbank home at Middleport, O. still standing. -Ed.

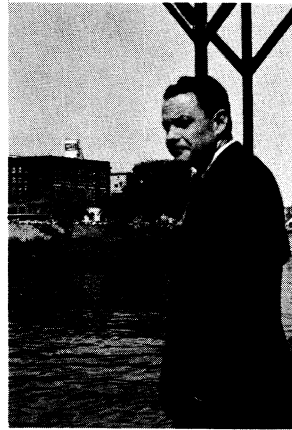


F. Way, Jr. and Donald T. Wright

From the left:- Wm. P. Snyder IV; Wm. P. Snyder III, Wm. P. Snyder, Jr. and Capt. F. Way, Jr. Photo by S. Durward Hoag, Sept. 13, 1955.

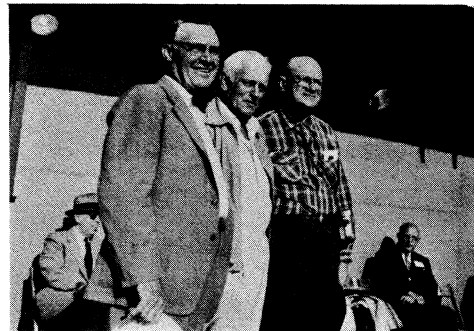


George E. Muns, Crucible's Fuel Division manager and Mary Frances Dugan enjoy a joke.



Joel Hunter, president of Crucible.

Clarence R. "Smitty" Smith has rounded out ten years as watchman on the SNYDER since S. Durward Hoag took this picture in 1955.

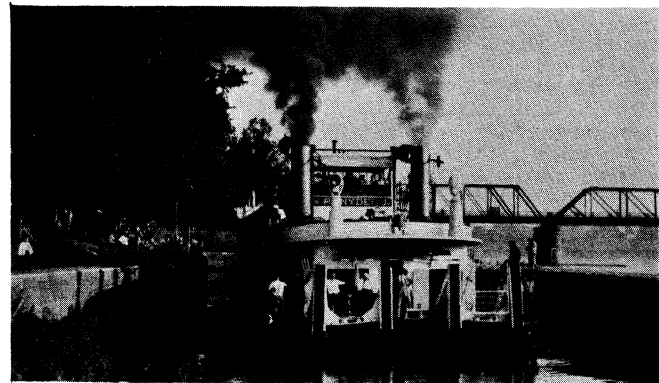


ABOVE:- John W. "Sandbar" Zenn, Capt. W. K. "Bill" Hudson and Dr. J. A. Helfrich who was ship's doctor.

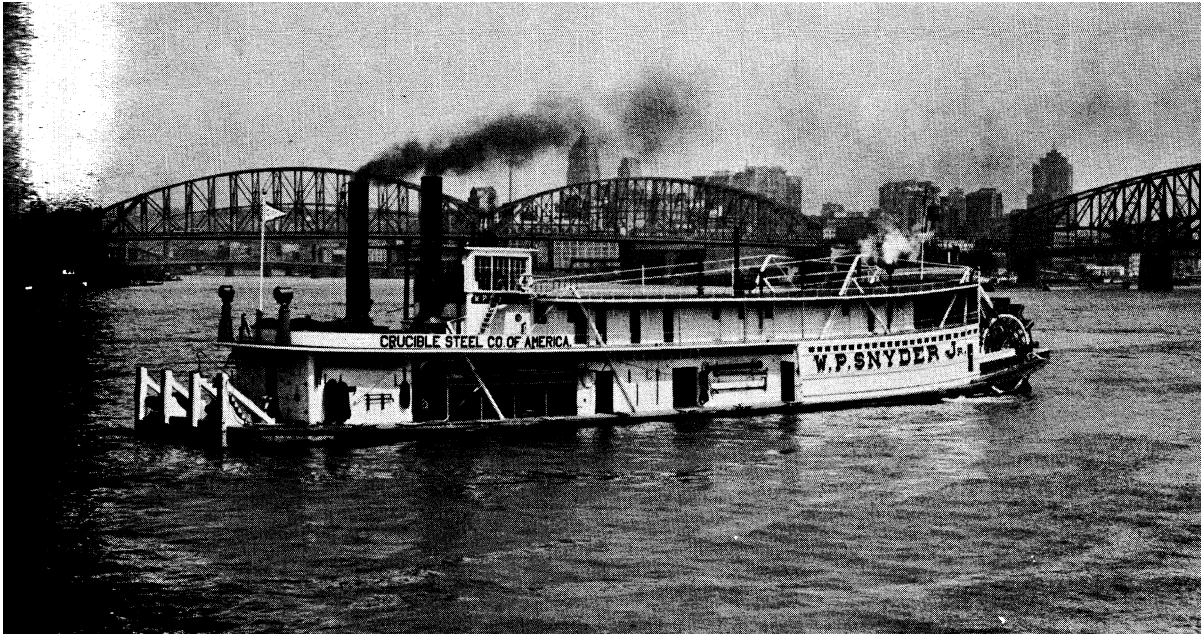
AT RIGHT:- Erwin C. Zepp, director of Ohio Historical Society; George Ehringer, retired steamboat engineer, and Loretta M. Howard, S&D's honorary president.



William E. "Bill" Dugan, Jr. playing Cozatt air calliope behind the pilothouse.



The last steamboat through Lock 1, on the Muskingum River.

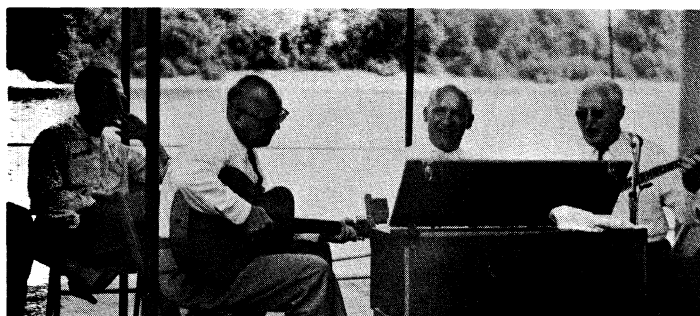


Steamer W. P. SNYDER, JR. posed for her picture in the Ohio River at Pittsburgh. Built in 1918, she now is 38 years old (four years younger than the BELLE OF LOUISVILLE). This photo by Charles E. Ritts, Jr., son of Captain Ritts who once was SNYDER's skipper.



ABOVE: Capt. Jesse P. Hughes and camera in hand poses while boat was at Rochester, Pa. with William E. Dugan, Jr.

LEFT: Artist Dean Cornwell came from New York for the ride to Marietta. He is shown talking with F. Way, Jr.



Music By The River:- Capt. Thomas E. Kenny who piloted SNYDER to Marietta (left) listens to harmony by George E. Muns, William E. Dugan, Jr. and Robert Schmertz. Bob Schmertz created a song en-route entitled "The Wake Of the W. P. SNYDER, JR."



PHOTO CREDITS
Photographers S. Durward Hoag, William E. Reed and H. C. Putnam took pictures on these two pages not otherwise credited.



On the lockwall at Dam 16:- From the left: Jake Reiter who became part-time watchman on SNYDER; his good wife Edith S. Reiter, curator of Campus Martius Museum; Mrs. H. C. (Margaret) Putnam; S&D's secretary Bets Rutter; her husband "Woody" Rutter who heads Museum Committee for S&D; seldom-seen H. Chase Putnam, Jr., S&D's treasurer, and last but not least Anne Putnam, Chase's sister.

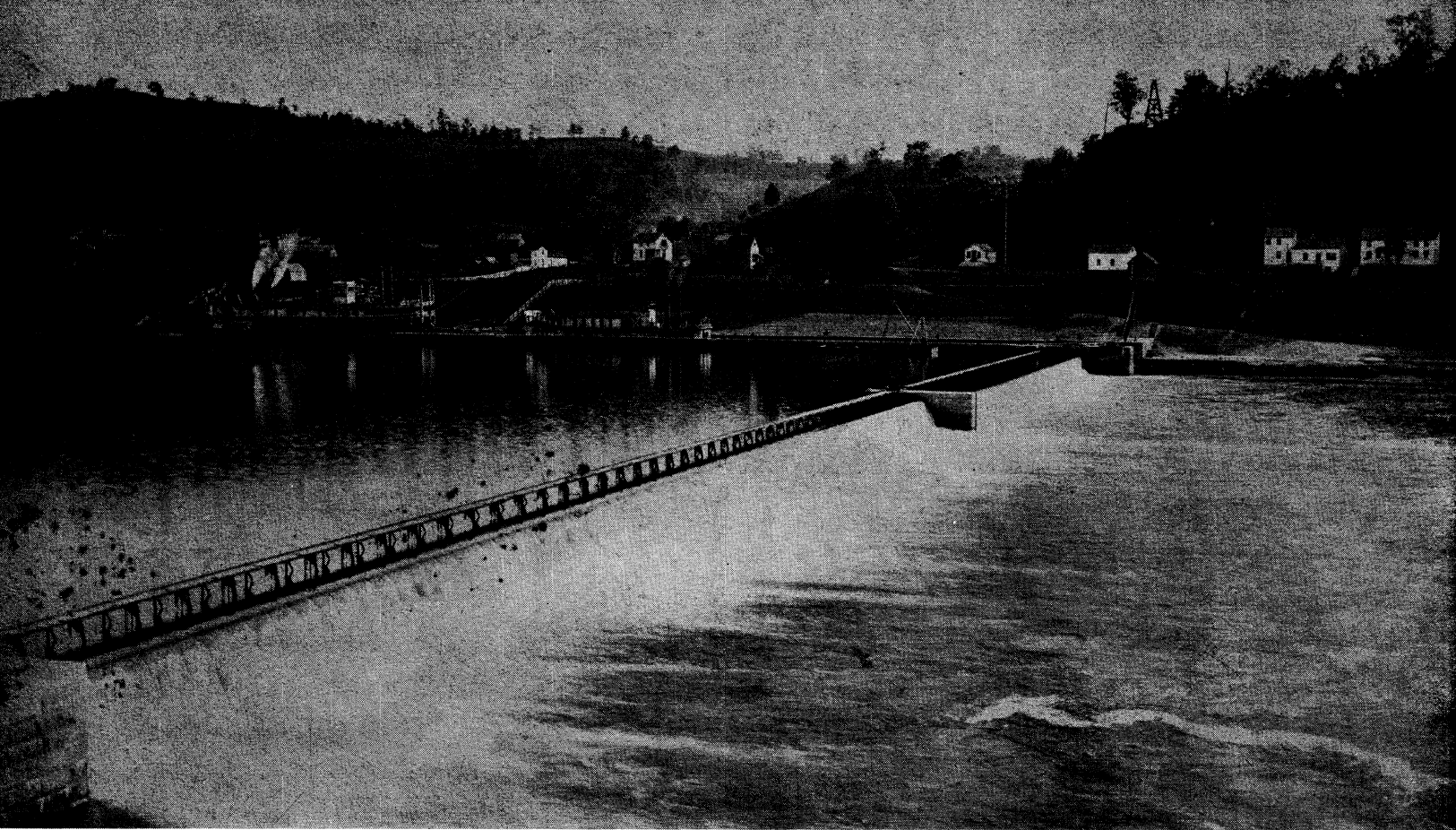


W. P. Snyder, Jr. delivering his namesake boat to Ohio Historical Society's president P. B. Belden, Sr. F. Way, Jr. on right holds oil painting of SNYDER made by artist William E. Reed and presented to Mr. Snyder during Marietta ceremony.

Beaver Valley Times photo



Last steamboat to operate on the Muskingum River was the W. P. SNYDER, JR. enroute to the foot of Sacra Via to become a tourist attraction.



The Kanawha River in West Virginia was the first river in the U.S. with a completed system of wicket dams. When Dams 4 and 5 were completed in 1880 they were the first movable dams on Western waters, antedating the first Ohio River dam (Davis Island) by five years. Both had chancine wickets. All locks on the Kanawha prior to modernization were cut stone. The chambers at No's. 4 and 5, the first two built, were 274 x 50 and the smallest, 271 x 50, was at Dam 2, Montgomery, W. Va., opened in 1887. All locks below Charleston were 313 x 55. No's. 2 and 3 (there was no No. 1) had fixed dams. All lock gates were mitered and hand operated. No's. 6-11, inclusive, all below Charleston, were all movable. No. 6 was completed in 1886; the others between 1893-1898. The slackwater was designed for six feet minimum. Three modern roller dams superceded the ten old structures in the 1930's.

The accompanying photograph shows No. 11 on the Kanawha, near its mouth at Pt. Pleasant. The view is taken on the abutment side, and the pass is seen next the lock, with the weir in the foreground. The water is about 15 inches above pool level. The weir is 364 feet in length and the pass 304 feet. All Kanawha dams, movable and stationary, met the outside lock wall at its lower end, contrary to the practice of placing it in the center of the wall as most Ohio River movable dams were built (with exceptions).

This photo was taken for inclusion in a book called "The Improvement of Rivers" authored by U.S. Engineers B. F. Thomas and D. A. Watt, published in New York and London in 1909. The towboat JESSIE is double-locking a coal tow down,

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with the packet COLUMBIA cooling her heels in wait above. The JESSIE burned at Oak Ridge Mine on the Kanawha in 1902, so this view was made before that time. The big tree casting a 4 o'clock shadow on the lock esplanade was struck by lightning one summer night in 1931 as the packet BETSY ANN was in the chamber bound for Charleston.

Today there is a U. S. Coast Guard Depot at old Lock 11's location, and there is no lock or dam there at all. S&D REFLECTOR is indebted to J. W. "Boone" Weaver, Jr., operator of the Weaver Skiff Works, Racine, O. for this original photograph.

Sons and Daughters of Pioneer River

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