



VIRGINIA In the Cornfield

The 284-foot side-wheel beautiful KATIE, in January, 1876, was sucked into a crevasse during a fog, about where the Bonnet Carre spillway is today, and there she decorated a Louisiana sugar plantation for a long tarry. The sternwheel packet NEW YORK wandered into a cornfield below Shawneetown in the early spring of 1865 and spent the summer. In more modern times the famous KATE ADAMS lodged on shore at Helena, Ark. in June, 1917 and stayed for something like a year and a half. The big excursion side-wheeler ISLAND QUEEN in the spring of 1929 was out high-and-dry at the Coney Island amusement park, Cincinnati. The towboat J. C. RAWN was amongst the corn stubble opposite Gallipolis, O. in 1937. The towboat A. I. BAKER went ashore, also in a cornfield, below Ohio River Dam 48, in the early summer of 1940.

But all of these affairs, plus others not mentioned (which we don't know about or simply have forgotten) can't hold a candle to the brilliance of the VIRGINIA tryst. For she was royalty. When a blue-blood thoroughbred wanders from the straight and narrow that's headlines.

The circumstances which culminated in the VIRGINIA's shame are interesting to listen to. The Pittsburgh & Cincinnati Packet Line, owners of the VIRGINIA and the even more pretentious QUEEN CITY, was operating in receivership although "operating" is probably not the word for it. Both boats had been forced to tie up for low water in the first week of July, 1909. For this was back in the B.C. era (before canalization) when the Ohio River in summer habitually ran dry. No rains fell that fall. There was no usual Thanksgiving rise. There was no Christmas rise. The much-vaunted Pittsburgh & Cincinnati Packet Line, calling itself "The Waterway of the World," hadn't turned a wheel in six months. Imagine a railroad sound asleep for six months. Or a modern barge line dormant six months. Even a bear can't hibernate six months and survive.

The above photograph of the VIRGINIA in the cornfield was taken by Capt. Jesse P. Hughes from the pilothouse of the packet TACOMA. About 300 excursionists had just been unloaded, coming from Gallipolis and Point Pleasant. The B&O railroad is about half way up the rise in the background and the Williamson barns and home are on the distant high level to the immediate left of the boat.

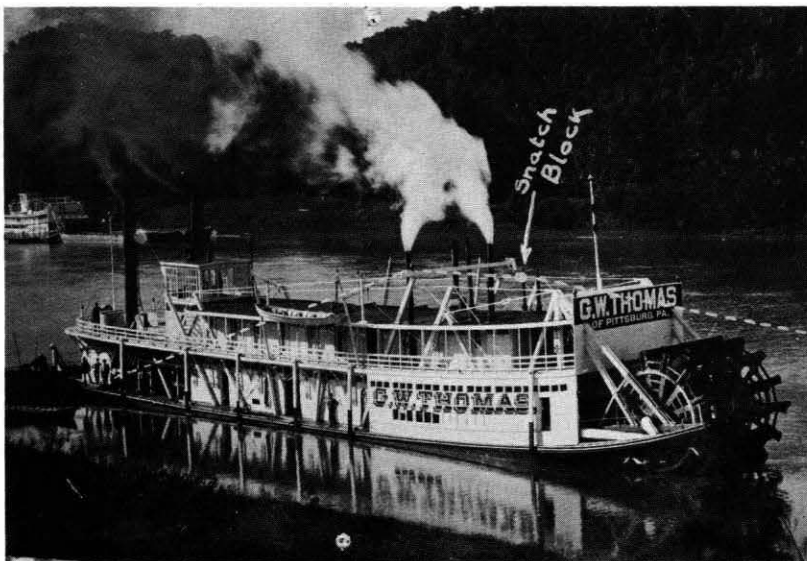
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THE MAIL BOX

Sirs: The term "tail dragging" mentioned in Sam Reed's poem may call for a bit of explaining. On the WASP or any tug, it was done from an aft set of bits. But on a sternwheel towboat the hitch was more complicated. First let me say that tail dragging was done in times of heavy running ice, or when the pools were frozen over. Empty wooden flats or barges could not be shoved in times like that; razor-sharp new made ice (we called it 'window-pane ice') cut through hemlock or white pine rakes in a hurry.

So, instead of shoving, the towboat got in front and dragged the barges along behind, single file; just like a locomotive with a half-dozen empty cars. Most of the sternwheel towboats were fixed to do this job. They had a jockey stick mounted thwartship across the top of the main chain braces with a half-chock mounted on the topside, each end.

The photograph of the G. W. THOMAS shows this jockey stick; it crosses up on the roof just aft of the 'scape pipes. When the THOMAS was going to tail drag, a 1 3/4 hemp line was led from the keel (yachtsmen call it a cleat) near the firebox door up and through the half-chock (shown on the photograph by a white dotted line) leading it, of course, behind the lifeboat and davits. The bight of this line was hooked in a snatchblock, which somebody held, then was passed up and forward through the opposite half-chock on the jockey stick, and on forward and down to be hitched at the firebox door keel on its own side.



This summertime picture of the G. W. THOMAS was taken on the Kanawha River and obviously she's brand spankin' new. She was built in 1901 at the Howard Ship Yard, Jeffersonville, Ind. The boat laid up across the river (extreme left) is E. R. ANDREWS at the Campbell's Creek Coal Co. landing not far below Lock 11.

The tow line, usually 2-inch, ran aft from the snatchblock, passing across the top of the stern splashboard (which has the stern name G. W. THOMAS on it in the photograph). The barges had to be behind far enough so's the tow line wouldn't foul in the paddlewheel.

The barges were strung out at the landing, about 18 inches apart, and the hitch was made right there, to be sure everything worked. All handling was done on a chestnut bell. When all was ready, off we'd go, with two unlucky deckhands left back in the barges with orders to check every hour to be sure the ice wasn't cutting the rakes or causing other mischief. They kept warm at a fire built back there on a piece of sheet-iron, and mostly that's where they stayed, right at the fire.

All very fine, and when we got to a lock the barges had to be picked up below, put in tow, then locked through, and then strung out again.

Usually on the Ohio River the fuel flat was towed in front of the steamboat. On the Monon we didn't have to bother with a fuel flat. When the ice was solid, this flat had to be pulled to starboard and port to help steer. A sternwheel steamboat with a drag out behind her loses most of her ambition to answer her rudders.

After steel barges replaced the old wooden ones, there was very little more tail dragging done on the Monongahela. Most of the latter-day sternwheel towboats had no jockey stick, as you may notice from pictures of them.

J. H. Reed,
Box 391,
Elizabeth, Pa. 15037

Sirs: We are bringing out a new houseboat at Madison, Ind. this spring. Her name is to be LUCIEN E. BOWEN. Capt. Bowen was a personal friend of my grandparents and I have his licenses dated 1881 and 1887, master and pilot. These will be used for decoration along with enlarged photographs of the side-wheel CITY OF MADISON wrecked on the Madison dike (even the pros had troubles).

Marsh H. Jones, Jr.,
Route 5,
Crawfordsville, Ind. 47933

=Capt. L. E. Bowen piloted with the U. S. Mail Line and in 1881 his license was between Cincinnati and Evansville, and on the Kentucky to Tyrone. -Ed.

Sirs: I have never read anything with more truth in it than the first verse of that poem about the tugboat WASP (Dec.'65 issue).

Boyd Thompson,
4006 Carson St.,
Torrance, Calif.

Sirs: Typical Minnesota winter up here; last night (January 7) -35 and one foot of snow on the Lambert landing, not to mention the ice on the upper river. Snow in March, then floods. We had a dilly on St. Patrick's Day, '65, and towboats didn't get here until almost May. If only we could look forward to at least one excursion boat! I remember when Capt. Tom Greene sent the GORDON C. GREENE up here after the DELTA QUEEN was put into commission. As for excursion boats the Streckfus Line sent the CAPITOL to St. Paul for many years and then the PRESIDENT in 1942, and I rode her. Then came the AVALON and now no boat at all. Except for the DELTA QUEEN--for one day. I'd settle for a new diesel type excursion boat, if it had steamer paraphernalia on it. Greetings from the upper Mississippi.

Robert Niemeyer,
846 Pierce Butler Road,
Apartment No. 15,
St. Paul, Minn. 55104

=Bob McCann just told us that the DELTA QUEEN can't land any more at either Davenport or Rock Island because of "modern" wharf improvements. Tough river up in that territory. -Ed.

Sirs: The SPRAGUE had (or has) her office amidships, forward, facing aft; but I don't suppose a towboat would count.

C. W. Stoll,
Mockingbird Valley Road,
Louisville 7, Ky.

=The SPRAGUE counts. -Ed.

Sirs: I am in hopes you can furnish me with information concerning a 210-foot steamboat that sold whiskey from Kentucky down the Mississippi and up the Red River into Indian territory now Oklahoma. The boat was sunk in Louisiana Slough up the Red in 1862.

The high water in 1937 brought the hull to light. Negroes dug in and got the whiskey off, but more high water came and now the wreck is sanded under 12 feet. There are rumors that there is on board a strong box with plenty of hard money. Before I spend money on this I'd like to have all information available.

E. W. Daily,
Box 294,
Mansfield, La. 71052

=Dig, man; it's only sand. -Ed.

Sirs: We moved from Huntsville, Ala. to Cincinnati last September and had our little steamboat, the LORENA, shipped by truck back to Tucker Marine Construction where it was unloaded. We have had a few changes made on the piping and a new, heavier smokestack installed.

Last summer we put on a new reciprocating feed water pump, which helped quite a bit. The boat handles real nice and moves along with rollers a long distance behind the paddlewheel.

Cincinnati is going to be our permanent home, so come see us.

Charles L. Brown,
6865 Farmbrook Drive,
Cincinnati, Ohio 45230

=Jess Tucker's shop, where LORENA is based, is at 128 Wilmer Ave., Cincinnati. -Ed.

Sirs: Lately we have investigated an old steamboat wreck in this area, and have brought up many bricks stamped J. W. FREEMAN. Is this firm on the Ohio and, if so, did it operate before the Civil War?

Emmett Lewis,
Tiptonville, Tenn.

=The Freeman family pressed brick along both shores of the Ohio River in "Brickyard Bend" between old Lock 9 and Toronto, O. dating back before the Civil War. Freeman's Run is still so called, on the West Virginia side below New Cumberland. Old bricks abound along both shores. -Ed.

Sirs: I attach my check for membership to S&D. We, too, are publishing a quarterly magazine, and have been, for three years, now. TOWPATHS is not as elaborate as the S&D REFLECTOR but, we believe, interesting.

T. H. Findley, president,
Canal Society of Ohio,
113 Commercial Ave., S.E.,
New Philadelphia, Ohio

=T. H. Findley was S&D banquet speaker in 1960, when those who heard him traded river water for canal water during one delightful hour. -Ed.

Sirs: I am a collector and serious student of old playing marbles. Research has led me to James Harvey Leighton, who started the making of glass marbles in the U.S. in at least four sites in Ohio. According to his obituary in the Wheeling "Intelligencer" of Saturday, Feb. 10, 1923 (he died aged 74 on Feb. 9th) it says:- 'After leaving school he was employed by the Hobbs & Barnes Glass Co. in South Wheeling and worked in the glass business for more than forty years. Many years ago he opened a glass factory at Keokuk, Iowa, and in recent years he had interest in a glass firm at Shadyside, O. Twelve years ago Mr. Leighton was employed on the steamer T. M. BARNES which operated between Wheeling and Steubenville, and later on the ROYAL operating from Wheeling to Clarington. Six years ago he retired from the river and since was employed as clerk at the Stamm House.'

Do you know more details about James Harvey Leighton?

M. G. Wright,
312 S. Western Ave.,
Kokomo, Ind. 46901

=First of all, he was on the T. M. BAYNE, not T. M. BARNES, if he was clerking Wheeling-Steubenville prior to 1904. Or else he was on the T. N. BARNSDALL in the Wheeling-Clarington trade if later than 1904. We well remember marble-pioneer Mr. Leighton when he clerked in the Stamm House at Wheeling and spent his idle hours at the wharfoat visiting Capt. Jeff Frame and others. -Ed.

Sirs: I was a ship carpenter at the Elizabeth, Pa. marine ways at the time that picture of the tugboat WASP was taken (Dec. issue, page 17). The big towboat on the ways in the background is the OAKLAND.

N. Dean Reed,
R.D. 4,
Mechanicsburg, Pa. 17055

=Fine. That makes the date in the late fall of 1913. The scaffolding around the pilothouse is likely there due to the pilothouse being reset after the Texas was taken off. She came out in early 1914 renamed F. M. WALLACE. -Ed.

Sirs: If the JASON's whistle was not blown at Long Reach, it

just shows that I wouldn't know one steam whistle from another-- probably true. But I do know that Capt. Leon Ash blew his JASON whistle out here in front of the house a lot of times because he took great pride in it. But again very likely Capt. Charlie Young is right about the change of whistles when Amherst bought the boat.

J. Mack Gamble,
Clarington, Ohio

Sirs: Oh, come on! The principle they used at the Baton Rouge bulletin (page 28, Dec. '65 issue) was the same one used on some present day calendars: both sides were painted. All they needed was 2 plates for the first frame, 5 for the second, 2 for the third and 2 for the fourth.

Paul E. Rieger,
3145 Collingwood,
Toledo 10, Ohio

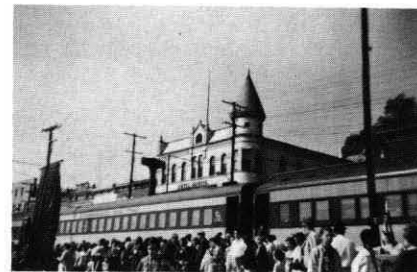
Sirs: Re. your pilot's bulletin and the mystery of the 11 plates: It's simple. They used 11 plates with signs on both sides...and I'll bet that second plate for the first frame had a 4 on the back of it just in case.

Bert Fenn,
Box 157,
Tell City, Ind.

Sirs: Numbers are still painted on both sides, and fractions are yet posted on Mississippi gauge boards.

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

■ THE SEED IS BLOWN is the title of Alice Wright's new historical novel (Rand McNally, Chicago, 1965) just released. It is a tale for youngsters relating the courage and resourcefulness of three pioneer Marietta children. Mrs. Wright is the daughter of former Campus Martius Museum curator Edith Reiter. Copies of the book are available at the museum in Marietta, for \$3.95.

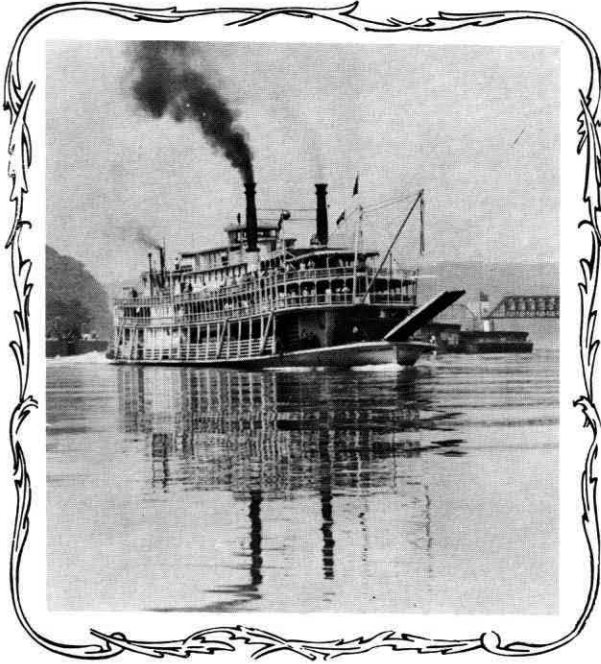


The unique feature of this picture:- It was taken at Pomeroy, Ohio, October 17, 1965. Landed along the waterfront is a 16-car C&O passenger train hauled by two locomotives, just in from Columbus, O. The occasion was a special excursion sponsored by the Columbus chapter of the National Association of Business Women.

-Photo by Fred Rutter.

A Famous Steamer

by Jesse P. Hughes



Her statements were almost sublime.

Sirs: In the last issue there is a nice piece about the GORDON C. GREENE (page 1) and I like it very much. Then I read that poem by Sam Reed about the tug boat WASP, and thought I'd make up a little rhyme about the GORDON. Here it is, but I suggest that you put it away. Sometime if you should be short of good material you might use it then--instead.

Jesse P. Hughes,
124 North Hubbard Lane,
Louisville, Ky. 40207.

She was built at the Howard Ship Yard,
In the decade of the twenties,
Ran to Cape Girardeau when
There was business just aplenty.

Capt. Buck commanded her for years,
But when the highways were completed
Her business quickly dwindled down
Until at last it was depleted.

For a while she ran in the tourist trade
St. Louis and Tennessee River,
With sometimes a Mardi Gras trip
When it was cold enough to shiver.

Then one day a sale was made
At "Ragtown" with the Greene Line,
Fifty thousand dollars cash in hand--
The deal was closed in no time.

Cap'n Tom came out and got her;
Name was changed to GORDON C. GREENE;
The boat was then inspected--
Soon afterward had steam.

It was solemn in the wharfboat,
Capt. Henry Leyhe had nothing to say
When the head line was turned loose
And their finest steamer backed away.

Capt. Buck was the last one to leave her,
He piloted her down the river a way,
With Capt. Tom Good as his partner--
Got off at Cairo the next day.

Then up the Ohio to "Ragtown"--
Cap'n Tom was proud of his prize:
The next twelve years were fabulous ones,
His steamer a favorite in everyone's eyes.

Running to Pittsburgh and various other places
The steamer was kept on time.
Capt. Mary B. was also quite popular;
The boat's statements were almost sublime.

After the war Cap'n Tom was lucky again
When his bid got the DELTA QUEEN,
She was towed down the West Coast,
through the canal,
And at New Orleans again raised steam.

Then up the mighty inland rivers,
Just as nicely as could be,
And stopped at Cincinnati with
The other Greene Line boats three.

The next day she was off up the river again,
To the Dravo Shipyard--supreme--
And there was reconditioned into the
Most modern river steamer ever seen.

When all this had been completed
There was springtime in the air,
When she came to Cincinnati
For the tourist trade to share.

The war time rush was over--
Tourist crowds were then much less;
DELTA QUEEN took up the burden--
GORDON GREENE was laid to rest.

The next year brought another change
That gave us all a shock--
Capt. Mary B. died aboard the boat
One day at two o'clock.

Fourteen months later Capt. Tom had a
heart attack
And passed away that same day;
The GORDON GREENE, still idle, was sold,
And to Portsmouth was towed away.

Dismantled as a steamboat--
Renamed the SARA LEE,
Used only as a restaurant
At the river front, you see.

But a year or so later
The SARA LEE again was sold;
Went to Owensboro and was used
As a dancehall, I am told.

Her next move was to Florida
With a trip around the Gulf;
At Bradenton on the west coast,
A tourist attraction, sure enough.

For several years she stayed there
Renamed the RIVER QUEEN;
The next move was to New Orleans
Where she was fixed up fine and clean.

She stayed there a year or so,
The patronage was slow--
Her owners became disgusted,
Had a sale and let her go.

Her next place was at Hannibal
Where Mark Twain used to live,
A museum--ballroom--restaurant--
Pleasure to all she offered to give.

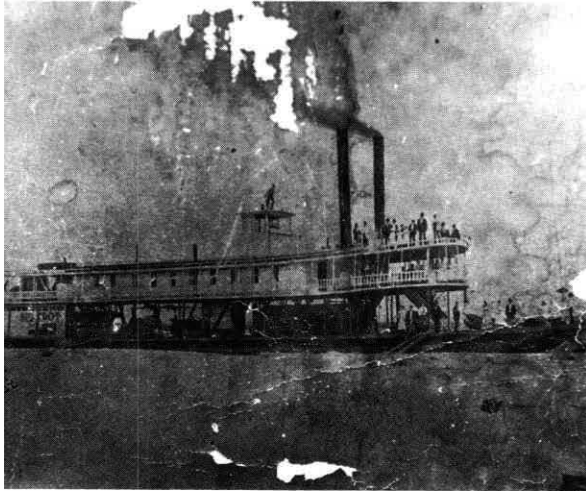
Her last and most recent change
The RIVER QUEEN has made

Was back to old St. Louis
Where she had filled the packet trade.

The record of this famous boat
With pleasure we now repeat:-
This is the last one of her class
You will ever chance to meet.

Her builders and her owners
Long since have passed away:
Her name stands clear--
Her memory dear--
To all who knew her in her day.

Sirs: Was very interested in the
article on the Poe family as it
brings in somewhat of a missing
link. For many years I've had a
very poor picture of the BIG FOOT
which as far as I know was a



Capt. Adam Poe's BIG FOOT

Chattahoochee-Apalachicola River
packet. It came from a descen-
dant of John W. Callahan in Bain-
bridge, Ga.

The unique thing about it is
the statue on the pilothouse. The
story was that it was an "Indian
fighter." Perhaps this refers to
the Poe ancestor mentioned in the
article. If you know anything
more on BIG FOOT would appreciate
hearing.

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

=Special thanks! Our dope on the
BIG FOOT (and no doubt this is
her) is limited to a note in the
file, saying she was taken to
Florida in 1873 by Capt. Adam Poe
of Georgetown, Pa., who sold out
of her in 1875. The Central Rail-
road of Georgia owned her later
when she was snagged and lost at
Eufaula, Ala. on the Chattahoo-
chee River. The statue on the
pilothouse, obviously an Indian
chief, is the Wyandot fighter Big
Foot, or an unreasonable facsimile,
who caused all the disturb-
ance around Yellow Creek, O. -Ed.

Sirs: The ROBERT RHEA mentioned
in the Dec. '65 issue by Louis J.

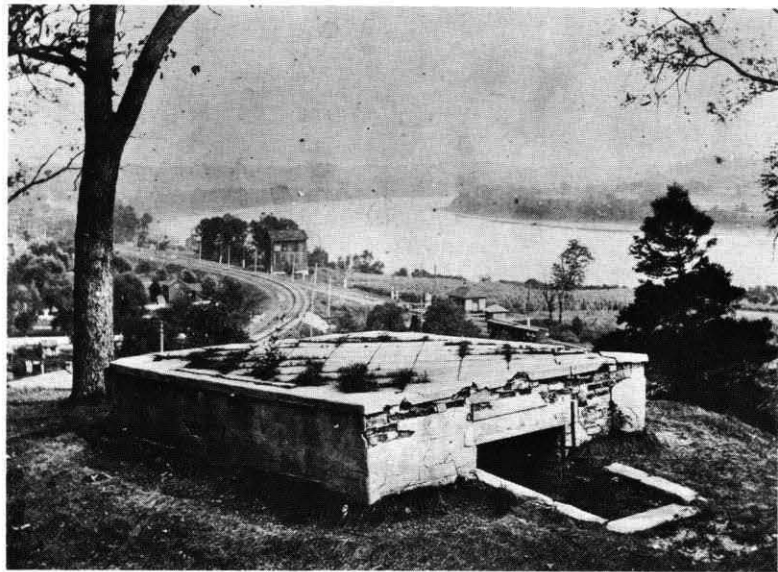
Sesher, belonged to the St. Louis
& Tennessee River Packet Co. She
was named for the son of the
president of our company, Capt.
Isaac T. Rhea of Nashville, Tenn.
I have been unable to find, up to
now, a picture of any kind of
Capt. I. T. Rhea. Most interest-
ing to me in Mr. Sesher's Knox
Boat Yard details was that Knox
used the boilers of the steamer
EDGAR CHERRY to supply power for
the operation of the yard. Now
my friends, young or old, good or
bad, that little statement hit my
heart like a pretty girl would
have done when I was a little boy
--and still does.

The EDGAR CHERRY ran between
Danville and Savannah on the Ten-
nessee River. She carried the
mail up one day, down the next,
and laid over in Savannah on Sun-
day. She was named for Edgar
Cherry, Esq., one of the wealth-
iest men in my (Hardin) county.

He had a beautiful house on the
river called the Cherry Mansion.
He, in his late years, was the
vice-president of our company. I
visited and talked with his grand
son, Frank Cherry, in Savannah
last fall. Frank was engineer
on a number of our boats.

I'm trying to find sufficient
information to enable me to write
a history of the St. Louis & Ten-
nessee River Packet Co., which
started in 1887 and ended up a-
round 1942. They operated in all
about 40 boats between St. Louis
and Florence, Ala. and other
points. No matter if I never
get published because I love re-
searching back into those old
steamboat days. It keeps me young
and happy.

Frank L. Teuton,
9102 Riverside Drive,
Washington, D. C. 20022



Sirs: This photograph (above)
was handed to me with no identi-
fication. Can you figure it out?

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

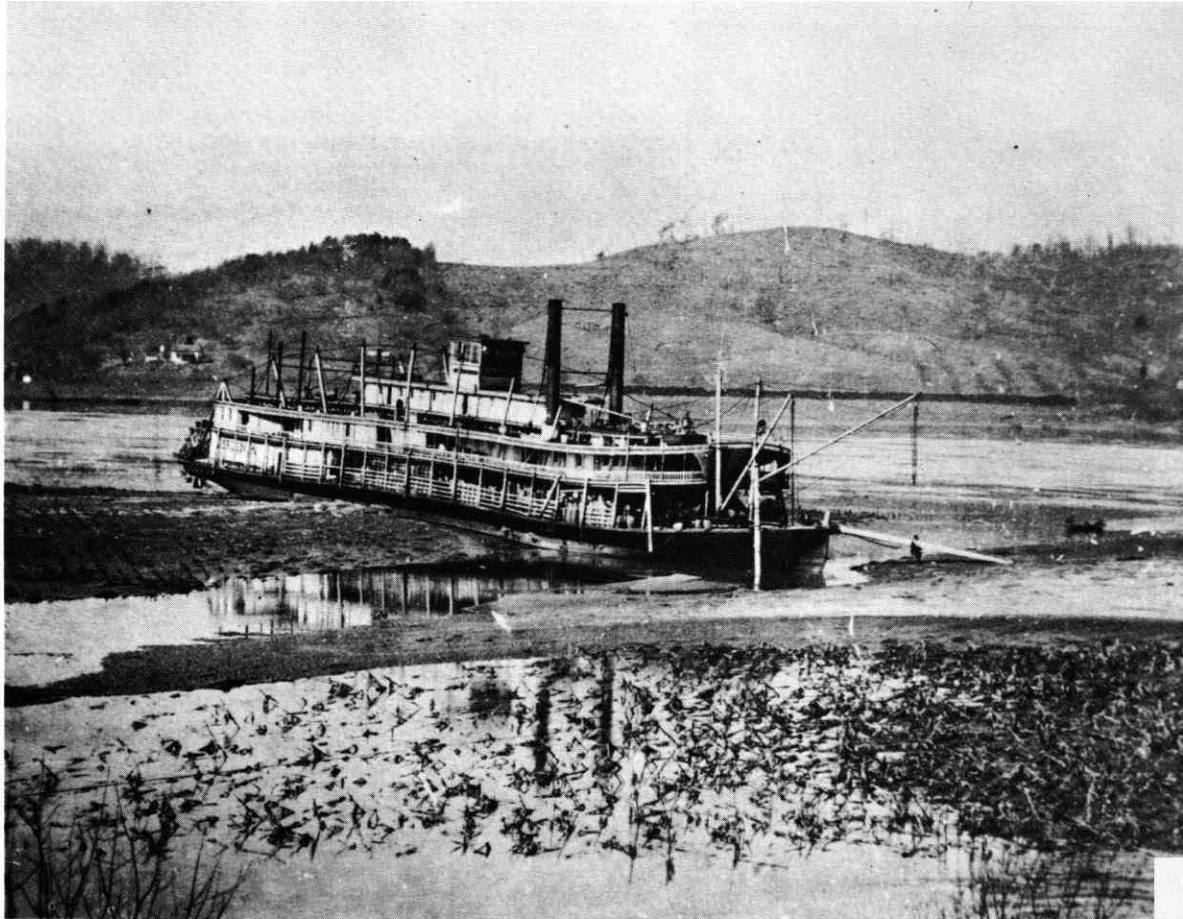
=No, total blank to us. But soon
afterwards Bob McCann and Jim
Swartzwelder came calling, and
seems they made a special point
recently to go see this place. It
is the original tomb of U.S.
president William Henry Harrison
at North Bend, Ohio. Today there
is a monument erected at the same
site. The picture's date is un-
certain but was taken looking up
the river. The railroad curving
to the left is the N.Y.C. and the
line paralleling the river is the
B&O. The landing at North Bend
is hidden behind trees at the
left. Harrison's wife was Anna
Symmes and her father was John

Cleves Symmes, a big property own-
er thereabouts, although J. C.
Symmes is better remembered as
sponsor of "Symmes' Hole." He
introduced legislation in the U.
S. Congress, 1822, for funds to
explore his contention that the
planet Earth was a cored apple
with a hole clear through, open-
ing at the North and South poles.
President-Elect Harrison was
transported from North Bend to
Pittsburgh on his way to the
White House on the side-wheeler
BEN FRANKLIN of the U. S. Mail
Line. He was 68, and after 31
days in office he was dead, the
first president to die in office.
The body was returned to North
Bend and interred in the tomb
shown in the accompanying pic-
ture. For many years U. S. Mail
packets and others tolled the
bell, floated for a moment, or
dipped flags when abreast of the
tomb. Harrison was a friend of
the rivermen; he introduced early
legislation (1816-1819) for its
improvement. -Ed.

This feature story
commences on
Page 1

This is the earliest known view of the VIRGINIA accident, taken while the river still was very high and the cornfield full of puddles and ponds. It was probably taken from the B&O railroad tracks. The distant hills are in Ohio. Tanner's Run is in the ravine at extreme left. The little house showing over the paddlewheel is the home of Billy Smith, who was a river engineer told about in the book, "The Log Of the BETSY ANN."

Photographer not known.



But the P&C Line did live it out. With fanfare and blare of trumpet Capt. James A. Henderson, running the show, announced the QUEEN CITY would load and depart from Pittsburgh, Saturday January 29, 1910 for the New Orleans Mardi Gras.

The weather was cruel and cold. The Allegheny River was loaded to headwaters with ice jams. River traffic was suspended. But the QUEEN CITY, Capt. Arthur B. Browne commanding, did depart for Mardi Gras right on schedule, full of freight and people. Meanwhile the VIRGINIA remained tied up at Cincinnati because of these hazardous river conditions.

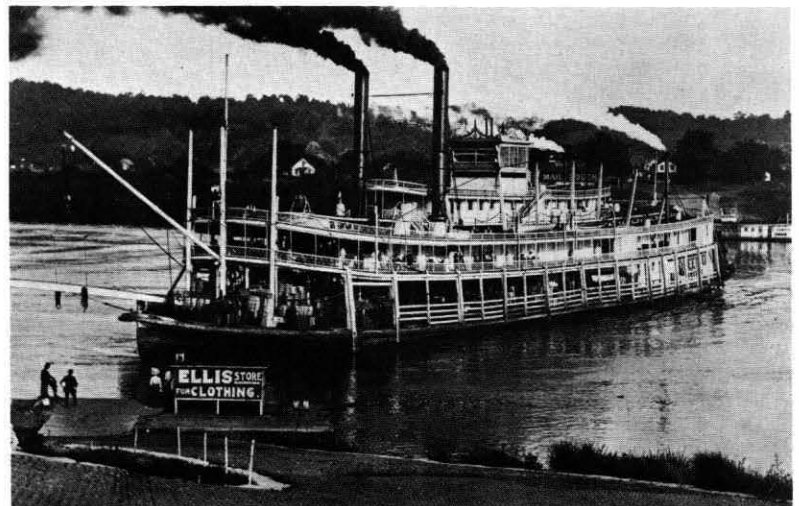
Now, due to the summer drought which was wide-spread in mid-continent U.S., the Mississippi River was abnormally low in January-February, 1910. Near Sunflower Landing, at Island 66, the QUEEN CITY ran hard aground on a sand bar. Her pilots and mates couldn't work her off. Captain Browne called upon the U. S. lighthouse tender OLEANDER for assistance. After 40 hours of continual jerking the big Mardi Gras boat was released at the price of a badly strained hull. Due to this delay the QUEEN CITY didn't get to New Orleans until Monday evening, February 7. All of her pumps were kept running to keep her afloat until the cargo was unloaded.

On the way back, at Hickman, Ky., the QUEEN CITY met the Upper Mississippi ice and was forced to tie up several days. Above there she was further bruised and mauled, so severely so, Captain Henderson concluded it would be suicide to take her above Cincinnati. She must be docked. In such extremity he ordered steam raised on the VIRGINIA, moored at Cincinnati, and the QUEEN's freight and passengers were transferred over, and the Pittsburgh trip continued.

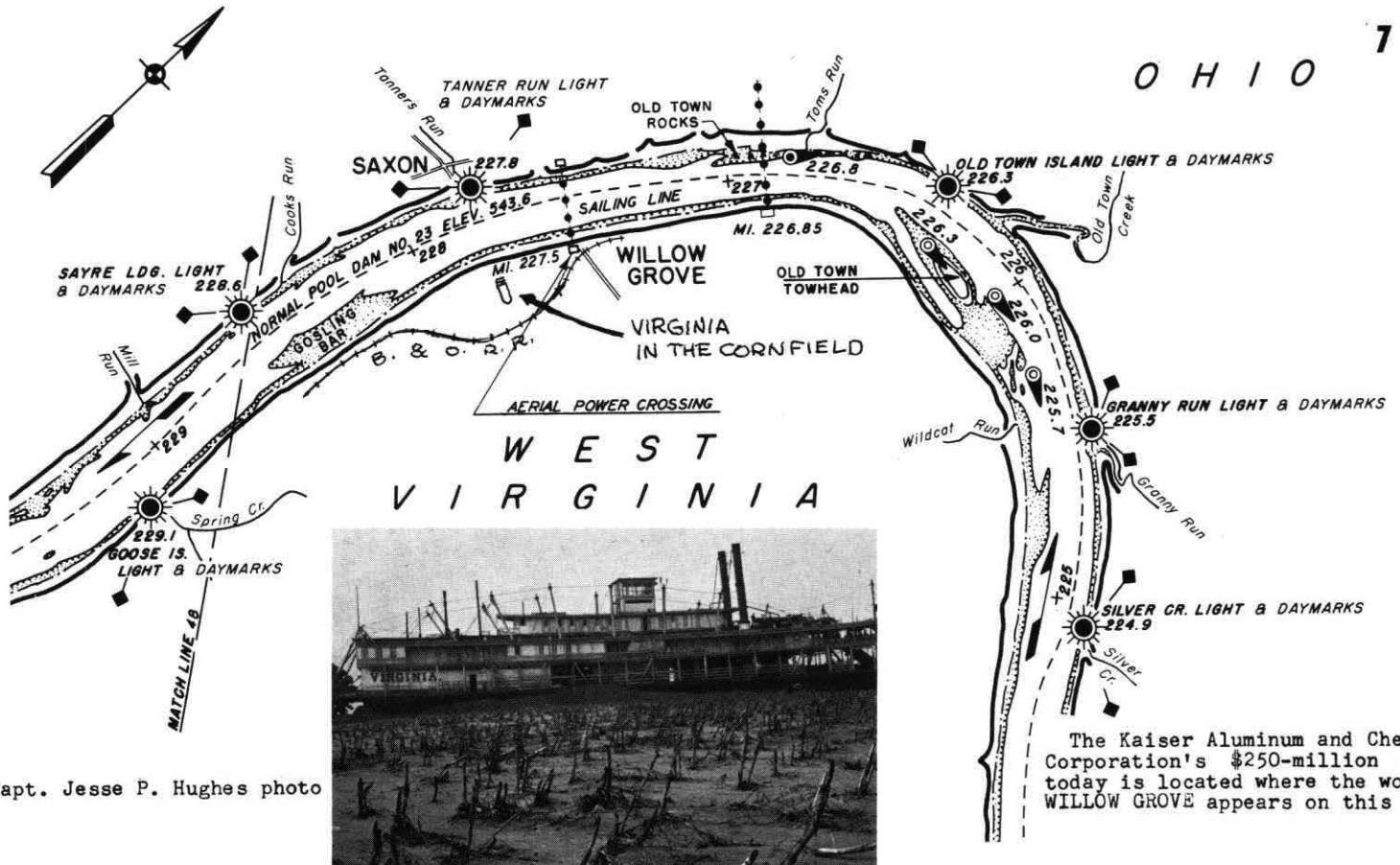
The VIRGINIA came in for her share. By now a general thaw had brought the Allegheny ice down in full force. A flood was in prospect at Pittsburgh. What normally would have been a three-day voyage, Cincinnati to Pittsburgh, dragged out

to seven days. When the voyage was over, those veteran Mardi Gras tourists who had paid for a 21-day round trip had been the guests of the P&C Line for five weeks lacking two days. This lamentable record stands unchallenged in the history of Mardi Gras excursions.

Eugene Campbell, second engineer on the VIRGINIA, placed the blame for P&C's hard luck. He said the QUEEN CITY was Jonah'd on her Mardi Gras trip because among her passengers were two cross-eyed gentlemen, who were reshipped aboard the VIRGINIA at Cincinnati and so put the jinx on her.



The QUEEN CITY as she appeared in 1910 when she made the jinx'd Mardi Gras trip. Picture taken by Feiger Studio, Pomeroy, Ohio. The original fancy-top smokestacks on both the VIRGINIA and QUEEN CITY had been replaced by plain-top "towboat" stacks due to the slim finances of the owners.



-Capt. Jesse P. Hughes photo

The Kaiser Aluminum and Chemical Corporation's \$250-million plant today is located where the wording WILLOW GROVE appears on this map.

Under the terms of receivership it is mighty hard to spend more money than you make. The U.S. Court acts as watchdog for creditors. The anticipated profit from the QUEEN CITY's Mardi Gras cruise (those days \$20,000 was excellent) had been dissipated. Capt. Jimmy Henderson hadn't much choice; he didn't fix the QUEEN CITY's hull. Instead, he laid her up at Cincinnati "crossed out" by the U.S. Inspectors--an ominous term of steamboat days meaning her inspection certificate had been lifted, and would not be restored until the boat was again riverworthy. Now it was up to the VIRGINIA, about to reenter the Pittsburgh and Cincinnati packet trade (which by now had been inactive for eight months) to make some money and get P&C back on its hind legs. These were the circumstances when the VIRGINIA commenced her ill-starred trip from Pittsburgh to end up in J. W. Williamson's cornfield.

The pilots this trip were William ("Billy") Anderson and Anthony ("Tony") Meldahl. Billy Anderson was the veteran of the Line, 67, eight years older than manager Capt. James A. Henderson was. Billy was spare and lanky framed, noted for abstention and a flowing white beard; he not only shunned the weed and drink but crusaded against these evils. His usual garb was a swallow-tail coat and derby. His vainglory was this flowing beard and at night in bed he protected it by slipping it into a cloth sack made for the purpose and secured by a drawstring. His home was the village of Letart, Ohio, midway point between Pittsburgh and Cincinnati.

Tony Meldahl needs but scant introduction for he is amply attended to in the Dec. '64 issue of this magazine, page 17 et seq., with both portraits and text. The reader may look him up there, if he has a mind to, and let us say a few words in addition:- On this VIRGINIA trip, Tony was tacitly recognized as chief navigation officer. Capt. James A. Henderson had persuaded Tony to come aboard the VIRGINIA to help out and assure the boat's safety, although Tony was hired as regular pilot on the opposition packet OHIO, which was laid up for ice and flood.



Capt. "Billy" Anderson on watch in the pilothouse of the VIRGINIA. -Thanks to Capt. Donald T. Wright for the photo.

Tony's first decision was that the VIRGINIA stay in Pittsburgh, although loaded and ready to depart. The river was at flood crest. He held her there until the Market Street gauge showed a fall of ten feet. Playing it safe.

On Friday, March 4, 1910, the Ohio River crested at 40.9 feet at Marietta, O., a large share of the water coming out of the Muskingum River, which enters there, and which had crested at 32.5 feet at Zanesville.

Next day, Saturday, March 5, Marietta citizens were hip-booted in mud, busy with shovels, brooms and hoses--ridding chocolate icing from cellars, streets and sidewalks. River traffic again moved. The H. K. BEDFORD left the wharfboat for Pittsburgh, with the KANAWHA right on her heels. The VIRGINIA, downbound for Cincinnati, whistled to land about 4 p.m. She attracted unusual attention as she rounded to, having on board what was described as the heaviest freight trip in years and upward of fifty passengers. The flood had brought the people--the B&O Railroad was demoralized, and there were many Pittsburgh deckhands aboard bound for Middleport, O. to man towboats laid up there flood-bound. Although the flood ebb at Pittsburgh had been ten feet when the VIRGINIA left that port, it now was but five feet, due to the Muskingum. The VIRGINIA was catching up with the crest of the rise.

Nevertheless the VIRGINIA proceeded down the Ohio. She did considerable business at Parkersburg. And now it was night. But the voyage was resumed. The two pilots, standing their watches, ran "slow bell" and "dead slow" to keep steerage-way, and constantly used the arc searchlight. There is a great deal of anxiety connected with piloting downstream in a flood, with the government lights unlighted----some drowned out--and a strange complexion upon the land. The VIRGINIA had business to transact at Ravenswood,

W. Va., and Tony Meldahl there went to the boat's captain to advise remaining at this landing until daylight.

The VIRGINIA's captain was Capt. Charles W. Knox, entrusted to the position because of his long service with the P&C Line as clerk and purser. He was neither a mate nor a pilot. His record was unblemished, and he had long served on the company's packet KEYSTONE STATE (see September '65 issue, pages 1,4) along with his brother George Knox, engineer, who this very same night was chief engineer on the VIRGINIA. Captain Knox would gladly have held the VIRGINIA at Ravenswood, especially with Tony concurring, save that the towboat deckhands bound for Middleport had started to whoop it up, instead of going to bed, and Captain Knox's prior concern was to get rid of them before real trouble broke out.

There are two versions of why the VIRGINIA left Ravenswood before daylight. One is, that Tony Meldahl didn't get to Captain Knox until after the lines were let go and she'd been rung out. The other is that Captain Knox's anxiety about the drunks seemed more sensible to Tony than delaying the voyage. Whether or no, the packet again was downbound, now on the crest of the flood, with pilot Billy Anderson on watch in the pilothouse.

Purser Clyde Packard, of Reedsville, O. had registered a passenger at Ravenswood who wanted to get off at Willow Grove, W. Va., a momentous transaction involving seven miles of transportation and 50¢. There also was freight aboard for the Willow Grove store. When Billy Anderson was told of this, the old gentleman said he wasn't about to undertake such a landing, for at this high stage of water it was dangerous. The freight could be reshipped on the local packet VALLEY BELLE at Middleport. But the passenger

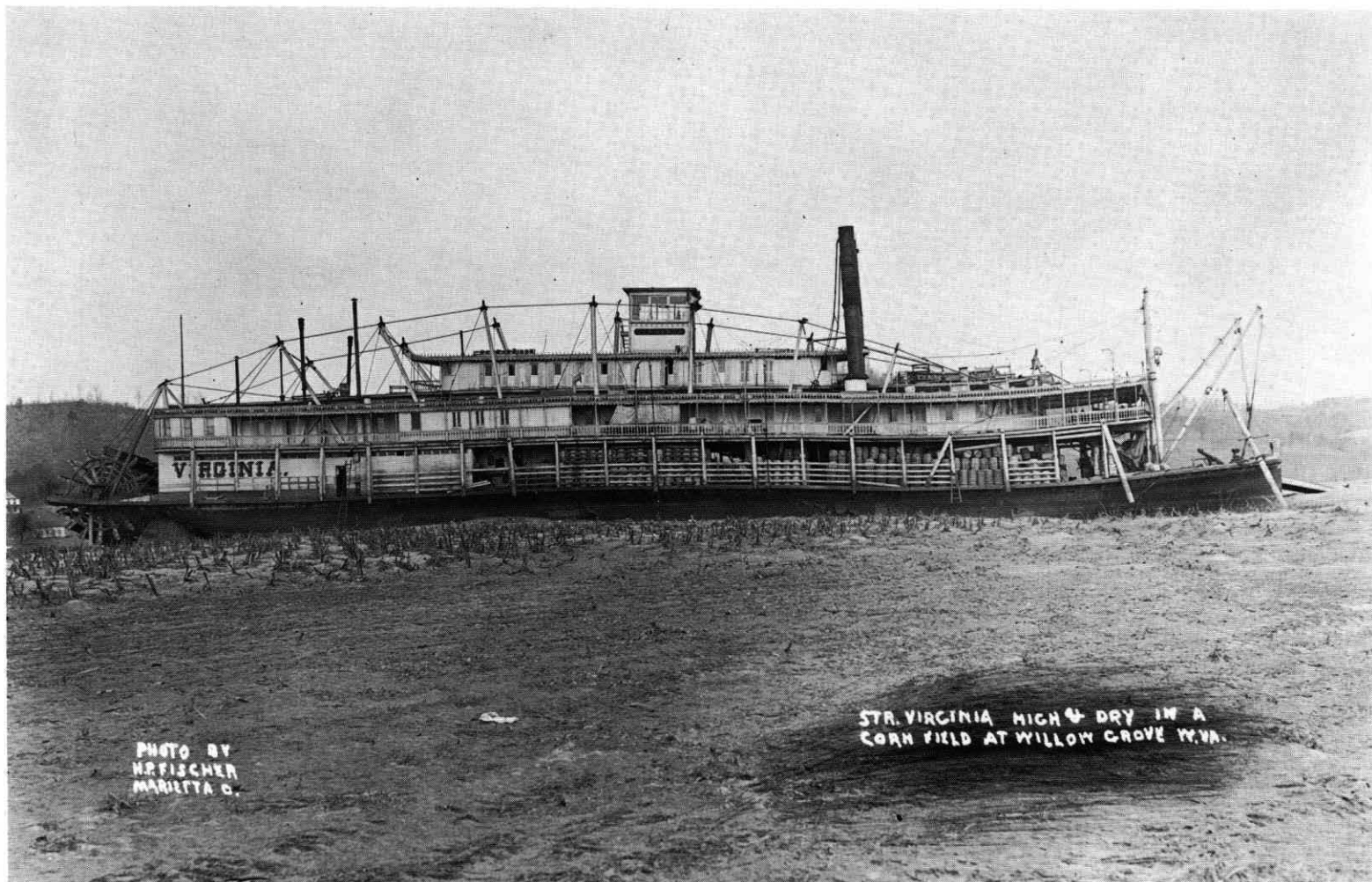
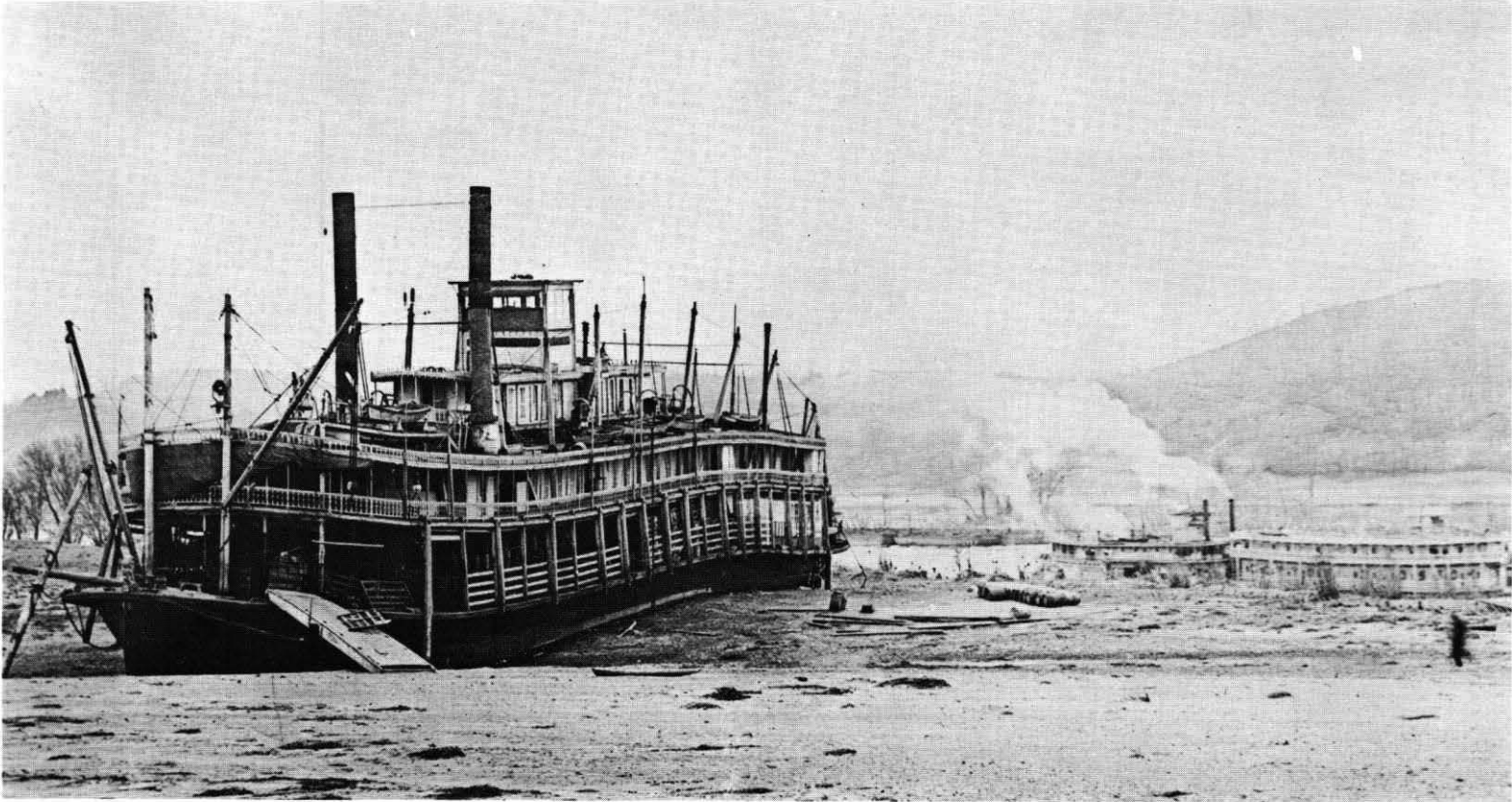


PHOTO BY
H. FISCHER
MARIETTA O.

STR. VIRGINIA HIGH & DRY IN A
CORN FIELD AT WILLOW GROVE W. VA.



was another matter--and after a pilothouse huddle with Captain Knox, the tune was changed, and Billy Anderson said he'd try it.

Billy Anderson should have stuck to his guns and gone on down the river, maybe. The landing place at Willow Grove, W. Va. lies in the head of a fascinating ancient geological river meander. Ages ago the river swung into the left shore in a big curve and out again. Later the river short-cut the loop and left dry in normal stages the wide, flat bottomland, a mile in extent, known in 1910 as Williamson's cornfield. In these early morning hours of March 6, 1910, in flood, the whole extent of the meander was a lake.

And so it was that the 650-ton packet VIRGINIA, laden with 600 tons of cargo, 54 passengers and 30 in the crew, poked in at Willow Grove, W. Va., floating over what normally was dry land to get there. The stage was lowered, the freight discharged, the passenger and valise attended to, and then's when Captain Knox, on the roof, called to pilot Anderson: "I think she'll float herself out of here if you take it easy."

By necessity the VIRGINIA had landed headed upstream, and now Billy Anderson did the normal thing. He set the rudders to port, rang back slow. He expected the boat's stern to lift toward the channel. Because of the current racing into the old meander it didn't. Instead, the boat swung down through the cornfield, and when about broadside, and with considerable velocity, there came a surge and an ominous grating sound. The scenery suddenly became stationary. The Pittsburgh & Cincinnati Packet Line, operating "The Waterway Of the World," eight months inactive because of drought, ice and flood, now had its flagship QUEEN CITY inoperative at Cincinnati and the big VIRGINIA stranded in a cornfield. What now, brown cow?

The crew of the VIRGINIA tried every expedient they knew about and then some. A large portion of the cargo consisted of spools of barbed wire. These were jettisoned. The spars were rigged and used. A towboat came by about day-

Looking slightly downstream, an unusual picture in which the photographer caught the showboat COTTON BLOSSOM passing up in tow of the WALTER NEEDHAM. She was billing the stage play "The Gypsy Queen" and showed at Marietta on April 17, 1910. The W. R. Markle showboat was at Marietta on May 5 featuring "The Toymaker's Dream."

light, the VOLCANO, and she jerked. All to no avail. The passengers were fed breakfast at the usual hour, and then loaded on a couple of small ferry flats and taken ashore to catch the morning downbound B&O train. The river was falling, and as it did, the VIRGINIA commenced to hump up amidships. Her port hogchains parted under the strain. Fires were hauled from under the boilers to prevent accidents in case of broken steam pipes.

The newspapers belatedly got into the act, and the Pittsburgh "Gazette Times" on the morning of March 8 ran the accident as a front-page story reporting the drowning of a Pittsburgh passenger, C. H. Priestly. The odd bit here is that no passenger of such name was registered aboard the VIRGINIA; nobody had been drowned. Yet the mythical Mr. Priestly became the most famed person in the Upper Ohio valley for a while. Years later when strange sounds were heard aboard the VIRGINIA, some one of the crew was bound to remark, "Mr. Priestly is restless tonight."

Williamson's cornfield came out for air and the VIRGINIA was about 600 feet from the river bank, humped like a measuring worm frozen at mid-stride. Springtime was astir, robins chirped and inspected the pilothouse sills with their nest-building plans in mind. Mud-dauber wasps snooped the hogchains. B&O passenger trains slowed to a crawl, passengers ogling; the fact is, railroad patronage perked up enormously, extra coaches were added, and Sunday excursions arranged. On the first Sabbath after the grounding, March 13, an estimated one thousand persons were amongst the corn stubbles. The packet TACOMA brought some--she ran an excursion from Gallopis and Point Pleasant. Capt. Gordon C.

Greene was there, and Capt. Jesse P. Hughes. Editor Ed C. Berridge of the Pt. Pleasant "Register" went home and wrote a story of his adventure.

The enterprising captain of the packet BES-SIE SMITH noised the word around Marietta that his boat would leave promptly at 6 a.m. for the cornfield. Several hundred passengers came aboard before daybreak carrying picnic lunches. The steamer JEWEL loaded up a crowd at St. Marys, W. Va. on Easter Sunday, bringing along the town band, and a holiday was made of the adventure. The VALLEY BELLE, KLONDIKE and W. O. HUGHART came with spectators from Pomeroy, Syracuse and Racine. Later on in the month the TACOMA made a second visit, this time with both Capt. and Mrs. Gordon C. Greene on board, and their sons Chris and Tom.

Frank L. Sibley, river editor of the Gal-lipolis, O. "Tribune," visited the VIRGINIA in the cornfield aboard the TACOMA. While there Capt. James A. Henderson handed him a communication, which Frank used in his column a day or so later. Here's what he wrote:-

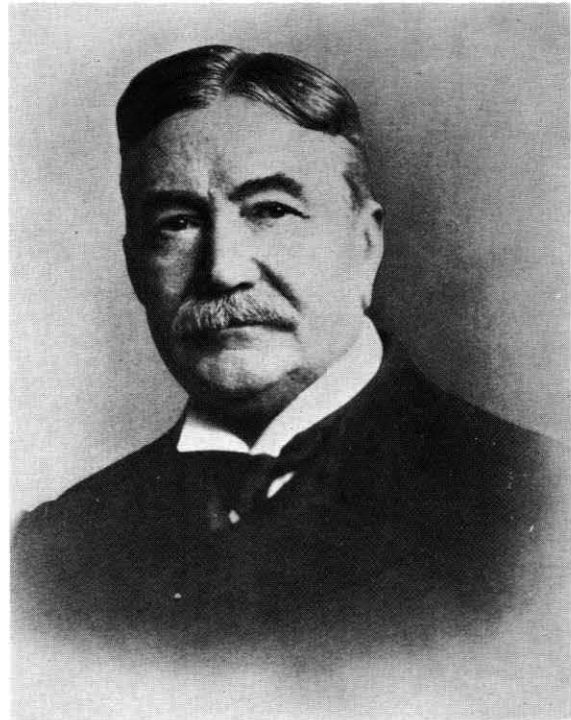
"We have received a letter that was mailed to the officials of the Pittsburgh & Cincinnati Packet Line from a gentleman by the name of Hatch who lives in New York state and who has kindly and condescendingly placed before the Packet Company several plans by which the big packet can be placed back in the river. Mr. Hatch's ingenuity might work well in pulling a log sled or hoisting a well bucket, but it is hardly probable that he could pull this big steamer through a sandy field on rollers with a single cable attached to a team of oxen or mules. Another scheme which hatched in Mr. Hatch's fertile brain was to dig a ditch up to the VIRGINIA's wheel and let her back herself in. Mr. Hatch, whose motives are no doubt sincere, places value upon his suggestions. He tells the Packet Company in two postscripts that there will be no charge for these hints unless very successful. In Postscript No. 2 he states that probably the VIRGINIA can be pulled into the river for the sum all told of one thousand dollars. We can imagine Capt. Knox with a blacksnake whip driving an ox team with the VIRGINIA following attached to a long clothes line, and clerks Clyde Packard and Bob Kimble each astride of a mule pulling on a cable fastened to the VIRGINIA. Capt. Henderson or the Marine Insurance people should not let a man of Hatch's ability escape. His schemes if they could only work would save them thousands of dollars annually. His letter of suggestions should be framed and preserved for future reference."

The Kanawha Dock Co. was called in to block up and shore the sagging VIRGINIA, the work superintended by J. F. Burdett and Jacob Heatherington. The Ohio River showed no enthusiasm about staging another flood; the nights were clear and riverbank frogs croaked. In the predawn Eastern sky hung the great Halley's Comet with glowing tail.

Up rose Capt. Jimmy Henderson then, unbowed by his calamity-Jane steamboats. He ordered the QUEEN CITY to the Cincinnati Marine Ways for hull repairs and contracted with the John Eichleay, Jr. Co. of Pittsburgh to move the VIRGINIA back into her element. He assumed personal charge of the cornfield operation and took up residence on board the boat. Further, Captain Henderson gave his son Alex carte blanche authority to run the P&C Line at Pittsburgh--which may have appeared vacuous, for there were no boats to run.

It was Alex Henderson, nonetheless, who got things going. He broke a long-standing precedent:- For years on end no "outsider" had ever operated from the Pittsburgh P&C wharfboat. Now Alex Henderson invited Capt. Henry Kraft to do business there with the H. K. BEDFORD, two trips a week to Parkersburg, and with Capt. Fred Hornbrook to run the GREENDALE under P&C blessing in the Pittsburgh-Charleston, W. Va. trade. Capt. Fred Hornbrook wrote a letter about this later:

"Yes," he says, "we ran the GREENDALE there that spring and while in port at Pittsburgh Capt. James A. Henderson, occasionally, and Alex Henderson and Theodore C. Poe, frequently, would dine with us. The meal always consisted of bean soup, boiled potatoes, fried eggs, coffee and bread and butter. Our old engineer, William King, carried all the steam he could get, and the doctor pump was likely to stop functioning at any time. We felt safer the further aft we could get, and several times had to pull the fires to prevent a major catastrophe. The crew: Charles Ellsworth, master; Henry Brookhart and Billy Weldon, pilots; Mort Harper and I, clerks. We carried most of the timbers, rollers, jacks and so on for Eichleay to put the VIRGINIA back in the river."



Capt. James A. Henderson, president of the Pittsburgh & Cincinnati Packet Line from 1887 until 1912. During his regime the company built the KEYSTONE STATE, IRON QUEEN, VIRGINIA and QUEEN CITY. Capt. Jim loved his boats, believed Pittsburgh was the hub of the universe, was an avid river historian and improvement advocate, and his friends on first-name basis included practically the roster of the Duquesne Club of which he was a member. He immensely enjoyed the VIRGINIA cornfield adventure, played host to those who came visiting, never said "die," and eventually pawned off his debt-ridden steamboats to a Pittsburgh millionaire youngster at a profit.

Harry P. Fischer, commercial and portrait photographer of Marietta, came to the cornfield and took this view and also the one on page 4. Later on, Capt. William S. Pollock bought the two original glass 5x7 plates from Mr. Fischer, and it is by kindness of Bill Pollock that these two superb pictures are included with this article.



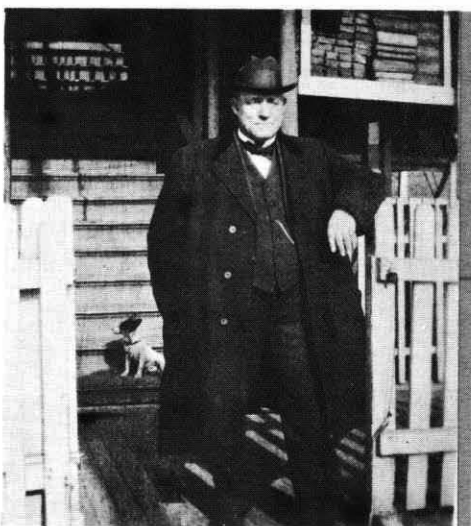
PHOTO BY
H. FISCHER
MARIETTA, O.

SFR. VIRGINIA STRANDED IN CORN FIELD
AT WILLOW GROVE W. VA.

The Marietta "Register-Leader" in the March 8, 1910 issue ran this scarehead:-
PALATIAL BOAT IS TOTAL WRECK
-Rendered In Twain-

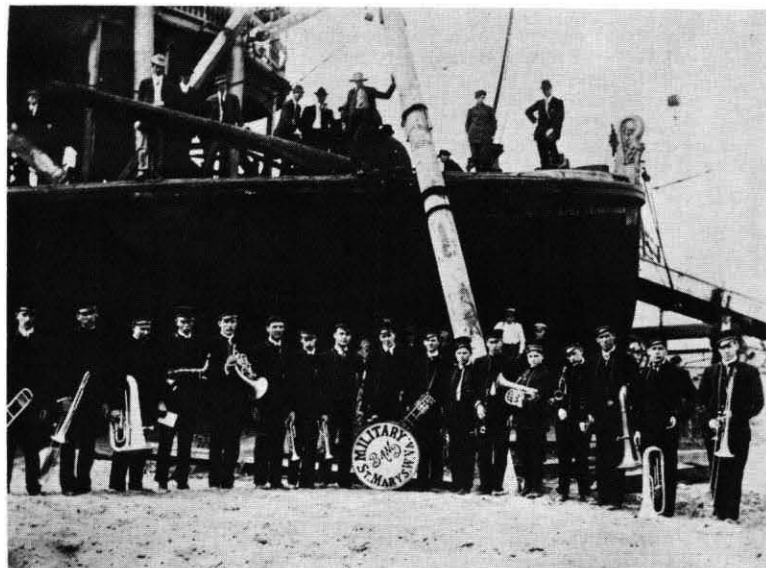
Easter Sunday in 1910 fell on March 27, the day the packet JEWEL came from St. Marys, W. Va. with excursionists to the cornfield. On the following Sabbath, April 3, 1910, the first captain of the VIRGINIA, Capt. Thomas S. Calhoun, died, aged 76, at his residence in Georgetown, Pa. See Sept. 1964 issue, pages 1,5 for portrait and commentary. Also June, 1965 issue, for picture and story of the VIRGINIA's first trips in 1896.

The freight from the VIRGINIA was taken off by the local packet VALLEY BELLE which brought flats along with her. Later on the TACOMA got the balance.



Capt. Dana Scott

The insurance on the VIRGINIA was carried in Cincinnati by marine underwriters Neare, Gibbs and Company. Dana Scott acted as their representative in handling the claim. The policy had recently been reduced from \$30,000 to \$24,000.



The St. Marys, W. Va. Military Band came to the cornfield aboard the JEWEL. -thanks to Walter W. McCoy for the picture.

Alex Henderson liked people and most people liked Alex. He tried valiantly to get the ailing family steamboats back on the track following the disastrous year of 1910. He formed a Pittsburgh insurance firm, Henderson Bros. (still in business) along with his brothers Marshall and George. George dropped out after a short time, and Marshall died of pneumonia serving in World War I.



Alex Henderson

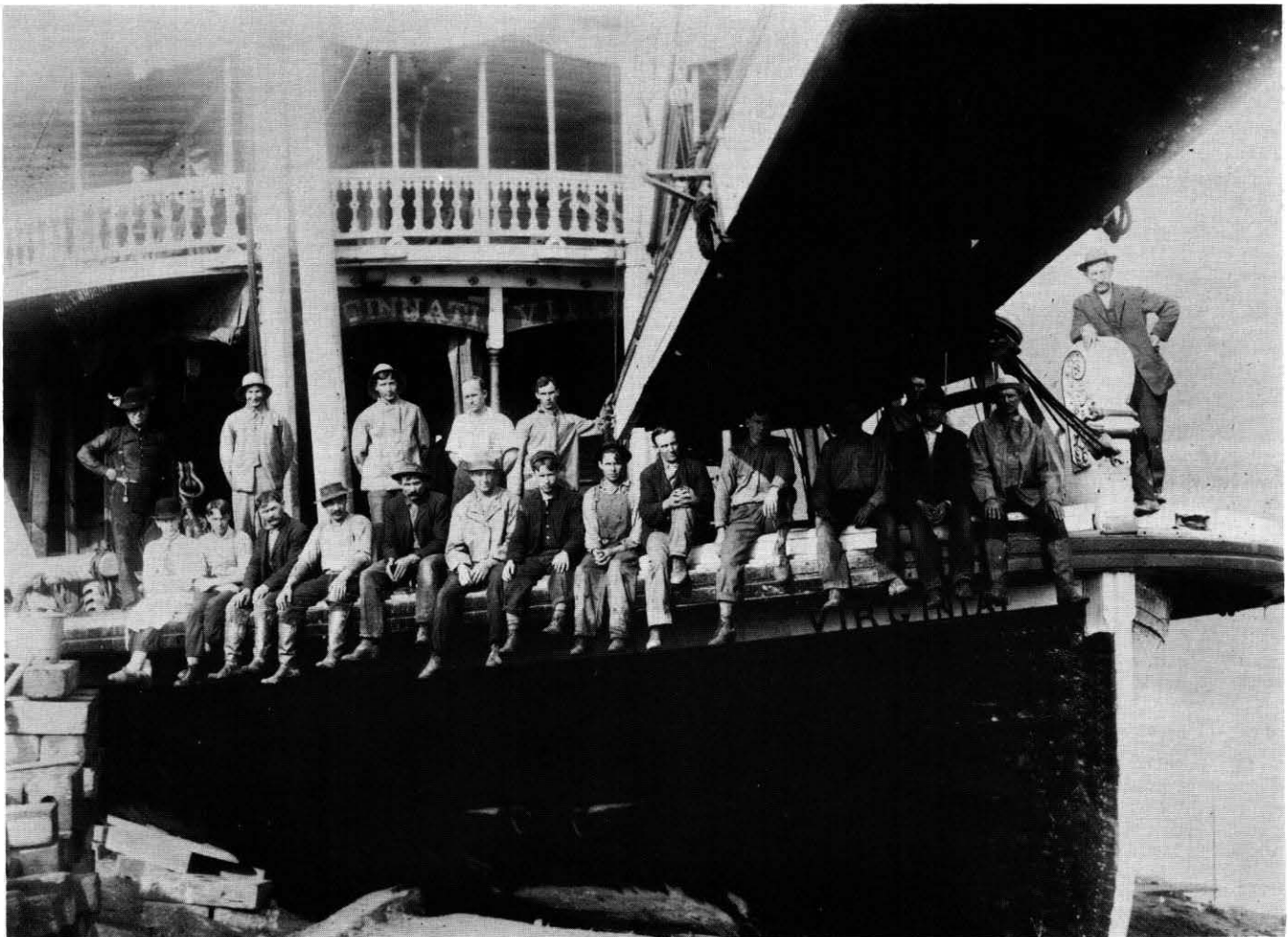
The John Eichleay, Jr. Co. was a professional house-moving concern which made its reputation in 1903 by hoisting a three-story brick mansion of 24 rooms 160 feet straight up the side of a Monongahela River cliff and back 600 feet to a lofty perch on top. This was the celebrated Capt. Sam Brown residence, although when the moving was done Capt. Brown was gone, and the homestead was owned by his nephew James Ward, Jr. The job cost \$40,000, without removing the windows or causing cracks. The home burned in 1913 with loss of \$200,000 worth of heirlooms and art objects. But it put Eichleay on the map.

The VIRGINIA job was contracted at \$2,900, with Eichleay giving bond for \$25,000 as guarantee against injury to the steamboat. Some of you readers who have moved, jacked up, or lowered a three-ton motorboat may appreciate the Eichleay problem. All material had to be brought 227.4 miles from Pittsburgh. A workman picks up a jack, sets it for try; he removes the jack and puts a block under it; the block is too big and he substitutes a smaller block; then he adds a shim. All of this style of haberdashery had to be anticipated.

First the VIRGINIA was straightened, and then pitched forward at a slight angle. Repairs on the hull's bottom were attended to. New iron sheeting was applied around the stem and along the sides, spiked to the wooden hull as ice protection. The hull was painted. Then an excavation was made beneath the boat so workers could place the timber cradles and wooden track. When all was ready the VIRGINIA was urged riverward at 20 feet an hour.

In his latter days John Eichleay, Jr. became a mental case, an affliction brought on by the strain and worry of his breath-taking moving enterprises. Capt. William S. Pollock of the Mississippi Valley Barge Line once worked for the Eichleay firm. One day the elder John Eichleay, Jr. died, and his son Walter B. Eichleay (a veteran of the VIRGINIA moving campaign) ordered Bill Pollock to take photographs of John, Jr. in his coffin. Bill pled that he had no experience in such matters as portrait work, and anyhow had no flashlight equipment for indoor scenes. Walter B. reminded Bill that his subject would permit a lengthy exposure without movement or other disturbance. Bill Pollock took a half-dozen exposures and still has the negatives.

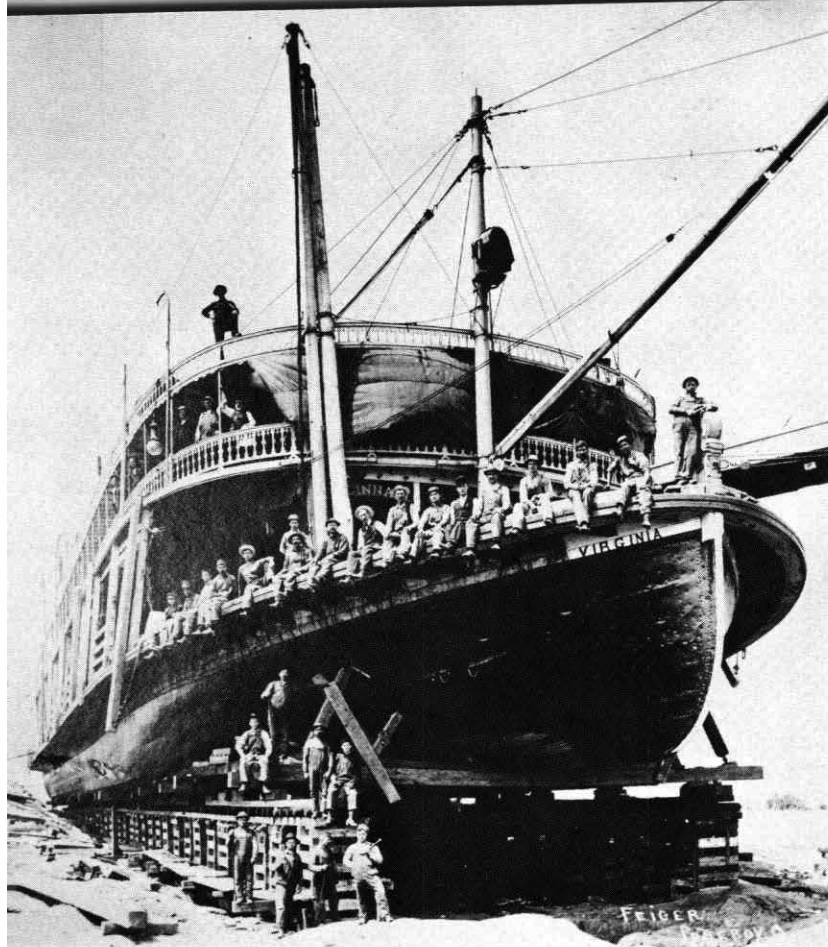
BELOW:- Workers of the John Eichleay, Jr. Co. who moved the VIRGINIA across the cornfield to the river shore. None of these persons is identified. This is taken from an original glass photographic plate owned by Capt. William S. Pollock, Beaver, Pa. Notice the fancifully carved stem-piece at extreme right, with a man leaning his elbow against it. These unusual adornments were placed on the QUEEN CITY and on the VIRGINIA by their builder, Cincinnati Marine Railway Co.



of the cornfield adventure. The teller during the transaction never opened his mouth, nor did he afterward. Mr. Williamson was paid in cash.

Robert Kimble, second clerk on the VIRGINIA, was brother to Capt. William D. Kimble who formerly had been in that boat's office. Bob Kimble variously worked at a tobacco plant in Vanceburg, Ky. and for a time was clerk on the TACOMA. He later married Alice Williamson of Newport, Ky., daughter of an affluent family there with large holdings in the Central bridge to Cincinnati. Mr. and Mrs. Bob Kimble had one son, Kirby, who today is an official with the Ford Motor Company in Detroit. Bob Kimble died in the late '30's and his widow today lives with the Kirby Kimble family in Detroit. Capt. William D. Kimble in January, 1910 was master of the Gallipolis-Huntington packet ORIOLE, which was running hot competition on the same schedule as the C. C. BOWYER, Capt. Sil Gardner, with Will Guthrie in the office. When James Miller bought the ORIOLE, Capt. W. D. Kimble took charge of the Huntington, W. Va. incline and wharfboat, and was in this position when the VIRGINIA stranded.

Accidents to the VIRGINIA from her first trips until the cornfield episode were these:
 Collided with the BONANZA near Portsmouth, Ohio
 Nearly cut the GREENWOOD in two at the Beaver, Pa. bridge
 Hit the bank at Maysville, Ky.
 Hit the bank at Portland, O. and knocked off half her wheel
 Sank at Steubenville
 Sank in ice at Cincinnati
 Sank at Wellsville, O.



This dramatic view was taken by the Feiger Studio, Pomeroy, O., during the removal of the VIRGINIA from her original position to the river's edge. A railroad built on cribbing carried multi-wheeled trucks upon which the immense thwartship timbers, upon which the VIRGINIA rested, were placed. The work crew are employees of the John Eichleay, Jr. Co.

During the work, strange artifacts showed up in the hump of earth under the boat. Captain Henderson alerted his friend W. H. Stevenson of The Historical Society of Western Pennsylvania. Also called in was Professor Archer Butler Hulbert of Marietta College. The Ohio State Archaeological and Historical Society sent Dr. H. C. Shetrone, who assessed the findings and decided the "hump" was an ancient Mound Builder earthwork buffed by the elements. The VIRGINIA had run afoul of an Indian mound.

Captain Henderson told news reporters that although everybody was talking about "the VIRGINIA in the cornfield," actually she was resting in a watermelon patch.

Whatever it was, Mr. Williamson, who owned the property, demanded \$500 cash for parking a steamboat on his premises. Your scribe called on Clyde Packard, purser of the VIRGINIA, in 1963 at his home in Parkersburg, W. Va. Clyde said he was present when Mr. Williamson made the demand of Captain Henderson, and was some surprised when Williamson refused a check, and insisted on cash. Whereupon Captain Henderson wrote out a demand draft on George W. C. Johnston, his brother-in-law in Pittsburgh, and told Clyde Packard to take it to a Ravenswood bank and get cash for it. Clyde went up to Ravenswood on the B&O certain of failure, for he knew nobody, and held a draft in his hand on a Pittsburgher nobody in Ravenswood knew much about. Clyde got off the train, saw a bank, walked in, pushed the draft to the teller. The teller was a stern-looking individual who wasted no words in conversation. He studied the draft, frowned, reached in the till and counted out \$500 in cash. In Clyde's estimation that incident was the most singular event



The mid-June rise is on it's way as Capt. Jesse P. Hughes took this picture. Pittsburgh coal is going South. The towboat HENRY LOUREY and tow shows faintly at extreme left. She had a bad accident several days before, on June 9, 1910, when she ran over the poolboat ROVER, which was acting as bow boat at Merriman's Bar; four coalboats, 2 barges and 2 flats of coal also were sunk there. The small steamer W. O. HUGHART, the one-stacker near the VIRGINIA's paddlewheel, was built, believe it or not, at Conway, Mich., for Crooked Lake, in 1894. Brought via Chicago and the Illinois River, she was briefly an excursion boat at Cincinnati, then a ferry at Augusta, Ky., where she was owned by W. L. Thomas. Finally she was used as a wharfboat at Racine, Ohio.



Capt. Jesse P. Hughes took this picture, showing how the VIRGINIA was lowered down an earthen ramp. Traces of this cut were visible a few years ago, and still may be. Sharp-eyed readers may see the packet TACOMA in the distance, tied along shore. When the June rise floated the boat, she proceeded to Pittsburgh. The QUEEN CITY laid up at Marietta on July 4th for low water; the VIRGINIA at Pittsburgh.

The VIRGINIA was moved without difficulty about 600 feet to the shore, where a ramp was trenched at an angle to slide the boat 30 feet down the bank to float her. She was actually started down this improvised launchway when the supporting blocks commenced to sink. The sandy soil was too friable to support the weight. The remedy meant an expensive lot of piling to which the contract did not admit. There the work was stalled.

But in mid-June thunder rumbled in the hills of West Virginia and a downpour fell at Morgantown, Fairmont and Clarksburg. Capt. Henderson was in Pittsburgh, and he wired Capt. Charles W.

Many interesting details of the VIRGINIA in the cornfield were captured in photographs, and Capt. Jesse P. Hughes took this one. Soon as the big boat got afloat, Capt. James A. Henderson called back for duty most of the crew who were on her when the accident happened. The VIRGINIA had many further adventures, renamed STEEL CITY, EAST ST. LOUIS, ISLAND BELLE, and GREATER NEW ORLEANS.



Knox to get back to the VIRGINIA without delay. On the morning of June 20, 1910, the Ohio River reached the stranded steamboat and took her back. Steam was raised, and she proceeded to Pittsburgh to resume her regular trade, with a long banner on her railings, JOHN EICHLEAY, JR. CO. The QUEEN CITY was back in business by this time, too, but the story doesn't end very happily. The June storm didn't last. Both boats were forced to the bank two weeks later by low water. The Pittsburgh & Cincinnati Packet Line was out of business again, as usual.

There is also a Cornfield Epilogue. Capt. James A. Henderson protested that the Eichleay Company had not lived up to its contract terms, to float the boat. The case was taken to court at Pittsburgh. The P&C lawyer maintained that the VIRGINIA had been placed afloat "by an Act of God and not by Eichleay." Whereupon the judge ruled, with a whimsical countenance, that in the court's opinion Eichleay had placed the boat within God's reach, and Eichleay must be paid. When this decision was rendered P&C had gone under the U. S. Marshal's hammer. The proceeds of the sale (\$22,200) were distributed pro rata to the creditors. Inasmuch as the indebtedness was in excess of \$65,000, the pie was distributed in pretty thin slices.

The only officer on the VIRGINIA at the time of her stranding, still living in 1966, is her purser, Clyde Packard. Clyde was born on January 20, 1876, and recently celebrated his ninetieth birthday, at home, 318 Tenth Street, Parkersburg, W. Va. He spent twelve years aboard the VIRGINIA, commencing as mud clerk and ending as purser. When he first went aboard, Robert Kerr was purser, and Will Barringer was second clerk. Clyde recollected recently, with a smile, that Will Barringer was a heavy sleeper, and hard to get out of bed to come on watch, and Clyde put in many extra hours therefor.

Sirs: Know what? If Bryan had promised a free copy of S&D REFLECTOR in his free-silver campaign of 1896 he would have won the election by the largest landslide in history! Received my copy Tuesday and have already delayed too long in expressing my pleasure with it.

I agree with my friend Micky Frye when he said, "I only wish I had been born sooner." S&D is, probably, the only way those of us in the younger generation will ever come to know the good--and, yes--the bad times our elders lived.

Now down to business. Some months ago Delly Robertson sent me a printed card 4½ x 2½. It pictures the Walnut Street House, a six-floor hotel between Sixth and Seventh, Cincinnati. The proprietors are Capt. F.Y. Batchelor & Co. Now, I ask you, is there any connection between the steamer C. W. BATCHELOR, mentioned on page 23, Dec. issue, and Capt. F. Y. Batchelor? Two other names appear on the card which don't ring a bell at all with me: Chas. Regnier and Geo. W. Keye.

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

=Capt. C. W. Batchelor (1823-1896) was one of Pittsburgh's most famed early rivermen who, among other adventures, piloted for three seasons the side-wheel CLIPPER NO. 2 (see Dec. issue, page 20). Capt. Frank Y. Batchelor was a brother who commanded early packets (EDINBURG, DARLING, MOLLIE EBERT) and who left the river life in July, 1875 to buy the Walnut Street House, Cincinnati, along with Charles Regnier (see next letter) and George W. Keye, ex-clerks. -Ed.

Sirs: Dropped in to see Delly Robertson a few days ago and she loaned me the diary of Charles Regnier who was head clerk on the LAURA L. DAVIS (1877) and on the ARIADNE (1880) and temporarily on the KEYSTONE STATE later--extremely interesting reading.

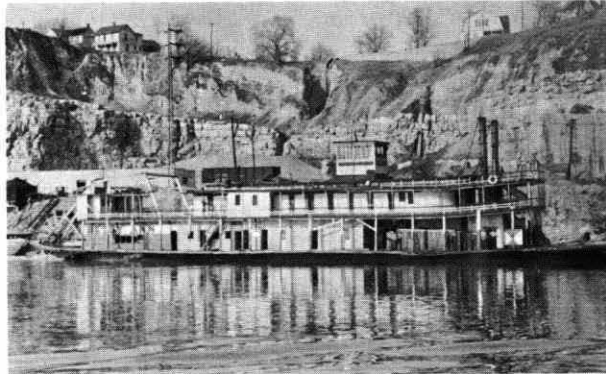
William G. Patterson,
210 South 17th St.,
Richmond, Ind. 47374

=ARIADNE is a boat name of fascination: she was built 1879 to haul peanuts from Tennessee River to Cincinnati, a far cry from Greek legend. Later she was renamed IDLEWILD for the St. Louis and Cape Girardeau trade. -Ed.

Sirs: I gave my extra copy of the June '65 issue of the S&D REFLECTOR to A. Sidney Morgan and he says: "In 1904 I rode the GERTRUDE from Apalachicola to Columbus, Ga. on the Chattahoochee River. I had ridden a lumber raft down to tidewater and just as I got on the GERTRUDE a

fire broke out in the forward hold. There was a lot of action on the part of the mate and others for a while but they got it out. They were burning wood and the grates were built for burning coal. They had to stop about every four miles and load wood because it burned up so fast. The pine smoke really poured."

Herschel W. Burford,
138 Strawberry Road,
St. Albans, W. Va. 25177



Sirs: Can you identify this picture for me? I think I took it at Alton, Ill. in 1937. What boat is that?

I. Sellers,
16 East Trail,
Darien, Conn.

=When John I. Hay bought the BETSY ANN, which this is, he converted her into a towboat by using a pinch bar and an ax. -Ed.

Sirs: "Placing the office in the front of the cabin..so the clerk faces aft.." was followed by the builders of KEYSTONE STATE, KANAWHA, LIZZIE BAY, "original" RUTH and other upper Ohio River packets. This space-saving allowed two (sometimes three) additional staterooms and the consequent additional revenue.

With emphasis on increased excursionist income, steamers such as the QUEEN CITY and VIRGINIA were built so passengers had an unobstructed view of the incomparable scenery.

It is also interesting to note packets constructed later on for trades out of Pittsburgh had offices on their starboard side to afford better natural lighting while in port. Experience was a great teacher in these construction details.

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

Sirs: Regarding the photo of the PRINCESS model in the June, '65 issue, Mr. Fryant is to be commended for his some years of labor on the intricate detail and

craftsmanship everywhere apparent.

I'm joining S&D and will you please convey my thanks to Union Carbide for acquainting me with the S&D REFLECTOR. Is there going to be another "Whistle Blow" this year? Toot-toot-toot.

Dave Feltham,
Box 11,
Jamestown, R.I. 02835

-See page 21 and cheer. -Ed.

Sirs: The account of the Wheeling Bridge stirred some memories for my parents. The stories they heard of 'the big splash' of the first bridge apparently gave my mother no comfort as she wheeled my baby carriage across the present span, which didn't stay in one spot in a stiff breeze either.

Clyde N. Bowden,
Inland Rivers Library,
Cincinnati, Ohio

Sirs: You may know "The Day the Bridge Fell" (Dec. issue) was welcomed at this desk.

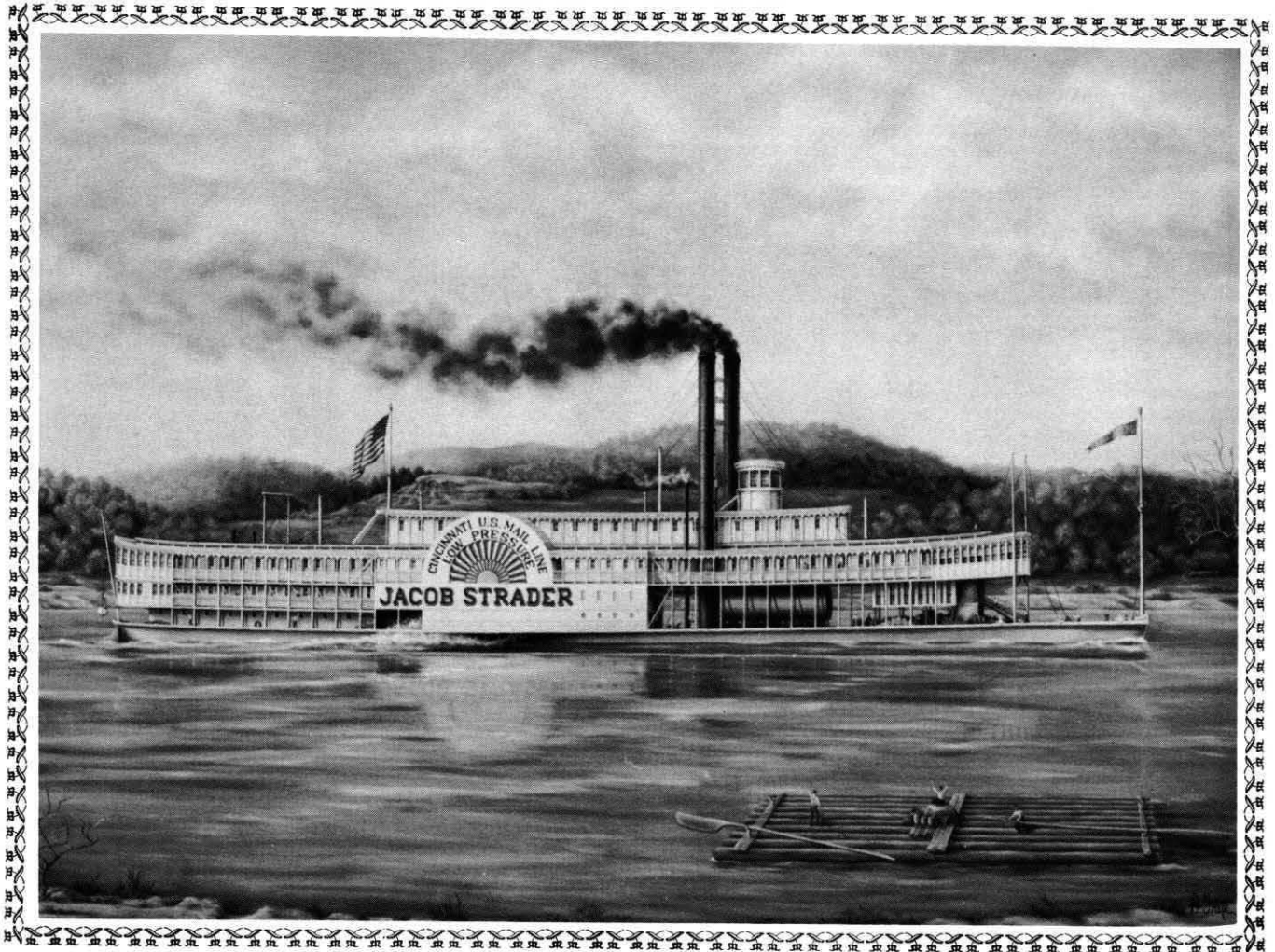
James R. Paisley,
1020 Hawley Building,
Wheeling, W. Va. 26003

Sirs: The Big Snake is still alive and I'll be eighty on this 30th of March. I weigh 198 lbs. and health is good only I'm losing my eyesight; right eye almost gone.

Capt. John B. McVey,
4020 North 41st Ave.,
St. Petersburg 4, Fla.



=Rev. Snake McVey spent 55 years on the river, much of that time piloting Jones & Laughlin towboats. He is known as the Ohio River Evangelist and the Old Steamboat Preacher. -Ed.



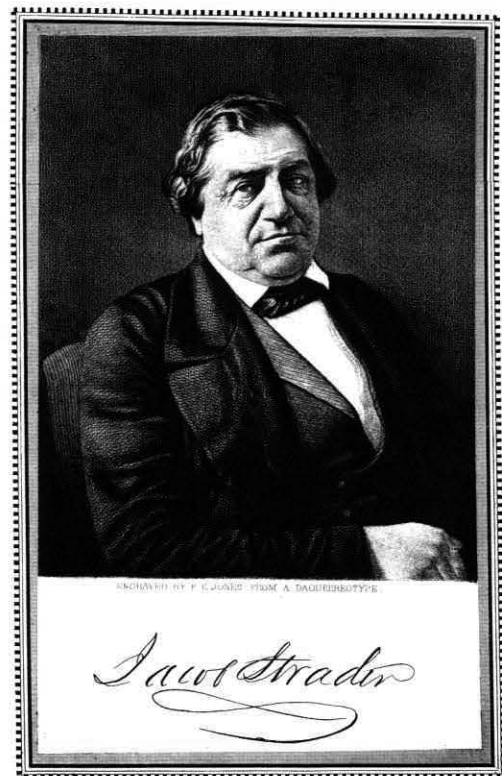
-Jack Foster, photographer

The names of Cincinnati's early builders have a ring of authority--Jacob Strader, Nicholas Longworth, Reuben R. Springer, John Kilgour, Henry Probasco, Paul Anderson. Of these worthies Springer, Strader and Kilgour started out in young manhood as steamboat mud clerks. All of the group later had steamboats named for them.

Biggest of these namesake steamboats was the U. S. Mail Line's side-wheel JACOB STRADER, built in 1853. Jacob Strader, Esq. (1795-1860) had switched to railroading ere that time and was the president and treasurer of the Little Miami Railroad, the first one to throw cinders in Cincinnati.

Strangely, the Little Miami Railroad still exists in 1966, with offices in the Dixie Terminal Building, Cincinnati. In the Board Room today is a handsome framed portrait of ex-president Strader with an enigmatic smile lighting his countenance. The Pennsylvania Railroad until the Union Terminal was built operated between Cincinnati and Xenia, O. over the old Little Miami right-of-way, and passenger trains entered and left Cincinnati at the old Little Miami Depot at Pearl and Butler. Under long-lease the Pennsy still does business on Little Miami R.R. right-of-way.

One of Little Miami's stockholders in 1966 is John Jacob Strader, great-grandson. He and his wife Joan live close-by the University of Cincinnati at 3630 Clifton Avenue, and their adjoining neighbor is UC's prexy Dr. Walter C. Langsam. Jack, Joan and their daughter Jackie are well known aboard the DELTA QUEEN, having sooner or later made every cruise Greene Line has



offered. For a time Jack owned his own pleasure cruiser named, of course, JACOB STRADER. When S&D held its 1959 meeting Jack showed color slides taken on these river trips, and lately the Straders have presented this slide collection to The Inland Rivers Library, Cincinnati.

Now Jack and Joan have accorded great-grandfather Jacob Strader, Esq. double honors. They commissioned artist Dorothy Frye, who paints river boats with gnat's-eye attention to detail, to breathe back life into the steamer JACOB STRADER of 1853. Dorothy did the boat up brown (see accompanying picture) using as her guide an original daguerreotype. She studied the river scenery at Sugar Creek Bend from the Kentucky shore and used this for background.

Meanwhile University of Cincinnati was making expansion of its Student Union building on the campus, and decided to incorporate into it an elaborate diningroom. Dr. Langsam was anxious to use a steamboat motif and threw the challenge to the designer, Chandler Cudlipp Associates, Inc. of New York. Jack and Joan Strader were invited to participate. Last November first the room was dedicated "Jacob Strader Room." After the ceremony Jack reported: "I could feel sort of a warm glow that must have been radiated from a pleased great grandfather. Joan and I felt honored to meet such honored guests as Capt. John L. Beatty, Ernest I. Miller from the Library, as well as Yeatman Anderson III. Dr. Charles D. Fuess, Jr., a very busy medical man and close friend, took time off to be present. Also Edward F. Osborn of the D. H. Baldwin Company, just to mention a few."



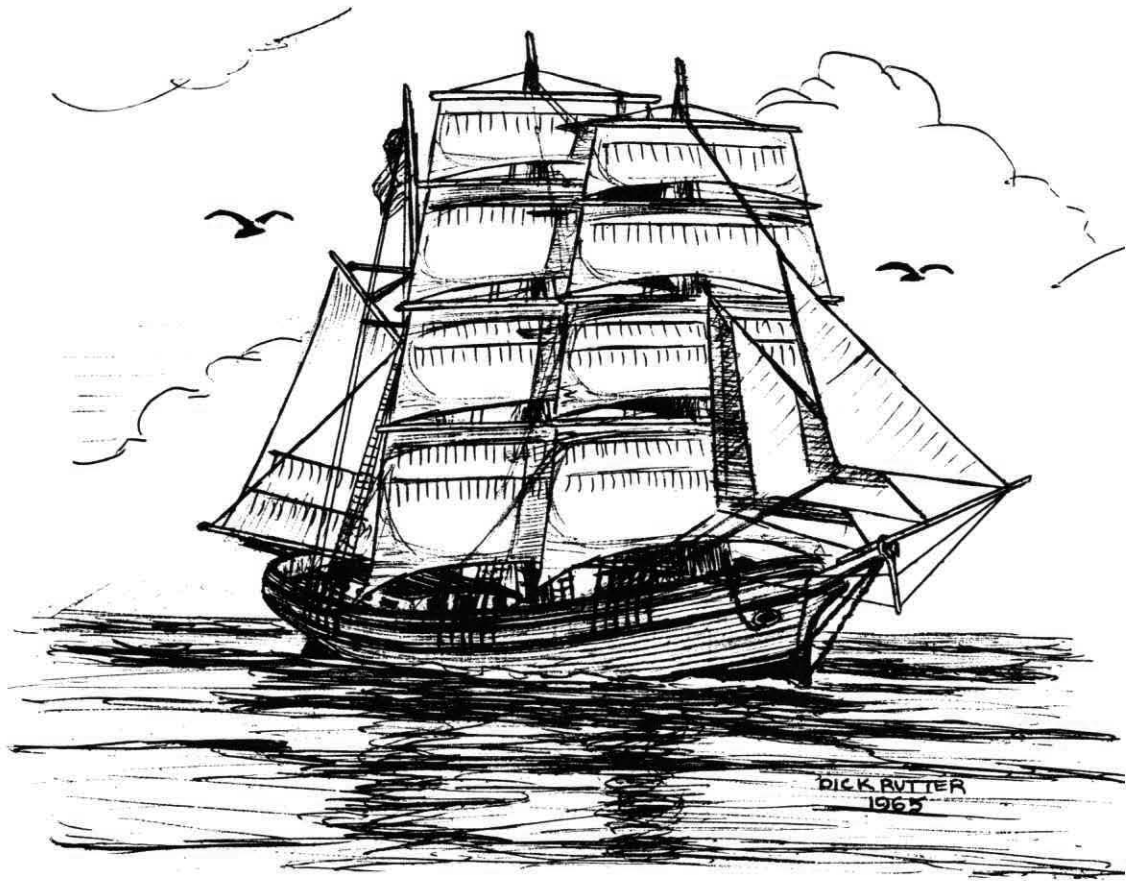
ABOVE: Jack and Joan Strader (left) in the new Jacob Strader diningroom on Dedication Day accompanied by Dr. Walter C. Langsam, president of the University of Cincinnati.

BELOW: The new diningroom in UC's Student Union building. A specialty is "Strader Sauce."

Jacob Strader, Esq., who started steamboat clerk on the GENERAL PIKE of 1818, and became captain of the next GENERAL PIKE of 1824, and then on the BEN FRANKLIN of 1833, and who brought the Little Miami RR. out of the red in 1847 as its president, continues to smile from his portrait, 1966, in the Dixie Terminal Building.



MARY BELLE ROBERTS



Capt. Martin R. Roberts of San Francisco for some reason unexplained came to the banks of the upper Ohio River in 1860 to build for himself a 600-ton ocean-going barque. He picked a spot described in one account as "near Blennerhassett Island about four miles below Parkersburg, W.Va." Another account says she was built "near the mouth of the Little Hockhocking."

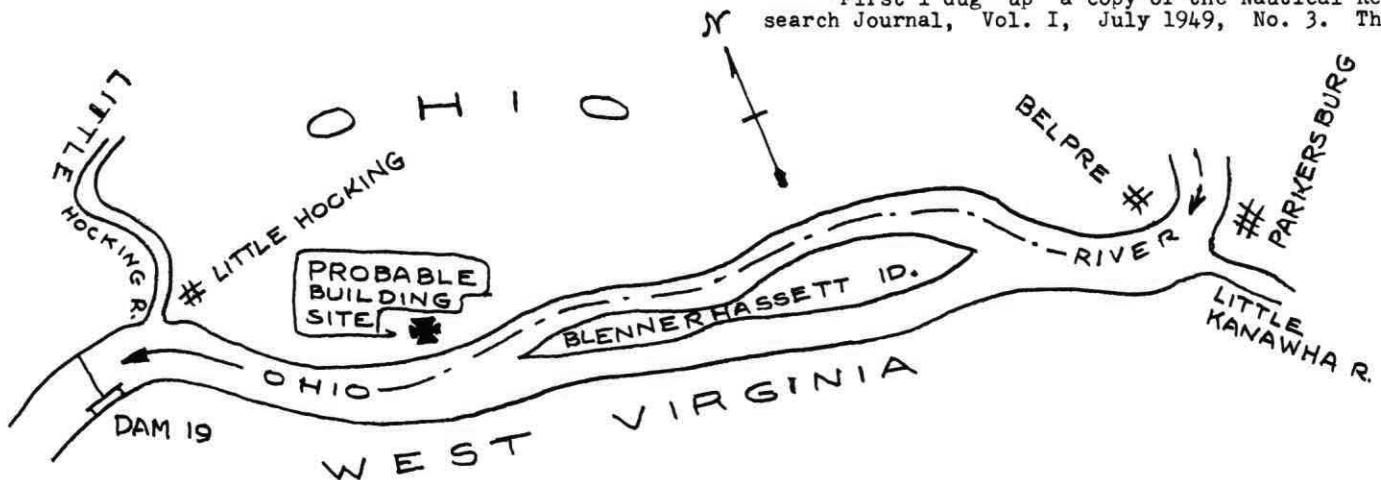
Sailing vessels were built on the Monongahela, the Allegheny, and along the Ohio--particularly at Marietta which was a ship-building center. But all that was a-a-way back in history, and makes the construction of the MARY BELLE ROBERTS all the more fascinating. When Charles H. Ambler wrote his book "Transportation In the Ohio Valley" in 1932, there were people living who remembered this MARY BELLE ROBERTS, for goodness sake.

Such an unusual event would be well remembered. Especially as MARY BELLE ROBERTS was and we quote: "put in frame in 1860, and as the Rebels shortly after closed navigation of the Mississip-

pi River, she was permitted to remain in that state until the capture of Vicksburg by General Grant when Capt. Roberts consummated his enterprise and launched his vessel." In other words she sat there on shore, for all to see, from 1860 until she departed in the spring of 1865. During that time a flood of new steamboats poured down from Pittsburgh still remembered: GOLDEN ERA, FOREST ROSE, CALYPSO, LENI LEOTI, BENGAL TIGER, M. S. MEPHAM, BAYARD, W. F. CURTIS, COAL CITY.... why, even the ancient mariner Editor of S&D REFLECTOR remembers the COAL CITY! Imagine, now, the crew of the COAL CITY saw a three-masted barque take shape near Blennerhassett Island!

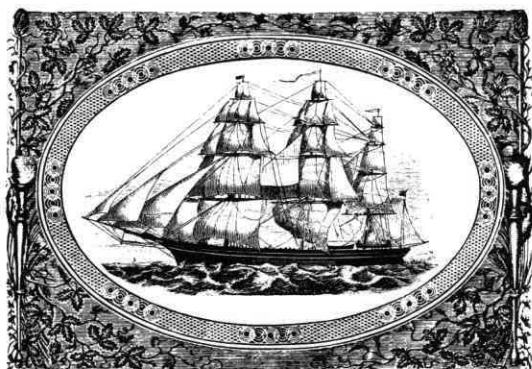
Admittedly we had forgotten that such an event took place at all. Until lately when Russell M. Lintner methodically dug into the river news of 1865. He started turning out nuggets of information about this sailing ship. Dick Rutter got interested and volunteered to draw a picture of what MARY BELLE ROBERTS might have looked like. His excellent result is shown on this page. When he delivered the sketch he wrote a letter and here is a part of it:-

"First I dug up a copy of the Nautical Research Journal, Vol. I, July 1949, No. 3. The



entire issue is devoted to "The Saga of the Ohio Cornfield Ships." I couldn't discover much factual information there. Next, I got out books about sailing ships in the 1860's. From this it seems the MARY BELLE ROBERTS, of 600 tons, had to be about 125 x 35.5 x 16, a length-width ratio of about 3.5 to 1, about average for the day. In making the picture I put a little clipper influence in her lines, such as the bow, since Capt. Roberts was from San Francisco. I figured that the main mast, the tallest, would be about 75 feet high from the deck. One account says 'Good judges of naval architecture have pronounced these vessels (those built along the rivers) equal in point of workmanship and materials, to the best that have been made in America.' That is quite a compliment, considering the handicaps that inland shipbuilders had to face. These so-called 'cornfield ships' had black walnut frames or ribs, tulip tree masts and yard arms. White oak was extensively used, and the cabins were probably finished in black walnut paneling."

Bulletins from newspapers of the time:-
Cincinnati, March 16, 1865:- A new A-1 copper-fastened barque, MARY BELLE ROBERTS, Charles E. Ware, master, built near Parkersburg, W. Va., arrived here yesterday with a cargo of coal and moored under the guns of the Newport battery. She presents a picturesque appearance where she lies, with the barracks in the background. She will discharge her cargo of coal at New Orleans and load at that point for Liverpool direct.



Another Cincinnati comment:- Several vessels in the past years have been built here at Cincinnati and loaded direct for Liverpool, yet it is a novel spectacle to see an ocean vessel at our levee giving through receipts to New York.

Cincinnati, July 22, 1865:- The barque MARY BELLE ROBERTS which arrived in New York on Monday, made the run from Havana to that point in less than ten days. The vessel was built on the banks of the Ohio River about four miles below Parkersburg, W. Va. and is the largest craft ever constructed away from tide water. She was floated down the river on a freshet to Cairo, from which point she was taken in charge by one of Commodore Porter's gunboats and towed to New Orleans. From that port she left for Havana where she loaded with sugar for New York and arrived there as stated on Monday morning. She is about 600 tons carpenter's measurement, and is particularly noteworthy as being an uncommon carrier. She was built entirely of Ohio timber, and has the advantage of having laid in frame, well covered, for over two years.

What happened to the MARY BELLE ROBERTS we don't know. But we'd like mighty well to know. Interesting also would be a knowledge of the exact location where she was framed. Just might be that some of the old families around Little Hocking would know this. Meanwhile we are marking on the accompanying map a considered guess. The MARY BELLE ROBERTS was the last such sight seen in that neighborhood-- well, until the old British prison ship SUCCESS was up to Pittsburgh and back 1917-1919.

Library Curator Named



Clyde Bowden

The Board of Trustees, Cincinnati Public Library, approved the appointment of Clyde Bowden as the librarian of the Inland Rivers Section, effective on Monday, October 11, 1965. Clyde has been employed by the Library since his graduation from the School of Library Science at Western Reserve University, Cleveland, in 1955. He has lived at various times along the Ohio River at Wheeling, Huntington and Cincinnati.

In 1963 Clyde was aboard the BELLE OF LOUISVILLE when she won the race at Louisville against the DELTA QUEEN. His first visit to the river since accepting the Inland Rivers' post was on October 21 last when he was guest at an informal reception aboard the DELTA QUEEN at Cincinnati. Hosting the occasion were Betty Blake Simcox and Capt. "Doc" Hawley. The other guests were Yeatman Anderson III of the Library, Marion B. Frommel and your Editor.

Mr. Bowden succeeds Mrs. Dorothy Powers, who retired last spring, and who had been Curator of the Inland Rivers Section since its inception in 1956.

Walt McCoy was reminded, as the above story of MARY BELLE ROBERTS was being discussed, that the upper Ohio River contributed in recent years to a sailing ship. According to Walt's recollection, Baker Brothers of New Matamoras, O. went into the West Virginia hills back of Proctor, (Mile 122.2) about 1930 to cut white oak for the masts of the frigate CONSTITUTION ("Old Ironsides") then being reconditioned. These timbers were 18x18--90'.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 3, No. 1

Marietta, Ohio

March, 1966

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa., printed at Marietta, O., and mailed at Canal Winchester, Ohio. Membership in S&D entitles each family or individual to one copy per issue. Applications to join should be accompanied with a check for \$3 (individual) or \$5 (family group) sent to Mrs. J. W. Rutter, secretary, 89 Park St., Canal Winchester, Ohio 43110.

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 . . .

The Burlington (Iowa) "Hawk-Eye" in its Sunday issues of October 17 and 31, 1965, featured "Music On The River," by C. W. Elder, which originally appeared in S&D REFLECTOR, September, 1965 issue. Writer Phil McPartland made two installments, headlined HOT COMBOS OF STEAMERS ADDED TO ROAR OF THE TWENTIES HERE and MEMORIES OF OLD RIVER BOATS RECALL GREAT MUSICIANS. Pictures of Cap'n Elder and of the Streckfus excursion steamer WASHINGTON accompanied the text.

Commenting on the above, Phil McPartland says: "In research previous to the appearance of the articles, I could find few who knew Clarence Elder as a youngster here. After the appearance of the first installment, however, friends and acquaintances turned up right under my nose, and among some of my own close friends. The two installments drew a lot of comment."

The "National Geographic" Magazine's November, 1965 issue features a picture-and-text story about St. Louis, Mo., with an interview included in which Capt. Roy M. Streckfus recalls pianist Fate Marable struggling to master the calliope on the old J.S., which he did. And Louis Armstrong blowing his trumpet "so sweet and strong that you could hear him in Missouri and Illinois both, on a summer night."

Colored musician Fate Marable, it would appear, has taken on stature in the river boat music world. Clarence W. Elder's story in our magazine did much to properly evaluate the man. With an uneasy shudder we recall that Fate Marable after his excursion days passed into an obscurity in Pittsburgh's "hill district" and died without an obituary and with no recognition at all. Fate Marable, for all the music he made, was a lonesome individual. He kept to himself. On the excursion steamer SAINT PAUL during spare hours Fate was more often than not tending to his own affairs, reading a paperback, solo. On matinee Pittsburgh harbor excursions he played the calliope as the big side-wheeler returned to the city. Battered cap rakishly on his head, a half smoked cigar in his mouth, he batted out "Beer Barrel Polka," bouncing echoes as the boat glided under the West End bridge. Toward the end of the chorus Fate would quit playing----stop dead for a couple of measures--and then finish it off. The kids around the instrument yelled in high glee. But Fate was finished. He slapped shut the lid over the metal keys, turned off the steam, and walked away without any conversation. The only expression we ever heard out of him was his music

and now we're wondering--did he do any recordings while on the river? Probably not.

Since our friend Donald T. Wright passed away on Thanksgiving Day, 1965, The Waterways Journal has overflowed with tributes written by river people, and other people. A great deal of this outpouring has resulted from sincere shock, for nobody figured Donald would ever die until everybody else was dead. He was too full of the joy of living to die.

It's all very sad, and in this issue we prepared a picture of the Cincinnati wharf taken in 1866 in high expectation that Donald would get to see it. Maybe you didn't notice, but in that view is a little blob of a boat, hind-end first, which is the old IDA REES. Donald would have had a field day looking at it, and he would have sent us an air mail letter saying, "Isn't it just marvelous; I'll swear! The IDA REES and no doubt about it, either; a real Allegheny River packet!"

Donald could go into conniptions over anything that had to do with his Allegheny River and especially his birthplace and boyhood town, Oil City, Pa. Oil City had trolley lines (note the plural) and railroad lines, and Donald's papa had a Studebaker with a tonneau (there's a word gone from the lexicon) and we've watched Donald even within the last twenty years shut off the ignition going down a hill because that's the way Papa did it in 1908. In many ways Donald never grew up and he never got away from Oil City.

The Wright burial plot is high on an Oil City hill with a sweeping view of the winding river below. Papa is there, and Mama who was so tragically killed in an automobile accident, and Uncle Joe and all the rest of a clan of individualists. The Wright tribe is the stuff American novels--the good ones--are built of. Donald was proud as a peacock of his family--for you had to be a Wright to understand how a Wright operates--and for a long, long time his ardent wish was to be returned, in death, to his loved ones high on the Oil City hillside.

Things didn't work out so, and for some reason completely baffling to us Donald acquired and made arrangements some three weeks before he died to be placed in the Bellefontaine Cemetery at St. Louis. We are led to understand this decision sprang from a quixotic wish to rest in proximity to a quaint character named Capt. I. Sellers who designed his own tombstone and was planted beneath in 1863. All well and good since this is Donald's decision, and Cap Sellers won't mind a bit after 102 years of solitude having somebody to talk steamboat with. And especially Donald T. Wright.

Now, just the same, and not withstanding, there lurks within us a queasy, squeamish quail that Donald decided on impulse. He never "belonged" in St. Louis. All the years there he felt isolated from the Upper Ohio and the Allegheny. His passion unadorned centered in the rolling hills and waterways of Western Pennsylvania. His best-loved old boats were those which plied the Ohio between Louisville and Pittsburgh. Lord forbid, we're not advocating that he be transplanted "back home," but we speak out plainly to say he belongs back home. The Sons and Daughters of Pioneer Rivermen could do lots worse than solicit a fund amongst themselves to erect a permanent memorial in the Wright plot overlooking the Allegheny River at Oil City in loving remembrance. Maybe there are cemetery rules against such a thing, but Donald delighted in circumventing rules, so no problem.

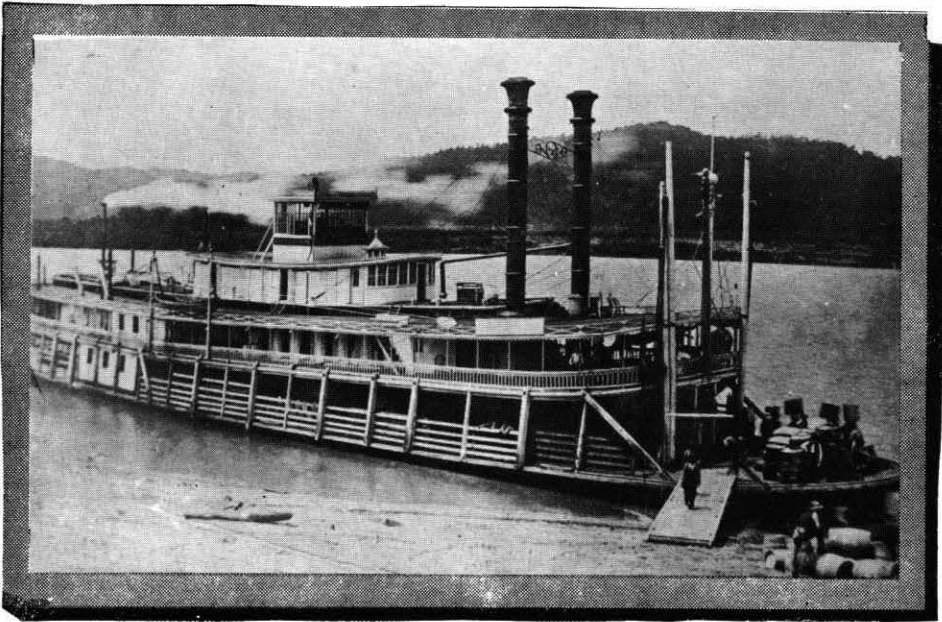
Whistle Blow Plans

A repeat Whistle Blow will be held at the Union Carbide's Silicones Division plant, Long Reach, W. Va. on Saturday, May 7, 1966. Walter W. McCoy, 315 S. Wells St., Sistersville, W. Va. is chairman of the event. Those fortunates who own whistles, or who can beg or borrow other people's whistles, are invited to contact Walter McCoy. To be eligible, whistles must be from old Mississippi or Ohio (also tributary) river steamers, intact.

Robert L. Stone, president of Mode-Art Pictures, Inc., is planning to make tape recordings on the spot, as his firm did last year. His objective is to release a No. 2 platter as companion to "Whistle Echoes," which has proved so popular. He already has an excellent backlog of tape made aboard the DELTA QUEEN and BELLE OF LOUISVILLE last fall. The whistles of these two popular boats will be on the new release.

Those who don't have Whistle Echoes may still procure the record, a 44-minute, two side, 12" platter, with 37 steamboat whistles (including SPRAGUE, GORDON C. GREENE) blowing, and suitably narrated, by sending \$5.45 to Mode-Art, 1022 Forbes Ave., Pittsburgh, Pa. 15219. For a stereo recording of the same thing, send \$5.95. Residents of Pennsylvania add 5% sales tax (25¢ and 28¢).

Walter McCoy's committee for this year's event includes S. Durward Hoag, Ross Rogers, Jr., Robert L. Stone and George M. Fowles. Subscribers to The Waterways Journal may watch J. Mack Gamble's column for bulletins and further announcements. Members and families are cordially invited to occupy the extensive parking area for an unobstructed viewing and plenty-close listening. In case of bad weather, a postponement may have to be called, as recording artists are afraid of thunder, and get the flibber-jibbets when the wind blows.



H. C. Young of Williford, Ark. has provided this picture which without dispute is the best one seen of the packet W. N. CHANCELLOR. Old smudged copies of this same view have been traded around for years on end, and now, suddenly, the focus is sharp.

Next time you visit the River Museum at Marietta take note of the old nameboard with W. N. CHANCELLOR painted on it which came from her cabin. For many years the relic was saved by Capt. Ira B. Huntington who served as first clerk, and was later presented to S&D by his son Stanley B. ("Pud") Huntington, of Gallipolis.

The W. N. CHANCELLOR was the first regular Pittsburgh and Kanawha River packet, pioneering the trade in 1881. Later on the LIZZIE BAY, RUTH, KANAWHA, H. K. BEDFORD, GREENWOOD, OHIO, R. DUNBAR, TELL CITY, GENERAL PERSHING, SENATOR CORDILL and finally the LIBERTY served the area until the end in 1936.

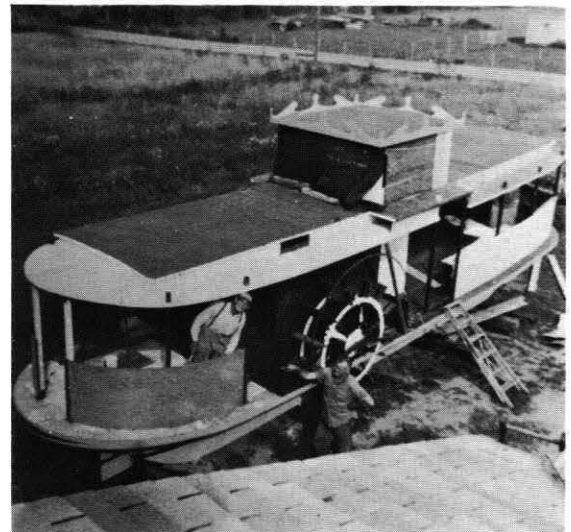
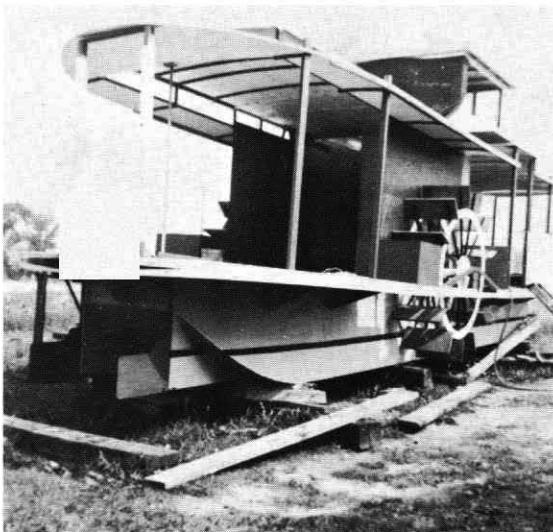
W. N. Chancellor, Esq. was a prominent West Virginian who in 1896 was the Democratic candidate for the state's governorship. He was brother to Capt. E. P. Chancellor, builder of the W. N. CHANCELLOR in 1879. Old copies of Lists of Merchant Vessels say she was built in Wood County, W. Va., of which Parkersburg is the county seat.

Your editor once called on Capt. E. P. Chancellor at his Parkersburg home, and listened spellbound as the old gentleman described seeing the fast side-wheel BUCKEYE STATE fire her cannon at Belpre, O. in 1850 when she was upbound on her speed trial. Capt. Chancellor at that time was 17. He lived to be 94, and died on May 7, 1927. His wife survived him. In some manner he was an uncle of Capt. C. C. Bowyer, the famed Pt. Pleasant banker who filled the walls of the Merchants National Bank with steamboat pictures.

Hey, Up There!

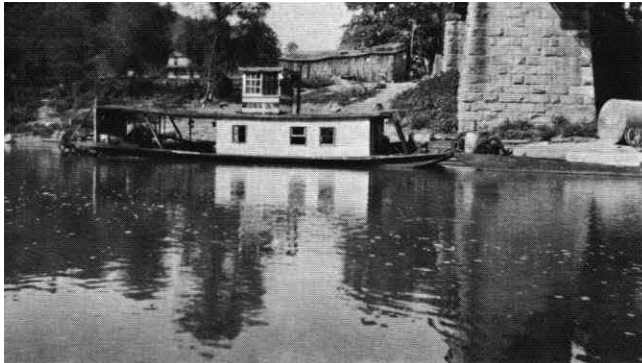
New side-wheel packet being built by S&D member Sam E. Herrington at Akron, N.Y. from designs prepared by S&D member Joseph E. Gould of Williamsville, N. Y. Yet unnamed, the boat will have her trial runs in a lake nearby Akron, which is near Buffalo and about 65 miles (as a jet flies) north of Olean, N. Y. Completion and launching are scheduled in May or June.

No, she isn't steam. Her power will come from a 31 hp. Gray gas engine. Hull is about 35 x 6. Sam Herrington has a big itch to bring her to the Allegheny and Ohio rivers in 1966.

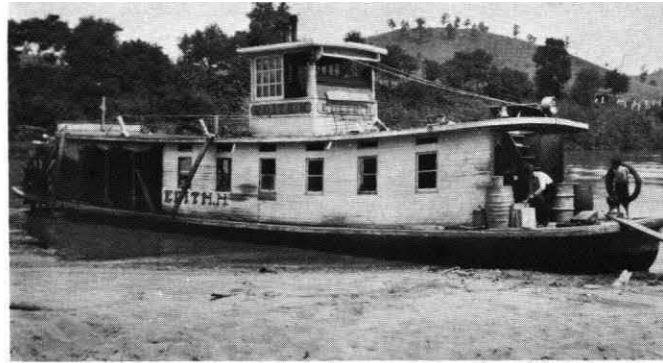


INTERNAL COMBUSTION
BOATSBUILT IN
WEST VIRGINIAAND ENROLLED IN
THE YEAR OF

-1925-



1

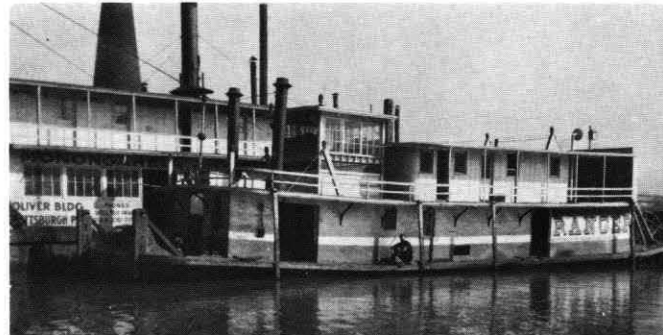


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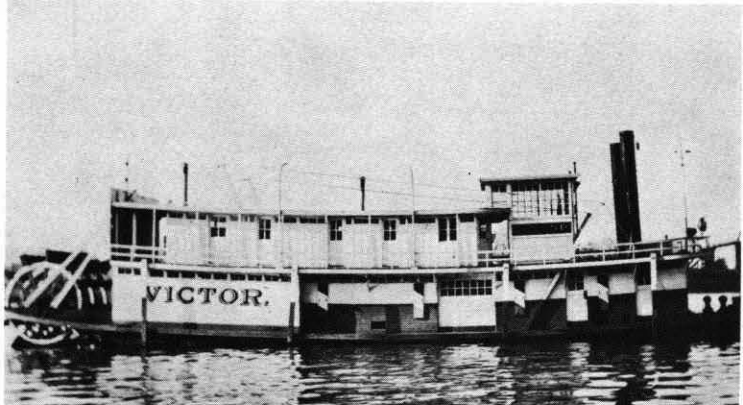
Name	Built at	Date	Owner and address, 1925
ACME	Grantsville	1918	Frank Geer, Creston, W. Va.
ACORN	Sistersville	1911	W. F. White, Sistersville, W. Va.
B. D. RAIKE	Pt. Pleasant	1925	Benj. D. Raike, Pt. Pleasant, W. Va.
BLACK HAWK	Parkersburg	1919	B. M. Francis, Parkersburg, W. Va.
BRONX	Sistersville	1914	J. K. Davison & Bro., Pittsburgh, Pa.
CLIPPER	Grantsville	1920	F. K. Stevens, Grantsville, W. Va.
DARDANELLA	Grantsville	1922	J. C. Williams, Grantsville, W. Va.
DAVID	Parkersburg	1915	Ohio River Gravel Co., Parkersburg, W. Va.
DONALD	Grantsville	1921	W. A. Witt, Grantsville, W. Va.
DOVE	Parkersburg	1922	C. R. Righter, Creston, W. Va.
ECLIPSE	Parkersburg	1913	C. C. Stone, Pt. Pleasant, W. Va.
EDITH H.	Parkersburg	1907	George W. Righter, Sanoma, W. Va.
ESTELLE D.	Ravenswood	1909	Philip A. Ritchie, Paducah, Ky.
EUELL S	Creston	1916	G. W. Righter, Sanoma, W. Va.
EUGENE	Charleston	1914	Albert S. Morgan, Winfield, W. Va.
EUGENE	Creston	1920	H. C. Depew, Creston, W. Va.
FLATROCK	Charleston	1916	E. S. Keeney, Witcher, W. Va.
FLORENCE	Henderson	1912	Norman F. Thom, Beverly, Ohio
G. L. CABOT	Creston	1920	G. W. Righter, Sanoma, W. Va.
GAINER	Creston	1921	Blair Gainer, Glenville, W. Va.
GLENVILLE	Parkersburg	1924	Cecil Turner, Creston, W. Va.
HARRY RAIKE	Pt. Pleasant	1915	Frankfort Elevator Coal Co., Ky.
IDAMAE	Pt. Pleasant	1925	Wm. Reynolds, Pt. Pleasant, W. Va.
ISLAND QUEEN	Parkersburg	1913	Ohio Valley Sand Co., New Martinsville, W. Va.
ISLANDER	Wheeling	1917	J. O. Schenerlein, Wheeling, W. Va.
J. G. OLES	Grantsville	1912	Philadelphia Oil Co.
LARK	Grantsville	1920	Sarah C. Ferrell, Grantsville, W. Va.
LIBERTY	Pt. Pleasant	1916	S. G. Gardner, Gallipolis, O.
LITTLE GIANT NO. 2 (formerly GRACE G)	Charleston	1915	H. A. Price, Charleston, W. Va.
LUCILE	Parkersburg	1912	Ky. & Ohio Tpn. Co., Carrollton, Ky.
MARIANA MERRILL	Charleston	1922	W. Va. Sand & Gravel Co., Charleston, W. Va.
MARTHA	Sistersville	1925	Geo. M. Beaver, Sistersville, W. Va.
MILDRED M	Grantsville	1923	Hope Natural Gas Co.
O. D. SHUMAN	Glenville	1921	O. D. Shuman, Glenville, W. Va.
OCIE S (formerly SUSANNA)	Leachtown	1918	Pearl Snider, Parkersburg, W. Va.
PAUL S	Stumptown	1911	W. E. Monroe, Burning Springs, W. Va.
PROMPT	Pt. Pleasant	1924	H. A. Carpenter, St. Marys, W. Va.
R. E.	Wheeling	1918	John C. Reynolds, Wheeling, W. Va.
RANGER	Pt. Pleasant	1913	M. & O. Dredging Co., Pittsburgh, Pa.
READY	Raven Rock	1919	Clyde H. Carpenter, St. Marys, W. Va.
RES-Q (formerly NORFOLK)	Parkersburg	1913	Iron City Sand & Gravel Co., Pgh. Pa.
RUTH T	Creston	1920	C. R. Righter, Creston, W. Va.
SAMPSON	Parkersburg	1922	C. S. Percy, Parkersburg, W. Va.
SAMPSON NO. 2	Parkersburg	1919	Ohio River Gravel Co., Parkersburg, W. Va.
SCOUT	Parkersburg	1923	Jerry Loveall, Parkersburg, W. Va.
SHAMROCK NO. 2	Charleston	1918	Annie Boggs, Charleston, W. Va.
SUNSHINE	Creston	1923	Hope Natural Gas Co.
T. Y. KENNEY	Witcher	1913	Roy Q. Sams, Parkersburg, W. Va.
TROJAN	Pt. Pleasant	1923	Jones & Laughlin Steel Co., Pgh. Pa.
VALLEY KING	Willow Island	1910	J. K. Davison & Bro., Pittsburgh, Pa.
VALLEY QUEEN (formerly ST. DENIS)	Ravenswood	1915	J. K. Davison & Bro., Pittsburgh, Pa.
VANCE	Creston	1921	Alvin D. Gainer, Grantsville, W. Va.
VICTOR	Parkersburg	1923	Earl Cooper, Parkersburg, W. Va.
VIOLET	Grantsville	1921	H. V. Williams, Grantsville, W. Va.
VIRGINIA RHODES	Grantsville	1918	Frank Kelley, Grantsville, W. Va.
W. C. KELLY	Charleston	1923	Kelly Axe Mfg. Co., Charleston, W. Va.



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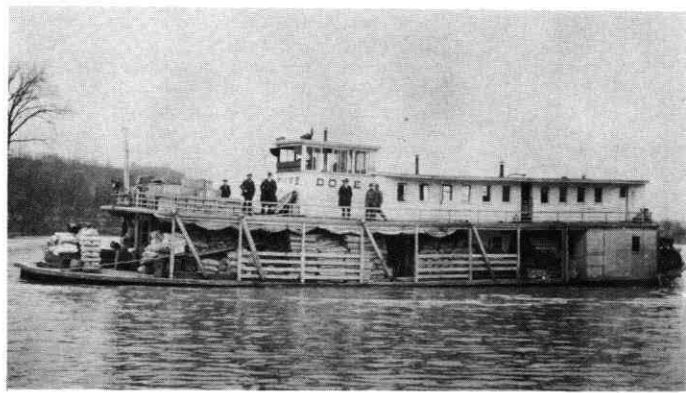
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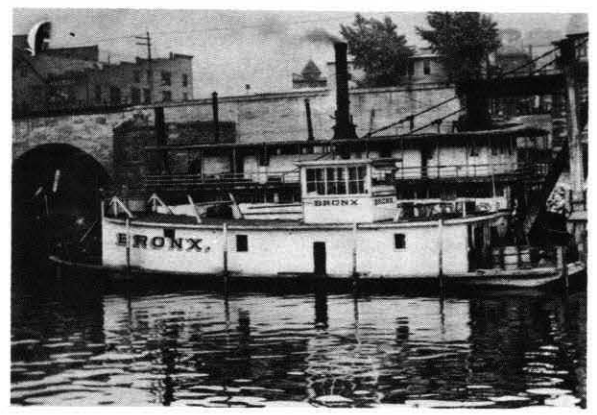
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1- J. G. OLES Photo by William S. Pollock at Grantsville, W. Va., Mile 80 on Little Kanawha River.

2- EDITH H. She carried U.S. Mail, express and passengers between Owensport and Creston on the Little Kanawha.

3- MILDRED M. Photo at Creston on the Little Kanawha, head of slackwater (Mile 48 from Parkersburg).

4- RANGER Photo at mouth of Beaver River when bridge for C&P Division, PRR, was being built.

5- VICTOR She had a Cooper-Bessemer diesel and was rated at 200 hp. Earl Cooper, owner, was an S&D member.

6- READY Photo made at mouth of Middle Island Creek, St. Marys, W. Va.

7- DOVE This packet had a hull 104 feet long and was rated 40 hp.

8- BRONX Tending an M. & O. dredge in the Monongahela River in 1917.

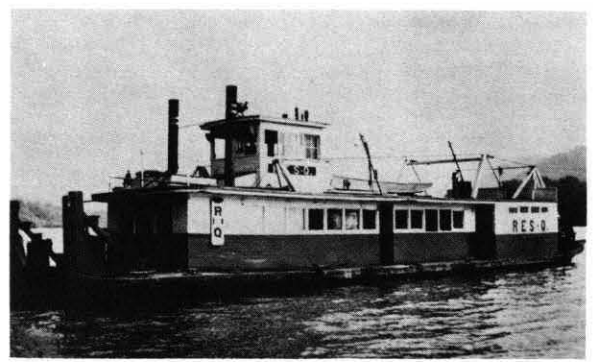
9- RES-Q She was rated 35 hp. and had a hull 64.8 x 21.

10- SHAMROCK NO. 2 Photo taken at Sistersville, Nov. 1911; although listed built 1918. She must have been rebuilt 1918.

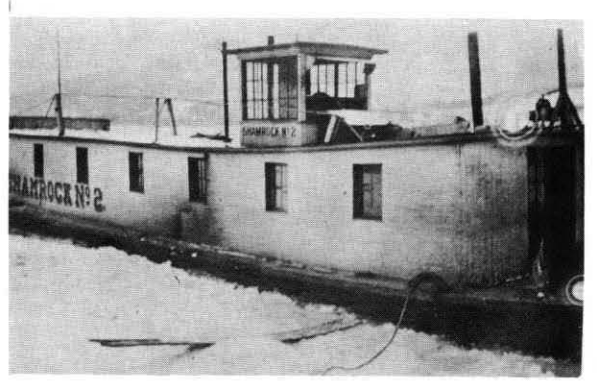
11- TROJAN Originally 200 hp. and later converted to prop. Today she is named TAMMY L. WHITE, still 200 hp.

12- CLIPPER This photo made at Grantsville, W. Va. before she was completed and hence no paddlewheel.

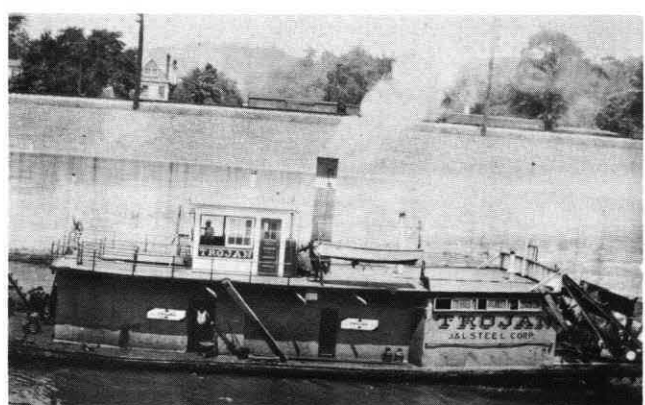
PHOTO CREDITS: Of these twelve pictures, Capt. Pollock took #1,2,3,4,6,12. Walter W. McCoy furnished #10. F.Way took #8.



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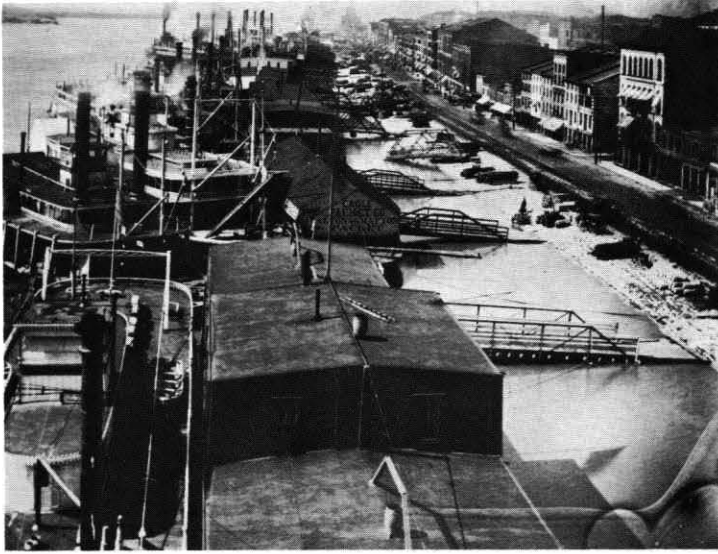
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12



LIFE Magazine wished to use the above photograph of the St. Louis waterfront. The original was procured from the American Museum of Photography, but it had no date on it. An 11x14 enlargement was flown from New York to Pittsburgh, where LIFE's local representative, Frank Christopher, was to pick it up. In one of those snafu-snarls, it went on to Chicago, but hours later was in Mr. Christopher's hands at the Greater Pittsburgh Airport. He brought it to the S&D REFLECTOR asking "What year was this picture taken?" Your Editor had not before seen the picture, but was able to identify Diamond Jo's JOSEPHINE partly showing at lower left. Behind her is ELON G. SMITH, old St. Louis harbor boat. Nosed in at Eagle Packet Co. wharfboat is SPREAD EAGLE (built 1881). Just behind her is sternwheel GRAND PACIFIC. On down the line, with a Wiggins Ferry Co. one-stacker ferry smoking behind, is cotton-carrier CHARLES P. CHOUTEAU and below her are at least three Anchor Line side-wheelers. The photographer was on Eads' bridge, and the river was abnormally high, and falling. Obviously warm weather (awnings on buildings) and our considered guess, computed from the boats present, and because summer high water usually happens in June, dates the photograph in June, 1883. This surmise was telephoned to LIFE Magazine, plus details which were fed to a professional copy writer. Whereupon an Assistant Editor in N.Y. called back, read the caption to us, made a correction (boats are tied to wharfboats, not wharves) and, as far as we know, the roaring presses then released millions of copies to a breathless public. The Eagle Packet Co. wharfboat you see was built on the hull of the LEVIATHAN which burned in the same wharf fire as the DICTATOR (Dec. '65 issue, page 21). Eagle Packet used it until 1910.

The West Virginia "Hillbilly" ran the complete text and pictures of "The Day the Bridge Fell," in their Dec. 11, 1965 issue, with proper credit to S&D REFLECTOR. With two alterations, we hasten to add:- They dug up and used an old steel engraving of Wheeling, identical to the litho reproduction used in REFLECTOR, labeling it as "published about 1849." Then they made the error so popular in newspaper circles (we've done it ourselves) of reversing the picture captions on the other two illustrations.

Sirs: 1) If the VEGA shoves a barge into a 36' lock alongside of her, she's got to back out before they let the water out or she'll lose two guards. An 18' barge and a 19' boat total 37' here in Kentucky.

2) You are right about the TOM GREENE's rudders. I have a blueprint here that proves it. It was given to me by Bob McCann. About those tilted rudder posts:- I thought, and this shows how thinking can get you into trouble -that inclining the rudder posts would materially add to the turning power of a boat by adding the weight of the boat to the turning force, as well as the currents past the rudder. As such rudders are turned from dead center they go out of the vertical plane and, in doing so, the currents tend to lift the rudder, same as an aileron on an airplane. The weight of a boat would resist this force of course. In backing, the weight of the water falling on the upper side of the rudder would have the effect of adding to the force of the currents past the rudder. But anyway, the REFLECTOR article knocked both of my suppositions in the head. The clearance idea never entered my mind. I intended to ask someone what advantage there could be to inclined posts,

but never got around to it, so thanks for easing an inquisitive mind. Capt. Jim Howard told me about lofting a bustle into a stern rake one time and while he was at it he told me why it was done, but no mention was made of inclined rudder stocks.

2a) Way back last spring of 1965 we had a drydock inspection of the BELLE's hull. One of the deep-sea CG'smen told me that the stern rake framing would have to be replaced. I asked why.

"Look here," he said, pointing to the bustle, "how that hull has bulged."

I laughed. This is a tactical blunder, I know, but I thought he was teasing me and laughter was his aim. Instead, a lower lip shot out and a mild oath issued from the mouth above it.

"Well," he said, "if you think it's so funny, we'll just hold her here on this drydock all summer."

I ran for cover.

Alan L. Bates,
705 Fountain Avenue,
Louisville, Ky. 40222

= 1) The VEGA has been handed a 16' wide barge to handle in Muskingum locks in the future. 2) For an account of the efficacy of tilted rudder posts on the steamer COURIER see what Capt. Jesse P. Hughes has to say in his letter printed elsewhere. 2a) We didn't realize that the BELLE OF LOUISVILLE owns a 'built in bustle', so maybe everybody's learning something here. -Ed.

Campus Martius Museum drew 73,310 visitors from every state in the U.S. and from many foreign countries during the past year, according to Mrs. Catherine Remley, the curator. In December there were 1,700 persons, representing 21 states and several foreign countries who saw the museum. The towboat W. P. SNYDER, JR., which was open to public inspection from April through November, in 1965, registered 26,193 guests aboard during that eight month period. Official reports from the museum are made each July, at the close of the fiscal year.

BETSY ANN Recalled

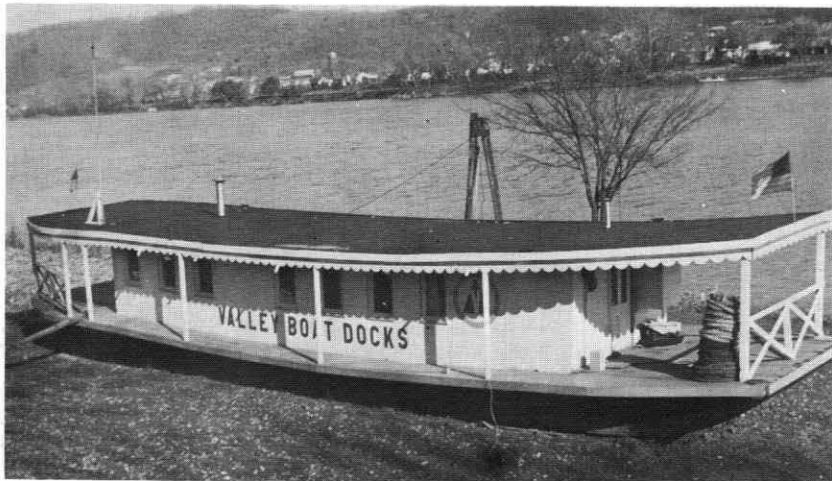
Sirs: Thanks for the March, '65 issue of S&D REFLECTOR containing the article about the BETSY ANN and her latter day artful and artistic appearances. It was most interesting. I saw the Dean Cornwell painting used in the whiskey ad and procured a number of copies. Then I wrote Mr. Cornwell and asked him to paint the BETSY for us in a local scene --said he was loaded up with work ...and then he died.

The S&D REFLECTOR story starts out... "presumably she did all right at Natchez..." etc. She certainly did. As you know she was the mail and freight and passenger boat from Natchez to St. Francisville for all the time with us. There are many people around here who rode her often and loved her...especially her bar! She made quite a name for herself here. Incidentally, the vegetables for the table were grown right in our own garden at Magnolia Vale.

H. B. Peabody, Jr.,
R. F. Learned & Son, Inc.,
Box 600,
Natchez, Mississippi

=It was grandpa R. F. Learned who built BETSY ANN in 1899, and Howard Peabody, Jr. runs the firm established in 1828--still going strong in the lumber business. -Ed.

Sirs: Here is a picture of my landing boat beached at Duffy, O. awaiting a rise (28.5 feet needed to take her off) but meanwhile am wondering if somebody can tell me something of the history of it. This boat started out as a gasboat, sternwheel, down around Parkersburg, W. Va. and then it was converted into a shantyboat. It belonged to a man down there who met towboats with his skiff and sold newspapers, magazines,



Larry Geisler's landing boat used to go chug-chug.

etc. Was his name Hollywood? She now is 65 x 16 x 4, and as you see, I did a lot of work on it. What gasboat was it?

Larry Geisler,
Route 2,
Sardis, Ohio

=Imagine having an ex-gasboat in your back yard and not knowing its name. Tsk. -Ed.

Sirs: I noted in the Dec. issue about the wreck of the gasboat VIRGINIA just above Lock 23. Now I was wondering if any of the readers can tell me about the old wreck along the Ohio shore above Lock 20, about Mile 201.9? The hull, hogchains, etc. are there, and part of the paddlewheel was lying up on shore when I passed down through there last summer. I asked several people but no one seemed to know anything about it.

Frederick J. McCabe,
Route 1,
Beallsville, Ohio 43716

=It's there, sure enough, but what boat is it? -Ed.

Sirs: Hey! The solution to the eleven panels of the river bulletin is very simple; they were painted ON BOTH SIDES. Elementary, Watson. I'm wondering about that "furled umbrella" which the instrument man has. Could it by any chance be a telescope? The level in itself is a darn good telescope, but once set up it cannot be swung about easily, and cannot be depressed at all.

James T. Wilson, president,
Steamship Historical
Society of America, Inc.,
414 Pelton Avenue,
Staten Island, N. Y. 10310

=Easy to see why S&D REFLECTOR editor threw his text books into Panther Hollow, 1919, and abandoned his ambitions to become a civil engineer. -Ed.

Sirs: In reading the last issue of the S&D REFLECTOR I was astonished at how many boats the Poe family had. They all date back long before my time, so that explains that. I believe Capt. George Poe did some of his last piloting on the H. K. BEDFORD with Capt. Gordon C. Greene.

I remember that the COURIER had rudders tilted at an angle like Mr. Sweeney's sketch, and no boat ever steered or handled better than she did, even in her last days. I made the original TOM GREENE plans, and that accounts for her tilted rudder arrangement.

On page 27 John Rous mentions seeing some wreckage above Lock 23, that of the diesel towboat VIRGINIA. I came up along there on the E. D. KENNA on June 14, 1928 when the ferryboat CHARON was caught on the upper end of the outside wall at Lock 23. The river was falling and there was no hope of releasing her. Once before I had seen the CHARON in trouble; she had been to the Parkersburg Docks for repairs and was on her way back up the river when she ran up on the foot of Grape Island and filled up--had to go back to the docks later. That was on November 1, 1902, and I was on the CRICKET running in the BEDFORD's place, and Capt. Asa Booth was making a trip with me as pilot. That's the last time I remember seeing him.

The story of the AMERICA-CINCINNATI race was good and the pictures elegant. The suspension bridge at Wheeling looked just as it did when I lived on Water Street there in 1883. The short lifetime of the DICTATOR was interesting and all new to me. The little picture of the Panhandle bridge at Steubenville I recognized quickly. I had an awful close call on the GREENWOOD there once. The ABNER O'NEAL was almost a duplicate of the sternwheel COURIER that Capt. J. Mack Gamble had. I am keeping all of the S&D REFLECTOR's bound together for ready reference.

Jesse P. Hughes,
124 North Hubbard Lane,
Louisville, Ky. 40207

Sirs: Ted Langworth, a local collector of odds-and-ends, sent in this quote to us, written by John Fitch, inventor of the early steamboat.

"I know of nothing more perplexing and vexatious to a man of feelings, as a turbulent wife and steamboat building. I experienced the former and quit in season, and had I been in my right senses I should have undoubtedly treated the latter in the same manner, but for one man to be taxed with both, he must be looked upon as the most unfortunate man in this world."

Ernest I. Miller,
The Public Library,
Cincinnati, Ohio 45202



26 Cincinnati a Century Ago

This accompanying picture of the Cincinnati waterfront needs a shot of Liquid Wrench; it's stiff as an old pipe-joint. Very few people, no smoke, no freight. Sort of makes you feel like shouting: "Where IS everybody?" The framed original was in Capt. Chris Greene's Cincinnati wharfboat office. No date on it, no information, no anything. So there's where we start from.

Ages ago The Waterways Journal ran a beat-up newspaper cut of the steamboat at the left, and said her name was NAUGATUCK, identified by an ancient mariner who knew his old boats. When a magnifying glass is used, the NAU-- is there, so not much question; he was right. Which starts us toward dating the view, for NAUGATUCK (probably named by an erstwhile Connecticut Yankee) ran 1864-1867.

Well, the picture couldn't have been taken much earlier, for the photographer obviously was perched on one of the piers of the suspension bridge with his camera. The river is rock bottom low and Dayton Bar up around the bend at the extreme right is dry as Sahara. Fact is, it's too dern low for navigation above. The Wheeling and Pittsburgh boats are sound asleep.

This static situation got a jolt last week when Russell M. Lintner loaned us his newspaper delvings for the year 1866. The Cincinnati "Gazette," under date of Wednesday, August 8 that year, made a routine report to say that the steamers laid up at the landing (low water) were NAUGATUCK, MINNEOLA, J. R. GILMORE, SILVER CLOUD NO. 2, IDA REES, TAHLEQUAH (a Cherokee word from Oklahoma Territory), ABEONA, SHERMAN, LORENA and ROBERT MOORE. Well, my, my.

So that's it. The IDA REES, and no doubt whatever, is plum-dab in the middle, the smallest of the four grouped together. She had been running in the Pittsburgh-Cincinnati trade as a low water boat, and had to lay up at Cincinnati. So what excitement! Here is one of the famed Allegheny River packets! The IDA REES, built in 1863 ran Pittsburgh-Oil City. There is record she one time went to Tionesta. She was low and squatty to hunker under the Allegheny's low

bridges. Although but 156 feet long she had four rudders; took a power of steering climbing up over Patterson's and in falling down around the hair-pin turns below Kennerdell. Four rudders are none too plenty grazing rocks at 16 m.p.h.

The MINNEOLA was a side-wheeler, so she isn't in that group of four. She's probably up the line, toward the right--two side-wheelers are up there, one of them pulled out on a marine ways or just plain beached.

Notice the old Spencer House at the foot of Broadway, looking very much as the Monongahela House looked at the foot of Smithfield Street in Pittsburgh. The Spencer House was a rivermen's hang-out, and was said to have a sound-proofed gambling room where pilots could be fleeced by experts. Also notice the flagpole at the foot of Sycamore (just over the NAUGATUCK) put up by donations sponsored by river reporter Cons Miller. Capt. Jesse P. Hughes remembers it, and he says one of the Lee Line boats knocked it over in the 1910 high water.

Which boat do you suppose is the JAMES R. GILMORE? Wish we knew--she was owned by a Sewickley, Pa. gentleman, Capt. David S. H. Gilmore, who lived in a frilled-&-fancy home facing the railroad where the Junior High is today. He was one of the big-wigs in Upper Missouri packet traffic in the 1870's.

-And the LORENA, which is she? Our bet is she is on the lower side of the four, to the port side of the IDA REES. (See June '64 issue, page 3 for description of her).

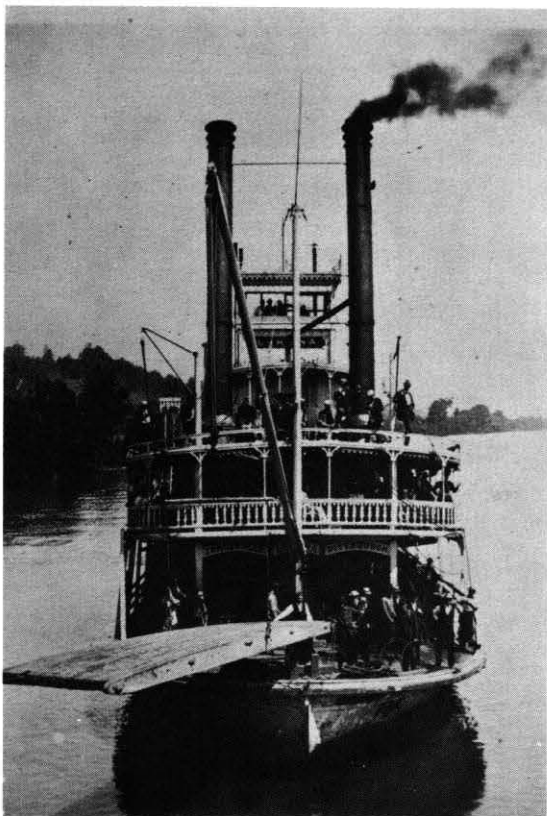
The absence of people in the view suggests it was taken on a Sunday, and the shadows clock the hour at noon. If so, the date is August 5, 1866. While you're looking, note the dearth of wharfboats. On extreme left is a small one with a sign on it: GILMORE'S WHARF. The one above the four-group of boats, foot of Broadway, belongs to the U. S. Mail Line Co. Their big side-wheel double cabin UNITED STATES is too tall to juke the bridge cables, so their base of operations has been moved down below to the foot of Vine Street. Occasionally the GEN'L. LYTLE and GENERAL BUELL come up to Main Street. But the LYTLE won't be in: she's about to explode her boilers, but nobody in the picture knows that--yet.

We of the Sons and Daughters know about it, for at Marietta we have a silver teaspoon with GENERAL LYTLE stamped on it, taken from the Ohio River a quarter mile below Bethlehem, Ind. That ought to be rich scuba-diving territory, come to think of it, for spoons, plates, dishes and what-not blew all over the landscape down there.

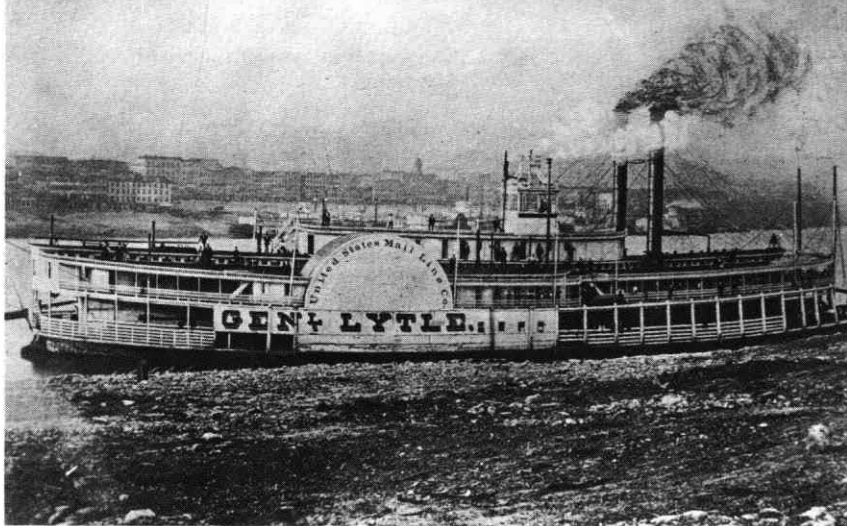
On Monday, Aug. 6, 1866 at noon, the GENERAL LYTLE left Louisville on her regular run to Cincinnati. She was running hot competition with a big side-wheeler named ST. CHARLES which departed a few minutes later. The LYTLE landed at Westport and the ST. CHARLES steamed past her. But the LYTLE took out in pursuit, and a quarter mile below Bethlehem she was only 150 yards behind and closing fast.

As a witness from the ST. CHARLES said: "The LYTLE for some reason stopped a wheel, or wheels, and then started again. There came a report about like a 6-pound cannon being discharged, and a cloud of smoke and ashes rose as high as her chimneys--not steam--smoke. The LYTLE's whole front works, from the center of the wheelhouses to about the center of the office, went up 60 or 70 feet. Debris showered down to both sides of her."

The ST. CHARLES backed down and landed on the port side of the stricken boat, and got off passengers by the stern gangways and stairs. The LYTLE was afire at the wheelhouse, but fire hoses from the ST. CHARLES quenched it. A piece of boiler flue, about eight feet long, lay across the office desk of the LYTLE. The life loss was considerable, including the captain.



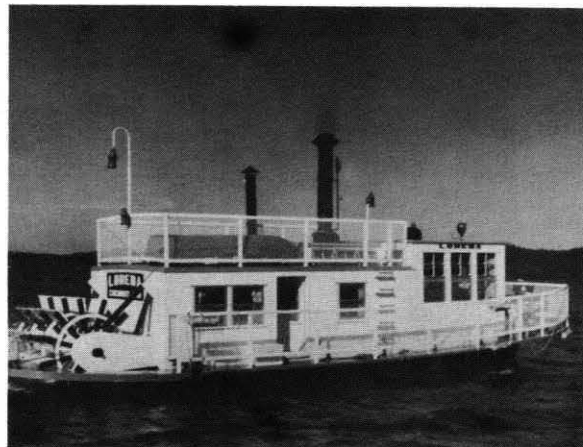
Picture score on river steamboats named LORENA is 100%. The early packet named for the popular Civil War song appears in the Cincinnati wharf scene on the opposite page. Above is the Muskingum River LORENA (1895-1916). Capt. Bill Dugan sang the sentimental song with C.W. Stoll at the piano on Sept. 18 last at S&D's annual dinner.



The U. S. Mail Line Company's GENERAL LYTLE ran 1864-1882, and this picture of her was taken at Covington, Ky., but whether it dates before or after the boiler explosion of 1866 is not known. Chances are it was taken later, following the rebuilding. No pictures have been found of the double-cabin UNITED STATES, her early partner, and only one poor picture is known of the GENERAL BUELL.

The U. S. Mail Line raised the wreck a few days later and their GENERAL BUELL towed it to Cincinnati for rebuilding. This was said to have been the first loss of passengers in the 31 years of the company's existence. In a bid to eliminate the competition, and replace the LYTLE with a better boat, U. S. Mail immediately let contract for the double-cabin AMERICA, this innocently paving the way for the all-time great disaster of that area, the night when the AMERICA and UNITED STATES collided above Warsaw, Ky.

Take another gander at this picture, and pay attention to the two decked model barges at the left, just below NAUGATUCK. Both have rudder and tiller. Maybe you can figure that one out; it's beyond us. By the way, the Vornholts and Dolly Robertson might like to hear that NAUGATUCK was built on the grade at New Richmond, O.; hull, cabin and all. Capt. Isaac B. Davis put her up for Capt. A. Q. Ross, who operated the boat.



Above is the present-day steamboat LORENA built 1964 at Cincinnati by Charles L. Brown (see Mail Box). Also built in 1964 is a twin propeller towboat with Caterpillar diesels named LORENA, operating out of Greenville, Miss.

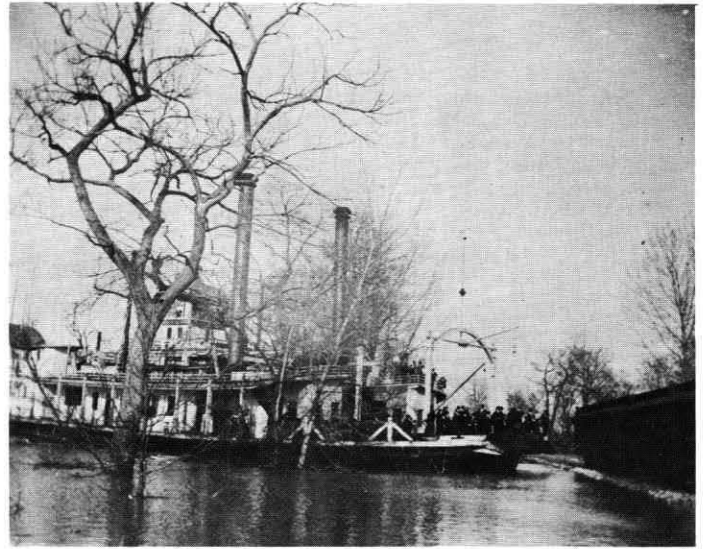
THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

Sometimes the more interesting old-time pictures are those shrouded in fog of the unknown. Lately the Cincinnati Public Library happened on three railroad transfer views which tell an interesting story, if anyone knows what that story is. They show the big side-wheel double-track JUNIUS S. MORGAN having a bit of high water difficulty at her terminal. The mere mention of Morgan sent us to a biographical dictionary, and sure enough, Junius Spencer Morgan (1813-1890) was the father of John Pierpont Morgan (the elder), the railroad dabbler.

The transfer boat JUNIUS S. MORGAN plied between Cairo and Bird's Point. She was built in 1875 at Jeffersonville, Ind., and did duty until 1904 when, in October, she went glug at Bird's Point and she "is thought to be a total loss," so the papers said, and likely so. Which got us to remembering that in 1914, ten years later, we saw at Bird's Point a transfer boat, side-wheel, named HENRY MARQUAND.

Now, by golly, Henry Marquand, Esq. also is in the biographical dictionary. Henry Gurdon Marquand (1819-1902) was an organizer of the N.Y. Metropolitan Museum of Art, and John Pierpont Morgan was its president. We could never quite understand why financiers get art conscious all of a sudden, but it happens to them, and that's a sacked down fact. So here are two transfer boats in the Cairo-Bird's Point trade both named for N.Y. art benefactors---for papa Junius Morgan also appreciated art or the value thereof and was good shepherd at the Metropolitan.

Now, how come the railroad transfer business at Bird's Point? We posed this inquiry to Steve Hoag, key-keeper of the Motor Hotel Lafayette, who is a steam locomotive engineer at heart. So Steve put down his oil can with the long spout, wiped his hands on waste, and delved into his collection of Railroad Guides. The Cairo-Bird's Point operation was run by the St. Louis, Iron



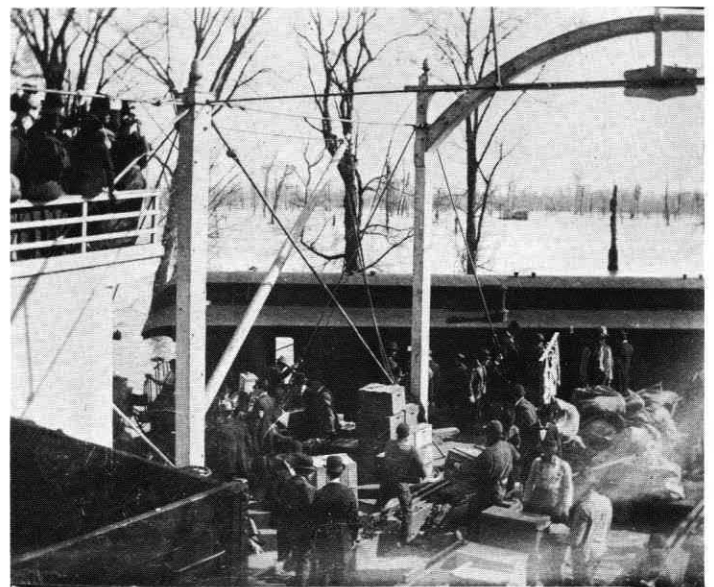
Anyhow here's how it was done. The MORGAN pushed through the trees and got alongside the track. But now--where did the engine get to? Probably got out of the road, just in case.

Mountain & Southern Railway Co. They had a Cairo Branch, so called, which spurred from the main line south at Poplar Bluff, Mo. and ramrodded due east to Bird's Point. In 1900 there were two daily passenger trains each way on this spur, all of them billed into and out of Cairo. Of course they crossed the Mississippi River and pushed up into the Ohio River to do this. The time allowance for the crossing varied from 40 minutes to 16 minutes.

"What the reason was for this Cairo Branch I cannot tell you," says Steve, "unless it was to ship by barge iron ore from the vicinity of Iron Mountain, Mo. You will note by the schedule that the Iron Mountain Railroad connects at Cairo with the Illinois Central and the Gulf, Mobile & Ohio. Today the branch operates from Poplar Bluff to Charleston, Mo. The new 1965 Railroad Atlas shows the line ends there and Bird's Point is without any rail service."

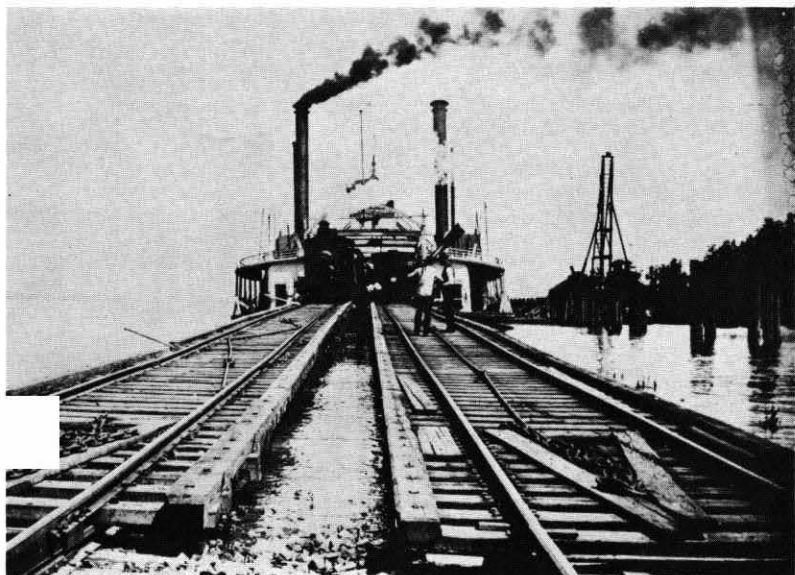


Taken from the transfer JUNIUS S. MORGAN as a passenger train on the Iron Mountain RR makes a meet at Bird's Point, Mo. This probably is #48, lv. Poplar Bluff, Mo., 9:00 a.m., arr. Bird's Point at 12:01 p.m. High water has arrangements sort of upset from the looks of it.



--So, they rig a gangway to the baggage car and transfer passengers and Uncle Sam's mail and some freight (looks like St. Louis beer). There is no clue who took these pictures or when--but from the looks of the originals, seems likely about 1890 to 1900.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.



Capt. Jesse P. Hughes and his trusty camera got this interesting head-on scene of the JUNIUS S. MORGAN at her Cairo, Ill. terminal about 1903. These big transfer boats had separate boilers on each side, supplying steam for the independent side-wheels.

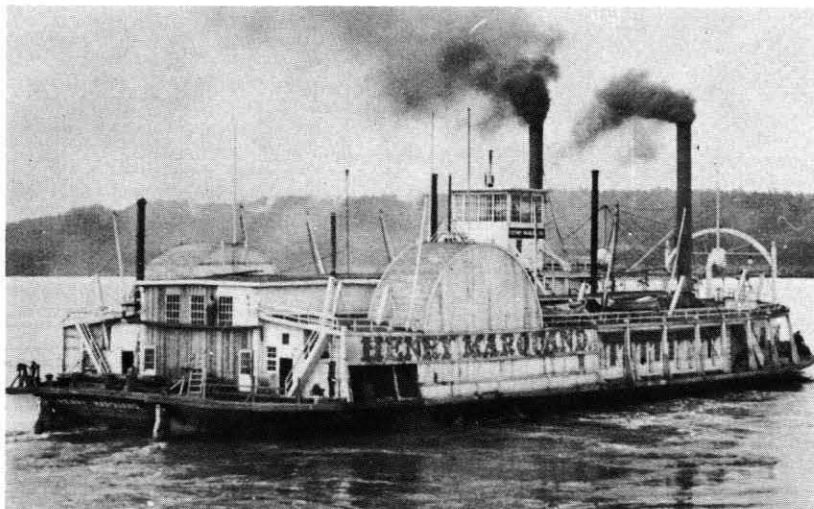


Steve Hoag also points out that the Iron Mountain Railroad branched at Charleston, Mo. to the Mississippi River at Belmont, Mo., with ferry connection across to Columbus, Ky. In 1900 there was one passenger train both ways over that route daily. The transfer HENRY MARQUAND, built in 1873 (two years before the MORGAN) was first named H. S. McCOMB, who isn't in the biographical dictionary. She ran between Columbus, Ky. and Cairo, making her first trip on Christmas Day, 1873, owned by the Mississippi Central Railroad, and kept that run going for a good long time. She was ultimately dismantled at the Mound City Marine Ways in 1927, and her hull was used as a stone barge and was still afloat two years later, maybe longer.

graphical dictionary, but neither had transfer boats named for him. Although there was a big JAY GOULD towboat, built 1880, built by the St. Louis & New Orleans Transportation Co., a railroad shenanigan bottle-fed with Missouri-Pacific and Wabash RR. financing to capture grain trade, and did. The JAY GOULD's machinery went to the GLEANER, later, and that may ring a bell or two.

What did the Morgan family have to do with all of this, we wonder? Steve Hoag's records show that as early as 1885 the Iron Mountain RR. was a part of the Missouri-Pacific, of which Jay Gould was president, whose real name was Jason Gould (1836-1892), and in 1901 his son George Jay Gould had succeeded him. Both are in the bio-

All of which is a lot of talk about a subject the writer knows very little about, and if anybody has a photograph of the transfer H. S. McCOMB will he please step forward?

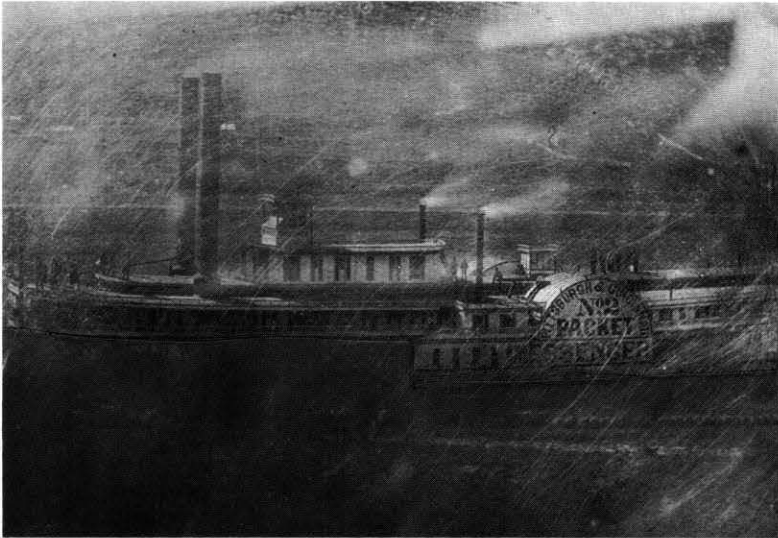


Transfer HENRY MARQUAND

BELMONT BRANCH.										
BETWEEN ST. LOUIS AND COLUMBUS, KY.										
59	57	Mis	December 23, 1900.				58	60		
P.M.	A.M.	0	lv. St. Louis	5	ar.	P.M.	A.M.			
8:57	7:00	0	Union Station	7	15	7:00				
		11	Carondelet							
		0	St. Louis (1st St.)							
		6	Carondelet	8	41					
1:50	12:07	75	Bismarck	8	41	4:00				
12:26	12:31	87	De Lassus	8	37	3:27				
12:50	12:51	95	Knob Lick	8	18	3:05				
1:10	1:08	109	Mine La Motte	8	01	2:47				
1:19	1:18	104	Fredericktown	8	23	2:40				
1:41	1:33	112	Cornwall	8	28	2:20				
2:00	1:50	118	Marquand	8	22	2:00				
2:34	2:22	130	Glen Allen	8	15	1:35				
2:41	2:32	134	Lutesville	8	14	1:17				
2:54	2:45	138	Lafin	8	12	1:04				
3:15	3:08	147	Allenville	8	10	12:42				
3:20	3:16	140	Dalta	8	11	12:35				
A.M.	3:39	158	Oran	8	12	11:48				
	3:45	164	Mortley	8	12	11:40				
	4:04	169	Blodgett	8	11	11:30				
	4:40	178	Charleston	8	11	11:30				
	4:56	184	Samosa	8	11	11:08				
	6:01	188	Henson	8	11	11:00				
	6:25	195	Belmont	8	10	10:35				
P.M.	6:58	199	ar. Columbus	11	5	10:10	A.M.			

CAIRO BRANCH.										
BETWEEN ST. LOUIS AND COLUMBUS, KY.										
47	66	Mis	December 23, 1900.				48	66		
P.M.	A.M.	0	[ARRIVE]			P.M.	A.M.			
12:50	12:50	0	Cairo	8	12	45	7:05			
4:00	4:43	3	Bird's Point	8	12	01	6:10			
4:12	4:27	7	Rodney	8	12	50	6:30			
4:40	4:45	14	Charleston	8	11	33	5:50			
4:54	4:52	20	Bertrand	8	11	15	5:05			
5:18	5:18	38	Sikeston	8	10	54	4:10			
5:46	5:45	57	Buffington	8	10	31	3:30			
6:40	6:28	90	Gray Ridge	8	10	05	3:14			
8:01	8:46	43	Emex	8	10	15	2:50			
8:16	8:50	50	Deatsville	8	10	01	2:50			
8:27	8:26	58	Dudley	8	10	43	2:43			
7:00	8:28	64	Ash Hill	8	9	3	2:35			
7:26	8:34	74	Poplar Bluff	8	9	00	17:50			
P.M.	P.M.		[ARRIVE]			[LEAVE]	A.M.			

MESSENGER No. 2



"Old steamboat picture? Why sure!" said Jerry Witten. He led Walt McCoy into his home and pointed to the wall. There, cased in an ornate frame was an original daguerreotype almost faded to nothingness. Walt took it to a good light and read the name on the paddlebox: MESSENGER NO. 2. The impossible had happened; Walt had in his hands the first known photograph of any of the early "side-wheel line" which gave daily service between Cincinnati and Pittsburgh in the 1840's and 1850's.

Roy Thistle had been talking to Jerry, and had told Walt about the picture being where it was. Jerry quickly consented to letting the daguerreotype be copied. Taken out of the frame it was shipped to Beaumont Newhall, expert at the Eastman Museum, Rochester, N. Y. There, repeated attempts did not succeed in turning out a good result. Then it was sent to the Steamboat Photo Service emporium where an intensive campaign went forward to try-try-and-try again. After eleven exposures pestered with gremlins (reflected light on feather-fine scratches cross-hatched details behind cobwebs) a feeble but identifiable copy was achieved.

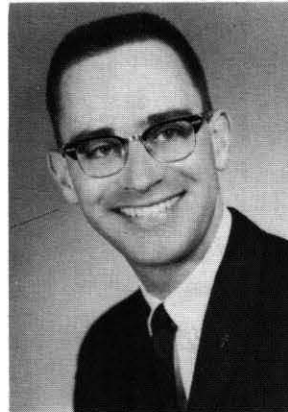
Next problem was to date it. Research had provided the information that MESSENGER NO. 2 was built at Freedom, Pa., 1849, and ran her first trips before the suspension bridge spanned the Ohio at Wheeling. Soon as that bridge was put across, in the fall of 1849, the high smokestacks of MESSENGER NO. 2 and her contemporaries had to be hinged for lowering. Now the daguerreotype shows no sign of the A-frame lowering rig, so the surmise is it was taken in the spring or early summer of 1849.

Where was the daguerreotype taken? The high bluff in the background (more plainly seen on the original) and the cobblestone grade in the foreground suggests the Monongahela wharf at Pittsburgh. In mid-May, 1849, the MESSENGER NO. 2 ran a "fast trip" from Cincinnati to Pittsburgh to take down the time of the older TELEGRAPH NO. 2. The excitement of the event well may have persuaded an early daguerreotypist to take the picture. James Witten and John Shouse were the pilots at the time. That's why it was in Jerry Witten's home--and has been in Witten homes for the past 117 years.

Capt. L. K. ("Larry") Ehringer, superintendent of the River Transportation division of the Jones & Laughlin Steel Company, Pittsburgh, suggested at a meeting of the Pittsburgh Coal Exchange on Wednesday, January 5, 1966, that the name of the Pike Island Locks and Dam, Ohio River, be changed to Donald T. Wright Locks and Dam. The Coal Exchange, of which Capt. Thomas L. Campbell, who heads the Campbell Barge Line, Inc., Pittsburgh, is president, adopted the suggestion in the form of a resolution.

Word of this was communicated to The Waterways Journal, and to Mrs. Donald T. Wright at her home, 609 Sherwood Drive, Webster Groves 19, Mo. Rivermen in the Wheeling-Steubenville area were asked to lend aid by writing their congressmen, and one of the first to respond was James R. Paisley, 1020 Hawley Building, Wheeling. It is understood that the U. S. Engineers are receptive to the change, provided that public support in the Wheeling-Steubenville area is enthusiastic, and that rivermen from all areas are favorable to the unusual request.

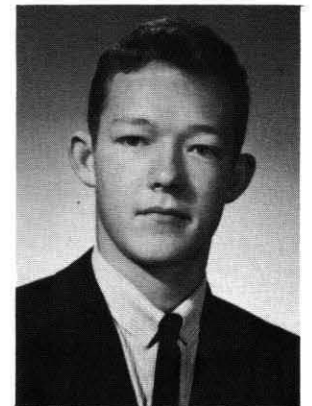
The Pike Island structure was dedicated formally on Friday, Sept. 3, 1965. Capt. Wright was present for the ceremony, coming from St. Louis. The S&D REFLECTOR cannot think of a single instance where an operative dam on Western streams has been renamed. We take pride that the instigator of the suggestion is Capt. Larry Ehringer, who belongs to and attended the last S&D meeting at Marietta, bringing Donald T. Wright along with him.



Dale Flick

Dale Flick is the young man whose family lived at Sandy Springs, O., opposite Vanceburg, Ky. before World War I, and who gave to Mrs. Mary B. Greene a century plant potted in a half-barrel (June '65 issue, page 2). "The river has always been my abiding interest," he says, "and the pleasure of reading about it, doing amateur research and seeing old boat photos cannot be measured in gold." In the yard of his home, 6122 Glade Ave. Cincinnati, is a tall flagpole which came around from the west coast on the DELTA QUEEN.

Introducing:- A frequent contributor to The Waterways Journal, photographer of modern towboats, sleuth for Inland River Record along the Illinois River. In 1965 he built a raft to Huck Finn his way from his home town to New Orleans; got stopped at Peoria (78 miles) due to "circumstances beyond control" and since has signed on for a hitch in the Coast Guard. Meet Donald Grot, 402 Park Ave., Ottawa, Ill., 61350. A letter of his was in Sept. '65 issue S&D REFLECTOR, page 2.



Donald Grot

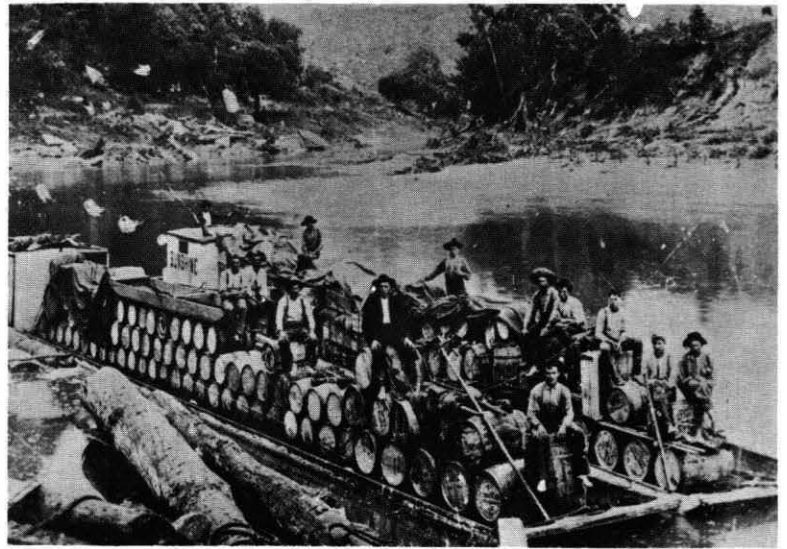
Big Sandy Pushboats

While in the Cincinnati Public Library recently we did some browsing in one of the ledgers given by Bob Kennedy of Kenova, W. Va. This one was kept aboard the Big Sandy wharfboat at Catlettsburg, Ky. in 1880. All of the freight put aboard steamboats was recorded. Not only aboard steamboats, but aboard Big Sandy pushboats. These hand-powered, pole-pushed unpainted craft had names painted on them. Such "unrigged" boats of course were not officially documented, and were individually of no historical consequence, save as a type. Most of the names given pushboats, we discover, reflect the owner, a store owner or a shipper. Practically all were named for men. Below is a list of pushboats which were loaded at the Big Sandy wharfboat June-December, 1880, many of them making frequent trips up the shallow Big Sandy River.

Sal Williamson
Cy Elkins
T. J. Dawes
John Welsh
Cal Osborn
Tom Dickerson
F. M. Spurlock
Bob Webb
T. J. Owens
Roscoe Sherman
Sam Bowman
Webb Ely
Lafe Wood
J. D. Walker
Doc Walker
Alexander Romar
A. J. Fraser
Will Vaughan
John Duncan
Don Hayman

Cy Elkins
Dangerfield
Sam Ratcliff
C. B. Shannon
Heywood & Short
H. Preston
Tom Daniels
J. D. Walker
Will Preston
Brown & Preston
Floyd
Weddington
Tom Ball
Dow Harmon
Wm. Brown
S. F. Ward
Castle
J. W. Boyd
C. C. Price
Lafe Ward

The Big Sandy steamboats of this same time were the JOE NEWMAN, FAVORITE, FLEETWING, SALLIE FREESE, J. F. HATTEN and the JERRY OSBORNE NO. 2. A description of the last named is supplied by a river reporter at Wheeling, dated Oct. 16, 1878:- "The JERRY OSBORNE NO. 2 which seems to be a cross between a model barge and a Gulf steamer with uncovered wheels came up here from Parkersburg yesterday to take the place of the MALLIE RAGON in the Parkersburg trade. She is especially adapted to low water, drawing only ten inches and runs like a greyhound."



Two pushboats on the Big Sandy River loaded with cargo for Louisa, Paintsville and Pikeville. The one on the outside is named SUNSHINE. Such craft were poled upstream from Catlettsburg, Ky. at the river's mouth, 27.2 miles up Big Sandy to Louisa, and thence 89.0 miles up Levisa Fork to Pikeville, Ky. Along the route were some interesting names:- Old Peach Orchard, Lost Creek, Hell's Gate Shoal, Widow Preston Shoal, Moody George Shoal, Patrick Swirl and Cowpen Creek. This photo from the Bob Kennedy collection.

Accidents Frequently Happened



Walter W. McCoy found this unidentified oil well shooter's picture at Sistersville, W. Va. Such persons were highly expendable, dealing as they did in nitroglycerin. It seems rather careless of this young man to hitch mules to his rig, where one kick might be the last kick. His torpedos are lashed to the dash board, and a reel of cable is behind. The nitro was brought by skiff with red flag attached. Accidents frequently happened. The following dispatch from Catlettsburg, Ky., dated Dec. 10, 1904 is an example:-

Nitro in three skiffs exploded at Clifford's Park, one and a half miles below here late this afternoon. It was shipped by the Producers Tool Co., Marietta. The blast destroyed a raft of logs, toppled chimneys and broke window glass hereabouts. The men who rowed the skiffs were reduced to small pieces of flesh and bone.



Highly Expendable



irs: I was reading an article in the S&D REFLECTOR and there was something I didn't understand. What is meant by a BAT WING??? -Ted Pearsall.

The picture above is "bat wing" packet FAVORITE on the Big Sandy River, so called because the side-panels were uncovered, or at least we think that's why. The JERRY OSBORNE NO. 2 mentioned above also as a Big Sandy bat wing. -Ed.



When some 10,000 photographs recently were added to the Cincinnati Library collection, river curator Mrs. Dorothy Powers (since retired) liked this one best of all. So, in all modesty, let us say a few words about how it came to be. Your editor in July, 1918 embarked on a camping trip up the Little Kanawha River in a white-painted canoe (borrowed from a girl friend), a tent, assorted plunder and three male companions. There came on a heat wave unprecedented, 110 in the shade at Elizabeth, W. Va.

After a council of war, held under a silver maple, we hailed in the gas packet CHASE, bound on her usual orbit from Parkersburg to Creston. Soon as the pilot answered the signal, your editor ran up the shore, opened up his Brownie 3-A folding camera, set her on f.11 and 1/50, aimed and fired. The result is spread above. Ten minutes later we were chugging up the Little Kanawha, aboard the CHASE, Creston bound.

The CHASE was built at Antiquity, O. in 1912 for the Reedsville-Parkersburg trade on the Ohio, owned by William Smeeks. When the steam packets quit on the Little Kanawha, she was transferred there. Bill Smeeks (1876-1962) was a real gas-boater, owning and running the MARGARET R., CHASE and CHASE NO. 2, the MAE D. and he was part owner in the MILTON with John Roberts. His son Frank C. Smeeks followed the pattern, and today runs the ferryboat RAVENSWOOD at Ravenswood, W. Va. The fact is, the initial "C" in Frank's name is for Chase, and both the CHASE and CHASE NO. 2 were named for him. Frank Chase Smeeks of Ravenswood ferry fame was born (1906) at Wrightsville, O., moved to Reedsville, O. in 1912; after seven years moved to Rockland, O., thence to Belpre, O., Long Bottom, O., Parkersburg, W. Va., to St. Marys, W. Va. and finally to Ravenswood.

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At the time the Smeeks family sold the original CHASE to the Moore Oil Refining Co., Cincinnati (who renamed her LION POWER) she had in her a 30 hp. St. Marys oil engine, said to be the first of the diesel-type seen around Parkersburg. So Moore Oil must have reached away out to figure that LION POWER name for her. Maybe it was for a product, maybe not. What ever became of the LION POWER, anyhow? Our good S&D friend Claude Brown, if he were living could say-----Claude was high skipper on LION POWER for a long time.

Sons and Daughters of Pioneer Rivermen

89 Park St., Canal Winchester, Ohio 43110



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