

Most Talked About Boat

The biggest steamboating event in Capt. Tom Greene's lifetime was the day he brought the new Greene Line tourist boat GORDON C. GREENE through the Louisville-Portland Canal and landed her in full view of his friends of the Upper Ohio. The date was April 7, 1935. The above photograph was taken at that time.

Cap'n Tom and his mother Cap'n Mary bought the boat from Capt's. Henry and Buck Leyhe for \$50,000, a price Tom's older brother Capt. Chris Greene figured was untoward extravagance. This boat was twelve years old. Her original building cost at the Howard Ship Yard was \$71,000 bare boat--the Leyhes outfitted her and put on the double swinging stages in addition. As the CAPE GIRARDEAU she had been operated nine months out of twelve for ten years without alterations or major repairs.

About the first thing Cap'n Tom did, after

changing the name to honor his father (who had died January 20, 1927), was to remove the double stages and substitute a single one. What this picture shows, in effect, is the CAPE GIRARDEAU with a new name on her. Same Eagle Packet Co. gold ball between the stacks--same whistle.

Now, in 1965, thirty years later, the most talked about old-time steamboat is the GORDON C. GREENE. The wave of popularity was triggered when her whistle, blown by her former purser, Robert H. McCann, was recorded at Long Reach, W. Va. on May 1st last, and included in the "Whistle Echoes" records and tapes made available by Mode-Art Pictures. That whistle, more than any other whistle, sent thrills down spines of those who remembered it (see Mail Box, page 2).

As a tourist boat the GORDON C. GREENE hit new highs for popularity and profit. She paved the financial road for the acquisition of the DELTA QUEEN. In 1947, when the DELTA QUEEN arrived for the first time in Cincinnati, the GORDON C. GREENE chalked up a year's profit of \$175,000. Cap'n Tom and his mother had never made so much with so little.

THE MAIL BOX

Sirs: Mrs. Snyder and I regret very much we were not able to attend the S&D meeting at Marietta on September 18. I can hardly believe it was ten years ago we made the last trip on the steamer SNIDER to Marietta. That trip, to me, was one of the most pleasant and well organized events that we have ever been a part of. Our warmest regards to all.

Wm. P. Snyder, Jr.,
Wilpen Farm,
Sewickley, Pa.

Sirs: I agree with Robert Hammett that the GORDON C. GREENE will never be forgotten. I worked (?) on her in 1941-42 as striker engineer under Frank Heath. She got new boilers at the old Acme Boiler Works in Gallipolis. Frank Heath had the luxury of a hotel room uptown for there was no heat on the boat. I spent the nights in deep freeze on board. Harry Dye from the Frisbie Engine Co. of Cincinnati was there helping fit up---one of the best. I tagged after him trying to get educated in the ways of river machinery. He stayed aboard as striker on a Mardi Gras trip.

I'll never forget that Mardi Gras trip. The oil burners had the wrong flame shape and all of Acme's beautifully riveted circumferential seams started to leak. Then the feedwater heater burst a tube and sooty water blew out the stacks with fantastic effect on the fresh white painted woodwork. At New Orleans we washed boilers and a handhole plate washed overboard---the gush took it right along down the trough and into the Mississippi--kerplunk! I can still see the look on Frank's face; we had no spare plate on board and were due out in the morning. We combed Canal Street to find one and took turns grinding and filing most of that night making it fit.

After that, things settled down to a more cozy atmosphere, with me listening to tales at the dinner table told by Cap'n Jesse and Doc Carr. And the striker's room was warm as I lay there in my bunk listening to that deep, lonesome whistle as we'd pass boats in the night.

Thanks to all the participants who got that GORDON C. GREENE whistle on the "Whistle Echoes" record. It is good to hear that whistle again.

Richard Carmell,
207 Arborcrest Dr., Rt. 2,
Loveland, Ohio

Sirs: Especially enjoyed "Music On The River" by C. W. Elder and hard to believe both he and Capt.

Eddie Mabrey are gone. I retired from Ashland Oil on August 4 on advice of the doctor but may be doing a little trip work later.

T. Kent Booth,
403 S.E. 43rd Terrace 12A,
Cape Coral, Fla. 33904



Sirs: Who says the snagboat E. A. WOODRUFF was exceptional because she carried a steam launch? (March, '65 issue, page 16). Here is a picture of the U.S. snagboat MACOMB which also has a tender behind run by steam. The original print is marked on the back: "J. C. Macurdy, Photographer, Bonneville, Mo."

Paul W. Seabrook,
1119 East Market St.,
New Albany, Ind.

=Harold C. Putnam looked at the picture shown here and read the tender behind's name: DAPHNE. The JOHN N. MACOMB (snagboat's full name) was the first metal-hull snagboat for inland waterway service, built at Covington, Ky., 1874. She ran sixty years and if we're not mistaken the hull was used by contractors while the Huey P. Long bridge piers were being built at New Orleans. -Ed.

Sirs: Tell your friend Capt. Tom Cavanaugh of Wheeling Steel that the first bobsled his Dad owned was given to him by the crew of the towboat J. P. JACKSON. That boat was tied ashore because of a heavy snowstorm, and the crew put a bobsled together for their own amusement. Was this at Painter's Mill? I don't recall. Anyhow they gave it to Capt. Tom Sr. who then was a boy; he's the one who told me about this after he grew up.

M. Vance Higbee,
203 Sycamore Drive,
Metairie, La.

W. F. Stuckeman, barge pump distributor in Pittsburgh, celebrated his 75th birthday Oct. 4, last, still actively in business. His son Howard presented him with a "Whistle Echoes" recording.

Sirs: The Swain's packet BOREALIS REX had cross-compound engines long before the BETSY ANN did, as she was built in 1888 (BETSY ANN in 1899).

Robert H. McCann,
Fountain Square Hotel,
Cincinnati, Ohio 45201

=Right. Also the first stern-wheel VERNE SWAIN, built in 1886, which had 12" high pressure side, 24" low pressure side, with 6 ft. stroke. That's the boat later renamed SPEED. While we're at it add to the list of compound condensing towboats on Western rivers in 1901 the J. B. FINLEY (in addition to JOS. B. WILLIAMS, JOHN A. WOOD and ROBERT P. GILLHAM). -Ed.

Sirs: Would it be possible to procure pictures of Capt. William Bay and family, and tell their history? Capt's. George and William Bay knew how to construct light draft packets and find the right trades for them. I wonder if these brothers were a combination similar to Capt's. Roe and Noll; one a practical boatman and the other in charge of finances? Such particulars are always intriguing. Perhaps Mrs. Min M. Grimes of the Ironton Tribune would assist, as she certainly would be a reliable source.

Virgil E. Bennett,
200 Beaver St.,
Beaver, Pa. 15009

Sirs: Union Carbide Corporation is offering a free copy of the June, 1965 issue of S&D REFLECTOR to any reader of our magazine SILICOLOGY who checks and returns to us the reply card clipped to the Summer Issue. We ran our "Whistle Blow" story on page 7 headed TOOTENANNY. We think that our readers will find it to be an unusual and edifying addition to our magazine.

E. R. Galli,
The Editor, SILICOLOGY,
Union Carbide Corporation

Sirs: I only wish I had been born sooner. Mom sent me the record Whistle Echoes with the soft mellow tones of the GORDON C. GREENE whistle. The narration mentions Capt. Tom Greene, his mother Capt. Mary B. Greene, Doc Carr and Mose Englen. I was just about five years old when my grandmother took me down aboard the DELTA QUEEN and asked the growling mate if we could look around--he turned out to be Doc Carr.

Micky Frye,
U.S.S. WESTCHESTER COUNTY
(L.S.T. 1167)
F.P.O. San Francisco,
Calif. 96601.

Sirs: Bob and I felt quite at home at the S&D meeting, Sept. 18, and we always enjoy meeting the other members. We don't have much to contribute to the "lore" of the river but we do get a bang out of listening. Many thanks to the marvelous officers for an outstanding program.

Mrs. Robert E. (Nel)
Hamilton,
1456 Parkview Ave.,
Robertsdale,
Whiting, Ind. 46394

=Stop us if wrong, but seems like Nel Hamilton's forbears helped build boats at the old Shousetown Yard. Anyhow the Hamiltons walked away with one of the door prizes at the afternoon meeting, a fine W. P. SNYDER, JR. souvenir plate, courtesy of Messrs. Smith and SeEVERS. -Ed.

Sirs: Some very kind person sent me AIR MAIL a photostat of the article "Pop Goes the Weasel" in the June issue. They didn't sign it, so I have no idea who did me the honor. The envelope was post-marked Cambridge, O. I'm working on the manuscript for a book on the history of the calliope; have built complete instruments and have restored many. I am interested in corresponding with other buffs; will trade information or help with calliope projects.

T. A. White,
4320 Kelnapa Drive,
Jacksonville 7, Fla.

Sirs: To me S&D REFLECTOR is a rare paper with fine historical articles and excellent photographs. My humble appreciation to all whose efforts keep our magazine on the move.

Gordon Hughes,
200 Eastern Ave.,
Elsmere, Ky. 41018

Sirs: Just played "Whistle" record!! WOW!! GREAT!!! When is next Whistle Blow? Will bring AQUILA 2-barrel whistle from Wabasha. Only trouble with this record is, it's terrible for a grown man to cry.

Dick Bissell,
16 East Trail,
Darien, Conn.

Sirs: The whistle on the towboat HERBERT E. JONES came from the towboat GENERAL ASHBURN, and was on that boat when she was renamed J. T. HATFIELD. When Amherst acquired the JASON I had the whistle installed on her (then renamed HERBERT E. JONES). Capt. Leon Ash never owned the whistle.

Charles M. Young,
218 First Ave.,
Gallipolis, Ohio

=Narrator of "Whistle Echoes" has blooped. Maybe Harry F. White brought the Leon Ash whistle used on the JASON. We'll see. -Ed.

Sirs: I have prepared at long last mimeo sheets (4) giving the measurements of most of the whistles blown on May 1, 1965 at the "Whistle Blow." Copies may be obtained, as long as the supply lasts, by sending me a self-addressed 9 1/2 by 4 envelope with two 5¢ stamps attached.

Bert Fenn,
Box 157,
Tell City, Indiana

Sirs: I have just been reading about the KEYSTONE STATE in the September S&D REFLECTOR. For some years I lived on Virginia Avenue in Harmar, or West Marietta, just three blocks from Capt. Charles Knox's home, and one block from Morris Knox's place. I lived at 311 Virginia Ave. in the home owned by Bert Hoyt, father of Fred Hoyt--and Fred was well known on the river as a steamboat clerk.

Prior to that, I lived at the foot of Sacra Via in Marietta and the home still stands---nearest house to the W. P. SNYDER, JR. At that time Capt. J. M. Hammett and my father, William Seshar, were building boats and launching them right where the SNYDER is today. The river bank had a long slope at that time, and the lumber was

obtained at Elston's Mill, at the end of Warren Street.

These are the boats they built at the Sacra Via location:- A. R. BUDD, REAPER, RIVAL, S. B. GOUCHER, C. M. PATE, T. P. ROBERTS, DUFFY and SCOUT. Also they built a gas towboat, KID, which worked at Zanesville for Clifton Bros., a boat named ELANORA for Capt. Douglas, a gas packet, and two sand diggers for Pittsburgh interests. These were all built between 1901 and 1907.

Mr. Hammett and my father then bought the Knox Yard in Harmar and lost a lot of lumber there in the 1907 Flood. I believe the last steamboat built at that location by the Knox people was the WINIFREDE (1903). She was cut down by ice brand new while the furniture was being placed aboard by Grass Furniture Co., sinking to her roof. They later raised her.

At the Knox Yard location Mr. Hammett and my father built these steamboats: VULCAN, ROBERT RHEA, OHIO (small packet), MENGEL BOY COMPANY, a derrickboat for the Mengel people, and a number of wooden barges for West Kentucky Coal Co.

The Knox Boat Yard was well equipped for the times--had a fine saw mill, planers and a good finish mill for cabin work. Mr. Hammett employed some fine men left by Mr. Knox--Kirk Hale, Pope Munsie, George Basby, Mac Kerns and Dick Davis, engineer. I recall that the boilers in this plant were off the packet EDGAR CHERRY, by some way.

So Marietta had its share of glory at building boats. Knox and Hammett were both excellent builders. I recall Capt. Charles and also engineer George Knox of the KEYSTONE STATE.

Louis I. Seshar,
537 Conrad Avenue,
North Charleroi, Pa.

=Mr. Seshar, a retired engineer, is 73 and a good friend of Jack Reed, Elizabeth, Pa., a frequent contributor to these pages. S&D member John Knox, Marietta, recently prepared a listing of Knox boats (1825-1903) which agrees that towboat WINIFREDE was the last one his family built. -Ed.

Sirs: A thousand thanks for the copy of the September S&D REFLECTOR. Was thoroughly impressed as well as elated with the story of "Music On The River," by the late Capt. C. W. Elder. I'd like to do a story based on his career to include quotes from the article. Hope to locate local people who remember him.

Philip E. McPartland,
1226 Agency St.,
Burlington, Iowa

=Writer McPartland has been doing a noteworthy series of steamboat stories for the Burlington (Iowa) Hawk-Eye. -Ed.

Listen to what I got!

by Alan L. Bates

4

This is not a steamboat story. It is a rarer sort of bird, namely a tale of the trials of trying to report a steamboat story. The story to be reported (according to the plan) was that of the race between the steamer AMERICA and the steamer CINCINNATI run at Louisville on August 19, 1928.

To start at the beginning, I remember how disappointed I was to learn that my favorite, the AMERICA, had lost. I had, and have, an abiding affection for the AMERICA. She's the very first boat I can remember. In addition she was the main attraction on trips to Rose Island, the amusement park located at Fourteen Mile Creek, above Louisville, Ky. I don't remember one solitary thing about Rose Island, but I can still smell and feel the AMERICA.

Rumor has had it for years that the AMERICA was held back to insure a win for the CINCINNATI. This is logical. The AMERICA was a local excursion boat with an amusement park to contribute to her support. The CINCINNATI was a packet in competition with railroads, buses and autos for the passenger dollar. The AMERICA was old, with a wooden hull. The CINCINNATI was new and of steel construction. The AMERICA had earned her cost many times over. The CINCINNATI was laboring under notes, mortgages, and interest.

Both boats were owned by the same people, albeit that different company names were painted on the wheelhouses. In a fit of subjective deduction it was easy for me to understand why the management would want the newer boat to win. In fact, if I were managing such an operation it's what I'd want to happen and I'd use more than the power of prayer to assure it.

The proposed story was supposed to bring out the true data, expose them to the light of day, and stop these rumors with the application of cold, hard facts. One source of information is the public press. At the time of this research I'd never been interviewed by a reporter so it was easy to believe what I read in the papers. I went to the Louisville Free Public Library and read all of the newspapers for two weeks in advance of the race and for one day afterwards. Here is what I learned:-

Superintendent of the Louisville and Cincinnati Packet Co., C. C. Fuller
General Manager of the Louisville and Cincinnati Packet Co., Capt. William E. Roe

Master of the AMERICA, Capt. Mitchell Smith

Pilot of the AMERICA, Capt. Roy McBride
Chief Engineer of the AMERICA, Henry McClanahan

Assistant Engineer of the AMERICA, Floyd (Skyjacks) Turner

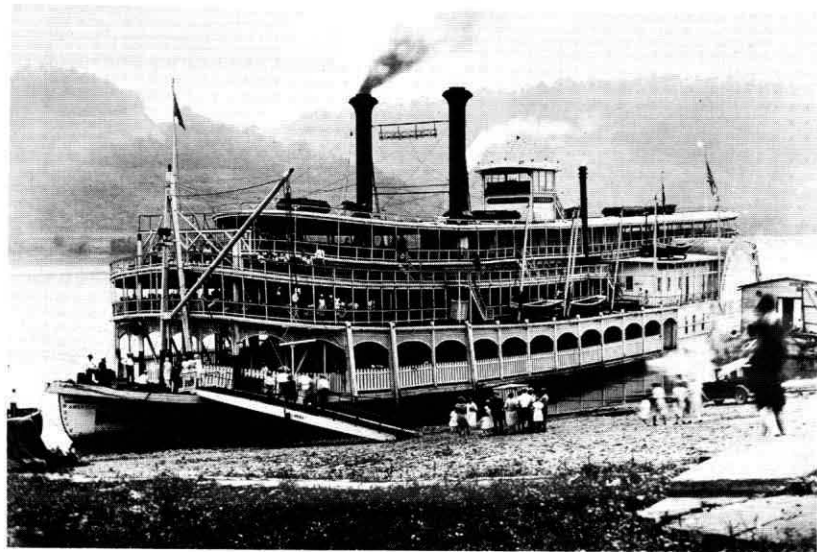
Master of the CINCINNATI, Capt. James O'Brien

Pilot of the CINCINNATI, Capt. James Brasher

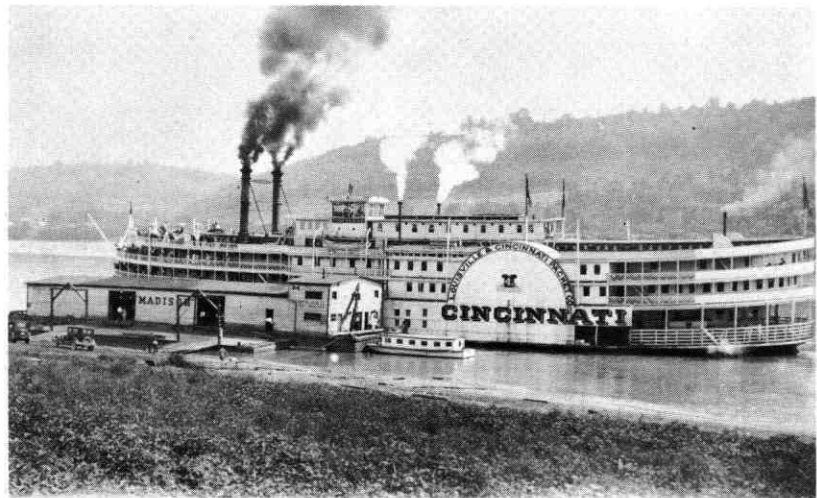
Chief Engineer of the CINCINNATI, Charles Dietz

The fare on the CINCINNATI was \$1.50 and included a meet-the-boat trip combined with the QUEEN CITY

The fare on the AMERICA was \$1.00 instead of the usual 50¢.



Excursion side-wheeler AMERICA receiving passengers at Madison, Ind. Legally owned by a Delaware corporation, River Excursion Co., she was usually home-based at Louisville, but tramped from Pittsburgh to New Orleans. Originally she was the Louisville & Cincinnati Packet Co.'s low water packet INDIANA, built at the Howard Ship Yard, Jeffersonville, Ind. in 1900. Hull was 285 feet long and 45 feet wide. Her over all width was too wide for the Louisville & Portland Canal locks (which were 80 feet wide those days) and Capt. Lewis B. Reade recently told us a story about her going through the narrow chute at Craig's Bar in low water without touching bottom, but breaking planks out of both side-wheels. The INDIANA burned at Cincinnati, 1916, and got new superstructure in 1918 to become AMERICA. She burned, Sept. 8, 1930, laid up at Jeffersonville, under circumstances equally as controversial as her race with the CINCINNATI. --Photo by H.M. Flora, Madison, Ind.



The twentieth century's most pretentious overnight Western Rivers passenger boat (she also hauled freight) was the CINCINNATI built at an "out-of-mind" place, Midland, Pa. and completed in Cincinnati, 1924, in time to make a Mardi Gras trip. Her hull was almost the same size as the AMERICA, being 285 feet long and 45.6 feet wide. She had tandem compound non-condensing engines, 22's, 40's- 9 ft. stroke, with greater power than AMERICA (which had high pressure 25½'s- 8 ft. stroke). But CINCINNATI was heavy in the water, the hull having been designed for a single cabin boat, and the plans changed during construction for two full length decks of staterooms. Her owners, Louisville & Cincinnati Packet Co., went in U. S. Marshal's hands, 1931, when CINCINNATI was bought by Streckfus Steamers, Inc. They changed the entire superstructure during a three-year program, then brought her out again as an excursion boat, renamed PRESIDENT, and still running with the original engines. -Photo at Madison, Ind.

The times and leads at various places were as follows:-

LOCATION	TIME	OFFICIAL LEAD	NEWSPAPER LEAD
Start	9:33	even	even
First Street			A 1/2 L
Big Four Bridge			A 3/4 L
Jeffersonville	9:35	A 1/4 L	
Howard's Shipyard			A 1 L
Water Company	9:50	A 3/4 L	
Edgewater Gardens	10:00	A 1 L	A 1 1/2 L
6 Mile Island	10:07	A 3/4 L	
Utica	10:13	A 3/4 L	
12 Mile Island	10:22	A 1/4 L	
Abreast 12 Mile Id.			A 1/2 L
Head 12 Mile Id.		even	even
Harmony Landing	10:38	C bare lead	
Rose Island	10:42	C 30 ft.	C 28 ft.

Ed Note:- Abbreviation "L" for length--"One half length lead" implies the designated boat is in advance of the rival boat by one-half her own length, etc. "A" for AMERICA, "C" for CINCINNATI

Perhaps the most remarkable thing about these statistics is that the timer and the reporter disagreed by as much as a hundred feet in their calculations of the lead except at the end where, in a time of intense excitement, they came within two feet of the same estimate. For whatever it's worth the boats averaged 13.04 miles per hour on this run.

So much for newspapers. It is only natural that race fixing should be hidden from them. The next step was to find the people who were there at the time. I interviewed four of them in person, and this is where the fun began.

The first of these was Capt. Roy McBride, who took me for a ride on the MISHAWAKA, Slider's sand towboat. During the trip I brought up the race. Now normally Roy McBride is an equable man. He moves with deliberation and speaks with care, but when the race topic arose he changed. As the tale unfolded he got a restless gleam of hell-fire in his eye. Pretty soon he was pacing the floor of the little pilothouse like a caged

lion. Directly he was pounding his fist on the console. As he talked his words came faster and faster while their pitch ranged from tenor through alto to buzz-saw soprano. By the time he described the finish of the race he was hopping mad.

The gist of his story (I can't quote it and the flavor is too rich to capture on the printed page, anyhow) was that the race was planned to be won by the CINCINNATI. The idea was to prove she was a fast boat. The crew of the AMERICA suspected this but were not told that they were to lose. It wouldn't have helped if they had been told, for there was a genuine rivalry between the two crews. The plan was to sabotage the AMERICA in some way so she wouldn't win.

The AMERICA gained steadily until she was just below 12 Mile Island. At that point Captain Roe went downstairs to the engine room. Pretty soon the AMERICA lost her ambition and began to lose ground. Her 'scapes quieted down and the passengers noticed it. They asked what was wrong and shouted up at Captain Roy demanding more steam.

Turned out that the engineers, Henry McClanahan and Skyjacks Turner, were slipping sticks of wood under the admission valve levers to perk up the engines. Captain Roe made them stop that and threatened Chief McClanahan with dismissal if the AMERICA won. The CINCINNATI immediately started to gain and finally won in the last few feet.

After the race the crew ostracised Henry McClanahan and wouldn't even ask him to pass food at the table. This hurt him badly. He finally confessed to the crew that he'd slowed her down because at his age (he was over eighty at the time) he had to do it or leave the river for he had no chance to get another job. The crew accepted this apology and transferred their enmity to Captain Roe.

Boy, oh boy! This was just what I wanted. Prudence, however, dictated that I'd better talk to someone on the other side. I looked up Capt.



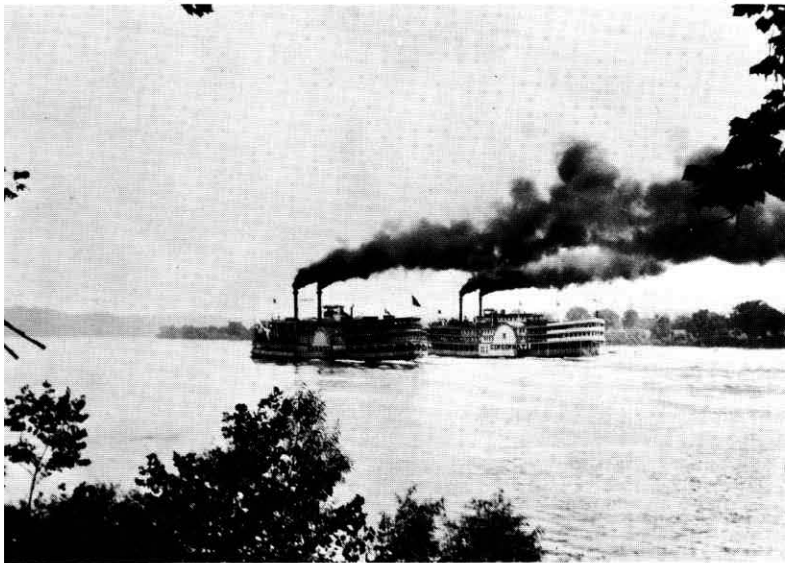
Jim Brasher, who steered the CINCINNATI during the race. I met him one evening on the DELTA QUEEN where he was visiting with Capt. Charley Brasher. We sat at a table down in the dining-room and he told me his version of the race. It was an illustrated lecture. First he laid out the shores of the river on the big table using knives and forks. Utica was a cup. Twelve Mile Island was represented with two salt shakers and a sugar bowl. Didn't build any lights or bridges. He sailed two teaspoons up the river showing how the race went, and I want to tell you it was a tale of suspense and drama vigorously told by a victorious gladiator.

The CINCINNATI got off to a slow start. Steam pressure was down and it seemed somebody had told him that one of the firemen was drunk from hobnobbing with the enemy. They got that trouble straightened out and the boat regained her steam to Six Mile Island, held her own to Twelve Mile Island and there, because the CINCINNATI had the inside track she forged ahead to win largely as the result of his crowding tactics. He admitted that there was a lot of talk about the race being unfair, but I was not to believe a word of it.

I was breathing hard when I left the DELTA QUEEN that night. It had been an exciting race around that sugar bowl and I was about done in. Hearing about all the disadvantages the CINCINNATI had overcome nearly made me switch my allegiance to the other side. I'd had no idea...

Next I talked to another Captain Jim, this one with the surname of Howard. He was an AMERICA adherent, and with good reason. After all, she'd been built at his shipyard as the INDIANA and, after burning in 1916, they'd rebuilt her into the AMERICA in 1918. The CINCINNATI, on the other hand, had been constructed at some out-of-mind place near Pittsburgh and was obviously an inferior boat from the standpoint of speed as well as lineage. Having learned that an angry man talks more than a calm one I told him Captain Jim Brasher's story.

Captain Jim growled, (well, it was as close to a growl as I ever heard from him): "He would-



AMERICA (left) racing the CINCINNATI from Louisville to Fern Grove, Ind., 14 miles, on August 19, 1928. Photo by the late Arthur S. Hopkins of Louisville from his summer home at the head of Twelve Mile Island. At this point the boats were even. The AMERICA was on the Indiana side all the way. Note dearth of motorboats. This race was promoted by Capt. William E. Roe after he was impressed by the national attention received by the CHRIS GREENE and BETSY ANN at Cincinnati when they raced on July 24, 1928, the CHRIS winning by a hair.

n't have talked that way if I'd been there."

This was his opening gun in his description of the race. When the race was proposed he suggested to Capt. Mitchell Smith, of the AMERICA, that he bring the AMERICA to the shipyard for a general reworking of the paddlewheels, free of charge. Captain Smith told him that he was forbidden to do this on orders from the office. Captain Jim and a number of shipyard workers cancelled all their bets on the receipt of this intelligence.

The morning of the race the AMERICA coaled up from a barge of slack and topsoil. By contrast, the CINCINNATI was refueled by truck with top-grade Eastern Kentucky nut coal from a yard up in Louisville. Sure enough, the AMERICA led until her grates became dirty, then lost her steam. Captain Jim paced the racers in his motorboat and saw a couple of bucket planks break off of the AMERICA's paddlewheel at Twelve Mile Island. While he was at it he made movies of the race that are still being shown.

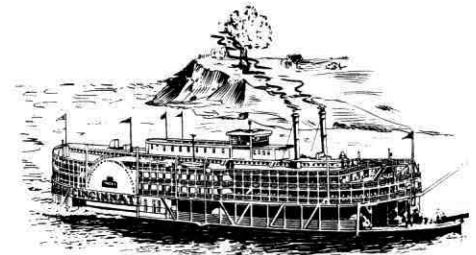
Well, now, this story was getting interesting and interesting. I went a-calling on Mr. Lull M. DuPraz, who was clerk on the CINCINNATI at the time of the race. He told me that the manager had originally planned a fixed race as a publicity stunt, but that he'd changed his mind and ordered a fair contest when he discovered that people were betting so strongly. The CINCINNATI got off to a slow start due to low steam pressure and when she regained it she went ahead to win.

Now this Mr. DuPraz was a very gentle old man, but there was a certain amount of fire in his eye as he told me about the race. Here was a man who had as little to do with the preparations and strategy of the race as a passenger, yet he was still deeply involved in the race nearly thirty years after the event. Truly, this was a hot topic. I decided to shelve it.

Yet it won't stay shelved. The subject came up in the car on the way home from the 1965 meeting of the Sons and Daughters of Pioneer Riverman. I was sitting next to Mrs. Loretta M. Howard, who was one of the official judges on race day. This discreet lady remembered the occasion vividly...and clammed up. I did learn that she rode neither boat. She was taken to Rose Island earlier by motorboat, and brother, that's all I got from her.

Charley Dietz, who was driving the car, was chief engineer on the CINCINNATI during the race and he added a sidelight. He said nothing about the fireman. He did report that lard was used to perk up the burning of that Eastern Kentucky nut coal and that it was hurled into the furnace with cans and shovels.

So now then, what did I learn? I learned that someone else will have to write this story. Some day some able writer will come along and sort the wheat from the chaff, build up the highlights, dramatize the climax and tell this tale as it should be told. I want to read it when he does.



Bell Signals

Sirs: I would like to see an explanation of Western Rivers engineroom bells used before the indicator arrived. I know it's complicated.

Ernest J. Wilde,
914 Race St.,
Cincinnati, Ohio 45202

=Yes, the system varied with the locality. Standard practice on most boats was use of three major signal bells. Two of these were regular bells (one deeper pitch--the "stopping bell") plus a gong. The first two were mounted on a spring suspension so they'd dingle-dangle, their tone identifying the signal. Call the stopping bell (lower tone) A; the other bell (higher pitch) B; the gong C. Signals commencing from a dead start:-

- Ahead full head A one jingle
- Ahead half (add) C one tap
- Ahead slow (add) B one jingle
- Stop A one jingle
- Back full head B one jingle
- Back half (add) C one tap
- Back slow (add) B one jingle
- Stop A one jingle

For "All she's got" add two quick taps of C to either Ahead Full or Back Full.

For "dead slow" add two quick taps of C to either Ahead Slow or Back Slow. Sometimes a third small jingle bell was carried to do this job, called the "chestnut bell." It was rung once in lieu of the two gong taps.

As courtesy to the engineer, pilots when at dead stop often gave one tap of the gong C to indicate that the next signal would be with engines reversed; this was called the "ship-up signal." On some Mississippi boats, when at dead stop, pilots rang B as an alert that next signal would be in reverse of engines. Second ring of B meant back full. Third ring meant back slow.

A boat tied at shore and about to resume the voyage was not considered operative until the pilot alerted the engineer with three taps of gong C and got an answer from the engineroom. This answer came via three similar taps on gong C rung by the engineer, or else a blast of the "ready whistle" mounted near the boilers.

Pilots indicated "through with engines" by "ringing off" usually with two taps of gong C. Fire drills and boat drills were signalled to the engineroom by pre-arranged gong taps.

A complicated example:- Suppose boat is working ahead half head. Question: How do you give signal for emergency reverse?

- Stop A one jingle
- Ship up One tap gong C
- Back full head B one jingle
- Emergency (add) two taps C

When emergency is over, two more taps on gong C, which brings

power back to normal Ahead Full or Reverse Full, as the case may be.

No matter which way the paddle-wheel is rolling, or at what speed it's rolling, one ring of bell A stops everything. It was a good dependable system, and if you want to hear it used, step aboard the BELLE OF LOUISVILLE, -Ed.

Sirs: Am I thinking right? I used to write to a Captain Way in Marietta trying to get information on the calliope at the River Museum. I'll bet you are his son. Please tell the good Captain I now have the calliope almost built. It is exactly as the one in the Museum, except I had to make a change in the size of the tubing. When I used to write to Captain Way I did not realize what a job this would be; it's been a nightmare. But too many people were betting on me to complete it. I'll bet Captain Way spent his life on river boats??

Howard Camp,
18 West Washington St.,
Newnan, Georgia

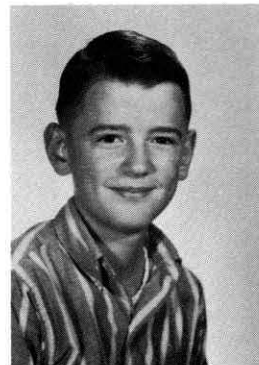
=He sure did, son. -Ed.

Sirs: S&D is a fine group of people--wish our hotel could have more like them.

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

Sirs: Enclosed is a recent picture I took of the LUNGA POINT blowing it's whistle. Please run it in the next S&D. I'd like to hear any remanices that anyone has on the DPC's. Also as a suggestion, put the meeting in July or very early Aug. I have school part of Aug. and all of Sept. but I would like to attend all meetings. School makes it difficult.

Ted Pearsall,
1307 Judson Place,
Henderson, Ky. 42420

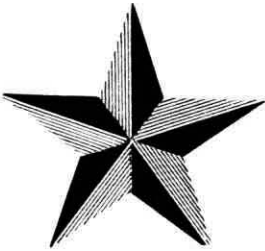
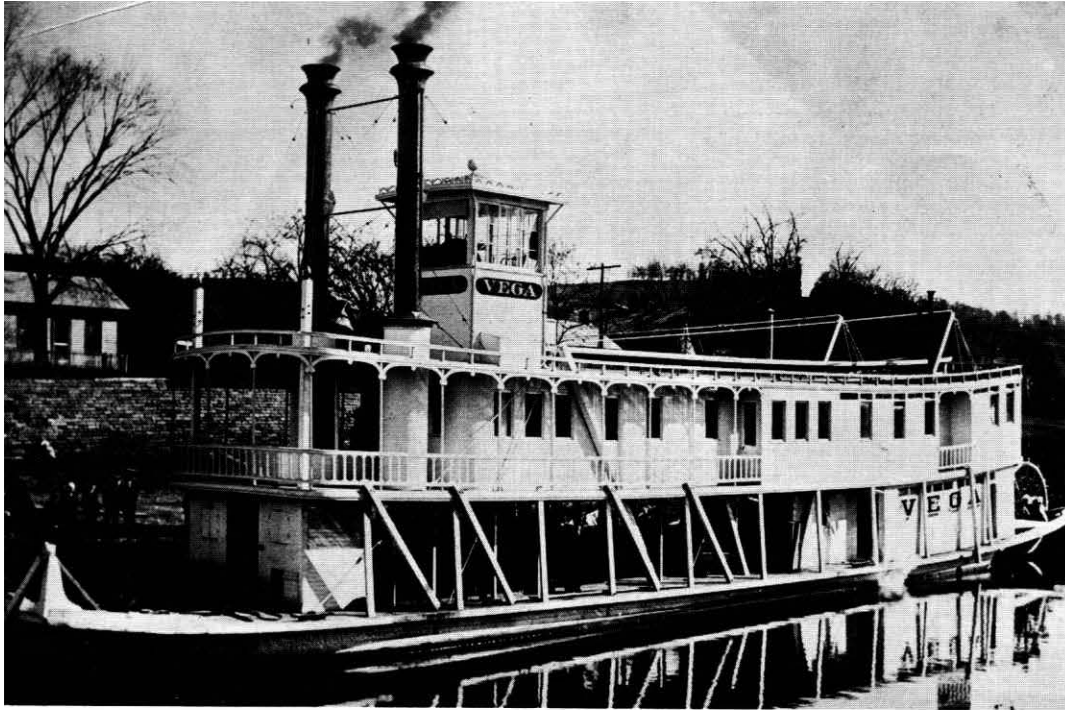


Ted Pearsall

=No space left for LUNGA POINT, Ted. Special thanks to you for picture of gunboat CAIRO pilothouse used on another page. -Ed.

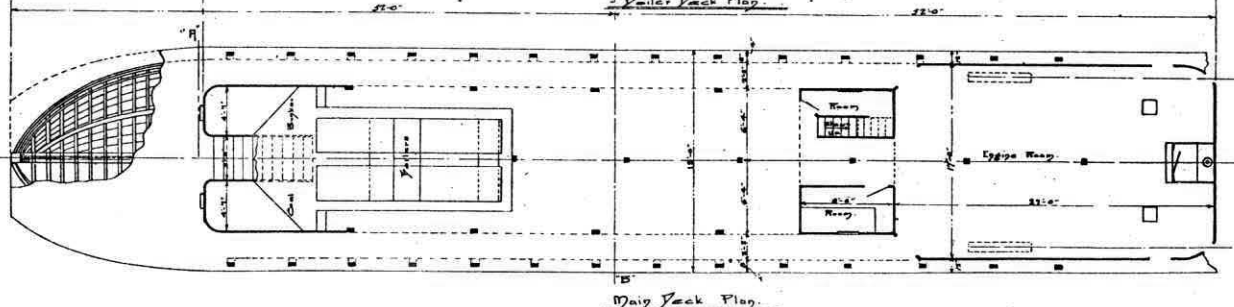
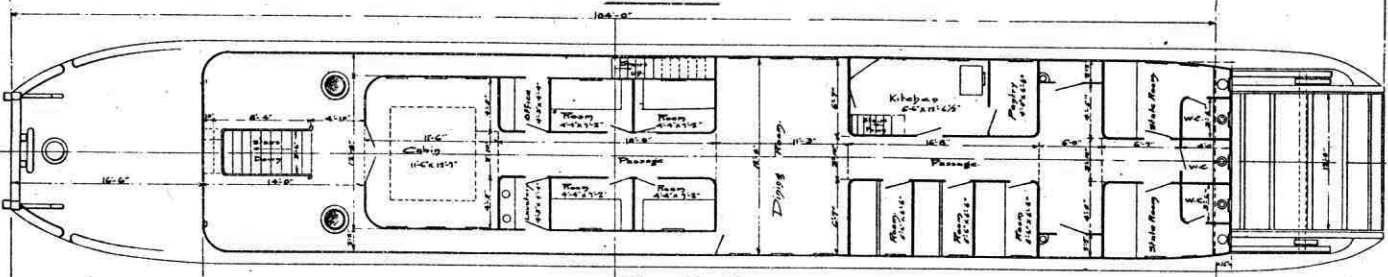
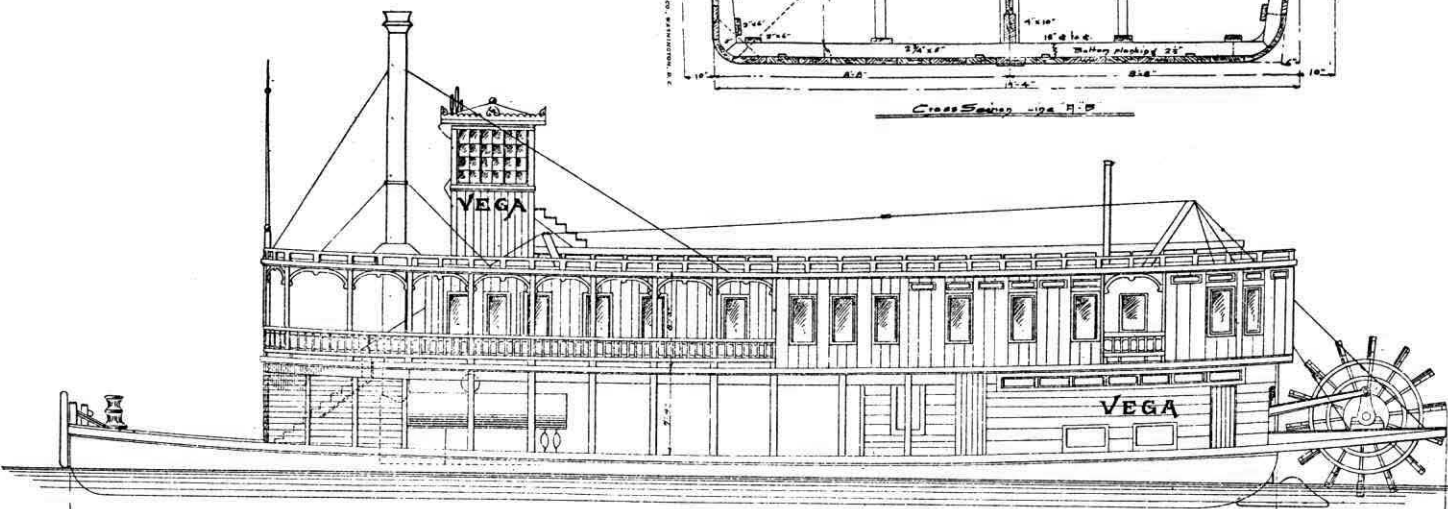
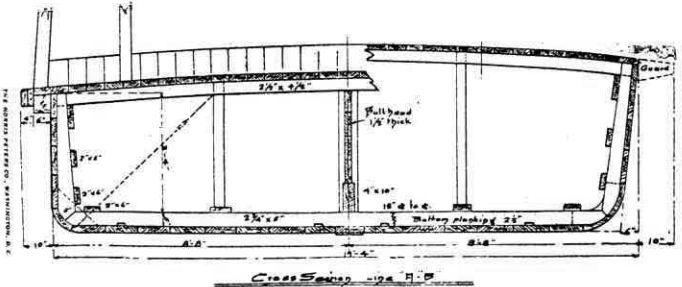


-Thanks to "Pop," staff artist SILICOLOGY.



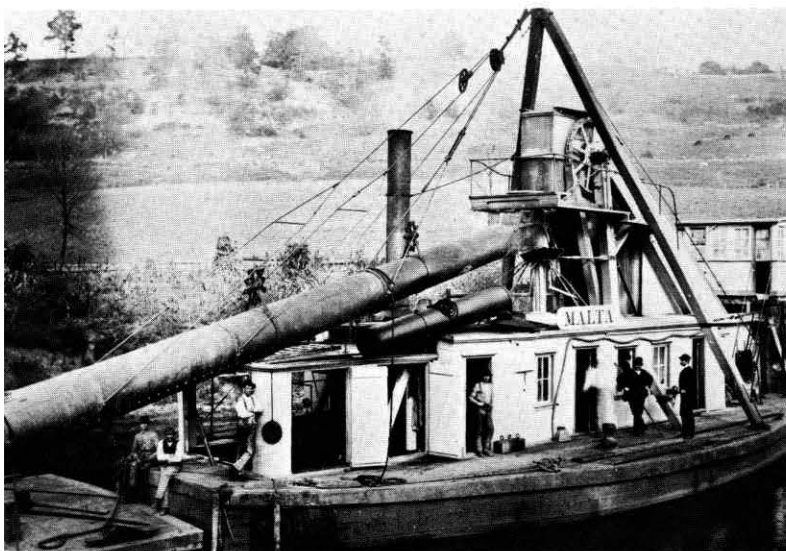
Vega Was a Star

8

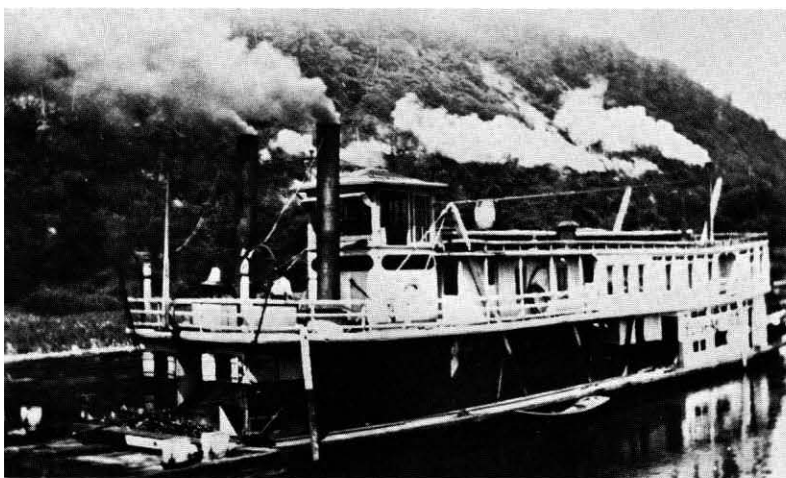




This ingenious mud scraper was designed and built for clearing mud from Muskingum River canals, locks and channels. It was handled by the VEGA and by her predecessor, an earlier VEGA built in 1881.



The miniature dredge MALTA was built by the U.S. Engineers for Muskingum River. A chain of buckets on a frame ladder dumped into the overhead hopper, from whence mud and sludge flowed through the metal discharge pipe to an awaiting dump scow tended by the VEGA.



Steamboat broker John F. Klein bought VEGA at public sale in 1918, brought her to Pittsburgh. The Rees shop altered her as shown in this photo. Renamed ELISHA WOODS she later towed on the Missouri River. A sudden wind squall in Oct. 1926 overturned her near Atchison, Kans., drowning two.

The VEGA was built on a wooden hull 104 feet long and 17 feet 4 inches wide. That's about right for a single-deck dinner-bucket boat. But the VEGA was to have nine staterooms (two of them with connecting toilet facilities), a diningroom, lounge, two washrooms, office and laundry. She was to have high skylights over the central cabin hallway. The pilothouse, 12 feet high, was to go on top of the roof. --And lo and behold, that's what the carpenters gave her.

The result was about the highest, skinniest steamboat ever built. She reached 22 feet under the water, and 39 feet to the tops of her stacks out of the water. The pilot stood on a floor 23 feet in the air, a good bit higher than the boat was wide. The VEGA could go in a Muskingum River lock 36 feet wide and tow in with her, alongside, a wooden barge 18 feet wide, now think of that.

The architect who designed VEGA had to resort to a few unorthodox departures from the norm to make space where there wasn't any. He ran the cabin bulkheads out flush with the guards from amidships to stern. He shrunk the central hallway into a fat man's squeeze, barely over four feet between bulkheads. Ingeniously he placed the "master staterooms" reserved for visiting High Brass hard aft, each with a connecting W.C. (see drawing). Marine architects in 1901 labeled it so; W.C. meant water closet. Webster's Dictionary, 1962, goes to pains to define the term this way: "A small room with a bowl-shaped fixture in which to defecate or urinate, fitted with a device for flushing with water." This is misleading; it is a ten to one shot that VEGA's W.C. facilities had no water pipes. In updated lingo she had backyard johns. Webster, same 1962 edition, defines john with one lonely word: toilet. Curious indeed.

These interesting details recently came to light as S&D member John L. Fryant of Arlington, Va. found them, in the shape of the accompanying drawing, in the Transactions Society Naval Architects and Marine Engineers, Volume 17, 1909. The VEGA was built at the Howard Yard, Jeffersonville, Ind., in 1901. The first minor mystery is how the VEGA was successfully brought from Jeffersonville to her Muskingum River base without upsetting her. The second mystery is how she managed to run on the Muskingum until 1918--17 years--without capsizing. The third mystery lies in the fact that, later on, when her skyscraper architecture was lowered down for better stability, she did upset.

It might be that the high hills flanking the Muskingum's shores broke the wind. And it might be that the crew of the VEGA was teuchy about what a good windstorm might do, and took precautions to have her tied up behind a clump of sycamores when storm clouds appeared over the hilltops. Precious little storm warning on a narrow river hemmed in by high hills. But you can get landed fast. The VEGA's log books are gone. Her pilots apparently told no bedside stories to their kiddies. She had her harrowing experiences, you can lay to that, cast iron proof that the safest boat is an unsafe boat with the crew always on alert. But anybody today who builds a boat like the VEGA was built, hills or no hills, wind or no wind, is a jewel.

What did VEGA do for a living? Well, she tended a dredge for the most part. The controlling depth of channel in the Muskingum was set at the precise figure of 4.52 feet. To maintain it, a lot of dredging was done, as well as snag removal--a good bit of this activity in the bordering canals leading around the rapids at Lowell, Beverly and McConnellsville. In earlier days an ingenious scraper was used, then later a cute ladder dredge named MALTA.

The Steamboating Poe Family

Adam, Jacob and Thomas Poe, whose river careers are roughly outlined in the following text, were sons of Thomas Poe who moved with his wife and five children to Georgetown, Pa. in 1820. The father was a keelboatman and raftsmen, and enlisted his sons to the river life while they were youngsters. Raftsmen Thomas Poe was the son of Adam Poe, an Indian fighter who once commanded a fort in the vicinity of Yellow Creek, O., on the banks of the Ohio below present-day Wellsville, O. The Poe family came originally (1746) from Prussia.

The Poe family in Georgetown, Pa. soon married into other pioneer families of the area, and so the names Poe, Ebert, Peppard, Calhoun, Parr, Trimble, Ewing, etc. were entwined with the common denominator of steamboating. Everybody in these families lived, talked and worked with the river life foremost in their pursuits---which meant everybody in Georgetown.

Georgetown, Pa. is situated on the left bank of the Ohio River, at Mile 38.9 from Pittsburgh, in Beaver County. Andrew Poe arrived in the vicinity, settling on a farm, when Zadok Cramer described the village in 1814 as "one store, a tavern or two, and a few other scattered buildings, apparently on the decline." Cramer was too hasty. Georgetown burgeoned into a population of 250 without benefit of railroad, street cars, electric lights, plumbing or paved highways. It was strictly a river town, safely perched on a bluff and safe from floods. S&D REFLECTOR presented a map of the place in the Dec. 1964 issue, pages 10-11, describing Indian Rocks on the opposite shore. Today Georgetown is much as usual--still no access except by river or else the winding road in from Hookstown. Modern progress has passed it by, largely, without visible injury to its health or prosperity. Even the ferry has ceased. But nobody in Georgetown seems disturbed.

The present discourse follows the Poe family and takes but little account of the river affairs of the others; the Stockdales, Eberts, Calhouns and others had their own boats and adventures. Suffice to say, Georgetown in 1870 and even in 1900 had river captains, pilots, engineers, mates, stewards and deckhands in supply for any short-handed boat that might come along, most of them related.

FALLSTON...When Adam Poe was about 25 years old he bought this small sternwheel packet for low water work between Pittsburgh and Cincinnati. The boat was too tiny to accommodate passengers, so he towed two keelboats alongside, both fitted up with beds and bunks. FALLSTON was built at Fallston, Pa. on the Beaver River between Beaver, Pa. and Beaver Falls, in 1837. The engines were inadequate and Adam Poe replaced them the first season he ran her, probably 1842. With him in this venture was his brother Jacob.

BELMONT...Jacob Poe operated this sternwheel packet, some bigger than the FALLSTON, on the upper Ohio in 1843, possibly longer. She was built at Pittsburgh, 1842.

FINANCIER...Adam Poe built this sternwheel packet in 1845 at Pittsburgh, operated her one season, then sold her to Capt. William J. Kountz.

CINDERELLA...Adam Poe then bought a one-half interest in this small sternwheeler and ran her four months in low water between Pittsburgh and Cincinnati. The boat was built in 1847. The

profit from the operation was \$8,000. "Then I sold my half of the boat and quit the river; I tried farming and found it an uphill business," he reports. George G. Calhoun continued to run the CINDERELLA and died, age 30, while doing so. George's wife was Sarah Poe Calhoun, sister to Adam. Adam Poe acted as guardian for his sister's two sons, Thomas P. and William A. Calhoun. Adam Poe had married in 1844, his wife being Lucy Smith, daughter of a Beaver County, Pa. pioneer.

TUSCARORA...Built in 1848 at Glasgow, Pa., just above the mouth of Little Beaver River, owned in cahoots by various Georgetown persons, and commanded by Jacob Poe. Jacob had married in 1837, his wife being Mary Ann Ebert.

JOHN B. GORDON...A low water "bat wing" boat also built in 1848, at Brownsville, Pa., operated by Jacob Poe. It was promptly sold to the Arkansas River, and then Jacob Poe built the..

JOHN B. GORDON NO. 2...Also a low water boat but a sternwheeler. It ran on a heavy dew, and a few years later ascended the Des Moines River to Fort Des Moines, arriving on a Sabbath morning in time to empty the church.

FINANCIER...Adam Poe then built a second boat of this name, in 1850, at Freedom, Pa., having tired of farming and concluding to get back on the river.

GEORGETOWN...Thomas Poe, brother to Adam and Jacob, commanded this sternwheel "mountain boat" built at Line Island, Va. in 1852. Various trips were made to the upper Missouri River, and the boat stabbed a snag, fatally, up there in 1855.

YORKTOWN...A small sternwheeler built at Pittsburgh in 1853, owned jointly by Jacob Poe and George W. Ebert. Capt. Ebert's wife was Nancy Poe Ebert, sister to Adam, Jacob and Thomas Poe.

ELLA...Adam Poe built this sternwheel packet at Elizabeth, Pa. in 1854, 173 tons. The railroad had now connected Pittsburgh and Cincinnati, so ELLA was taken far afield. Adam Poe started his new boat for Cincinnati in extreme low water, caught her on Cox's Riffle at Wellsburg, W. Va. and remained there a month. A little rise took her off but again she stranded at Blennerhassett Island. Adam hired a man with an ox team to scrape the bar and proceeded. At Cincinnati he loaded freight for the Upper Mississippi and took

Harriet Calhoun Ewing, daughter of Capt. Thomas S. Calhoun, was raised in Georgetown, Pa. Her impressions of Capt. and Mrs. Jacob Poe:- "I suppose that no one in Georgetown was more friend to every citizen than were "Uncle Jake and Aunt Mary" Poe, as they were known to the entire town. They were beautiful characters, and their golden wedding anniversary was a civic celebration. Uncle Jake was strong-minded, level-headed, progressive, and generous to a fault. They were the best of neighbors. Our family lived just across First Street from them from 1851 until 1913 when we left Georgetown, and we were firm friends with Capt. and Mrs. Poe for four generations.

"I do not know just when Capt. Jacob Poe began building boats. Adam Poe's diary says the owners of the BEAVER NO. 2 put her in the Allegheny River trade with Jacob Poe as pilot and captain in 1837. Jacob was hired as pilot on the NEW CASTLE that same year when she went up the Allegheny to Olean, N.Y.

"My grandfather, Capt. John Calhoun, is said to have met his death by drowning at Marietta, O. while in command of one of Jacob Poe's steamboats, this in 1846."

aboard passengers. A Mrs. Wilder gave birth to a boy enroute and named him Adam Poe Wilder. The Wilders got off eight miles below St. Louis and that was the last Adam Poe saw of his namesake. In 1855 the ELLA made another trip to the Upper Mississippi, this time to Dubuque.

ARGYLE...Jacob Poe built this side-wheeler at Freedom, Pa. in 1853, 319 tons. In partners were George W. Ebert, who later commanded the boat between Cincinnati and New Orleans, and Standish Peppard, who was clerk. Peppard's wife was Elizabeth Poe Peppard, sister of Adam, Jacob, Thomas, et al. In 1850 Standish Peppard was clerk on the side-wheel BUCKEYE STATE on the fast trip from Cincinnati to Pittsburgh. When the Civil War commenced, the ARGYLE was sold at Cincinnati to Capt. John Kyle and others.

JACOB POE...A sternwheel packet built at Freedom, Pa., 1855, 201 tons. The ownership of this boat indicates it was sold not long after completion. Trips were made to St. Paul with it in 1857.

BELMONT...This sternwheel packet was built at California, Pa., 1856. Hull was 151 x 31. The first master was George W. Ebert. The original ownership was divided as follows:- George W. Ebert, 3/16; Jacob Poe, 3/16; Thomas Poe, 1/4; Andrew Poe, 1/8; George Poe, 1/8; Elizabeth McClure 1/8, all of Georgetown, Pa. Andrew, George and Elizabeth were brothers and sister of Jacob, Thomas, Adam, et al. A few years later the principal owner became Samuel C. Trimble of Hookstown, Pa., a town back from the river behind Georgetown. Capt. Trimble's daughter Armenia later married Oliver Peppard, son of Standish Peppard. Skipper of the BELMONT at that time was Capt. Thomas S. Calhoun, aged 26, of Georgetown, who became master of IRON QUEEN (Sept. 1964 issue, page 1) and VIRGINIA (June, 1965 issue, page 1). The BELMONT burned in a spectacular river fire at Pittsburgh on May 7, 1859 when ten steamers were destroyed or damaged.

BELFAST...A sternwheel packet built at Freedom, Pa., 1857. Hull 158 x 30. Adam Poe built her, loaded out from Pittsburgh for the Wabash River, and sold her. This boat finally wound up on the Tombigbee River where she was lost by fire on March 7, 1868.

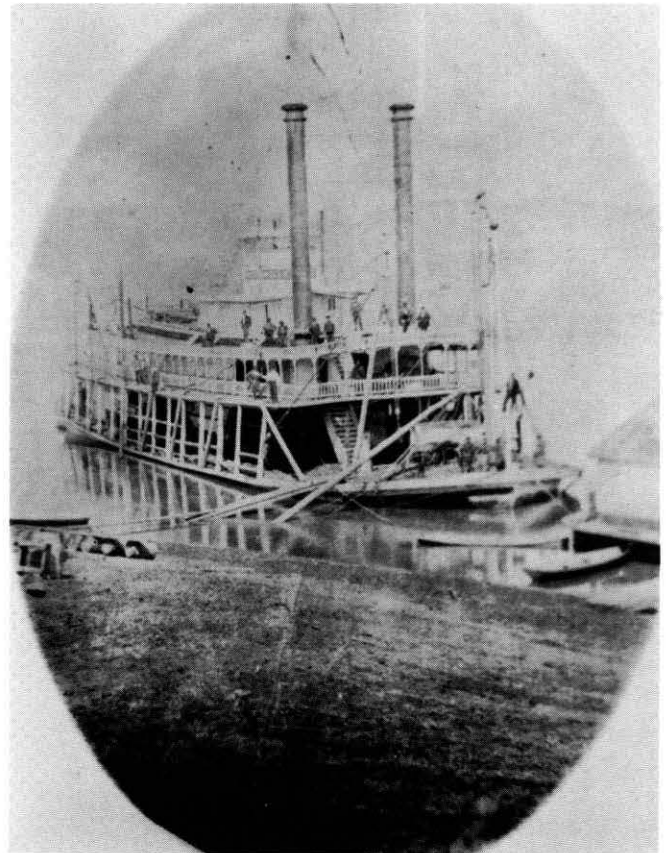
NEPTUNE...Built at California, Pa., 1857, a sternwheel packet with hull 150 x 39.5. First master was Adam Poe. Original owners were: Adam Poe, 3/8; Thomas Poe, 1/8; Jacob Poe, 3/16; George Poe, 1/16; and Jacob Diehl & Co., 1/8, all of Georgetown, Pa. In 1861 this boat was sold to Capt. John Kyle, Cincinnati, who lost her on the bridge at Clarksville, Tenn., Cumberland River, March 19, 1862. The Poe family had run her from Cincinnati to St. Louis and elsewhere.

CLARA POE...A sternwheel packet built in the summer of 1859 at California, Pa. Hull measured 149 x 32. Thomas Poe was the first master. The original owners were Thomas Poe, 1/8; Jacob Poe, 1/8; Martin J. Poe, 1/8; George Poe, 1/8; Jonathan Kinsey, 1/8; George W. Ebert, 1/8; all of Georgetown, Pa. Jonathan Kinsey was a pilot; his daughter Sarah later married George Peppard, son of Standish Peppard. The boat was named for a daughter of Thomas Poe; Clara Poe later married the mate of the towboat A. J. BAKER, named Blythe of St. Louis. The CLARA POE was impressed into U.S. service during the Civil War, during which period Thomas Poe remained the master. A cargo of hay was taken aboard for delivery at Nashville and the boat caught fire when passing Eddyville and burned on April 17, 1865. Four lives were lost including two deckhands, the colored chambermaid and a Negro fireman. The boat's clerk at the time was John Quincy Adams Parr, son of Abraham Parr. J. Q. A. Parr's mother was Mary Hague Ebert Parr, having first married Frederick

Ebert (and by this first marriage George W. Ebert was her son).

YORKTOWN...A side-wheel packet built at Pittsburgh, Pa., 1864, 426 tons. From the files of the Pittsburgh "Commercial" under date of Oct. 28 1864:- The new and pretty YORKTOWN, Capt. Jacob Poe, leaves for Louisville Saturday. The boat was built under the superintendence of Capt. Poe. The first clerk is J. W. Clark." In latter January, 1865, the control of this boat went to Capt. George W. Ebert, who took Standish Peppard along as first clerk. In March, 1866, Peppard had as his second clerk a son "the latter a young man who served with the Union Army three years, and with such officers the success of the YORKTOWN is assured." Unfortunately the first name of the son is not given--there were four.

AMELIA POE...A sternwheel "mountain boat" built at Georgetown, Pa., 1865. Hull measured 165 x 27. This was a typical Poe steamer, with Thomas Poe the principal stockholder and master. The boat was named for his daughter. The first trip was to Nashville to bring pig iron from the Cumberland River for John Kyle. Several long trips were made up the Missouri River. In 1866, when involved in a collision near Yankton, the crew was composed of Thomas Poe, master; J.Q.A. Parr, clerk; Thomas S. Calhoun, clerk; Jacob Ewing, engineer; George Calhoun, steward, and Thos. Conkle, cook, all of Georgetown, Pa. Later on, Malin Ewing, son of engineer Jacob Ewing, married Emma McClure who was daughter of Elizabeth Poe McClure. Elizabeth, sister to Adam, Jacob, et al., was twice married; first to McClure and then to Standish Peppard.



This is the only known photograph of any one of the Poe family steamboats described in the accompanying story. The original of this one, showing the MOLLIE EBERT, was owned by Theodore C. Poe, who had it copied years ago and presented one to REFLECTOR's editor. Colonel Poe identified it as taken at the Georgetown, Pa. landing.

NICK WALL...A sternwheel "mountain boat" built at Pittsburgh in 1869, and commanded by Capt. Thomas Poe and a Georgetown, Pa. crew. Several trips were made through to Fort Benton, Mont. with this one. Some of the experts said she was "one of the best Missouri River boats of the time." The boat met a tragic end on December 22, 1870. Mrs. Poe was making a trip with her husband. The boat struck a snag near Napoleon, Ark. on the Mississippi and sank rapidly. Mrs. Poe was unable to escape from her stateroom, and a hole had to be chopped through the roof with an ax to release her. She died on shore as the result of exposure and injuries. A young nephew was drowned, Charles McClure, son of Elizabeth Poe McClure. Mark Twain used this tragedy in his "Life On The Mississippi" with some literary trimmings.

MARK TWAIN'S VERSION --From Chapter XXX, "Life On The Mississippi."

We had the Kentucky Bend country in the early morning---scene of a strange and tragic accident in the old times. Captain Poe had a small stern-wheel boat, for years the home of himself and his wife. One night the boat struck a snag in the head of Kentucky Bend, and sank with astonishing suddenness; water already well above the cabin floor when the captain got aft. So he cut into his wife's stateroom from above with an ax; she was asleep in the upper berth, the roof a flimsier one than was supposed; the first blow crashed down through the rotten boards and clove her skull.

MOLLIE EBERT...A sternwheel packet of moderate size built in 1869 for Capt. G. W. Ebert and named for his only child, Mary Ann Ebert. This boat ran many places, principally from Pittsburgh to St. Louis, and to New Orleans. The 1st clerk was Standish Peppard. In later years Mary Ann Ebert married Capt. John A. Trimble of a pioneer Beaver County, Pa. family, and who long operated the CARRIE BROOKS in the Pittsburgh and Zanesville trade. We will note that Jacob Poe, referred to in these listings, also married a girl named Mary Ann Ebert (in 1838) who was a sister of Capt. George W. Ebert. By this marriage were three boys; George, Charles and Theodore C. Poe. George became a Pittsburgh-Louisville pilot, and Theodore C. Poe was a steamboat clerk and later a passenger and freight agent for various packet lines at Pittsburgh, being noted for his ability to predict rises in the river.

GLENCOE...When this large side-wheeler was built at Shousetown, Pa. and completed at Pittsburgh in 1871, she was owned by Capt. Thomas S. Calhoun and Capt. Jackman Taylor Stockdale, both of Georgetown, Pa. The boat was 293 feet long on deck, and the hull was 43 feet wide. The pilots who "took her out" on the maiden voyage were Jacob Poe and his son George Poe. The first clerk was J.Q.A. Parr. The boat operated between St. Louis and New Orleans.

MARY E. POE...A sternwheel packet built at Cincinnati in 1871. Hull 188 x 33. This was a boat of 500 tons capacity, built by Capt. Thomas Poe. His first clerk was John W. Poe, his only son, who made his home in New Orleans. On one of the boat's first trips there was a breakage in the machinery, and Capt. Poe stopped at the wreck of the old NICK WALL and got a replacement part. The MOLLIE EBERT had taken away other parts of value. Afterwards sold to the Carter Line at St. Louis.

A. J. BAKER...Capt. Thomas Poe decided to go towboating, and bought this craft built at Pittsburgh in 1864. with engines 17's- 6½ ft. stroke.

With son John W. Poe as clerk, they towed barges between Pittsburgh, St. Louis and the Upper Mississippi in the mid-1870's. The experiment was ill-starred, and at one time the towboat was on a sandbar three months.

Harriet Calhoun Ewing on the subject of Capt. Adam Poe:- "Adam Poe was perhaps the most brilliant of the family, but mentally not as well balanced. He probably made more money than his brothers, and later lost it in ill-advised adventures. He died poor and was mentally deranged in his last years.

"Adam was a pillar of the Georgetown Methodist Episcopal Church, and it was said of him that he usually laid up his boats on Sunday. He was historically-minded and wrote a good deal for newspapers regarding his Indian fighting ancestors. In the late '70s or early '80s he financed a panorama of the Big Foot adventure, painted by his artist son Andrew. This was my introduction to what later became the movies. I was so thrilled as the scene unrolled that all the years between have not effaced the realism of it.

"In 1887 Adam Poe wrote his autobiography for the East Liverpool "Tribune" which, although poorly put together, contains much information about his boating days.

"He lived at the corner of the river bank and the main street (Market) of Georgetown, just opposite my grandfather Charles Calhoun, and later, in the '50s, built a house just east of Georgetown on a large farm inherited by his wife, Lucy Smith, from her father, a pioneer. It still stands (1938) and its bricks were made on the premises.

"Adam Poe's son Andrew was oblivious to everything but his art, and sold his oils for next to nothing, barely enough to keep him in canvas and paint. He spent his latter days in the Beaver County Home where my father-in-law J. H. Ewing was the superintendent. Mrs. Ewing once remarked to me that Andrew came there with nothing but the clothes on his back and his painting kit.

"No member of Capt. Adam Poe's family had any connection with steamboating."

BIG FOOT...Adam Poe piloted transports during the Civil War, and "then laid still for a while" and built, later, a light draft packet called BIG FOOT, for the Wyandotte Chief. A man in Florida bought a one-half interest for \$5,000 and the deal was that Adam Poe was to take her there. He loaded for New Orleans, delivered the cargo, and then made preparations for sea. Large braces were put under the cabin floor. He wrapped six pairs of ropes around the hull and roof, putting "Kanawha" twisters in them. He lashed the boilers to the deck in somewhat similar way, and cut off the smokestacks at roof level. The Gulf pilot took charge, and the BIG FOOT steamed down the Pass at daybreak bound, first stop, to Chandeleur Islands 80 miles away. An approaching storm changed calculations, and an anchor was heaved in Mississippi Sound, about seven miles short of the Islands. With anchor dragging, the BIG FOOT wallowed around 60 hours, but lived to continue her trip. The damage to the boat was considerable, and Capt. Adam Poe calculated he was \$10,000 less in pocket when the adventure was safely over. "Went home in very low spirits," he concluded an account of it.

FEARLESS...A rather large towboat built at Pittsburgh in 1865, working 20's- 8 ft. stroke engines. She had various owners, and Gray's Iron Line had her 1877-1880 when Capt. Richard C. Gray sold her to Capt. Thomas Poe, who called his venture the Missouri Valley Transportation Co. He died at St. Louis in 1881. One year later the FEARLESS was lost in the Missouri.

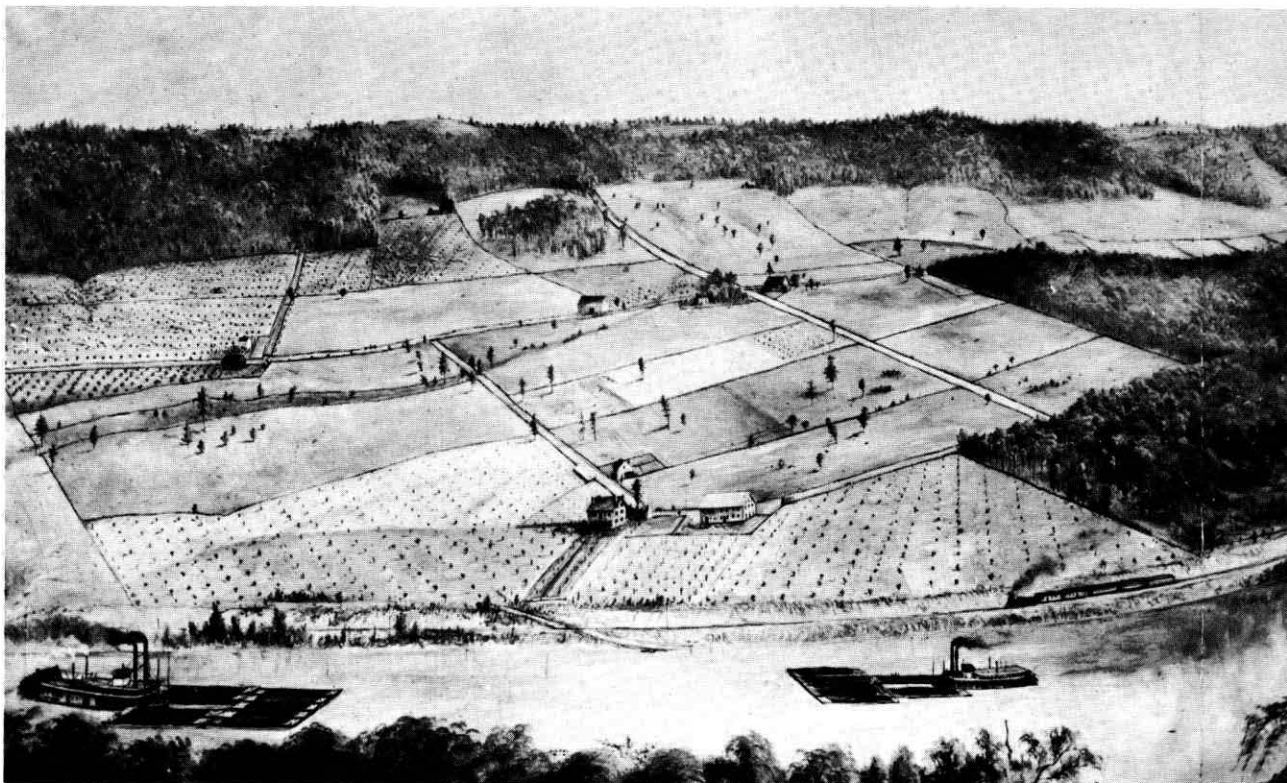


Photo copy of an oil painting by Andrew Poe, son of Adam Poe. Artist Andrew Poe perched on the hillside opposite present-day Midland, Pa. to do his work. Several years ago J. M. Green, then harbormaster for the Crucible Steel Company's river landing, identified the homestead in the center foreground as the Neal farm. He said: "The Neal farm prior to 1905 comprised most of the area purchased by the Midland Steel Company, the original founder of the present Crucible Steel plant. The Neal homestead still stands in a state of excellent preservation opposite old Lock 7, and the site of the beartraps was in early days known as Neal's Landing." The date when Andrew Poe painted this picture is unknown, possibly about 1875. The upbound towboat at the left is the LAKE ERIE NO. 3 built in 1858 and dismantled in the fall of 1878. The pilot on watch is Milton L. Woods, raised in Georgetown, Pa., and who went on the river with Capt. Jacob Poe, aboard the BELMONT, and later was pilot on the LAKE ERIE NO. 3 for ten years or more. The railroad is the Cleveland & Pittsburgh, and the railroad depot at Midland later was placed to the right of the last coach of the train. Later on the Treadwell Construction Company occupied the wooded area at the right, and their off-shoot, the Midland Barge Company, had a boat yard at extreme right, and there is where the hulls for the Streckfus excursion side-wheeler PRESIDENT, and the last side-wheel ISLAND QUEEN were built. The downbound towboat is not identified. Notice that neither towboat has towing knees--and that is correct--they towed "duckpond" style.

* * * * *

Many years ago your scribe called on George Poe, then in his ninties (he was born 1844), and found him living in the Jacob Poe homestead at Georgetown--Jacob was his father--having retired from the river in 1895. From 1895 until 1938 he, George, had been retired on a pension, rocking in his rocking chair for forty-three years, and he still had red hair. George talked about the time in 1865 when a fleet of some 100 steamboats converged at Parkersburg, W. Va. to take home U.S. troops to Cincinnati, Lawrenceburg, and even St. Louis, who were pouring off B&O trains. George was there and saw it. He said steamboats were "as thick as grasshoppers." That same day in Georgetown, in 1938, I met and talked with Wilkie C. Peppard, who was running the general store there, and who was the youngest son of Standish Peppard who was purser on the side-wheel BUCKEYE STATE in 1850.

Your scribe first met Theodore C. Poe in 1915 when he was agent for the JOE FOWLER at Pittsburgh. "Dory" was George's younger brother having been born in 1857. In 1929 I engaged T. C. Poe to act as special agent for the BETSY ANN. There are no members of the Poe family on today's rivers that we know about.

Mrs. Harriet Calhoun Ewing on the subject of Capt. Thomas Poe:- "Capt. Thomas Poe (1819 -1881) built a house in Georgetown just west of my father's place. About 1890 it was sold to Robert D. Laughlin, a steamboat steward, whose daughter later occupied it with her husband and family. Thomas Poe left Georgetown to live with his daughter Mrs. Clara Poe Blythe in St. Louis, where he died in 1881, but his body was returned to Georgetown for burial."

-At Long Last

On Sunday, Oct. 17 last, your Editor completed an order for the Cincinnati Public Library for 8x10 enlargements made from steamboat and river negatives. The total came to 7,942 pictures. Cards were typed for each one, identifying where the picture was taken, the date, who took it and sometimes other remarks. The task has been under way since Nov. 20, 1958, taking about seven years to accomplish. The Library is mounting each picture on stiff cardboard to properly preserve it. The collection is available for public inspection, and may be seen by application to the Rare Book Department at the downtown Cincinnati Library, Eighth and Vine.



The Day the Bridge Fell

On Saturday, October 20, 1849, Charles Ellet, Jr., architect, and I. Dickinson, superintendent of stone and iron work, drove in a one-horse carriage across the Wheeling suspension bridge. This event, at 10 o'clock that morning, marked the first crossing of the Ohio River by bridge in a conveyance. That same afternoon at 2 o'clock a two-steed vehicle was taken across, the equipage of Tom Thumb--although Tom Thumb wasn't in it. On November 1, 1849, the bridge was opened to public travel. On the night of November 15 the citizens of Wheeling staged a grand celebration, illuminating the new bridge with 1,010 oil lamps, inasmuch as the channel span was 1,010 feet wide. U. S. senator Thomas Hart Benton (Missouri) came for the event aboard the steamer TELEGRAPH NO. 2, arriving too late for the ceremony, but he walked across next day.

-From the Wheeling "Intelligencer," issue of Thursday, May 18, 1854, we take the following on-the-spot news story. Oliver I. Taylor edited the newspaper and probably wrote the account.

TERRIFIC STORM! DESTRUCTION OF THE WHEELING SUSPENSION BRIDGE!!!

With feelings of unutterable sorrow we announce that the noble and world renowned structure, the WHEELING SUSPENSION BRIDGE, has been swept from its strong holds by a terrific storm, and now lies a mass of ruins! Yesterday morning thousands beheld the stupendous structure in undisturbed repose and in undiminished strength, a mighty pathway spanning the beautiful waters of the Ohio, a link in an unbroken chain of trade and travel between East and West, and looked upon it as one of the proudest monuments to the enterprise of our citizens.

Now nothing remains of it but the dismantled towers looming above the sorrowful wreck that lies buried beneath them. A giant lies prostrate in the Ohio, and against his huge and broken ribs, and iron sinews, snapped asunder, the waves are dashing scornfully--sending up a sound, the most doleful that ever fell upon the ears of our citizens.

WHEELING SUSPENSION BRIDGE in the spring of 1866, one hundred years ago. This is how it looked twelve years after having been demolished in a May windstorm and then rebuilt. The side-wheel PHIL SHERIDAN (center) serves to certify the date taken (see Sept. issue, page 9). The original of this photograph hung in the Crockard & Booth wharfboat built about 1891 (Sept. '64 issue, page 3) until it was sunk by the packet S. L. ELAM in 1918. Possibly it had been in the Booth, Battelle & Co. wharfboat (which appears in this view) before that time.

During the forenoon of yesterday a high storm of wind prevailed, which, toward noon, increased to almost a hurricane along the valley of the river, breaking vessels from their moorings and causing great devastation. About three o'clock we walked up toward the suspension bridge and went upon it intending to take a walk across it for pleasure, as we have frequently done, enjoying the cool breeze and the undulating motion of the bridge.

We discovered that one of the guys, or small iron cables, extending from the flooring to the wall near the base of the East abutment (on the Wheeling end) was broken from its fastenings, and several of the stones wrenched apart. About a hundred years (yes, original text says years--but probably means feet, or yards) further on we saw that one, and only one, of the suspendets to which the floor is swung, was broken.

These were but slight damages--but as we had never before seen the bridge effected even to this extent by gales, and as it began to sway violently, we thought it prudent to retrace our steps.

We had been off the flooring only two minutes and were on Main Street when we saw persons running toward the river bank; we followed just in time to see the whole structure of cables and flooring heaving and dashing with tremendous force.

For a few moments we watched it with breathless anxiety, lunging like a ship in the storm; at one time it rose to nearly the height of the towers, then fell, and twisted and writhed, and was dashed almost bottom upward. At last there seemed to be a determined twist along the entire span, about one-half of the flooring being nearly reversed, and down went the immense structure from dizzy heights to the stream below, with an appalling crash and roar. Nearly the entire structure struck the water at the same instant, dashing up an unbroken column of foam across the river, to the height of at least 40 feet.

Amid the confusion of the wreck, we cannot

accurately estimate the extent of the damage. All of the cables except two on the North (upriver) side are torn from the towers. On the South (downriver) side, all of the cables except one small one, are torn from their anchorage in the heavy masonry on Main Street, and with such violence were they jerked from this piece of masonry that one stone weighing about 1,500 pounds was thrown a distance of some feet.

The large iron gate at this (Wheeling) end of the bridge was shattered to atoms, and the toll house completely demolished. Mr. James Peil, toll-keeper, made a narrow escape with his life. On the island at the West end of the bridge, we learn that but one cable broke from the anchorage. The entire woodwork lies in the river and on the shores. The cables also stretch across the river, sunk to the bottom. So far as we can discover, only two of the cables snapped asunder, and that on the outside of the towers, the rest of the breakage being at their connections with the anchors.

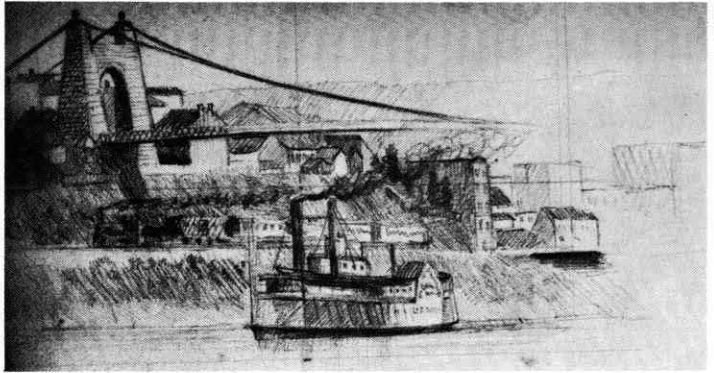
The flooring as it struck the water was broken into three sections, and extended across the river, entirely blockading the channel for a while. Last evening a portion across the channel was cut away and removed by the steamer THOMAS SWANN so that the channel is now free to the passing of boats.

* * * * *

Charles Ellet, Jr., builder of the bridge, was called in to rebuild the wreck. A letter was published in the Wheeling "Intelligencer" under date of July 4, 1854, authored by Mr. Ellet, saying if not interfered with he would have the bridge back in operation within two weeks.

In the July 26 issue a news item says: "Charles Ellet, Jr., architect, and Capt. McComas, superintendent of the new bridge, crossed yesterday morning in a carriage. It will be opened to the public travel this week."

Thus the bridge was out of commission only something like 70 or 75 days. Charles Ellet, Jr. built the bridge originally, and rebuilt it



A pencil sketch of the Wheeling suspension bridge, made by artist Thomas Anshutz (1851-1912). The up-bound side-wheeler has U. S. MAIL penciled on her paddlebox where the name belongs. Mr. Anshutz may have remembered the boat from boyhood; it operated 1852-1857, with Capt. M. E. Lucas of Steubenville as master for several years. The branch line railroad in the background, connecting Wheeling with the Panhandle Division at Steubenville Junction was put in about 1877, so this sketch was drawn at that time or some later. Thomas Anshutz became a noted American painter and was kin to the Anshutz rivermen of Buckhill Bottom, O., Powhatan Point, O. and Moundsville, W. Va. We are indebted to artist Anshutz's son, Edward R. Anshutz, of 214 Bethlehem Pike, Fort Washington, Pa., for the above picture.

following the destruction after the windstorm. Credit for these accomplishments is sometimes mistakenly attributed to bridge-builder John A. Roebling.

Ellet's feat in spanning the Ohio River at Wheeling was monumental--the span when opened was the world's longest. Later on he became famed as the builder of the ram fleet on the Mississippi during the Civil War. War secretary Stanton made him a Colonel subject only to the War Secretary's orders. Wounded at the Battle of Memphis while aboard a ram, he died at Cairo, Ill. on June 21, 1862--his wife died eight days later. Ellet was six feet two, slender, of commanding appearance. A reticent person, Ellet avoided social functions where possible, although he has been described as "the soul of courtesy."



The origin of this picture is not known to the S&D REFLECTOR. Seems to have been made from a lithograph, unquestionably by an artist with a poor eye for perspective. But he does show the National Road leading up the hillside (left) which dictated the need for the Ohio River's pioneer bridge at Wheeling, opened in 1849.

The bridge is still in service, although it is doubtful if any parts of it, save the shore piers, are 116 years old.

Jack, Bobbie and Me

by Sam Reed

Brother be careful that this is not lost,
For I tell you a tale about the tugboat WASP.
She's painted all over a dirty white,
And, with her bright red nosing, she is a sight.
Flat on the bow and flat on the stern--
It takes the whole river for her to turn.

She has a single engine, ten by nine,
And five miles an hour is her best time;
Her smokestack is about ten feet high
And her pilothouse stands close by--
All enclosed in glass that is never clean
And a handsome pilot who is never seen--
Except when he opens the sash and starts to yell
(Then's when the deckhand tells him to go to hell).

The engineer is cranky old Mac--
John McCullough--but we call him Jack--
A man with an awful lot to say
He growls in the morning and keeps it up all day.
At poor little Bobby he has a spite;
For nothing Bobby's done is ever done right.
Jack's covered with grease to the top of his head,
But he can't help it---he said.

Jack stands by his engine from morn 'til night,
And when evening comes he sure is a sight,
As he picks up his bucket and starts for home
To play a piece on his Gramophone--
At night he is a different kind of man
As he listens to a piece by a German Band;
Jack has four hundred he can play,
"All up-to-date music," he will say.

You go up there and stay 'til about nine
And always come away having a good time.
But Jack's always on deck at the break of day--
He'll get down in the firebox and say:-
"I want some wood," "We need some coal,"
"The furnace is dirty," "The boiler is old,"
"The boiler tubes are burned in two,"
"I started the injectors and back they blew,"
"The water is high and you'd better blow her out,"
"My legs are tired and I've got the gout."

In fifteen minutes the sky is black
With smoke that rolls from her old smokestack;
We grab our shovels and coal we heave
'Til it is nearly time for us to leave:
The whistle blows at half past seven,
Then we'll point her nose to Dock Eleven
Where we land to get on "Cracky Neds"
Who has just interviewed the Heads.

An old South coalboat we will seek
And Smally has enough orders to last a week:
"Henry Thomas wants a docking, I think;
It will be eleven o'clock before he can sink--
We had better take Pug Nolder down a barge,
For his gang is slim and his docks are large;
Applegate can get one out of the fleet,
For he has a gang that is pretty neat."

"When we get through we had better toddle
Down to the ways and move a model."
The work at the ways is done and then
We take a load of oakum to "Upper Ten."
Bill Morgan's men are about through,
So we'd better get him a barge or two.

George and Hen Housman are never in sight
'Til we blow three times with all our might;
Then we start for the hoist with a lot of clatter
So Hen Foster can tell us what is the matter--
His fleet in the middle is away up on shore
(We have pulled off that fleet a hundred times or more).
We start up the inside but have to stop,
For the bottom up there is too close the top;
He has stern, breast and headlines galore--
He would run out another but he has no more;
Half the bottoms are sunk and the rest up on shore,
and he's getting ready to tie up some more.

You always find "Hendi" down at the "hist";
He and the hunkies are thick as mice--
Here comes Ozzie Snyder on the run:
You'd think the end of the world had come.
At the upper stage they haven't a thing,
The men at the lower are ready to swing;
There's lots of spun oakum--men are on the run--
For the hard day's work has hardly begun.
There are two light boats up on the inside;
Have to take 'em out for the fleet is too wide.

"Pump that flat on the head if you have time,
For it is reported to go to the mine;
There's a car of lumber up on the track,
I'll have it unloaded by the time you get back;
I'll get three boats and a barge today
(Those 'D' boats are longer than a three-weeks pay)
Those bottoms at the wharf I think are aground,
You'd better give them a pull if you are around."

We hustle around and get things in shape;
We look at our watch and find it quite late--
So over to Eleven we go with a jump
And land at the docks with hardly a bump.
We lay at the docks and start to eat dinner
While Old Jack cleans his fire and swears like a sinner;
We rest in peace but alas and alack,
In forty-five minutes Smally comes back.

Bob fills up his pipe and says--"Sam, I think
If we don't pump the ROBERTS I'm afraid she'll sink."
Of all the steamboats that one is a pest
(If they'd take her away I'd have a little rest).
So we go to the OAKLAND to see if she's all right,
So she's nearly on bottom and froze up tight.

We lay out thaw pipes and begin to pump
When Old Mike comes down the stairs with a jump:
"My lads," says he, "If it wasn't for you
I don't know what in the world I would do;
I've been up two nights and you know I'm not lazy,
But another day on this steamboat and think I'll go crazy."

She leaks on her knuckle and along her seams
And sawdust won't stop her by any means.
We find by the looks Old Mike is right,
So best thing to do is stay there all night.
So we tie up for the night and let Bobby stay,
For he is always anxious to make extra pay.
(Bobby is the deckhand you've heard all about--
When the WASP is running he's always about,
He works on deck when it's slippery and wet,
And I've never heard him grumble yet:-
He's been on this boat since he was sixteen--
Best man with a line I have ever seen).

We go alongside a barge, swing to the right,
He throws on his lines and holds her tight;
We work on a slow bell until she is clear--
--For we are right above the East Side pier.
Out in the current we work her full head
Under the green light, avoiding the red.
Sometimes it's foggy and we run real slow;
Sometimes in winter the wind starts to blow--
We haven't much power, so we haven't much speed,
WASP limps along like a broken-down steed.

Her hull is rotten and her boiler is old.
She was a "peach" in her day--I've been told;

She took a tow out of Pittsburgh one day in the rain
And the RESCUE had to tow her back in again,
For, with six flats to East Liverpool,
The man who dispatched her out was a fool.

And so of the WASP, Bill Jutte was sick--
He sold her to Wall Phillips mighty quick.
Phillips worked her around the docks,
Looking like a junk pile around the locks.
She came to Elizabeth six years ago;
Her 'scape was fast and her gait was slow.

When Captain Curry was at the wheel
He could surely make her reel
Up the river and down again
And back to the landing at Dock Number Ten.
There a change was made and the orders read
That Sam Reed would take the wheel instead.
Now, Sam has held her down these past two years
Dodging fleets and stone bridge piers;
He's had her up the Yough, and he's had her down;
Once he took her through to Morgantown.

As to the number of pieces WASP has towed
Four thousand's the number so the books showed
And out on dark nights when you can hardly see
She has been to Mon City and also Dock Three.
When the river is high and the current swift.
She hugs in the eddies and out of the drift.

When the summer comes and the river is low,
Maybe up to Mon City we will go
To bring six bottoms at a single trip
And land at Dock Ten without ever a slip.
Maybe we'll go to the Riverton dock,
And won't get back 'til eleven o'clock.
Sometimes when a boat breaks out in the night
Henderson Hobbs comes up in an awful fright:-
"Hurry up, boys, she's sinking and she'll go down,
Please pump her out before the Super comes around!"

Old Hobbs is a queer one, a bachelor is he--
Comes from Kentucky, and sure likes his tea;
At five in the evening Old Hobbs is there,
He puts in his night in the pilothouse chair.
When we come in the morning the coal is all gone
For he's fired the stove the whole night long.

No matter how early or late we begun
We're always glad when the day's work is done;
Then we go to our home up the main street,
And sit down to a supper that sure is a treat.
And after supper the paper I take
And read by the fire until it's quite late.

Then I jump into bed and the kids start to kick,
And up again when the clock's hand points six.

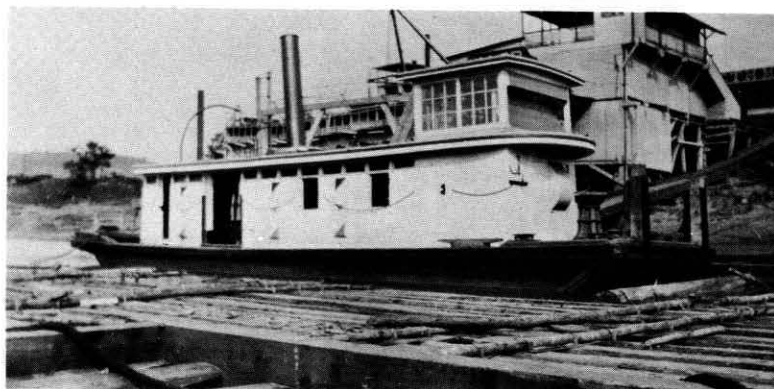
For no matter how cold the weather might be,
We are always at work, Jack, Bobby and me.
Just now the river is bankful of ice
And we find our duties are not very nice.
So around the big ice floes we stagger
Can't tow ahead, so we "tail drag 'er."
So brother I guess I had better stop
For the ink bottle's dry and my head's ready to drop,
My eyes grow dim and the arms start to ache,
Never did I think a poem I'd make.

But now I'm through and I'll tell you I'm glad,
I hope when you read this it isn't so bad;
When you get this poem at Monroe Lock and Dam,
Read it and think of old Pilot Sam.

Jack Reed of Elizabeth, Pa. and Sam Reed were brothers. Jack has frequently contributed letters to the REFLECTOR, and sent us a draft of the foregoing tale of the tugboat WASP. Sam Reed

wrote it a good many years ago when he was skipper of that craft of fast 'scape and slow gait. Some of the lingo he uses may throw some readers, for he talks to the Monongahela River clan who worked around Elizabeth's busy coal landings, docks, siding yards and laid-up steamboats. Sam Reed went to Mexico with the towboat HELEN WHITE and stayed there 25 years, so his WASP adventures date before 1913.

Fact is we asked Jack Reed to tell us some few facts about his doggeral-writing brother. Here's part of what Jack told us: "My brother Sam was almost six feet tall, about 165 pounds and the build of man who can wear any kind of clothes and look dressed up. Sam was spontaneous, impulsive, and lucky. Sam's first job was in the safe works at the lower end of Elizabeth at 50¢ a day, and I've heard Mother say it cost 75¢ a day to pack his lunch. When Sam was about 19 he went on the towboat ROVER with Capt. John L. Howder, and that fact paved the way to his trip to Mexico. The WHITE was sold to an oil concern on the Panuco River and Capt. Howder took her down with Sam as mate and I was along as watchman. When we got to Lake Charles on the way over, Captain Howder got a telegram and had to return, so he put Sam in charge. Both the HELEN WHITE and CRESCENT were loaded on empty barges for the Gulf crossing, and it was Sam who got them delivered. He liked the place, despite frequent revolutions, and became the Port Captain of Tampico, Mexico at a fabulous salary, somewhere near \$1,000 a month. When Mexico took over the oil operations, that ended that and Sam came back to the States. After all of his adventures, which included being shot at with soft-headed bullets, he ultimately died peacefully in bed."



The tugboat WASP was built at Pittsburgh in 1878. The hull measured 51 x 12.5 x 3.5. A great many such tugs were built and used around coal landings all the way from the Pittsburgh area to Baton Rouge and Donaldsonville. Some of the early ones had iron hulls, but the WASP had no such luck--she was built of wood. The power of the WASP was about equivalent to a modest-size outboard of today's standards, rated at 29 horsepower. The tug was last owned by the "Combine" and used in harbor work around Elizabeth, Pa. A fire in March, 1914, consumed both the WASP and a partner tug named AID, both moored at West Elizabeth.

TOOTENNANY

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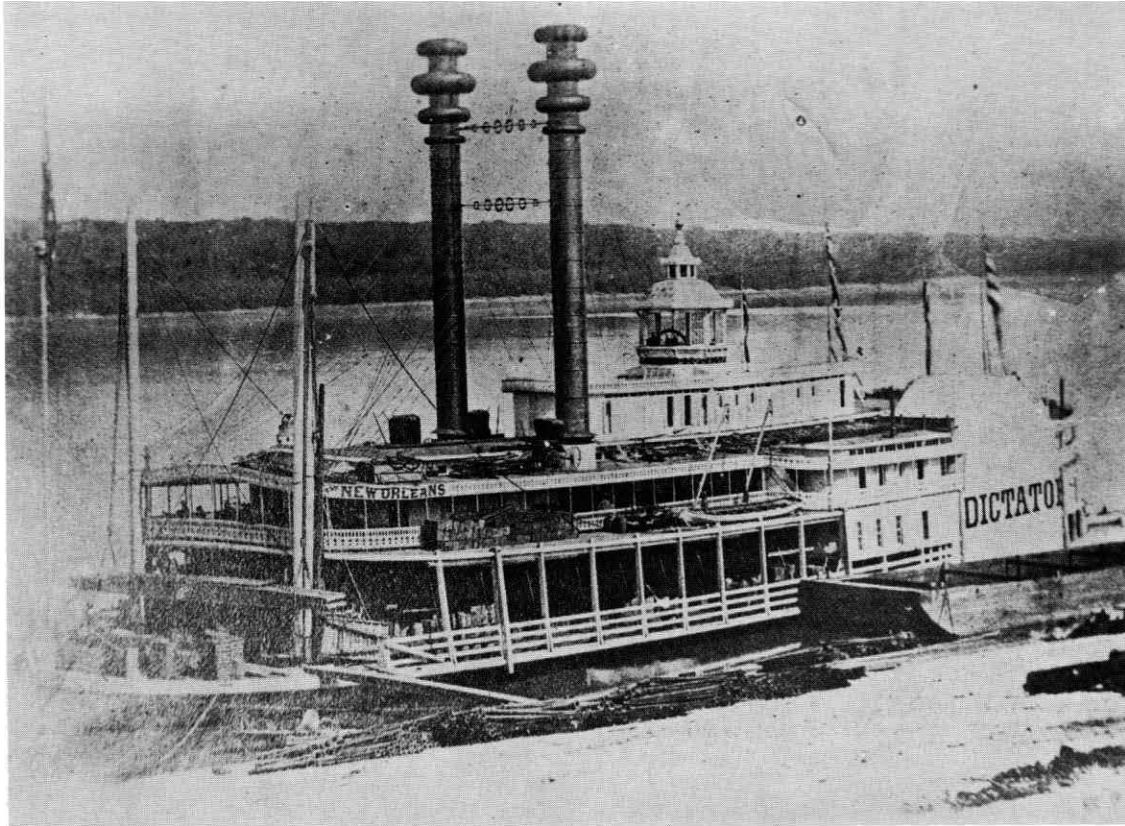
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Four Months, Ten Days



The life-span of the famed side-wheel DICTATOR, as an operative boat, was four months, ten days. In that brief period untold gallons of printer's ink were used up telling about her and extolling her virtues. Russell M. Lintner of Bellevue, Pa. has carefully researched old Pittsburgh newspapers to recall the excitement of her completion and maiden voyage. Many facts unknown to the present generation have been brought into focus. The steamer is historically important because of her tandem compound, condensing engines. There is a claim in the accompanying account that the plan is new and theretofore untried. Condensers were used on steamboats in the pioneer era of extremely low steam pressures. The "compound" engine was developed in the 1840's, with the exhaust from the high pressure engine operating a second, or low pressure engine. Such were called "Clipper engines" because of their origin on the steamboat CLIPPER in 1843. But no known instance of coupling compound engines with a condenser is apparent until the DICTATOR was built using this system.

Pittsburgh "Commercial," Aug. 3, 1865:- Capt. William B. Donaldson's magnificent floating palace DICTATOR is receiving the finishing strokes of the painter's brush and she will be ready in about ten days to leave for St. Louis where she will take her place as a regular packet in the St. Louis and New Orleans trade. It is not our intention to write a description of this boat, but we claim that she is without a doubt the finest boat that ever left the Pittsburgh wharf. Every excellence that money, taste and ingenuity could bring to bear is centered in her. Capt. Donaldson has given her his unremitting attention for about a year and he has brought about a result of which he may well be proud. We may mention here that there will be but one stove on board the DICTATOR--the cooking stove--she being heated by steam from her hold to her pilothouse. Her menage will be of the restaurant style, meals being served at all hours, and according to the orders of her passengers. A brilliant "light-

house" surmounts her pilothouse, which will be used in addition to her other light signals. Her cost when finished will be a little upwards of \$175,000. We shall give a more complete notice of her within a few days when she will be in complete order to receive guests.

Aug. 12:- Capt. Donaldson's mammoth steamer DICTATOR is rapidly being pushed forward to completion and it is expected that in 10 days or two weeks she will be ready to take her departure for the Sunny South.

Aug. 18:- The DICTATOR is receiving the finishing touches of the artist's brush and will soon take her place as the Queen of the Western Waters. But unless we have a little more water we are afraid our St. Louis friends will have to wait for some time before she can be seen at their wharf.

Sept. 5:- We are not certain but more than likely Capt. Donaldson's new DICTATOR will be ready to take her departure within a few days.

Sept. 7:- A great center of attraction at the wharfboat is the new and splendid steamer DICTATOR, now receiving her finishing touches. She is, or rather will be when complete, one of if not the finest steamer in the Western country.

Sept. 8:- As will be seen by reference to advertisement, the splendid and commodious DICTATOR, Capt. Donaldson, is announced to sail for New Orleans on Monday of next week.

Sept. 12:- The DICTATOR is now at the main landing and she received a considerable amount of freight yesterday. Capt. Donaldson expects to be ready to leave on Monday next.

Sept. 13:- Capt. W. B. Donaldson's fine new steamer DICTATOR is now receiving the finishing touches from the painter's brush. She is receiving freight for New Orleans for which port she will start next Monday. She will be ready in a few days to receive visitors. But at present, her paint being fresh, a strict blockade of upper works is kept.

Sept. 14:- Capt. W. B. Donaldson's mammoth DICTATOR is still the cynosure of all eyes. She is almost too pretty to look at. Capt. Sam Barr, her popular clerk, left yesterday for Steubenville to see how much water she would require to

pass under the piers of the Steubenville bridge. Remember she leaves for New Orleans on Monday positively.

Sept. 16:- Capt. Donaldson of the DICTATOR has fixed her time for departure on Monday. He had intended leaving today but as the river did not recede as rapidly as expected the time for departure has been deferred as already stated.

Sept. 18:- The DICTATOR had steam up yesterday. She leaves this afternoon. The channel span of the Steubenville bridge is being cleared so that she will be able to go through. Capt. Donaldson intends leaving at three o'clock today.

THE DICTATOR

The mammoth proportions of this great vessel have been for some time past been growing to perfection at our landing and now in the pride of beauty stands, or rather floats, preeminent above all other craft--the magnificent DICTATOR. She is without doubt the finest craft that ever left our port. Pittsburgh may well be proud of such a triumph of maritime skill. The keel was laid at Freedom, Pa. one year ago last June and from that time down to the present she has been watched with a jealous eye by her architect and builder, Capt. William B. Donaldson.

HER HULL

Was built by Messrs. McCaskey & Kerr. In the clear it measures 275 feet, with 8'4" hold, and a beam of 40 feet, or 78 feet over all. Freight is lowered into the hold by means of two elevators worked by an engine in the hold.

DECK ROOM

Her deck is 15 feet from deck to carlin and in addition to the immense storage for freight she has ample accommodations for passengers. Her forward and after guards are admirably fitted up for stock, of which she is capable of carrying many heads.

HER MACHINERY

The machinery of the boat has caused much speculation among those who are interested in the improvement of our shipping. The propelling power consists of two high pressure engines, 16" cylinders and 8 feet stroke, and two low pressure engines of 36" cylinders and eight feet stroke. Her boilers are three in number, 18 feet in length and 44" diameter, twenty 5" flues. These boilers will have to furnish steam for nine engines and 20 heaters. The engines are as follows: four cylinders for the propelling power, two in the hold for elevators; one for the steam engine, having an attachment; one for the doctor and one for the "nigger." Her machinery has been tested and works to perfection.

HER CABIN

Was built by Isaac Gullet, corner of Marbury Street and Duquesne Way and is a perfect beauty. We do not know what to call the style of architecture unless it would be composite. It is an original design of Capt. Donaldson's and certainly an evidence of that gentleman's taste. The ceilings are gracefully curved, paneled and moulded, with three pineapple pendants to each carlin, finished in pure white and gold. The painting and glazing were done by W. R. Boggs, 65 Water Street, and rate just credit to that gentleman's skill. The gilding was done by J. J. Gillespie, who is too well known to need any commendations at our hands. The mirrors were also furnished by Mr. Gillespie.

THE FURNITURE

Was furnished by Mr. Joseph Woodwell and is of great beauty. The chairs for the main cabin are upholstered with Brussels and the table covers are of the same material. The ladies' cabin is separated from the gentlemen's by means of heavy and rich brocade curtains hung by massive rings on poles painted black and gold. The bridal chambers, of which there are two, are finish-

ed with two handsome rosewood beds, French style, rosewood bureau (with marble top), stand of the same material, wash-stand, wardrobe, and everything complete. Attached to each one is a sitting room, separated from the bed-chamber by folding doors. The Captain's room in the texas is a perfect "bijou." We had neglected to state that in the main cabin are fifty-two staterooms, thirty-six being in the gentlemen's and sixteen in the ladies' cabin. In the texas there are sixteen staterooms, not including the Captain's rooms, and in the nursery there are ten. The carpets are velvet and were furnished by McCallum of Third Street. The upholstery is by Holtzman & Weiderholt. In the nursery is a fine bathroom furnished by Fitzsimmons & Morrow. The silverware was furnished by Richardson; the queensware by Caldwell Brothers; the glassware by James B. Lyon & Company; steam table in the pantry by A. Fulton; gutta-percha spittoons by Phillips of St. Clair Street.

PIANO

It is a perfect beauty. It is one of Bradbury's Grand pianos in a square case, of the style of Louis XIV, and cost \$1,000. It was purchased of Messrs. W. A. Neelk & Barr of St. Clair Street.

THE BAR

Is owned by John A. McKelvey, formerly of the steamer ONTARIO. It is in the shape of half of a fourteen-sided figure, the panels being of glass, with columns of white and gold separating each panel. On the marble slab fronting the bar is a massive double urn of pure silver, furnished by Richardson, and costing \$120. The silverware of the bar was all furnished by Richardson and the glassware by James B. Lyon & Company. The bar fronts the wash-room and barber shop. The wash-room contains nine marble-topped wash-stands two of which will have hot water attachments. The tonsorial department will be presided over by Eli Johnson.

THE HEATING

Apparatus consisting of twenty steam heaters was furnished by Messrs. Bournes.

DICTATOR

Forward of the jackstaff is an image of a Dictator, over six feet in height. In the office is a smaller one done in gilt. They were designed and executed by Mr. Mayer of Penn Street near Irwin Street and are very handsomely done.

THE OFFICE

Capt. Samuel Barr's office stands directly in front of the boat, having the entire range of the cabin. It is a very handsome affair, furnished in an elegant style. It has every convenience. The clerks are Capt. Sam Barr, head clerk; D. F. Bloom, second clerk; G. Wash Floyd, third clerk. The other officers as so far we are able to obtain their names are as follows:- James Mackall, first mate; Michael Karney, second mate; John McCormack, carpenter; Lin Taylor, steward.

HER BELL

Was made by A. Fulton and weighs about 1,800 pounds, and cost \$1,000.

MACHINERY

A drawing of her machinery very handsomely executed has been presented to Capt. Donaldson by H. P. Grengembre. It is hung in a handsome rosewood frame in the forward part of the cabin.

CHANDELIERS

Were furnished by Messrs. Schmertz & Bleakley, of this city. They are of bronze of beautiful design and cost \$1,600.

CUT GLASS

For the skylight was furnished by the McKee

Brothers of this city.

THE DICTATOR

The boat herself was built by Capt. W. B. Donaldson who has given his uninterrupted attention to her from the time her keel was laid down to the present moment. She is without doubt the perfection of steamboat architecture. The apex of her pilothouse stands 71 feet above her keel. She has above her pilothouse a light-house which can be seen for a great distance. She was intended for the St. Louis and New Orleans trade but now she will be placed in the Louisville and New Orleans trade. She will leave this evening for the Sunny South and will take her place in the regular trade.

THE COST

The cost of the boat is between \$175,000 and \$200,000. She was built principally by Capt. W. B. Donaldson who has had the entire charge of her thus far, and he will go out commander of her. It is estimated that about 30,000 visitors have been on board since she was first advertised. She leaves positively on her first trip this evening.

Inventor of the original compound non-condensing "Clipper engine" was Thomas K. Litch, a Pittsburgh machinist. He placed such an engine on the steamer CLIPPER in 1843. The boat was stiff-shaft, with the single compound engine in the hull's center line. Three years later he built engines for the CLIPPER NO. 2, the pioneer installation of independently powered side-wheels by compound non-condensing engines. The principal owner and master of both CLIPPER and CLIPPER NO. 2 was Capt. H. (for Horatio) Nelson Crooks who was a resident of Belleville, W. Va. (earlier Va.) from 1842 until he died in 1873. S&D member Dr. Robert D. Crooks, 1345 $\frac{1}{2}$ Market St., Parkersburg, W. Va., is a grandson of Captain Crooks. Capt. Benjamin Crooks who took the steamer WILLIAM D. DUNCAN up the Allegheny River to Oil Creek Furnace in 1828, the first steamer to Oil City, Pa., was a brother to Capt. Nelson Crooks.

Sept. 19:- The DICTATOR failed to get off as anticipated yesterday afternoon but she will doubtlessly be ready to leave this afternoon. She was visited by an immense number of our citizens yesterday, all of whom seemed highly pleased with the arrangements and general appearance.

Sept. 20:- The DICTATOR having repaired the slight damage done to her "doctor" the day before yesterday is now ready to leave and will take her departure at 12 noon today precisely. A large party of ladies and gentlemen will go out on her as far as Steubenville and Wheeling and a gay and festive scene may be anticipated. There will doubtless be a large crowd at the landing to see her off. We wish her every success and cannot imagine that she will have anything less.

Sept. 21:- The DICTATOR having perfected her machinery left last night about six o'clock on her way to the Sunny South. She moved off in a graceful manner amid the "huzzas" of a large concourse of spectators on the landing, with streamers flying and handkerchiefs waving. She had a great many passengers on board, who were wild with excitement as she moved along past the steamers at the wharf. She went out drawing between five and six feet of water. She was taken out by William White, whose assistant at the wheel is James Hamilton.

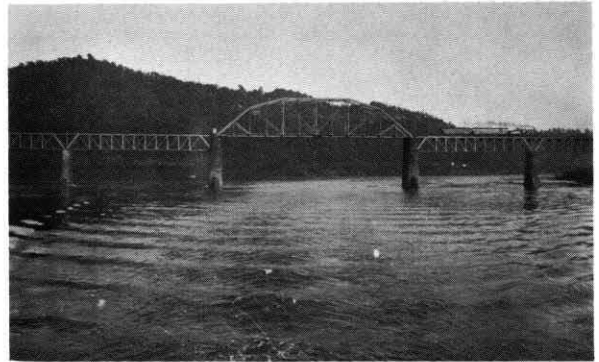
Sept. 22:- The DICTATOR monopolized everything while she was in port.

Sept. 23:- The DICTATOR has been heard from and is working beautifully and in fact more than realizing the expectations of her owners.

THE DICTATOR AT STEUBENVILLE BRIDGE:- The DICTATOR is a very large craft and owing to the extreme height of her pilothouse and the fact that the trestlework under the bridge has not been removed from the channel span, she has not been able to pass under the bridge--this was from the Steubenville "Herald" of Thursday.

-From the Wheeling "Intelligencer:" The sensation of the day was the arrival of the mammoth steamer DICTATOR. Owing to the detention at the Steubenville bridge she did not arrive until after dark. At Steubenville she was compelled to take down her chimneys and remove the ornament from the top of her pilothouse, before she could run under the railroad bridge.

The U. S. Congress authorized railroad bridges with 300-foot channel spans on the Ohio River north of Catlettsburg, Ky. in 1862. First one built was the Pennsylvania Railroad bridge, crossing at the upper end of Steubenville, O. It had a single channel span of 303 feet clearance, and a height of 89.6 feet above low water. When the DICTATOR came down from Pittsburgh in 1865 there were but two other bridges cross-



The old "Panhandle" railroad bridge at Steubenville. -Jesse Hughes.

ing the Ohio other than the Steubenville railroad span. These were the Wheeling and the Cincinnati suspension bridges. The Steubenville bridge was a "wonder" of its day built by Andrew Carnegie's new Keystone Bridge Company. The DICTATOR had problems there--she was 71 feet high "from keel to the apex of her pilothouse," leaving her 17.6 feet clearance with the smokestacks down from dead low water. Just as she was preparing to leave Pittsburgh there came an unusual "summer rise" cresting over 12 feet at Pittsburgh on Sept. 19. That rise, coupled with falsework under the bridge, wouldn't let the boat under; hence the work of lowering the smokestacks and taking the fancy "light-house" off the top of the pilothouse. Doubtlessly her tall spars, derricks and jackstaff had to be juked, too.

Sept. 25:- The DICTATOR was expected to arrive in Cincinnati on Saturday evening and was advertised to leave for New Orleans today. She had got along splendidly, her machinery working to a charm. The DICTATOR while lying at Wheeling was compelled to rig a block and tackle to the suspension bridge in order to get her chimneys back in their upright positions.

Sept. 26:- The Cincinnati "Commercial" of Wednesday says the DICTATOR, a splendid new boat, arrived at the wharf last evening from above. She will depart today or tomorrow for New Orleans.

Sept. 28:- We heard yesterday rumored that Capt. David White, one of our most experienced boatmen, had under certain conditions bought the controlling interest in the new steamer DICTATOR. From the Cincinnati "Commercial" we learn that the DICTATOR left that port on Tuesday for New

Orleans. She will leave Cairo on Sunday upon arrival of the Ohio & Mississippi train from Cincinnati. She passed over the falls at Louisville on Thursday and was advertised to leave Portland, Ky. for New Orleans on Friday. The Louisville "Democrat" of Thursday, noticing the arrival of the DICTATOR at that point says:- "The DICTATOR's engines and machinery are of the most powerful and substantial character, gotten up on an entirely new principle from any now in use. They were manufactured at the large and celebrated machine shop of the inventor, A. Hartupee & Company, Pittsburgh. The trial trip has proved them to be a perfect success. We learn that fully fifty per cent of the coal is saved by these new patent engines."

This small boxed space is ample to relate the few scattered facts we know about Capt. William B. Donaldson, builder of the steamers GOLDEN EAGLE, SPRAY, DICTATOR, QUICKSTEP and GREAT REPUBLIC. Associated in SPRAY and QUICKSTEP was Capt. George Smith, steamboat builder and pilot of Racine, O., grandfather of S&D's skiff-building J. W. Weaver, Jr. of that place. Somewhere along the line Captain Donaldson married a daughter of James Floyd, of Allegheny City, Pa. His brother-in-law, G. Wash Floyd, clerk, was associated in most of these adventures, and ultimately lost his life, heroically, when the J. M. WHITE burned in 1886. Sam Barr, Jr., also clerk on the DICTATOR, was probably related to Captain Donaldson, and remained with him on the later boats. Why, we ponder, did Captain Donaldson choose the name DICTATOR for his boat? Why did he place aboard two graven images? Which particular dictator so impressed him? Too bad the accompanying picture isn't sharp enough to clearly inspect the "image" on the boat's bow. A Memphis newspaper grumbled in 1867 when Donaldson was building the GREAT REPUBLIC that he was a radical with "black-and-tan" leanings and the fate of the DICTATOR might again occur to him and his new boat. The financial debacle of the GREAT REPUBLIC ended Donaldson as a riverman. He was with the legal department of the Iron Mountain Railroad at St. Louis in 1871, and three years later was in Nevada, mining silver.

Oct. 3:- The working of the fine packet DICTATOR's engines is causing a great deal of comment among the steamboatmen and river editors below here. The New Albany "Commercial" contains a lengthy article from which we take the following extracts:- "The steam is first worked through the smaller cylinders, as in an ordinary steamboat engine, and exhausted into a reservoir or tank placed above the engine. From thence it is admitted to the larger cylinders, and from them to the condenser, which is placed in the hull of the boat. The air pump of this condenser is quite small and is worked by an independent engine."

Oct. 6:- The DICTATOR left Cairo Monday evening with a good freight trip and her cabin well filled with passengers.

Oct. 18:- The DICTATOR arrived at Cairo from New Orleans on Saturday last at 11 a.m. She had a good trip on board and made the round trip from Cairo to New Orleans and return in eleven days and 18 hours, having lost twelve hours in fog.

Oct. 19:- We have received the following memorandum from Sam Barr, Jr., clerk of the DICTATOR. That boat left New Orleans on Sunday, Oct. 8 at 2:15 p.m. Boats in port, advertised for St. Louis: HENRY VON PHUL and NIAGARA. On the 9th we met the LADY GAY at Claiborne Island, the JULIA at Tunica Bend, the M. S. MEFHAM at Natchez. On the 10th we met the T. L. MCGILL at Milliken's Bend. On the 11th the RUTH at Eggs

Point. The night of the 11th we met the W. H. OSBORN at Island 67 and 68. On the 12th met the W. R. ARTHUR at Montezuma Bar. On the 13th met the MOLLIE ABLE at Devils Elbow, and the ST. PATRICK at the foot of Island 34 and the C. E. HILLMAN at Ruckers Point. On the 14th met the MARY E. FORSYTH at the foot of Island 10, and the JOHN KILGOUR at Island 8. We brought up the 51st Regiment of Illinois Infantry, 16 officers and 259 men. John Rawalt of Company I died of the flux, and his corpse was left with the U. S. Quartermaster at Memphis for burial.

The Custom House enrollment of the DICTATOR lists the following owners in 1865:- W. B. Donaldson, 3/8; J. P. Haigh, 1/8; A. Hartupee, 1/8; Samuel Morrow, 1/8; R. W. Mackey, 1/8 (foregoing all of Pittsburgh) and C. J. Caffrey, 1/8, of St. Louis.

Placing the office in the front of the cabin in such situation so the clerk faces aft, surveying the length of it, was a whim Captain Donaldson carried out again when he built the GREAT REPUBLIC. Your scribe has seen this done but seldom, and the only boat which comes readily to mind with such a plan was the HOMER SMITH. Perhaps there were others, and they would be interesting to hear about.

Oct. 21:- STATEMENT OF THE ENGINEERS OF THE DICTATOR:- The Hartupee patent Moderator engines of the steamer DICTATOR consist of two high pressure engines 16" diameter and with an 8-foot stroke, and two 36" engines, 8-ft. stroke, low pressure, working the exhaust steam of the high pressure engines. A vacuum of 12 pounds per sq. inch is maintained on the piston of the large engines. Steam is supplied by three boilers 18 feet long and 44 inches diameter, each with 20 flues of 5-inch diameter. She burns an average of 400 bushels of coal in 24 hours, and makes all the steam the engines can work. The water wheels are 35 feet in diameter, with 14 ft. buckets, 30" wide. The air pumps are 16 inches in diameter with 20-inch stroke, double acting, driven by two separate engines. The engines can be worked either high or low pressure. The machinery of this boat is a perfect success with a saving of 60 per cent of fuel. (signed) W. Shedden and James Bell, Engineers. -from the St. Louis "Democrat."

The DICTATOR was destroyed in a wharf fire at St. Louis on February 26, 1866. Also burned that day were the LEVIATHAN, PEYTONA and LUNA. Barely a month prior, on January 30, 1866, DICTATOR was racing the MISSOURI near the mouth of Green River, above Evansville, when the latter packet exploded with great violence and with an enormous life-loss.



Capt. Jesse P. Hughes was accorded a standing ovation on S&D Day, his first visit with us for several years. His address now is 124 North Hubbard Lane, Louisville, Ky. 40207.

-J. W. Rutter, photo

was around to 45 degrees the clearance became extensive--was, in fact, the verse sine of its angle. This variable clearance allowed pieces of drift--logs especially--to catch in the space and if a piece went in when the rudder was hard over, it would jamb the rudder when moved toward center, and made endless trouble. Sometimes the rudder had to be unshipped to clear it.

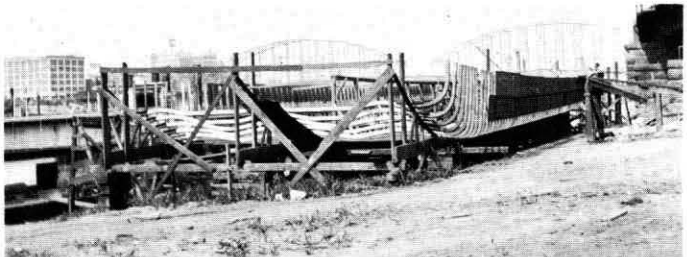
"The first method to correct this fault was done at the shipyard while the boat was being put up. A mold or pattern of the rudder was hung up to the rudder post, after the rake planking was on, and blocks of wood were spiked to the planks. These were dubbed off with an adz to a curve which made the space constant as the rudder moved. You will of course understand that the mold was mounted to turn just as the rudder would. This was called "building a bustle on." "Bustle" was the name given to the blocks on completion. The whole scheme was called a "bustle stern."

"Then a competent loftsmen turned up who laid out the rake frame to form the curve required, and then it was no longer necessary to spike on these make-shift blocks. This method was called "building the bustle in." It was a great boat---of that time---when she had a "built in bustle." That practice persists in most river shipyards today (1921) and is used by most designers.

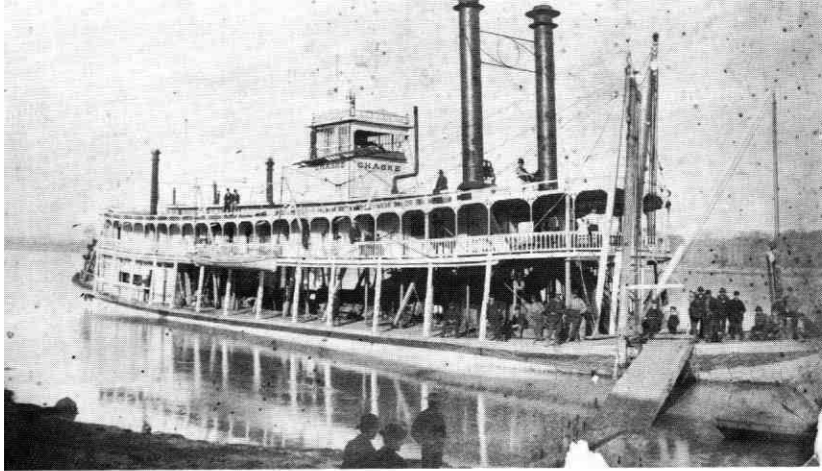
"Now to clarify a point, see sketch D. Had the stern been built with no rake-lift, and the bottom run back flat, and the balanced rudder blade run under it, as consequence the rudder pintle would be 90 degrees with the bottom of the boat, and its clearance constant as the rudder was turned. Supposing if when they raised the rake the rudder post and pintle had been tilted to correspond, the 90 degree angle would still be there, and the clearance constant. This is purely supposition, for nobody ever attempted such as this. But it is practically what I did on the COURIER and on other boats of similar design--T. P. LEATHERS--NETTIE QUILL---STELLA WILDS and many others.

"The first case of this, tilting the rudder post and pintle (Sketch C), I did in building the ABNER O'NEAL (last one of the name, for there was an earlier one). I left the space, formerly filled by the half-skeg, open. My theory was that water could better pass over top of the rudders thereby, and so create a current against the rudder blade. As things turned out, the surmise was entirely correct. Up until now there have been no sternwheel boats built, of equal size and power, which could approach these boats so equipped, in handling ability.

"I was aboard the T. P. LEATHERS when she was backed out from Red River Landing on her first trip, in a wind, when every man on her said it was useless to try it---why, she picked her stern up and set it out in the river so fast that Wallace Lamb said "it made his head swim." But coming back to the ABNER O'NEAL:-



A "built in bustle" stern being placed on the towboat W. H. CLINGERMAN (now the W. P. SNYDER, JR.) at the Rees Shop, Pittsburgh, in 1918.



The name on the pilothouse says CHASKE but she's really the ABNER O'NEAL.

by the Editor

Which Reminds Me - -

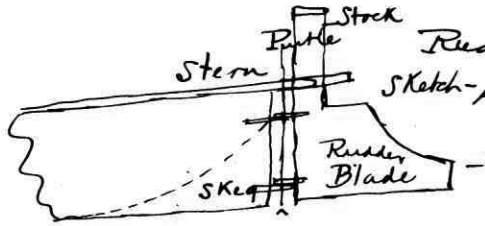
When Walter McCoy produced this accompanying photograph he had a gleam in his eye. Had I ever heard of the CHASKE?--for that's the name on the pilothouse. No, no, can't say's I had. But both J. Mack Gamble and I saw in a minute that she really is the ABNER O'NEAL (2nd) on the Missouri River in the 1890-1892 period. The original picture was clear enough to show, sure enough to be certain, the name ABNER O'NEAL on the star-board engineroom bulkhead. What she's doing with CHASKE on the pilothouse I don't know. But seeing the picture reminded me of something I hadn't thought about in years.

In 1921 I was corresponding with a kindly old gentleman living then in Hollywood, Calif., John M. Sweeney. Mr. Sweeney was no ordinary mortal in my book--he was very, very special. He is the person who, in his younger years, built such steamboats as the COURIER, T. P. LEATHERS, NETTIE QUILL and dozens more. He lived in Wheeling those days, and the early glassmaker Sweeney family there were his forebears. In one of those letters Mr. Sweeney did a lot of writing about the ABNER O'NEAL. I rummaged around and found it, no mean trick 44 years after it was written, and the browned pages seem to contain history of rare vintage which I'd like now to share. The subject is rudders, not ABNER O'NEAL particularly, but nonetheless the ABNER plays an important role. Hear this:

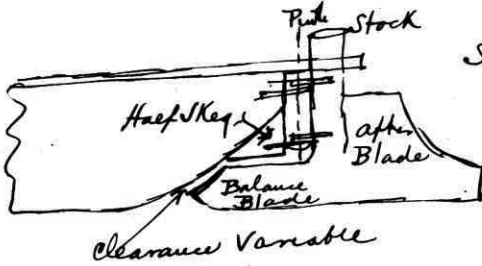
"I once wrote an article," Mr. Sweeney says, "which was both analytical and historical, and which appeared in the "Engineering and Mining Record," I think about 1910 but am not sure of the date. If it could be located it might bear repeating now. (He makes this suggestion in 1921 and here it is 1965 and I've never yet located the article!) For the present I am sending you sketches showing rudder development.

"Sketch A shows roughly the old style, used both on sternwheel and side-wheel boats, with a single blade. The usual sternwheeler had three such rudders with a skeg for the center one. The wing rudders were hung on upright rudder posts built into the "skeg stern," as it was called, and a picture is almost essential for an understanding of its shape. Usually the side-wheel boats had but one rudder skeg, but sometimes two.

"Sketch B. Here, in effect, part of the skeg was cut away from the hull and attached to the rudder stock, becoming part of the rudder blade. When the rudder was amidships a small clearance was provided between the rake and the part of the blade conforming to the rake. --But as the rudder was put around, either way, this clearance constantly increased. When the rudder

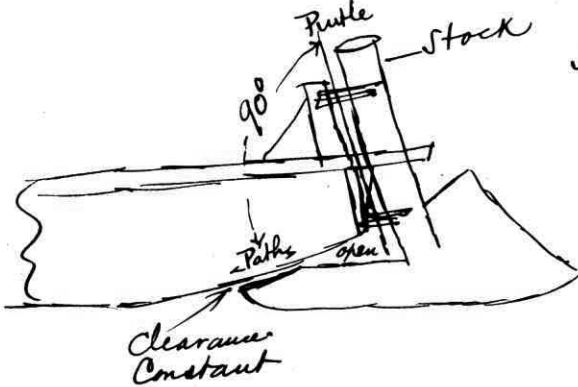


Rudder Development
 Sketch A. The form and mounting was common to both side & stern wheel boats - the stern wheel having say 3 such rudders, with a skeg for the center one - Usually the side wheel boat had but one, but some times two.

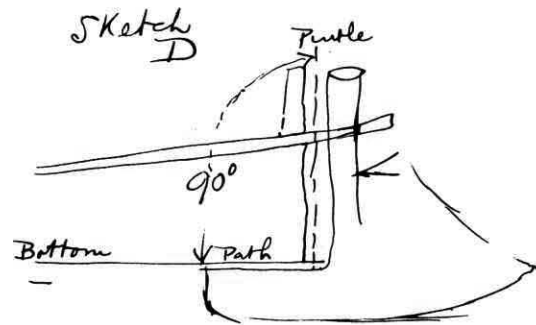


Sketch B - Vertical Rudder
 First method of Balance Rudder mounting -

The original freehand rudder drawings made by John M. Sweeney in 1921 to illustrate his discourse reproduced in the accompanying text.



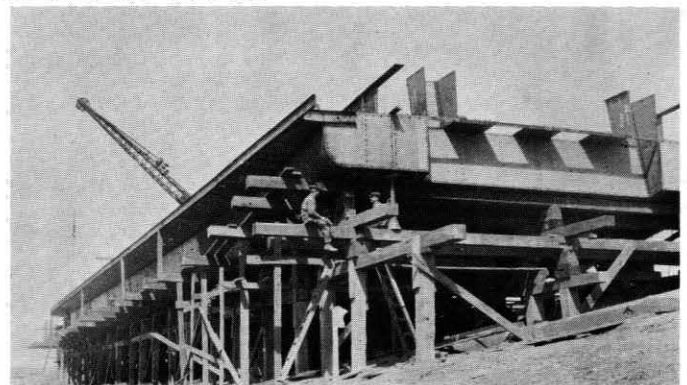
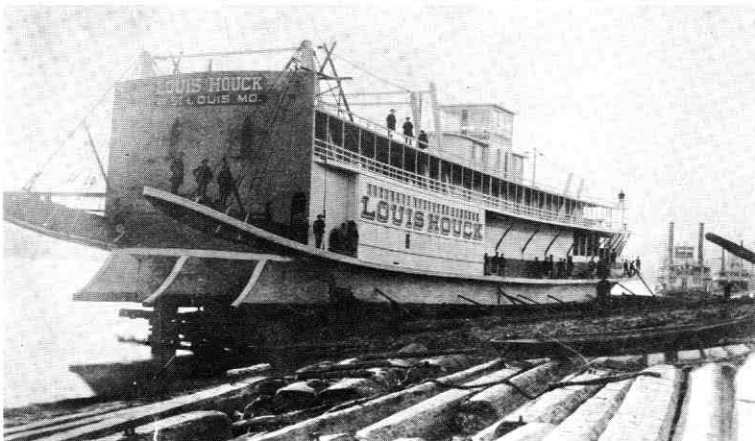
Sketch C - Rudder 90° with surface of rake at Path of balance blade.



"Capt. Nate Wintringer was her principal owner and also he owned the C. W. BATCHELOR, which was somewhat larger. He operated the latter boat, the BATCHELOR, between Wheeling and Pittsburgh. She had the usual skeg stern (same as Sketch B). The ABNER O'NEAL was built for the Wheeling-Steubenville trade. Nate Wintringer was a fine engineer who had built many boats. He consented to allow me to build the stern of the ABNER O'NEAL to my own plan, and tilt the rudders as in Sketch C. But I think he had his "doots." We built the ABNER's hull at Freedom, Pa. The day after I brought her hull to Wheeling, and was beginning to put the machinery on her, Capt. John McLure, a man of many river boats and experience, came down to the landing and called me off the boat. We walked along the shore to the hull's stern. We stooped down so's to see under the rake, and he observed the open space over the balance blade of the rudders (she had three balance rudders and no skegs at all). Said Capt. John McLure: "John, I'll just give you three weeks to fill that up." Worse the more of

it Capt. McLure almost convinced Capt. Wintringer I was wrong. About ten days after the incident Wintringer approached me for a price to pull out the new boat (O'NEAL) on the docks and put old-style rudders on her. To his query I said to him: "It won't cost you a cent." He did not mention the subject again.

"On the O'NEAL's trial trip we took her up the Ohio from Wheeling to Steubenville, and Capt. John McLure was along as a guest. Her time up was about 2½ hours and she made four landings, and the next day she went regularly in her trade. About four months later I met Capt. Wintringer one day in Pittsburgh. He asked me: "How much will it cost to pull out the BATCHELOR and put a stern on her like the O'NEAL?"



Skeg stern on towboat LOUIS HOUCK (left). Packet TOM GREENE getting special transom for rudders tilted 90 degrees to rake angle (above).

S&D Meeting Highlights

by J. Mack Gamble



-Reprinted from The Waterways Journal

Veteran Capt. Jesse P. Hughes received a standing ovation at the 26th annual meeting of S&D at Marietta, Ohio, on September 18, 1965. Capt. Hughes, who is just recovering from a recent operation, came to the meeting from Columbus, Ohio, with Capt. and Mrs. J. W. Rutter and then departed for Louisville at noon Sunday 19th, with Capt. C. W. Stoll. Capt. Hughes will now live at the latter city with his daughter and son-in-law, who have just set up a new home there. One of the features of the afternoon meeting was the presentation of a silver canister set from the steamer TACOMA. This set had been presented by the late Mrs. Hughes to Mrs. Bettie Barkhau, mother of The Waterways Journal's Capt. Roy L. Barkhau, and sent to the River Museum by the latter lady.

Capt. Stoll presided at the evening meeting in the Riverview Room of the Hotel Lafayette, and introduced Ken Parks, Bolton, Miss., who narrated a motion picture depicting the raising of the gunboat CAIRO from the Yazoo River near Vicksburg. Other features of the evening show, to a packed audience, included the latest river movie by Bill Warrick, of Hinsdale, Ill.; singing by Capt. W. C. Dugan, Vanceburg, Ky.; selections by Bob Schmertz, Pittsburgh, noted banjoist and composer of ballads, who made the final trip down the river, 1955, on the W. P. SNYDER, JR., ten years ago--and wrote a song about the occasion. Thus on in to the night!

Showboats were in the limelight at the afternoon meeting and Tom Reynolds, Jr., who was born and grew up on a showboat, brought his electric lighted model of the MAJESTIC, which has been a feature of the 175th anniversary celebration, at Gallipolis, that culminated on October 10. The showboat model emitted calliope music, and is large in size. The man who has been building new calliopes, including the fine one on the excursion barge CHAPERON, was present, Ernest J. Wilde, of Cincinnati. Mr. Wilde spoke briefly and told how he came to build his first calliope. Present, and just returned from the 1965 tour of the West Virginia showboat RHODODENDRON, was Capt. W. Brooks Roush, Wheeling.

John L. Fryant, of Arlington, Va., presented the River Museum with a model of a complete Western Rivers boiler installation, with all major features identified. He also had along his model named PRINCESS which attracted much interest when its picture was twice published in the S&D REFLECTOR. Robert G. Thomas, vice president of S&D, brought down his newest model, the packet COLUMBIA, which later towed the Eisenbarth showboat. Artist William E. Reed, Pittsburgh, showed a beautiful new oil painting of the famed packet HUDSON, second of the name.

The most spectacular arrival at the Marietta meeting was that of the sternwheel pleasure boat LUCY COLES, a good sized craft which has a whistle equal to the big towboats. This fine boat, built by Charles and Roland Montague, Ashland, Ky., was moored at the U. S. Repair Station, Muskingum River, but made at least one trip around to the Ohio River wharf. A few people got a ride on the boat and were loud in their praises of it, especially the commodious pilothouse which

is fitted up like a towboat of the line.

Editor Donald T. Wright, of The Waterways Journal, made a spectacular arrival at the afternoon meeting, too, when he drove in from Pittsburgh in company with Capt. Larry K. Ehringer, head of the Jones & Laughlin towboat fleet, and Capt. Dick Hiernaux, of the Marine Sales and Service, Charleroi, Pa.

Capt. Way said that the S&D now has 666 members and Yeatman Anderson III, of the Inland Rivers Library, said that some 10,000 steamboat photographs are on file there and letters come in from all over the country requesting river information. No replacement has yet been found for Mrs. Dorothy Powers, who retired as head of the Inland Rivers section.

One of the younger persons present was Eddie Pollock, seven years old, who flew up from Winston-Salem, N. C., with his father, Dr. Frank E. Pollock. Miss Cornelia Reade accompanied her father, Capt. Lewis B. Reade. Dick Rutter, son of Capt. and Mrs. J. W. Rutter, was a big help in registering the guests at the Marietta Boat Club, where the noon luncheon seemed even better than usual what with Commodores L. Glenn Seevers and Clarence R. Smith, of the SNYDER, providing door prizes. Mrs. Catherine Remley, of Campus Martius, was on hand to welcome everybody.

Bob Kennedy, of Kenova, presented some rare Catlettsburg and Big Sandy material for the Inland Rivers Library in Cincinnati. He also distributed Ashland Oil river mileage charts. Greene Line board chairman E. J. Quinby, who came by train from Summit, N. J., gave out copies of the DELTA QUEEN's 1966 schedule--and copies of his new waltz song which is suitable to be played on calliopes as well as piano or organ. John Knox distributed mimeographed sheets showing the names of 120 boats built at the Knox Boat Yard, Marietta. He said there were others they were not sufficiently sure of to warrant their inclusion in the list. Hotel Lafayette's one and only S. Durward Hoag distributed copies of the Marietta "Times," with the story of the W. P. SNYDER JR.'s 10th anniversary as a museum boat.

There were so many rare items to be seen that one hardly knew where to look. Bill Patterson had the portage book of the steamer UNCLE SAM which was running on the Mississippi River in 1852. Dr. Henry D. Wilkins had receipts from the steamer LEANDER, a 150-foot craft--perhaps the only steamboat built at Coal Center, Pa.--in 1840. Jerry Devol had a nice set of freight bills and is looking for one from the GEN. H. R. DEWOL, named after a famous ancestor of his.

Leigh Dickinson, of Wheeling Steel's marine department, and Capt. Tom Cavanaugh, master of the towboat ROBERT E. REED, were on hand. Miles T. Epling, of the M. T. Epling Company, Gallipolis, spoke at the afternoon meeting, and was accompanied by Mrs. Epling. Walter M. Windsor, president of the Marietta Manufacturing Company, Pt. Pleasant, brought Mrs. Windsor (Caroline to her friends) with him to the banquet. Pt. Pleasant sent a good delegation, in addition to Mr. and Mrs. Windsor, that included Capt. C. C. Stone and Charles Henry Stone, of Stone's Towboat and Landing; chief engineer Russell R. Stone, and Capt. Charles M. Young. Capt. Alfred Patrick and R. Kirker Wells came from Charleston.

A pair of oars that did service on Pittsburgh's side-wheel excursion steamer SUNSHINE and still bear the stenciled inscription "Str. SUNSHINE" are now part of the equipment of a new outboard boat built by William McNally, Pittsburgh, whose father operated the SUNSHINE. Capt. Jim Robinson, of the excursion boat SUSAN A., which itself was present last year at the S&D meeting,

was up from Gallipolis. He looked handsome in a beard he is growing for the 175th anniversary celebration of Gallipolis on October 10.

C. W. Stoll is an admiral in West Virginia's famed Cherry River Navy, as the result of a commission presented to him at the afternoon meeting by Hon. Spencer Creel, member of West Virginia's House of Delegates. Jim Swartzwelder, Pittsburgh, had a new model of the DELTA QUEEN, built on 1/16 scale. Noted "Dixie" Vinson, of Beaver Dam, Ky., made his first appearance at the Marietta meeting, coming up from Louisville with Capt. Stoll. Bob Markle, of Steubenville, had some interesting data on the early showing of Edison moving pictures on the late Capt. W. R. Markle's showboat.

Capt. Leon Jones, of Hannibal, Ohio, told the meeting that he has worked for the Monongahela and Ohio Dredging Company for 45 years, having started with the firm back in 1920, and still going strong. Mr. and Mrs. Lester Frank, Cincinnati, told about a recent visit to the Great Lakes when they were treated to a tugboat ride at Toledo, courtesy of superintendent McNaught of the C&O Terminal there. Veteran Stanley B. Huntington, Gallipolis, had some interesting stories of Capt. Ira B. Huntington and Hod Knowles and the steamer BENTON McMILLIN.

Alan Bates reported for the nominating committee, which also included John L. Fryant and Don Vornholt. The present officers, most of whom have served for a long time, were reelected: Capt. F. Way, president; Bob Thomas and C. W. Stoll, vice presidents; Mrs. J. W. Rutter, secretary; and Chase Putnam, treasurer. The Board of Governors, composed of John W. Zenn, William E. Reed, J.W. Rutter, William McNally, H. C. Putnam, V. E. Bennett, S. Durward Hoag, Walter W. McCoy and J. Mack Gamble had everybody present, save Mr. Bennett, for its morning meeting and Mr. Bennett arrived later in the day.

Delly Robertson, noted writer, prepared a card to send to Harmon Mize, of the steamer DELTA QUEEN, who is confined to a hospital. Veteran Capt. Charles Daily, who was injured on the towboat EDNA, was able to come down from Steubenville, and was accompanied by his son, Bud Daily. Mrs. Loretta M. Howard, Jeffersonville, spoke briefly at the afternoon meeting.

So many people were present at one time or another during the day that it is an impossible task to mention all their names. They included Mr. and Mrs. William Greenwood, Newport, Ohio; H. A. Carpenter, Jake Carpenter and Carroll Elliott, St. Marys; Mr. and Mrs. Carl Woodraska, Cincinnati; Mr. and Mrs. R. M. Lintner and Mr. and Mrs. C. V. Starrett, Pittsburgh; Robert H. McCann, the Greene Line's chief purser; Mrs. H. A. Crowther, Moundsville; Capt. Harry Kraft, Parkersburg, and Mrs. Kraft; T. C. Muse; J. A. Yonker, Columbus; Jim Paisley, from Wheeling; Bert Fenn, Tell City, originator of the steamboat whistle blows; H. O. Reynolds, Paul Craig, Ray Powell and J. Sheldon Scott; Goff Carder, Murraysville, W. Va.; Mr. and Mrs. Frederick Way III and sons Jay and Bob, Cleveland; Mrs. Edith Reiter, retired curator of Campus Martius; Mrs. Alice Wright, author of a new book, and Roy Thistle and Gene Engle, Sistersville.

Board of Governors

James Wilson, president of the Steamship Historical Society of America, suggested recently that a merger of their publication STEAMBOAT BILL and the S&D REFLECTOR could result in mutual benefits. The S&D Board explored the idea at some

length. The stability of STEAMBOAT BILL due in part to rotating the editors, and the enthusiasm of S&D members to widen the scope of their magazine were pointed out. The S&D Board, however, expressed opinion that most S&D members would prefer to retain the S&D REFLECTOR with its independent status. While flattered that S&D, the leading group in the U.S. marine historical field, has expressed favorable interest in S&D's magazine, the S&D Board decided against a merger of the two publications.

S&D secretary Bets Rutter announced there are 666 individual members enrolled in S&D, an all-time high. She also said that 408 copies of the S&D REFLECTOR were mailed in September to these members.

The contractual arrangements between S&D and Mode-Art Pictures, Inc. of Pittsburgh, were discussed. Mode-Art was invited by S&D to make a professional tape recording of the May 1, 1965 "Whistle Blow." Mode-Art then prepared and released records and tapes commercially. The contract provides that after 1,000 items (platters plus tapes) have been sold, S&D thenceforth is entitled to 15% royalty on domestic and 10% on foreign sales, tallied semi-annually. According to Robert L. Stone, president of Mode-Art, the sales have been encouraging, with about 800 sold or on consignment as of October 10.

The Richardson Printing Co., Marietta, has asked permission to make color reproductions of various paintings owned by S&D and on display in the River Museum. The Board felt that in cases where the applicant intends using such reproductions for commercial gain, and especially in cases where the artist is living, a fee should be asked in behalf of the artist. The Board empowered the Museum Committee to decide individual cases of this type.

Chairman J. Mack Gamble reviewed the accomplishments of S&D over the past year, pointing out that the S&D REFLECTOR is justified and appreciated; that the successful maintenance of the steamboat W. P. SNYDER, JR. for ten years is a credit to the Ohio Historical Society and to S&D both, and that the much publicized "Whistle Blow" was well handled and executed by those who had charge. The Board voted unanimous thanks to the persons identified with these projects.

Walter W. McCoy made a motion that the annual stipend of the Secretary be raised to \$100, because of the added workload since the membership has increased, and due to added duties in connection with mailing the S&D REFLECTOR. This motion was passed and is now effective.

A report of the Treasurer was heard. On deposit one year ago (Sept. 19, 1964) in the Citizens National Bank, Middleport, Ohio, was a balance of \$910.16. The balance as of Sept. 6, 1965 was \$1,317.22. The total expenses during the fiscal year 1964-1965 were \$1,090.55, most of this being spent in connection with the S&D REFLECTOR. Capt. Way pointed out that the invoice for the September issue of the magazine, paid since the annual report was prepared, should be deducted in making a fair estimate of the condition of S&D's financial standing. This being done, the treasury balance as of Sept. 18, 1965, would be approximately \$1,050.22. The income is from the payment of annual dues, save in some instances where members have graciously contributed checks in amounts varying from \$5 to \$50 "to help the magazine." Inasmuch as some of these good donors prefer to remain anonymous, no list was released. S&D, it was pointed out, pays all bills upon receipt of invoice, and has no indebtedness. In accepting the Treasurer's Report, the Board expressed gratification at having a fair balance at year's end, especially after having spent more than in any previous year.

S&D REFLECTOR

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

EDITOR'S NOTEBOOK . . .

Speaking editorially we invite the reader to notice the chasm between the handling of "new boat news" a century ago as compared with today. Russell Lintner's story of the side-wheel DICTATOR on other pages is a pat example. In 1865 the DICTATOR was introduced to the panting public by river news reporters hired by newspapers to report river news. But no more. Nowadays the shipyard people assume the burden of the publicity. They hire a PR man whose job it is to distribute news releases and suitable photographs to metropolitan editors, hoping--just hoping--some small fraction sees print. Usually it doesn't "take." The modern multi-million new towboat, with luck, gets its picture on the financial page or worse. Except in the marine trade journals whose business it is to notice such things.

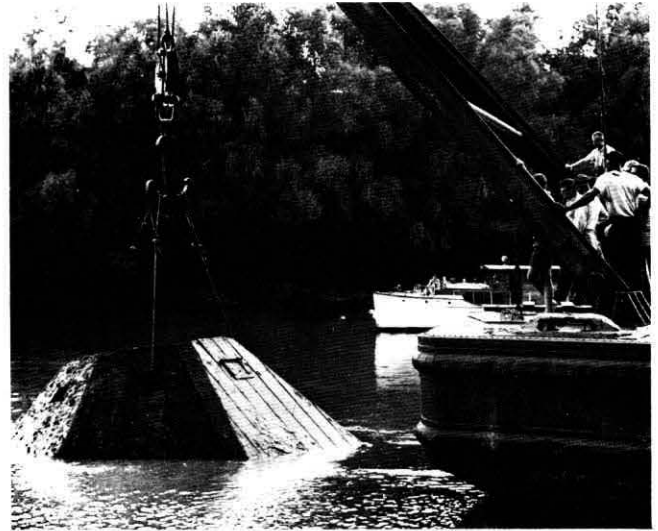
There is a reason for this. Newspaper editors are sensitive to the public pulse. In 1865 every metropolitan newspaper bordering the Western Rivers hired a full-time river reporter and encouraged him to romp all he pleased, to inject his personality into what he wrote, to copy out and use tid-bits from all other river columns. He did his own leg work as he made his daily rounds of his home-town waterfront. Part of the reporter's job those days was to solicit and procure advertising, which he zealously did, sometimes gathering a solid column or more of "notices" of impending packet departures. So in addition to supplying hot news of huge public interest, he was helping the paper's bank account.

This changed. Not suddenly. Packets dwindled. Advertising shrunk. But many newspapers kept the river reporter on the payroll because he was supplying real news. But when the packets disappeared the reading public became apathetic to "river news" as such--which oftentimes had degenerated into paragraphs about pipe line permits and dredging contracts and public hearings for proposed sewer outlets.

So the newspapers chopped it off. They did so with reasonable justice. Most of the readers didn't notice it was missing. That's when the big shipyards went full-scale into the publicity release business. It is far easier today for an amateur to build a home-made paddlewheel "packet" in his own back yard and come up with a full-page news story in a metropolitan sheet, and probably get a picture and story on the AP, than it is for a two-million-dollar towboat to get a mention on page 15. Why? Because the two-million job

hasn't the sex appeal of the old DICTATOR. There will be no reversal of the trend until the modern barge traffic shows its pretty legs, and does an occasional strip-tease to get under the Steubenville bridge. It seems back in the Ice Age when a news reporter out of pure joy last said of a new boat: "She is almost too pretty to look at."

Ken Parks' Talk



Surfacing the armored pilothouse of the gunboat CAIRO..an agony of frustration..

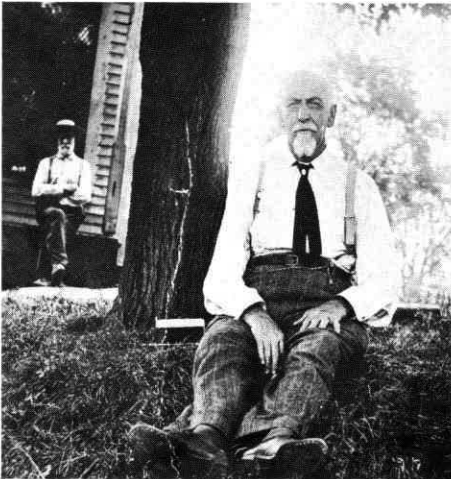
Those S&D'rs who saw the movies and heard Ken Parks' talk following our annual dinner took aboard a lively slice of history. Really it was a double dose:- For the recent salvage of the old gunboat CAIRO turned out to be an agony of frustration, inflicting more damage to the century-old battlegon than the original torpedo did. We gathered while listening to Ken, by implication--for he didn't say so--that the compulsion to raise the wreck grew from a seed he himself helped plant. He and a companion skin-dived in the Yazoo River and found the CAIRO. From there on the tidal wave came in, enveloping all. That's how such things start. Cautious mortals who pose the question, "Was it necessary to raise the CAIRO?" could better divert themselves by asking, "Was it necessary to lose the CAIRO in the first place?"

A trifle late to kibitz the loss of the gunboat CAIRO in the Yazoo, although Woody Rutter has handed us factual information which gives one pause to wonder. The expedition was instructed to seek out and destroy torpedoes with particular caution not to take "any unnecessary risk of life or loss of boats" as the mission was not considered "of any vital importance."

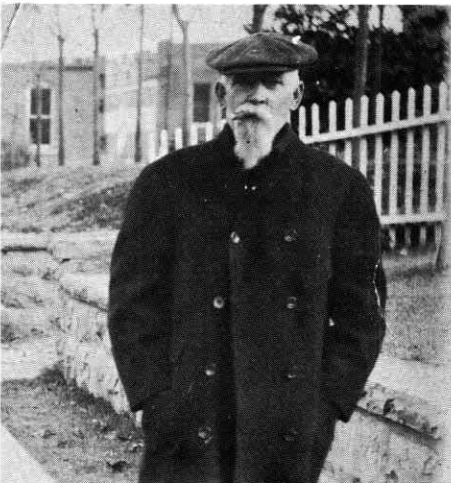
Anyhow, the one stroke of brilliance in the operation of raising the CAIRO was in having Ken Parks on hand to tell about it afterwards. He made the whole show so human and real. We ached all over for those ankle-deep sailors who loved the old iron monster and who were a part of her in the Mississippi campaign. We ached all over a second time for the Mississippians who snapped cables, bled their guts out, failed, failed again and again, and somehow--in the end--they won. It was a lame victory, but they did win.

Sirs: At your request I hand you photographs of my father, Capt. Ira B. Huntington, and of my uncle Capt. Hod Knowles. My father started steamboating when he was 14 years old, and he attended school when the boats laid up for low water at Athens, O. This picture of him was taken at Uncle Jerome's store--he was a river engineer. We moved to Gallipolis in February, 1891. Uncle Hod Knowles lived at Hockingport, O. and this picture of him was taken just after he left the river--he put in his time raising beagle hounds and chickens, and fishing and hunting. Uncle Hod was born April 3, 1838 at Little Hocking, O. and he was mate on the IRON QUEEN when she burned at Antiquity, O. (see Sept. '64 issue, page 1 story, and Dec. '64 issue, page 2). He died Sept. 12 1917 and is buried at Hockingport, O.

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



Capt. Ira B. Huntington



Capt. Hod Knowles

=Capt. Ira B. Huntington was born Oct. 7, 1845 and died April 5, 1920. He was the first captain

on the packet KANAWHA in 1896 (see June '64 issue, page 1). He was noted for always wearing a red necktie. Our thanks to S&D member "Pud" Huntington, who got the name "Pud" because he early developed a liking for steamboat bread pudding. -Ed.

Sirs: This afternoon I rang the roof bell of the EXPRESS NO. 2 which later was on the ST. LAWRENCE, and it sounded fine. It's loud, but the tone is soft and only moderately deep.

It's in the belfry of the Ohio Chapel Methodist Church, overlooking the river at Clipper Mills, below Gallipolis, at Mile 272.9. The church is not more than 30 feet from the highway, and easily accessible.

The inscription on the bell reads: "Fulton & Son, Pittsburgh, A. D. 1873, Str. EXPRESS NO. 2, C. A. Booth."

This bell used to be in Clay Chapel at Riggs' Landing, a few miles further down the river, but when that chapel was dismantled 1952-53, it was moved to the present location.

I just stopped out of curiosity, and got to talking to Charles N. Chevalier, who lives nearby. He said: "My grandfather was



interested in a steamboat named CHEVALIER that ran Gallipolis-Huntington." His address is Lower River Road, Gallipolis, O.

He took me over to meet a neighbor, Jasper Coen, a painting contractor. Mr. Coen produced a ladder, put it up to the belfry of the Chapel, while Donald George Booth, 13, held the bottom and I climbed up.

According to Ellis C. Mace the White Collar Line let Jacob Riggs have this bell when the ST. LAWRENCE was dismantled in 1895. It was delivered on the BONANZA. One of my boyhood recollections is stopping in at Clay Chapel while driving to Gallipolis with my grandfather Capt. Julian F. Davey who talked with Mr. Riggs and they gave a few taps on the bell.

The Riggs' home still stands, now occupied by Charles Bodimer, a farmer and storekeeper, whose address is Eureka Star Route, Gallipolis. He's a very kind gentleman.

Our bell-ringing this after-

noon evoked a lot of interest, and everybody was friendly and helpful.

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

=Jim Wallen took the picture of Ohio Chapel Methodist Church on the day of his visit, July 29, 1965. -Ed.

Sirs: I wish to make a large color painting of the towboat A. C. INGERSOLL, JR. When it's finished I'll probably frame it and just keep it. I'd like to make the painting as accurate as possible and am hoping you or some of your crew will know what her colors were. Perhaps some of you are in a position to tell me something of the boat's history, of which I know nothing except that it burned and sank. This happened, I believe, before I was born!

A. C. Ingersoll 3rd,
3343 Parkway Drive,
Houston, Texas 77021

=Capt. A. C. Ingersoll, Jr., president of Federal Barge Lines, lost his life August 30, 1965 in Green Bay near Marinette, Wisconsin. -Ed.

Sirs: It was a distinct pleasure to attend the S&D meeting Sept. 18, my first, but not the last. I enjoyed seeing Capt. C.C. Stone for the first time since the early 30's when he towed Ashland Oil through Lock 1, Big Sandy River using a steam towboat. Capt. Jesse P. Hughes I had not seen since Greene Line closed the terminal and wharfboat at Huntington and he left Catlettsburg.

Roland Montague, Jim Payne, Doug Carter and I left Marietta aboard the sternwheel LUCY COLES, Sunday, Sept. 19 at 6:30 a.m. and after the fog lifted we had a pleasant trip, arriving Pomeroy at 7:30 p.m. where Doug and I left the boat and came home by car. Roland and Jim arrived at Ashland on Monday 20th at 2:30 p.m.

Will report that no wreckage of the old CALVIN B. BEACH is now visible below Ravenswood. We saw the hogchains and towing knees of the sternwheel VIRGINIA (which one?) just above old Lock 23 on the Ohio side.

John J. Rous,
Home Federal Savings and
Loan Association,
1500 Carter Ave.,
Ashland, Ky. 41101

=The VIRGINIA whose bones decorate the landscape near old Lock 23 was last operated by Atlas Towing Co. She had a wood hull, built 1922, originally a gas boat named MARIANNA MERRILL. -Ed.



Sirs: The original of this photograph is described as follows:- New pilot's bulletin at Engineer Station, Baton Rouge, La., established in 1872. It has oak frame and locked cover. Posts are cedar and iron. There are eleven number plates, each 48" x 40" x 4" weighing 34 pounds each. The Mississippi River stage is posted daily at 8 a.m. and at 4 p.m. The letters used are R for rising, F for falling and S for standing. Zero mark is taken from the low water of 1854, posted 0, equivalent to 20.06 feet Cairo datum and -1.20 ft. Gulf level. As of 1890 the lowest recorded stage (since 1872) at Baton Rouge was that of January, 1877, +0.20 feet. The highest was that of April, 1890, +36.58 feet; the range being 36.38 feet. J. H. Willard, Captain of Engineers.

This picture appeals to me showing as it does the survey crew. The level is at the right, tended by a young man who may have a furred umbrella under his right arm. The rodman is at the left with an old-fashioned-style rod. One wonders if the dressy gentleman with beard is the local U. S. Engineer in charge--possibly J. H. Willard.

Edward A. Mueller,
6321 Merle Place,
Alexandria, Va. 22312

=What we're wondering is why 36 3/4 ft. R is posted, when statistics above indicate 36.58 feet was highest of record in April, 1890. Another dim wonder is how they posted with 11 plates. The

28

least we can figure is 19; three for first frame (1,2,3), full set for second frame (0,1,2,3,4,5,6,7,8,9), three for third frame (1/2, 2/3, 3/4) and three for the last frame (R,F,S). --Which probably answers the first question, come to think of it:- They used 1/2 up to .50 and then 3/4 for the range to .75. -Ed.

Sons and Daughters of Pioneer Rivermen
89 Park St., Canal Winchester, Ohio 43110

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