

Davis Island Dam Celebration

The above photograph was taken when the first Ohio River lock and dam was dedicated, October 7, 1885. It was known as the Davis Island Dam, located at West Bellevue, Pa., 4.7 miles below the "Point" at Pittsburgh. The flagship of the affair is the side-wheel GENEVA, commanded by Capt. Charles W. Batchelor. Today the old stone shore wall and esplanade still exist, and there is a "government light" on the property. Somebody painted a sign reading SEVEN + SEVEN = JOB HOGS, perhaps fifteen years ago, but it is effaced now.

Capt. C. W. Batchelor was chairman of the marine celebration at the dam in 1885, and commodore of the fleet. He was vice president of the Keystone Bank of Pittsburgh and president of the Petroleum Exchange. His title "Captain" was honestly won:- he was a river captain and a first rate packet pilot. A sternwheel packet was named in his honor, the C. W. BATCHELOR, and she

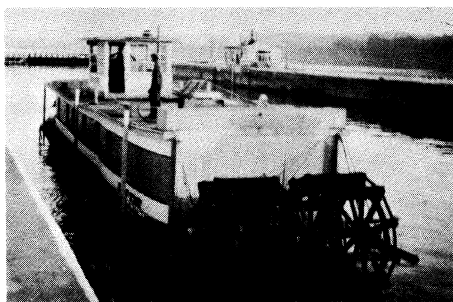
appears in the above view on the right, facing upstream, with a star between her stacks.

Outside the steamer BATCHELOR is the Monongahela River packet ADAM JACOBS, and aboard of her are the town councilmen of Pittsburgh and Allegheny. Unfortunately this view does not extend to the right far enough to show the Pittsburgh-Cincinnati packet SCOTIA with the Pittsburgh Grain Exchange aboard, and the side-wheel ELIZABETH carrying the Pittsburgh and Allegheny Furniture Exchange. Headed downstream, and on the outside of the lockwall, abreast of the GENEVA is the towboat JOS. WALTON carrying the Ohio River Commission, and hence in preferred position. The poolboat showing partly at the extreme left, moored outside the wall, headed downstream, is the ROBERT JENKINS, loaded with the Press Club of Pittsburgh, and sundry newspaper reporters.

Astute S&D'rs may speculate in some wonderment why the venerable Pittsburgh Coal Exchange is not officially grouped and recognized, what with all of these other "exchanges" occupying

Continued on page 6

ARTISTRY IN WOOD



EUGENE

Enroute to the Monongahela in Lock 18, Ohio River, in September, 1937.

Sirs: In 1937 my father, the late Arley W. Kisinger, with my prodding, bought the sternwheel gasboat EUGENE, which you list in the March issue, page 22, built at Creston, W. Va. in 1920. He paid \$800. In 1937 she was the very last of the Little Kanawha packets to carry passengers and tow flats to the oil wells up that valley. We found her laid up at Creston, and we had a lot of fun bringing her out to the Ohio and up the Monongahela to our landing. Our intention was to use her for our own pleasure, but she didn't prove very practical. She was powered with a single 25 hp. gas engine with no muffler, a deafening experience. Frank Geer, who sold her to us, had lost his hearing, due, he said, to his association with these noisy engines. We ran her until the fall of 1941, when she was accidentally backed over an obstruction at the mouth of Big Whitely Creek. We drove her on shore where she settled, and next morning the river had fallen and she was dry out forward and submerged amidships to stern. I managed to batten her from the inside and then we pumped her out. But the hull was so rotten that the planks would hardly hold a nail. So we dismantled her, and that's the story of the end of the EUGENE from the Little Kanawha.

John W. ("Bill") Kisinger,
Box 95,
Brownsville, Pa.

Sirs: I feel honored to be accepted into the fold of S&D and am sending money order for 2p 10s which will work out to about seven dollars, I believe, and would like all back issues of the magazine. I have been building mod-

els of steamboats, and latest is the Yukon sternwheeler DAWSON. Am now keen to see if I can make a success of the old side-wheeler WILD WAGONER; so far the hull is mostly finished and the paddlewheel castings roughed out. I spent ten years on a Western Rivers sternwheeler and have been a mechanic for 45 years. Twain's "Life On the Mississippi" completely sold me on Western steamboats about twenty years ago.

S. Coventry,
83, Sotheby Road,
Highbury,
London, N.5, England.

Sirs: My mother was 86 when she died in 1916. She was born in Wheeling and married at Parkersburg. She used to tell many a time about riding the packet W. N. CHANCELLOR. I was born and raised at Parkersburg, and started as water boy on the Parkersburg Docks. My first job as ship carpenter was helping on the hull of the packet GREENWOOD, built for Capt. Gordon C. Greene in 1898. My instructor in the art of cabin building was Jesse Packard, and the two of us, along with Tunn Warren and Bart Barker, put up the cabin on the GREENLAND when she was built in 1903. We also built three showboats while I was with the Dock Company, the SUNNY SOUTH, GOLDENROD and the COTTON BLOSSOM, probably not in that order. Also we built a towboat for Capt. W. R. Markle of showboat fame, which he named for himself. John McConnell afterwards said that one was the only towboat he ever built he was ashamed of. I am now 79 and am joining the S&D.

H. C. Young,
Williford, Ark. 72482

Sirs: I suppose you heard about my houseboat sinking. (March issue, page 25). A new steel hull 60 x 18 x 3 is on the planning board.

Larry Geisler,
Valley Boat Docks,
Route 2,
Sardis, Ohio.

=Fortunately for Larry, she sank on what became dry land when the river fell. -Ed.

Sirs: The March issue sure is a humdinger. Got a big kick reading about the VIRGINIA as I knew

the Hendersons and the crew, and did some electric wiring on her when Billy Kimble was purser.

S. B. ("Pud") Huntington,
354 Third Ave.,
Gallipolis, Ohio 45631

Sirs: I knew personally a number of the persons those Big Sandy pushboats (March issue, page 31) were named for. H. Preston in later years had a furniture store in Catlettsburg. The Weddington family were prominent shippers just below Pikeville. A.J. Frazier was in business in Catlettsburg. F. M. Spurlock was a prominent boatman. John Welsh, John Duncan and R. J. Owens were prominent pilots, all in service when I knew them; Owens was on the SEA LION in 1900. Will Vaughan was a pilot who, in 1904, became my father-in-law.

I have heard Capt. Will Vaughan tell of being pilot on the FLEETWING, FAVORITE, JERRY OSBORNE and J. F. HATTEN at different times. In later years he operated boats himself. Lafe Ward was another pilot in the Tug River trade in 1900. The SALLIE FREESE later went to the Kentucky River.

The JOE NEWMAN was named for a Jewish merchant at Catlettsburg who was very proud of the honor and of the boat. One day the NEWMAN hit a snag near Sciotoville and sank in shallow water. "There is no danger," Mr. Newman assured the passengers, "she is well insured."

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

Sirs: Am intrigued by that frame work around the picture of Capt. Billy Anderson at the wheel (March issue, page 7). Where did you get that, anyway?

James A. Wallen,
Huntington Alloy Products,
Huntington 17, W. Va.

=From S. Durward Hoag, no less. -Ed.

Sirs: I want to tell you how pleased I am with the Whistle Echoes tape recording. It brought back a flood of memories of my boyhood here on the Ohio River at Gallipolis.

D. J. Wetherholt,
Clinic Operations,
The Holzer Clinic,
Gallipolis, Ohio 45631



An American Classic

Sirs: I know you'll be delighted to hear that the plans to go down the Mississippi are actually materializing, and there are about 15 girls all jubilantly awaiting the arrival of June. In December I received a letter from one Mr. Gordon Cooper of Paducah, Ky. who'd read my letter in the S&D REFLECTOR and offered to be our "retired riverboat captain" for no charge. He told me all about his 54 years of experience on the river, for the most part in the service of the Federal Barge Lines.

I answered his letter, describing how we'd like to make the trip and asked if he really thought it could be done for 15 people. I originally thought in terms of renting a barge, or some such vessel, but Mr. Cooper says you can't readily rent from commercial lines, and they wouldn't have the insurance to cover such an excursion.

So...in this terrific letter I just recently received from him, he described how we'd have our own raft built out of oil drums and lumber, designed by Mr. Dewey Somdal, powered by a rented outboard motor, and accommodating whatever capacity we choose. So far, then, we're planning to leave from Memphis (where the raft, hopefully, could be built) around the 8th of June, travelling 50 miles a day, stopping at dark, reaching New Orleans around the 23rd. His letter was complete with a list of possible provisions to be acquired, and he really thinks we can do it.

There's only one thing that really bothers me and that's the cost of constructing this "Kon-Tiki." I'm going to get in touch with Mr. Somdal right away and find out if it can be done for a reasonable sum and by June, because, for many of the girls, cost is a determining factor as to whether or not they can go, as

well as the time requirement of June. Meanwhile, here at Hollins we're all deciding what magazines we can write to convince them what a great idea this is--and wouldn't they love to subsidize our efforts. (One can always hope.)

Anyway, the main reason I'm writing is to point out that you really must reconsider and come join the ranks. If you, Mr. Somdal (who's planning on coming), and Mr. Cooper were all together with us, we'd be in such awe that your wives would have no worries. It's going to be so great, I just don't see how you can refuse. Two enticing highlights: the daily readings of Huck Finn, and our arrival in New Orleans where one of the girls' fathers has promised to be out on the levee with the Eureka Band (needless to say my mother just doesn't believe it).

Seriously, if we really go in this terrific style, you must come. Also, while you're making up your mind and brain-washing your wife, we welcome any and all further suggestions on what we'd need, etc. I'll keep you posted on subsequent developments, but just keep June 8th in mind.

Thank you again for your initial interest which really set the whole thing going. I shall always remember your kindness even if we sink.

Patricia Neild,
Hollins College,
Hollins, Va. 24020

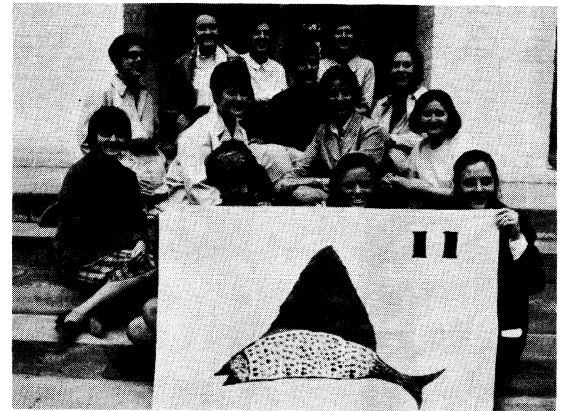
=Perish the thought! -Ed.



CAPT. GORDON W. COOPER
About 15 girls all jubilantly awaiting.....

Sirs: I talked with Miss Patricia Neild last night by phone and it looks as if our project is well on the road. Am sure it will be a trip the ladies will remember. Even though it may be a little primitive compared to present-day luxury, am sure they will enjoy every hour. I feel quite honored to be chosen to pilot this raft to New Orleans. Am planning an extra bunk and am sure the girls would enjoy having the editor of S&D REFLECTOR as guest for at least a part of the way. Best wishes.

Gordon W. Cooper,
Irvin Cobb Hotel,
Paducah, Kentucky



THE COMELY CREW

Top row, from the left:
Virginia Clark, Crozet, Va.
Patricia Neild, Shreveport, La.
Ann Boyce, Baltimore, Md.

Next step down:
Kathy Hershey, Richmond, Va.
Margaret Hanes, Winston-Salem, N.C.
Alice Meriwether, Birmingham, Ala.

In the middle:
Mimzie Speiden, Louisville, Ky.
Anne Mackinney, Charlotte, N.C.
Nancy Beckham, Durham, N.C.

Behind the flag, save for the girl at the left:
Ann Megaro, New Rochelle, N.Y.
Lee Smith, Grundy, Va.
Lee Harrison, Camden, S.C.
Vicki Derby, New Orleans, La.

Candidates not pictured:
Annie Dillard, Roanoke, Va.
Alison Ames, Saunderstown, R.I.

About the flag:- The two marks in the upper right hand corner is the sign for Mark Twain, and the fin on the leaping sailfish is a sort of blue-black-grey color..... Huckleberry - fin; see?

Additional letters on pages 2, 13, 15, 29 and 30.

The After Watch

by Joseph E. Goold

'Tis midnight. I tread the upper deck,
With crunchy cinders underfoot, to steps
of pilothouse,

Perched high on skylight, with red curtains
drawn,
To keep the light from shining out into the
night.

I mount the stairs and open door.
My partner gives a grunt of welcome; then says,
"Abreast Pond Creek --- Quincy Light there, dead
ahead."

Abruptly then he goes downstairs and off to bed.

I take the wheel -- the pilotwheel; half circle
arc
Above the floor. But even so top spokes stand
high,
And, as I lean against it, quite as tall as I.
Grasping steering levers I scan the breastboard
in the dark.

Soft sighing of the engines in the stacks I
hear,
Sharp squeaks and groanings from the woodwork of
a steamboat underway,
Faint hiss of steam and voices from below come
to my ear;
I feel the slow roll of the boat as heavy
pitmans make her sway.

I push the levers left; the great wheel spins
and hums,
And rudders also swing to port in turn,
We head up slowly; shore light toward jackstaff
comes,
While two long bands of black smoke trail lazily
astern.

Fully alert now, my eyes become accustomed to
the dark,
I peer ahead, abeam -- the shoreline to discern.
I use the rudders freely to keep her on each
mark,
And we head up from bend to point as on our way
we churn.

When all alone 'tis easy to succumb to the deep
magic of a summer's night;
The contours of the hills on either shore sharp-
etched against the starry sky;
The lights along the banks twinkling elusively,
like fireflies bright,
And towns and villages, first a distant glow,
soon sparkle diamond-like as we pass by.

The Stygian, umbral aspect of invisible,
willowed banks,
With their penumbra cast out on the murky river's
breast;
The tree-tops silhouetted beyond in serried
ranks;
Darkness the moon will soon dispel when she the
hill-tops crest.

Now a clustered group of lights leap out from
point downstream,
Yellow lights with two predominant red and green
above removed,
Soft notes, like horns of Elfland, wafted
musically in dream,
Upon the breeze. Another steamboat signalling
to ask us that her course to starboard be
approved.

We answer with a mighty blast which splits the
calm night air.
One blast: we hold our course -- we have the
right of way.
Soon we are well a-beam and swing our search-
lights 'round, clear
To read our names. Then all is dark again and
loneliness holds sway.

To paraphrase a well-known poem, if I may:

"Steamboats that pass in the night,
And speak each other in passing.
Only a signal blown; only a look at a
name,
Then darkness again --- and silence."

I toot for mate and soon he does appear to take
the wheel,
While I descend to see what cook has laid for
lunch.
The usual things: coffee, bologna, bread,
cheese, onions and cold veal!
The heel! The man has no imagination. His
time is short -- I have a hunch.

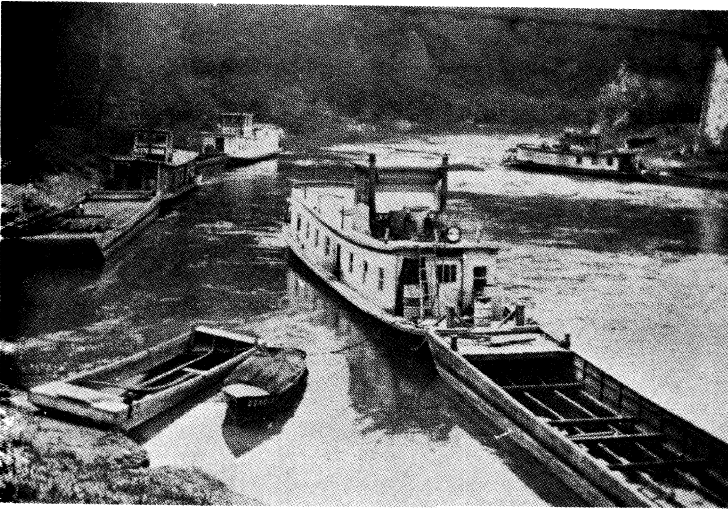
Back at the wheel, when suddenly two shafts of
light streak out from either side;
The firemen have opened wide the furnace doors to
stoke.
Blast them! I grab a megaphone, "Pull those
curtains shut," I cried.
They fairly blind a man. That lead-hand is a
brainless bloke!

At last the tardy moon peeks o'er the eastern
hills,
Soon valley and river are bathed in pale and
ghostly light,
And erstwhile invisible shores, farms and lowland
mills,
Brought boldly in relief, now comes within our
sight.

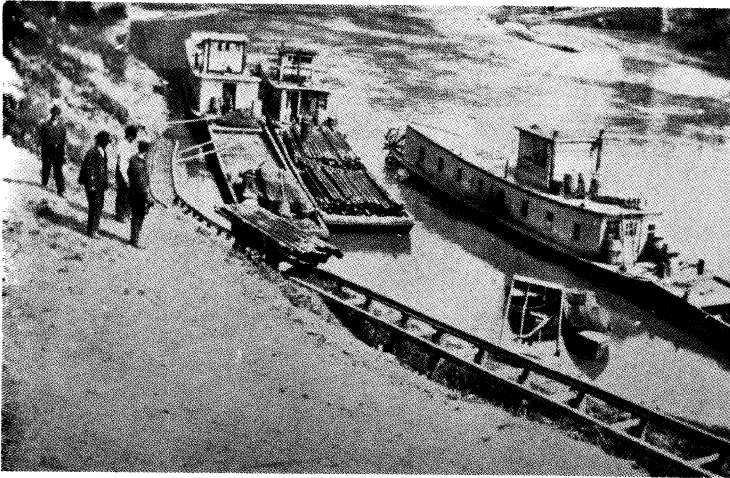
Brightening as she ascends, she casts a golden
path across the river;
Long shadows stalk the trees and our broad wake
gleams white.
A restful, beauteous prospect to soothe the soul,
if ever;
Thus Lady Moon routs night so dark, and brings
delight.

These witching hours at last dispelled by break
of dawn.
Clouds, river, hills ---take on a hue of pink,
As Old Sol, adept with brush and palette, paints
it on,
From highest cloud down to the river's brink.

Continued on page 5



TRAFFIC AT GRANTSVILLE, W. VA. on the Little Kanawha River. The GLENVILLE (center); MILDRED M. on right, J. G. OLES and SUNSHINE (behind) at the left. This was taken in November of 1924 or 1925.



GRANTSVILLE, W. VA. Left to right: SUNSHINE, J. G. OLES and GLENVILLE at the Hope Natural Gas landing. The group of rivermen at the left include Jeff Bell, Roy Bell, Ross Lanham and Ernest Stump. Grantsville never had slackwater navigation, and traffic moved only in times of a good stage provided by rain. The Little Kanawha cannot be navigated today due to two dams not provided with locks. -Thanks to Walter W. McCoy for both of these unique pictures.

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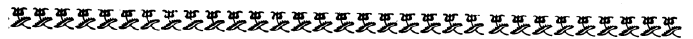
As I drink the beauties of this tinted panorama
the watch is ending.
My partner enters, more affable, ready to chat
and take the helm.
I'm loath the stay; grudgingly I answer him for
I would be descending,
Breakfast and berth, right now, I would not swap
for kingly realm.

I enter cabin; wash, and make my way to table.
I swear that if we're served bologna, cheese and
bread,
I'll thrash that cook as long as I am able,
No! Better still ---I'll have his head.

So, there you have a pilot on a steamboat,
A paddlewheeler, I would have you know;

And you would go along? Aboard with me to take
note?

I'm sorry boy, -- this happened nearly fifty
years ago!



They don't make them the way they used to

The continuance of two overnight U.S. tourist steamers, DELTA QUEEN and SOUTH AMERICAN, is in dire jeopardy as we go to press. The best we can hope is that by the time this issue is read, some solution will have been found. The first reports were pretty bad--that both boats would be required to quit on July 1, 1966. Both E. J. Quinby, board-chairman of Greene Line, and E. J. Goebel, president of Chicago, Duluth and Georgian Bay Transit submitted appeals to U.S. legislators asking for a stay of time (until November 30, 1968) or that their companies be indemnified "for the substantial losses which we will suffer if immediate compliance is required."

Recent fires at sea, particularly in the Miami area, are of course responsible for this zeal to kill off veteran steamboats. Their crime is longevity; both the DELTA QUEEN and the SOUTH AMERICAN have made the mistake of surviving beyond an arbitrary retirement age. They have outlived the rules they were built by and now would be led to the chopping block because they do not meet modern construction requirements.

What is safety? Is the modern airplane, built to rigid specifications, safe? Is the automobile safe? About the safest bet for the traveler is a Pullman car---and there are still a few left on the tracks---thanks largely to die-hards who don't fly. The majority of travelers don't seek safety; they demand speed. DELTA QUEEN caters to an infinitesimal minority, those who prefer slow motion and leisure.

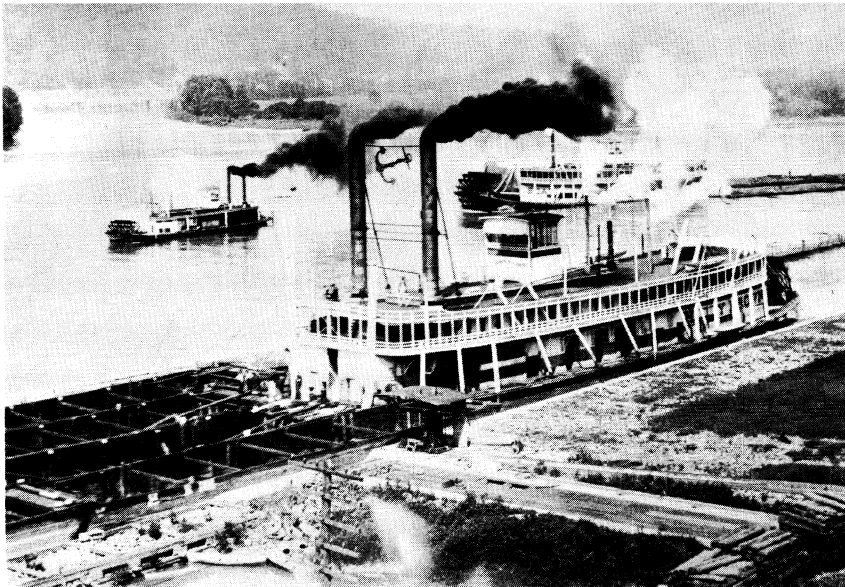
Now, how many commercial passenger-carrying steamboats have burned on the Mississippi River System since, say, 1910? The answer is, a good many. Did these boats burn because of antiquated construction? No, they did not. No matter what sort of rules were enforced, and abided by, many of these fires would have happened anyhow. You show us twelve packets and excursion boats going up in flames, and we'll show you that six of them were set afire purposely to collect the insurance. Nobody was hurt, nobody was killed, for nobody is fool enough to jeopardize himself when he commits arson. The sole instance of life-loss on big scale since 1910 due to fire was on a modern steel passenger steamer with an engineer trying to weld a fuel tank with fuel in it. There were no passengers on board.

If the policy is to alleviate loss of lives we recommend to the Congress that those lawmakers take the accent from SPEED and while they're lobbying around the country and making speeches about it, they'll do well to travel Pullman and ride the DELTA QUEEN and the SOUTH AMERICAN. As we said in the first place, our sincere hope is that by the time this piece is read a more sane approach will have been arrived at.

Concluded from Page 1.

spots of honor. We will venture no cast-iron answer; but the suspicion lurks there is discord in the ranks. Many coal operators in 1885 were violently opposed to locks and dams on the Ohio River. The idea of dams was new; it hadn't been tried; therefor it was no good.

No other pictures of the GENEVA are known to your editor, other than this one where she appears as the flagship at Davis Island in 1885. She was built 1871 at Brownsville, Pa. for the Pittsburgh, Brownsville & Geneva Packet Co., with a hull 163 x 30 x 5. This line offered twice daily service up the Monongahela at 8 a.m. and at 4 p.m. Her partners in 1875 were the CHIEFTAIN, ELECTOR and ELISHA BENNETT, and her veteran skipper those days was Capt. M. A. Cox who dated back to being master of the CIRCASSIAN in 1846. The Packet Line sold GENEVA in mid-December, 1884, to William J. Caskey who ran a boat store at 115 Smithfield St., Pittsburgh. His partner was Capt. Lewis N. Clark. These two sent GENEVA on a trip to New Orleans, where she spent the winter of 1884-1885 carrying people from New Orleans to the World Exposition nearby. She got back to Pittsburgh on April 21, 1885, bringing up three empty barges from Cincinnati. Another Monongahela side-wheeler which developed itinerant ways was the BAYARD, built 1864, which later was in the Keokuk Northern Line.



Towboat activity at Davis Island Dam in 1895. The big HARRY BROWN is upbound in the lock chamber with empty wooden coalboats. Wickets are down and the BOAZ with a loaded tow has just run the pass and is twisting around to straighten up. The little single-decker is unidentified. This towboat HARRY BROWN (first of the name) exploded 25 miles below Vicksburg on May 10, 1896, killing eleven of the crew. The gates at Davis Island lock were recess-type, and were operated by steam. Notice the upright boiler in a shed.

The Steamboat Parade at the
Opening of Davis Island Dam, Ohio River
October 7, 1885.

Position of the Boats in Line

The GENEVA, Capt. C. W. Batchelor, flagship, with Chamber of Commerce on board.

The C. W. BATCHELOR, carrying the Petroleum Exchange, lashed to the ADAM JACOBS, carrying the councils of Pittsburgh and Allegheny.

The ONWARD

The ROBERT JENKINS, carrying the Pittsburgh Press Club.

The RESERVE

The SCOTIA, carrying the Grain Exchange, lashed to the Elizabeth, carrying the Pittsburgh and Allegheny Furniture Exchange.

The BELLE MCGOWAN lashed to the EAGLE

The JOS. WALTON, carrying the Ohio River Commission, lashed to the I. N. BUNTON NO. 2 and the JOHN T. CASE.

The LITTLE FRED and the LITTLE DICK, lashed.

The JIM WOOD and the S. L. WOOD, lashed.

The ELLA and B. D. WOOD, lashed.

The LULU WOOD and the ADVANCE, lashed.

The JOHN DIPPOLD

The TOM LYSLE and FRANK GILMORE, lashed

The SEVEN SONS and the TIDE, lashed

The LITTLE BILL and the TWO BROTHERS, lashed

The NELLIE SPEER

The CHARLES BROWN and the JIM BROWN, lashed

The JAMES G. BLAINE with excursionists

The CHESAPEAKE, with excursionists

The GLENWOOD

The TWILIGHT, with two barges

The HUNTER NO. 2

The STELLA McCLOSKEY

The VENUS and VENICE

EDITOR'S NOTES ON THE ABOVE:- All of the boats mentioned in the program had wooden hulls and various of them are remembered by your editor, and, doubtlessly, by other members with long minds. The towboat TWILIGHT survived through the years to exist when the Ohio River slackwater system was completed to Cairo, Ill. in the fall of 1929. We don't recall whether TWILIGHT (renamed at that time J. H. McCRADY) was part of the 1929 parade or not; she could have been and should have been there. The towboat JIM BROWN almost made it; she was dismantled a few months before the 1929 celebration. One S&D member, at least, was in the 1885 doings at Davis Island, and 44 years later also saw the 1929 show; he was the late Capt. James Rowley, Jr. He was the pilot on the VENUS at Davis Island, and seems to us he was aboard the CINCINNATI, also as pilot, in 1929. The only boat name in the above list we don't know about is the RESERVE which is mighty odd, for we've never heard of that one.

My Life and Times

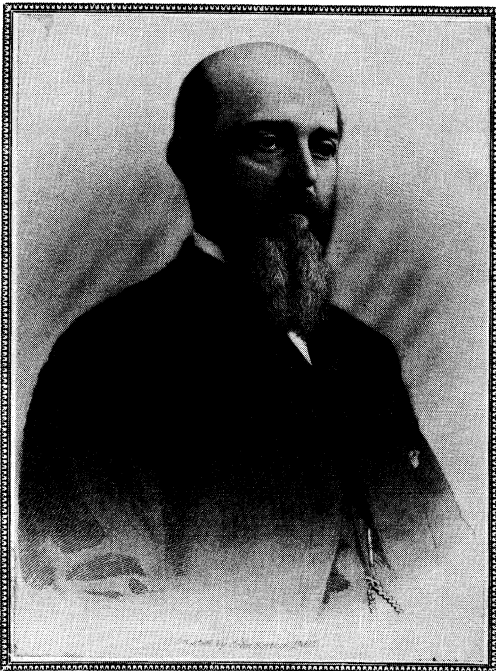
by C. W. Batchelor

The first work I did was in Whan's Foundry, Steubenville, O., at the age of twelve. I went to work there to learn to become a moulder. Soon occurred an incident that was the key-note of my whole life.

The foundry was situated on the river bank, and one day a boat landed there. In those days the appearance of a steamboat was something to cause everybody to leave their work, or business, and run to see it. The day the boat landed in front of the foundry I noticed, with a good deal of interest, the captain running around deck giving his orders, which made him a very conspicuous person, and, in my estimation, a great man. I thought a good deal over the matter, and how I would like to be the captain of a steamboat.

When I was less than thirteen years old, I obtained the consent of my parents to allow me to go on the river, which I did, by going with Capt. Lucas, as cabin boy on the steamer U. S. MAIL, running between Steubenville, Wheeling and Wellsville, at the enormous salary of six dollars a month. (Ed. Note:- In the Dec. '65 issue, page 15, is a pencil drawing of the U. S. MAIL built in 1852, the second of the name in that trade; both of them operated by Capt. Michael Ennis Lucas of Steubenville.)

A short time after this, I was transferred to the steamer POST BOY in the same trade. One day, just at the foot of "Twin Island," five mil-



C. W. Batchelor

es above Wheeling, Captain Lucas called me into the pilothouse, and asked me if I did not want to learn to steer. Well, you may talk about the boy with his first boots, the girl with her first long dress, and the woman with her first baby, and all such, being proud; but if they felt more pride than I did, when called into that pilothouse by Captain Lucas, then their cup of happiness must, indeed, have been more than full. (Ed. Note:- POST BOY was a popular name for packets: at least six were built for the rivers, of which this was the second. Captain Lucas's POST BOY was small potatoes, built for low water work.)

I seemed to take to the wheel quite naturally, and was soon what Captain Lucas called a good steersman. In the spring of 1841 I went with Captain Mason on the steamer TIOGA, to learn the river between Pittsburgh and Louisville. I re-

Capt. C. W. Batchelor's father was Joseph S. Batchelor, born and raised in Philadelphia and of Irish parents. Joseph came to Steubenville aged 22 (in 1810) and manufactured furniture. He married Sarah Murray who was raised back of Freeman's Landing, 10 miles above Steubenville, on the Virginia side.

The children of Joseph and Sarah:

Edwin M. Batchelor b. 1813
 Eliza Batchelor b. 1815
 Alonzo S. Batchelor b. 1816
 Francis Y. Batchelor b. 1818
 Leonora N. Batchelor b. 1821
 Charles W. Batchelor b. 1823
 Joseph A. Batchelor b. 1825
 James W. Batchelor b. 1827
 James W. Batchelor 2nd b. 1829
 Stanton J. Batchelor b. 1831
 Mary E. Batchelor b. 1835

Five of these boys became rivermen: Francis Y. left the boats to operate the Walnut Street House, Cincinnati, in 1875 (see March issue, page 15) and died one year later. Stanton J. had artistic ability and became a Pittsburgh artist. James W. 2nd was a river clerk---as may be surmised the first James W. died in infancy. Alonzo S. was a clerk and captain.

mained with him three years, getting for my services about enough to clothe me.

During the first year of my time on the TIOGA, we took a party of Wyandotte Indians from Cincinnati, and landed them where Kansas City now stands. At that time, not a house of any kind stood there. Capt. David Blashford was in charge on this trip. (Ed. Note:- The TIOGA was built at Wheeling, 1840, side-wheel, Capt. Henry Mason. Another celebrity who commenced his river career on her was Capt. Lloyd T. Belt, skipper of the 227-ft. OLIVE BRANCH, St. Louis-New Orleans, in 1863.)

In the spring of 1845 I went on the steamer FULTON, Capt. E. D. Collier, to stand my own watch as pilot. That was the first time I had the full responsibility as pilot. Capt. W. J. Kountz was my partner. (Ed. Note:- William J. Kountz was the terrible-tempered Mr. Bang who later built side-wheel CINCINNATI, CRYSTAL PALACE

and during Civil War was river traffic manager for Gen. George B. McClellan (1861) and later ran many packets on the Mississippi and Missouri rivers; he was a resident of Allegheny City, Pa.)

On the 6th day of June, 1845, Kountz and I became pilots on the new PRAIRIE BIRD, owned by Capt. John Vandergrift, and left for Cincinnati. On the second trip down from Pittsburgh, I was at the wheel going through Beaver Shoals, when the Captain's son, James M. Vandergrift, who was the boat's clerk, brought his two sisters up to the pilothouse; one, the younger, Mary Ann, afterwards the wife of James M. Kenney, and the other, Eliza, who became my wife. This was the first time we had ever met. (Ed. Note:- Capt. John Vandergrift built and operated the first stern-wheel steamboat, as we know the term, on western streams--which is to say, two engines working a single wheel at the stern. She was named BEAVER and built in 1832. James M. Vandergrift, the innocent cupid, later built the JOHN L. RHOADS, and lived to witness the centennial of steamboating, 1911, at the age of 89.)

The first meeting with my wife was on the fourteenth day of July, 1845, and on the sixteen-

th day of November, 1846, we were married at her father's house in Pittsburgh.

That fall I engaged on the steamer CLIPPER NO. 2, Capt. Nelson Crooks (one of nature's noblemen) and I continued on her for three seasons, which, unfortunately, came near being the death of me. The CLIPPER NO. 2 was a very hard steering boat. I was young and ambitious, and didn't like to give up, but I finally had to quit and left the boat at Wellsville, and came home, as all on board supposed, to die.

To regain my health I went to Johnstown, Pa. and there remained three weeks with my old and dear friends, W. I. Maclay and wife. From there I went to Steubenville, remained a few weeks, and thence to the Parkersburg Well, W. Va. (Ed. Note:- What place was that? somebody please say.) That water, together with the rest I was taking, did me good, and after being there five weeks I went home, and a few days after my arrival engaged to pilot on the NOMINEE, Capt. Jos. Smith. (Ed. Note:- NOMINEE was built at Shousetown, Pa., 1848 and operated various trades on Ohio River until sold, 1850, to the Upper Mississippi where

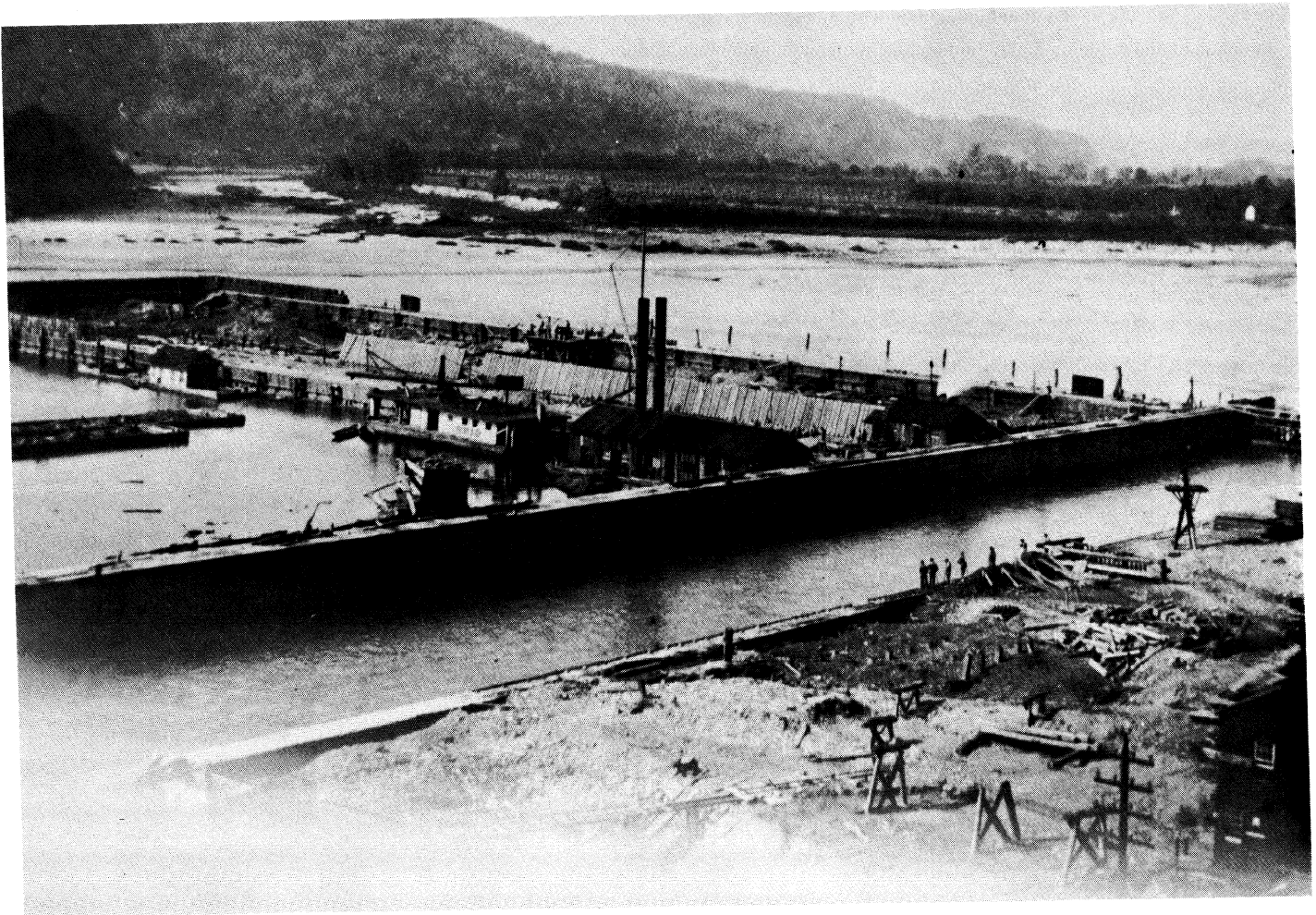
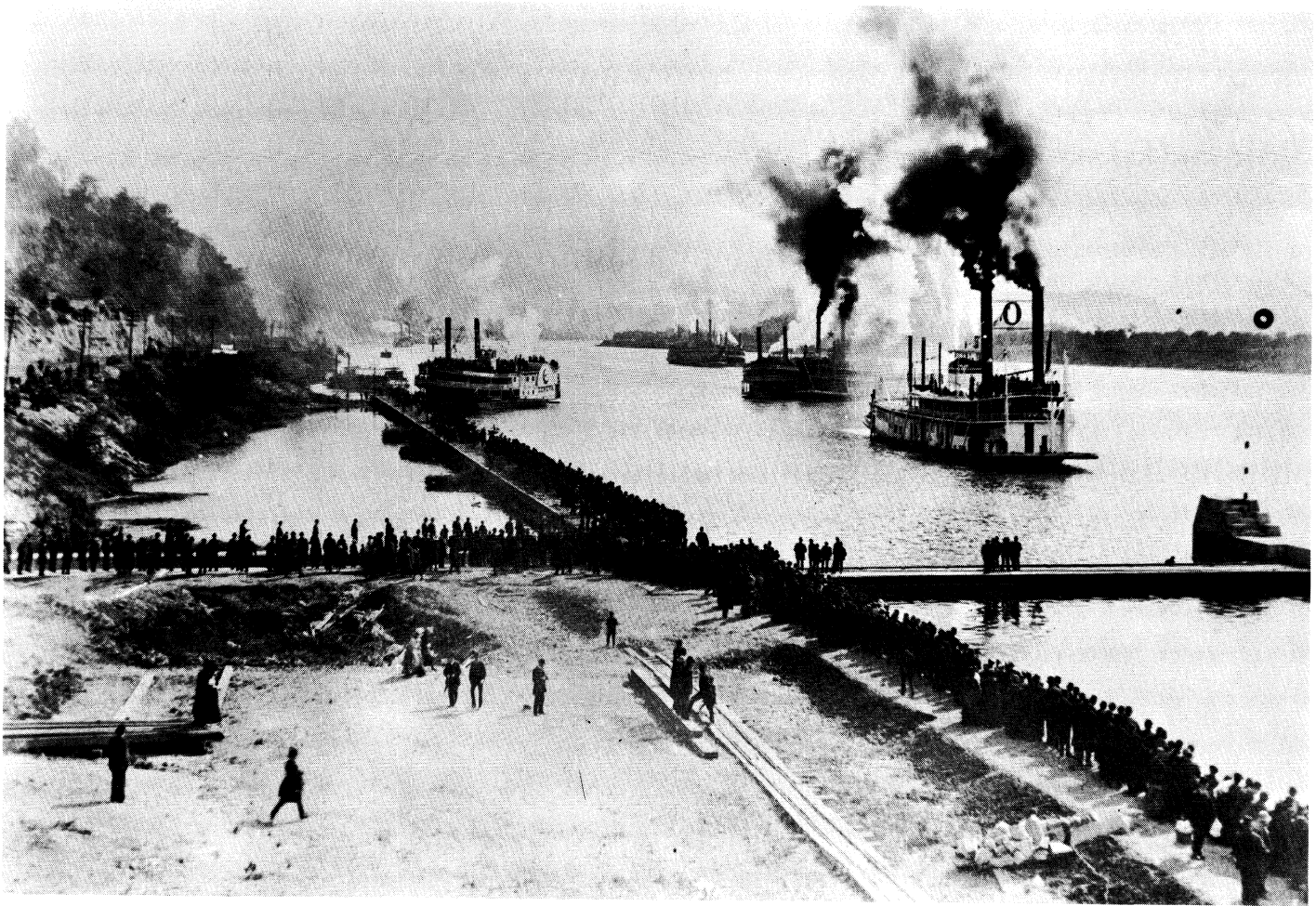


Photo taken by E. J. Carpenter during construction of Davis Island Dam. Lock walls are completed. Large cofferdam is unwatered and wickets (139) are being placed between wall and bear trap. Navigable pass was 559 feet, and three weirs took the dam to Davis Island, which was closed on the

back channel by a 456-foot fixed dam. The lock was 600 x 110. Timber is growing on Davis Island at the upper left. A vast expanse of Neville Island shows, under cultivation, and only one farm house may be seen.



Dedication Day at Davis Island Dam, October 7, 1885. Actually the wickets had been raised and the pool given a complete five-weeks test in the summer of 1884. U.S. funds were appropriated on March 3, 1875 to build the dam but procrastination on the part of Pennsylvania to transfer jurisdiction of the site to the U.S. stalled actual work until August 19, 1878. The towboat in midstream with the "O" between her stacks is the ONWARD. The flagship GENEVA is nosing in at the upper end of the guide wall at the left. Behind ONWARD are the C. W. BATCHELOR (star between stacks) and the

ADAM JACOBS, Monongahela River side-wheeler. Away upstream behind them is the Pittsburgh & Cincinnati Packet Line's SCOTIA (tall stacks) lashed to the ELIZABETH. The little feller shoreward of the GENEVA may be the VENUS. The orator of the day was Hon. Daniel Agnew, followed by Col. William E. Merrill (who gave unstinted credit to Henry W. Oliver "whose bold and masterly tactics and lavish personal expenditure snatched victory from the jaws of defeat") and closing remarks were made by Hon. John F. Dravo.

she did herself proud:- she was the first spring arrival at St. Paul, 1852 and 1853.)

In the spring of 1849 cholera broke out on the river, and on the last trip of the HIBERNIA NO. 2 in July, just as she landed at the Pittsburgh wharf, Jesse Klinefelter died with cholera. During the summer I engaged with Capt. John Klinefelter to go with him on that boat as pilot, in the place made vacant by his brother's death. We started out in September, and on the first trip I bought the captain's interest and took charge of the boat. Here then I realized the dream of my life: I was the captain of a steamboat. (Ed. Note:- Capt. John Klinefelter took interest in the MESSENGER NO. 2 and went captain of her; a daguerreotype picture of the boat is in our March issue, page 30. He relieved Capt. I. C. Woodward.)

On one trip going down the river on the

HIBERNIA NO. 2 we took on board at Wheeling a party of Congressmen and their families on their road home after the adjournment of Congress. In those days the passengers from the East came by stage over the National Road from Baltimore. The next evening I was sent for to come to the ladies cabin. One of the Congressmen had knocked a woman off the piano stool. Before leaving Pittsburgh a well-known old colored man by the name of John Peck, and his daughter, a bright, intelligent girl, came on board. When I went back to the ladies' cabin I found all the passengers gathered there and in a very high state of excitement. The moment I arrived a Member or Senator from Texas (I forget his name) arose and said: "Captain, when we came down off deck this evening we were insulted by finding that nigger wench playing the piano, and I chastised her."

In short order the tempers of these Southern persons had blazed to flame, and I was placed in the position of Judge, with ample backing up, for

about forty Northerners closed behind me and were ready to enforce my decision. The girl withdrew to her room in alarm. I said, "The girl did not violate any rule of the boat, nor has she done anything to justify you in making the assault." When the fact became established that a lady passenger had asked the girl to play the piano, and a prominent lady at that, the fury abated, to my infinite relief.

During these days the suspension bridge was built over the Ohio at Wheeling (Dec. '65 issue, page 14). This was a great nuisance to the boats as the chimneys had to be lowered to pass under. Our Packet Company began suit to have the bridge removed, and engaged Edwin M. Stanton as attorney. Here is where I began to know the energy of that indefatigable man, which he displayed in after years in his law practice and as War Secretary in Lincoln's cabinet. Often when the river was high, and the boats had to lower chimneys, Mr. Stanton would come on board and go with me to Wheeling to witness the operation of the lowering of the chimneys, which made him master of the evidence when the case was being tried. It was the Wheeling bridge case which gave him a national reputation as a lawyer, and started him on the road to the honors that awaited him in the councils of the nation. (Ed. Note:- Hon. Mr. Stanton while preparing his Bridge Case came aboard the packet ISAAC NEWTON at Pittsburgh, fell down an open hatch, fractured a leg, and had to be removed to his home in Steubenville in a stretcher. His perpetual limp resulted. The Law of Gravity on Sir Newton's namesake was faultless.)

Packet boats were then annoyed and imposed upon by the collection of wharfage at all the way towns along the river, and frequently the wharfage would be more than the business transacted. On one of these trips on the HIBERNIA NO. 2 I got into a controversy with the wharf-master at Wellsville, O. about this wharfage. Mr. Stanton always roomed with me in the Texas, and overheard the talk. Later he said to me; "Charley, why don't you quit paying wharfage? They have no right to collect it. If the Packet Line will give me two thousand dollars I will agree to rid them of wharfage." The result was, we quit paying wharfage at Wellsville, and told them to sue us, which they did. We engaged Mr. Stanton to defend the case. He filed an answer and that was the last we ever heard of it. Mr. Stanton contended that the collection of wharfage from a boat passing from one state to another state was a tax upon commerce and a clear violation of the Constitution. (Ed. Note:- Nonetheless, many towns imposed and collected wharfage as long as packets operated.)

When the BUCKEYE STATE came out new in February of 1850 in the Pittsburgh-Cincinnati trade Capt. Samuel J. Reno was in charge of her. After a trip or so Captain Reno was confronted with opposition from the equally new side-wheel steamer CINCINNATI, operated by Capt. William J. Kountz, my former pilot-partner. The two boats were on the same schedule with similar hours of departure from each terminal. The BUCKEYE STATE was one of the regular "Line," which then composed seven steamers, one of which was my HIBERNIA NO. 2.

The dedication ceremonies at the opening of Davis Island Dam focused a great deal of attention upon Capt. C. W. Batchelor. Part of his autobiography is presented in this issue, garnered from a book he wrote called "Incidents In My Life," published in 1887 and from letters he wrote for newspaper publication. After he quit the active river life, Captain Batchelor built a number of packets which we now summarize. In 1855 he built the EUNICE for the Collier Bros. of Steubenville. In the winter of 1855-1856 he built the W. I. MACLAY, named for a principal in the Clarke & Thaw canalboat line on the Pennsylvania Canal. Brother F. Y. Batchelor was the boat's master. In 1859 he built the LUCY GWINN for use on Trinity River in Texas. Brother James 2nd went along. Capt. A. W. McKee, who operated the boat, later was court martialed by the Confederate Army and ordered shot because of cotton speculations. McKee escaped into the Union lines and lived out his days in Washington, D. C.

In 1860 Captain Batchelor built the EMMA DUNCAN, named for a young lady in Cincinnati. Capt. Frank Y. Batchelor commanded and was loading at New Orleans when Sumter was fired upon. Stanton was in charge when she carried U.S. war supplies above Nashville on the Cumberland. In 1861 the GEORGE W. GRAHAM was built, named for the freight agent of the Illinois Central RR. at Cairo, Ill. A wild rumor got started at Pittsburgh that she was a Rebel boat--somebody had detected a Rebel flag etched in one of the cabin skylight glasses. The excitement was genuine, and the Committee of Public Safety came to investigate. The new boat was dispatched away from Pittsburgh on a Sunday before real trouble broke out.

Then Captain Batchelor built the MARY E. FORSYTH, named for the wife of Robert Forsyth of Chicago, an Illinois Central RR. man. She proved a money-maker for all concerned.

Next came the big side-wheel W. R. ARTHUR, completed at Louisville. Capt. Hugh Campbell was the skipper, and Stanton J. Batchelor was clerk. Stanton came in for some mighty warm times what with running Reb batteries, but being of small stature he could squeeze between cotton bales. Later she was sold to The Atlantic & Mississippi Steam Ship Co. and exploded with great violence in 1871 near Island 35. The towboat J. D. AYRES sank a barge of steel in that vicinity in 1929 and the surmise was that a portion of the old ARTHUR wreck had caused it.

Captain Batchelor's next boat was the side wheel DARLING for the Cincinnati-Memphis trade, in 1863. Also that year he built the NORMAN for Arkansas and White rivers, and James Batchelor commanded, and Stanton was clerk. He bought a hull at Elizabeth, Pa., and completed it into a side-wheel boat named PARAGON, also in 1863.

Then came the GUIDON, a light draft stern-wheeler, built in 1864, with James Batchelor in command. Also that year he joined with the Messrs. Hanna of Cleveland, O. in building the LAC LA BELLE for the Lake Superior

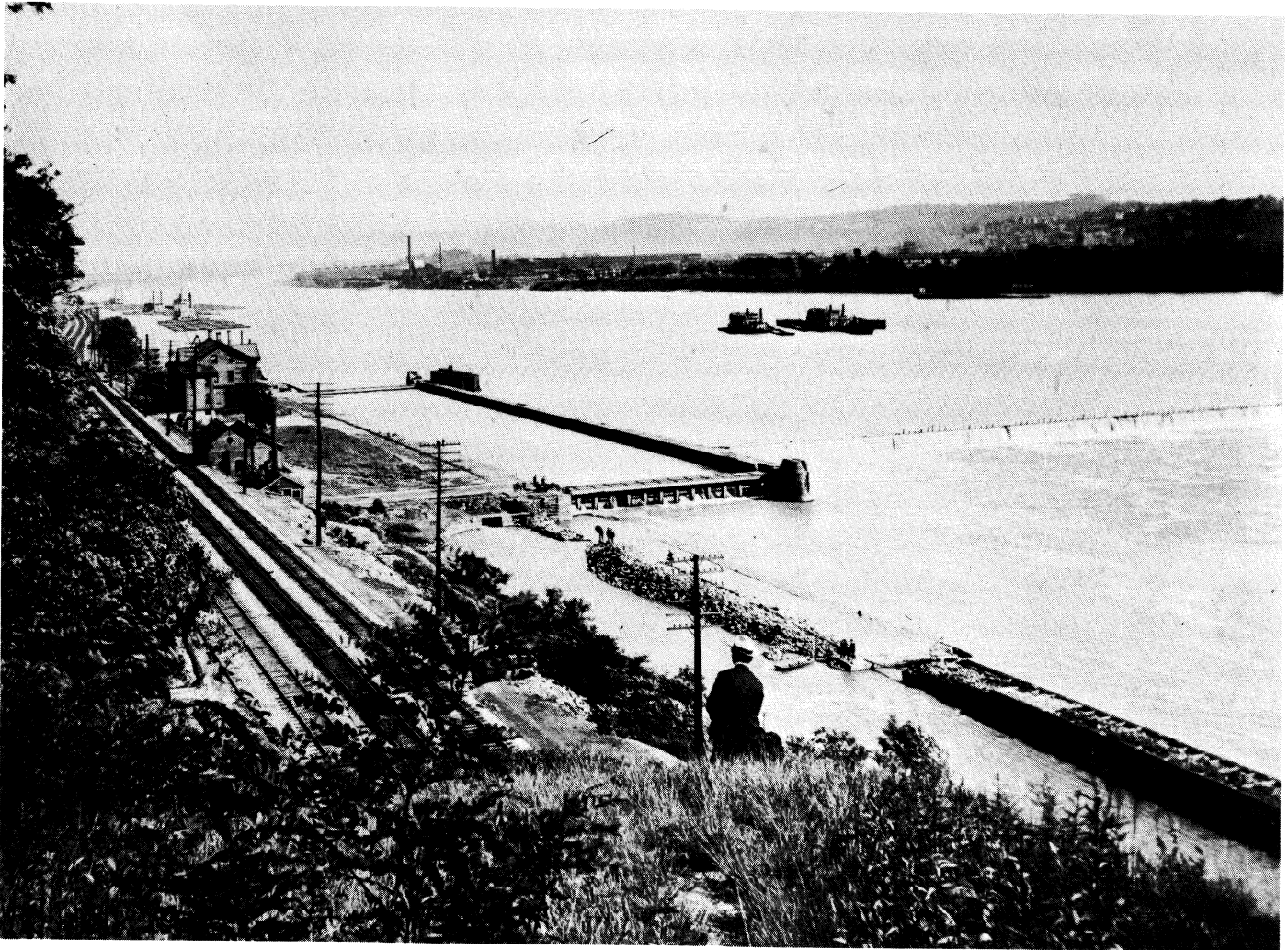
Continued on page 12

Anybody familiar with the duties of a steamboat captain very well knows that there is nothing more exciting or better calculated to worry the life out of a commander than an opposition boat, such as the CINCINNATI was. Captain Reno became sick, got worse, and was taken off the BUCKEYE STATE at Cincinnati upon the advice of a physician, and removed to the Broadway Hotel.

When we arrived in Cincinnati on the HIBERNIA NO. 2 a number of us went to see Captain Reno. We found him a very sick man suffering from an attack of erysipelas. On again calling on him in the afternoon I went directly to his room and, on opening the door, was much shocked to find him in the hands of the undertaker. He died the day he was taken from the boat. We brought his body up on the HIBERNIA NO. 2.

On this trip we witnessed one of the saddest, most solemn and affecting scenes ever presented on the Ohio, or any other river. On our arrival

at a point on the river just below East Liverpool, O., we met the BUCKEYE STATE. When in hailing distance they gave the signal to come to, which we did, and allowed her to run alongside. Both boats were draped in mourning, with flags half-mast, and when they came together they presented an unusual and solemn sight. It was a calm, lovely day, one of those peculiar days on the river when the atmosphere seems to hold sounds near the water, permitting them to be heard at long distances. It was in the dusk of evening, the wind had died away, and all nature seemed to have come to a halt, and in sympathy with the solemn surroundings. When the boats came together, their touch seemed to impress one with the idea that it might be the embrace of tender affection, and a thank-you from the BUCKEYE STATE to the HIBERNIA NO. 2 for this mission of bearing home the remains of her late commander to his family. The BUCKEYE STATE had on board a delegation of friends who came to accompany the remains to Pittsburgh, and when they came on to



DAVIS ISLAND DAM, first Ohio River dam, as it appeared about 1905, looking upstream. The four-line railroad at the left is the Pennsylvania's main line, New York to Chicago. It was four-tracked in 1900 and still is four-track in 1966. The commuter station at the dam was West Bellevue. Out in midstream above the dam are two steam self-propelled sand-&-gravel dredges which had all of the steamboat trappings, paddlewheel, twin stacks and pilothouse, in addition to dredging equipment.

Moored above the dam, faintly showing at the left, are three or four fleets of coal, and attending towboats, awaiting a rise. McKees Rocks, Pa. is visible in the distant bottom and the smokestacks are at the plant of the Pressed Steel Car Company. Today the Monongahela and Ohio Dredging Co. has its fleet and offices at the location. This photograph by courtesy of John Kyle, Elizabeth, Pa.

the HIBERNIA NO. 2, not a word was spoken, not a sound heard; even the usual tap of the bell was dispensed with; all was as quiet as the Silent City of Death. Here I will draw the curtain over the memory of my dear friend Capt. Samuel J. Reno, the first commander of the BUCKEYE STATE.

Captain Reno's services were held at Pittsburgh on April first, 1850, "largely attended by citizens and rivermen," to quote a newspaper. He left a son, Samuel J. Reno, Jr., then aged six, who joined the U.S. services in the Civil War and was an orderly to Gen. U. S. Grant at the time of the surrender to Lee. He put down his arms and went on the river as a towboat pilot and master (J. S. MERCER, WM. G. HORNER, ANNIE ROBERTS, RAYMOND HORNER, VOLUNTEER) and was skipper on the PACIFIC NO. 2 when he died, 61, on February 26, 1905.

The HIBERNIA NO. 2 made money quite fast, and during the year 1851 we built the ALLEGHENY, and on the sixteenth day of March, 1852, after having sold my interest in the HIBERNIA NO. 2 to Captain Price, to go to the Illinois River, I transferred my crew to the new ALLEGHENY. (Ed. Note:- Two of the passengers on this maiden trip were Stephen Collins Foster and his brother Morrison Foster. Another was J. J. Gaitree of Marietta, O.)

During the spring of 1852 there was much excitement about fast boats between Louisville and Pittsburgh. The TELEGRAPH NO. 2 wore the horns for making the fastest time from Louisville to Cincinnati. The PITTSBURGH had twice tried to wrest away the honor but had failed. One May evening we got to Cincinnati from above, and after unloading, and with only the crew aboard, we proceeded to Louisville, getting there at 9 the following morning. We departed at 11 with intent to come up to Cincinnati as fast as possible. The time was kept by Capt. Joe Ross of Cincinnati, who headed a committee. Excerpts:-

	m.	s.
To Six Mile Island	21	38
Utica	33	0
Twelve Mile Id.	43	0
Charleston Ldg.	58	0
Madison	3	20 0
Cincinnati	9	50 0

Capt. Moses McLellan of the TELEGRAPH NO. 2 with good grace handed over his deer horns to us, acknowledging the record as the fastest made to that date. (Ed. Note:- When excitement simmered down, the correct time was either 9-58-0 or 10-05-0. The TELEGRAPH NO. 3 one year later did it in 9-51-0 and no mistake; her record held until the CITY OF LOUISVILLE came up in 1894, doing it in 9-42-0, as reported in our Dec. '64 issue, page 1.)

In the fall of 1852 connection was made by rail between Pittsburgh and Cincinnati. It was but a short time after the road was opened that I made the discovery that it would rob our packets of their best business. I made up my mind that inasmuch as about all I had was in the ALLEGHENY, I would try and sell out.

Concluded from page 10

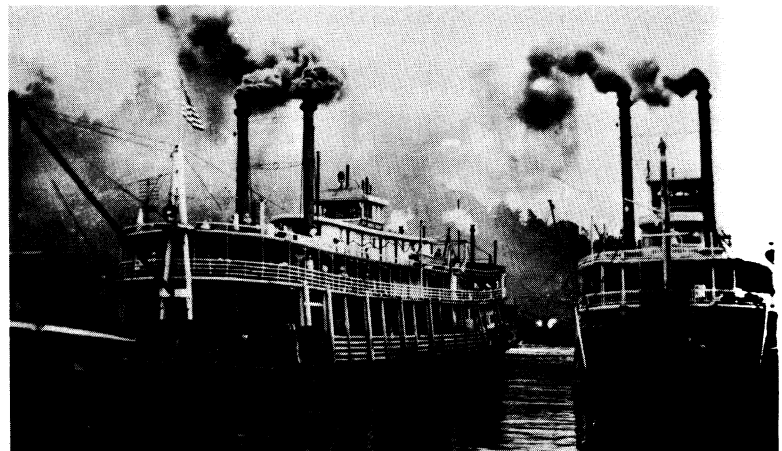
and Cleveland trade, twin propeller and two stacks, said to be the first of this type on the Great Lakes.

In 1878 Capt. Batchelor built the Missouri River sternwheeler F. Y. BATCHELOR in partnership with Joseph Leighton of Fort Buford, who was son-in-law of brother Frank Y. Batchelor. She departed Pittsburgh on May 9, 1878 with Capt. Grant Marsh in command, and Stanton Batchelor clerk. Capt. C. W. Batchelor went along for the ride up the Missouri, up the Yellowstone and on up the Big Horn to Fort Custer, where the boat arrived June 28, and a complete log of this voyage exists.

Some time in the spring of 1853 I went up on the Pennsylvania Canal (which then was in operation) to have a talk with some of the owners of the boat, and to tell them that in my opinion we were losing our trade. Thomas S. Clarke, William Thaw and Robert S. Hays, all owners of the ALLEGHENY, were there. (Ed. Note:- By "there," Captain Batchelor infers in the Allegheny mountains, popular summering place.)

When I told them I thought our trade was leaving us, Mr. Clarke said, "Oh, Charley, you are scared." I said, "Yes, I am." Mr. Hays remarked to me, "Maybe you'd like to sell out?" That is just what I went up for, and I answered in the affirmative. He asked, "Will you take my note?" I said, "Yes, sir." He replied, "All right; I will take it at your price."

The next trip, when I got back to Pittsburgh I sold out, and George C. McLean, my old clerk, was put in command. She never made any money in the trade after that. She was afterwards sold to Capt. Clifford G. Wayne for the St. Louis and New Orleans trade, and finally sank at Carroll's Island, on the Mississippi River, twenty miles below St. Louis.



Packets GENERAL WOOD (left) and BETSY ANN locking at Davis Island, Ohio River, in 1921 within weeks before the lock and dam was decommissioned and replaced by the new Emsworth Locks and Dam, a short distance below. The GENERAL WOOD was owned then by Liberty Transit Co., financed at Wheeling to revive river commerce. BETSY ANN had just been bought by D. Grover Gill at Natchez.

-Photo by William S. Pollock

Sirs: I am writing in hopes that you rivermen may have explanation of place names which remain along Georgia streams. Georgia rivers have a host of names that go back to the rivermen's day--Every bar, bend, reach, point, etc. had a name. I have ascertained the meaning or significance of scores of these designations, but have been baffled by these on the list which follows.

Many Georgia river names date back to the foundation of the colony. The "Jump" and "Leap" places may refer to what western rivermen called "chutes." We do not use the latter term in Georgia except on Flint River where western steamboats came when steam navigation first started.

I suspect "Old Man's Shot Bag" and "Old Woman's Pocket" are really sly double-meaning expressions. Frontiersmen were good at devising such expressions in lieu of the real names which could not have been publicly used.

I shall be grateful for assistance.

The bafflers:-

Jacob Jump Point, or
Jacob's Jump Off Shoal
(What was a "Jump" or "Jump-Off," and why "Jacob?")
Tiger Leap
(Tiger meant panther; a "Leap" may have been interchangeable with "Jump."
Squirrel Jump
Stingy Venus, or
the Stingy Venus
(A reach on the Savannah River)
Twist Lip Shoals
Wring Jaw Bluff
(Several places with the name)
Nest Egg
(There are several such places)
Egg Harbor
Saucy Boy Point
Hominy Pot
(A whirl?)
Marrowbone Bar, and
Marrowbone Round
Knee Buckle Point
(Two such places in Georgia)
Bar Room
Old Man's Shot Bag
Old Woman's Pocket
Dog Ferry
(There were several such places)
Short Wrestle Jack Bight
Teacup Shoals
Fodder Stack, or
Fodder Stacks
(Used several times)
Daybread Shoals
Hay Stack
(May have been alternate for "Fodder Stack." It is unlikely there were any early meadows close on Georgia rivers to pro-

vide hay for stacks)
Jumping Gully
(There are still numbers of short streams with this name which drain into the large rivers)
Box Hand Beach
Monkey Point

John H. Goff,
Professor Emeritus of
Business Administration,
Emory University,
Atlanta, Georgia

Sirs: In the early spring of 1867 the side-wheel MOLLIE ABLE also had a cornfield thrill. The story as told by an eye-witness:-

"Ah was a'sleepin' in mah cabin when I wakes up and heahs sumpin' goin' pooh--pooh, like it's short for breath. Ah flings open mah doah and here's dis great whoppin big side-wheel steamboat loomin' in de night right for my shack. So Ah beats on mah dishpan wid de spoon an' de fog-horn mate says: 'Whar is we?' Ah hollers, 'Dis years a cohnfield, suh!' Den all de little bells on de boat go 'tingle-tingle' and de smoke roll and de steam go chaw-chaw, but dar she am. De MOLLIE ABLE wuz stuck and all de tingle-tingle an mate's bellerin' doan wiggle her one itty-bit. Dar she stay, an' next day de big ROOF come along and lays a line to her. Den she swing dis-way, dat-way and snake back to de Mississippi River, an' leave me an' my shack all by ouhs lonesomes again."

Sam Orez,
Line Island, West Va.

=De "big ROOF" am de RUTH. -Ed.

Sirs: Joan and I extend our compliments for the wonderful story on pages 16-17, March issue of the REFLECTOR. We also must remark on the effective manner in which various borders were used to set off the pictures.

John J. Strader,
3630 Clifton Avenue,
Cincinnati, Ohio 45220

Sirs: When Cap'n Bill Pollock took those photographs of the casket (March issue, page 12) did he set the focus on "infinity?"

Roger K. Dudley, D.D.,
Burnside, Kentucky

=Now, now, Reverend! -Ed.

Sirs: According to the Memphis "Appeal," the steamer BIG FOOT stubbed her toe on a snag ten miles above Eufaula, Ala. on Saturday night, Dec. 9, 1876. The account says she sank to her boiler deck, her cargo of cotton floated off, and she is a total loss.

Russell M. Lintner,
528 Tingley Avenue,
Pittsburgh, Pa. 15202

=Which seems to dispose of everything except where that statue of Wyandot chief Big Foot got to. -Ed.

Sirs: Would you know what packet Mark Twain rode on when he made his trip to the Upper Mississippi in 1882? I have found out that he came up from St. Louis to Hannibal aboard the GEM CITY. Three or four days later he took another boat to go above. Have any photographs showed up of the GOLD DUST that he went south on?

I read the last issue of the S&D REFLECTOR with all the devotion I use in searching the Scriptures.

A. Willard Heimbeck, D.D.,
35 Holliday Avenue,
Hannibal, Mo. 63401

=Negative on both questions. Dr. Heimbeck is pastor of the First Presbyterian Church in Hannibal. Last summer he toured New England and gave slide-talks about his home town, Mark Twain and Ol' Man River. "The fee was only my dinner," he says, "but the welcome and the afterglow was worth a small fortune." The natives invited him back for '66. -Ed.

Sirs: I especially liked the pictures by Cap'n Jesse showing how they got the VIRGINIA back in the water--what an operation. I can remember riding on her when she was the ISLAND BELLE in the Coney Island trade. My mother and sister and I were aboard the ISLAND QUEEN when she got stuck in the mud in 1929--that was quite an adventure.

Dorothy Frye,
520 Probasco Street,
Cincinnati 20, Ohio

=ISLAND QUEEN went aground at the Coney Island landing on March 11, 1929 with 39.6 feet on the marks. The U. S. Engineers sent up the CAYUGA, OTTAWA and dredge C. B. HARRIS on March 23 when a rise crested at 7 p.m. at 39.0 ft. and pulled her off. -Ed.

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W. J. HODGE, Master
FRANK WATKINS, Purser

CLERKS
C. C. DAVIS FRED EARHART D. BRUCE

MEMPHIS, TENNESSEE

Great Tennessee River Route

ISAAC T. RHEA, Pres., Nashville, Tenn.
J. T. REEDER, V. Pres., Florence, Ala.

Packets Leave St. Louis as Advertised.

Paducah, Wednesdays and Saturdays, 5 P. M.

Danville, Tuesdays, Thursdays and Saturdays, 4 A. M.

Johnsonville, Tuesdays, Thursdays and Saturdays, 10 A. M.

ST. LOUIS AND TENNESSEE RIVER PACKET CO.

General Office on Wharf Boat,
Foot of Pine and Chestnut Streets,
St. Louis, Mo.

JNO. E. MASSENGALE, Traffic Manager, St. Louis.
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For All Points on Ohio, Cumberland and Tennessee Rivers, through to Florence, Ala.

Southern Express Steamers

ISAAC T. RHEA, PRESIDENT AND TREASURER THOMAS NEWBILL, SECRETARY

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STEAMER NASHVILLE

OFFICE 105 FIRST AVENUE, N.

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THE GREAT RATE REGULATOR: IMPROVED AND UNOBSTRUCTED WATERWAYS.

The Pittsburgh Coal Exchange

PITTSBURGH, PA.

J. FRANK TILLEY,
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JOHN STRECKFUS, PRESIDENT AND GEN. MGR. JOS. STRECKFUS, ASST. GEN. MGR.

STRECKFUS STEAMBOAT LINE

STEAMERS:
QUINCY
DUBUQUE
ST. PAUL
SIDNEY
W. W.

GENERAL OFFICES
ST. LOUIS.

SAINT LOUIS TO SAINT PAUL

The new appearance of this issue of our magazine comes from an electric carbon-tape typewriter acquired for better readability. We can't be too sure of the outcome until we see the end result---the printed page. If this doesn't work we'll try another machine. S&D REFLECTOR is printed by the relatively new offset method in which each page is prepared in advance, photographed, and printed. The usual ribbon typewriter as it is used grades through the stages of very dense, dense, medium and finally light impression. This results in uneven appearance. This new carbon-tape machine expends the tape as it is used, meaning that each letter is impressed on new tape. The result, as you see, is equal to professional type-set reading material. Offset has the added advantage of reproducing photographs as clear and sharp as the originals. Your Editor had to learn the process from scratch. Our fond hope is that this issue turns out to be a much better typographical effort than any so far.



WRECK OF THE MARY ALICE in the Monongahela River at Point Marion, Pa., 100 feet from the West Virginia border. Photograph taken by William E. ("Slim") Brandt on Sat. Feb. 19, 1966. The boat sank on Feb. 1 after a bout with heavy ice. She had in tow the West Virginia showboat RHODODENDRON (ex-towboat OMAR) currently topic of heated debate in the halls of West Virginia's gold-plated-domed capitol.



LETTERHEADS SHOWN ON THE OPPOSITE PAGE

This collection of letterheads comes from the old correspondence saved by the late Capt. Donald T. Wright, through the kindness of Mrs. Wright. Most of these were in use 1910-1915, interesting examples of the printer's art. The originals are in black and white, as shown, with three exceptions. The Streckfus Steamboat Line used a red diamond to case the word "TO" in their emblem; the St. Louis and Tennessee River Packet Co. used dark blue ink instead of black; and the Pittsburgh Coal Exchange had J. Frank Tilley's name printed in red. The engraving of the tow-

boat PITTSBURGH on the Coal Exchange letterhead is fictitious; she looks more like the CARBON or the TIDE. The map of the Lee Line Steamers engraving is contrary to geography. The Pittsburgh and Cincinnati Packet Co. letterhead was in use about one year after the VIRGINIA's cornfield adventure, and the Ohio and Mississippi Navigation Co. was formed in 1912 on the fabled day when John W. Hubbard brought his check book into the Pittsburgh wharfboat and bought all of the packets in sight. The side-wheeler in the Streckfus letterhead is the SAINT PAUL in the lock at Keokuk, Iowa.



MANUFACTURING AND OPENS A NEW AND EXTENSIVE SPACE FOR CONVEYING OF A SOCIAL INDEPENDENT AND

No. 1

STATE OF

Rotary Steamboat and Carriage Company

This Certifies, that

is entitled to

ROTARY STEAMBOAT AND CARRIAGE COMPANY shares in the Stock of the

Books of the Company, in person or by Attorney, on surrender of this Certificate.

Witness the Seal of said Company and the Signatures

of the President and Secretary at Louisville, this

day of 1866

SECRETARY

GEORGE & FINE, 14th Louisville, Ky.

PRESIDENT

United States of America

SHARES

SHARES \$ 25 EACH

SHARES

SHARES \$ 25 EACH

STEAMBOAT CAVEATED 29 AUGUST, 1866. STEAM CARRIAGE PATENTED 4. SEPTEMBER 1866.

THE ADOPTION OF ROTARY ENGINES ATTAINS SIMPLICITY AND CHEAPNESS IN

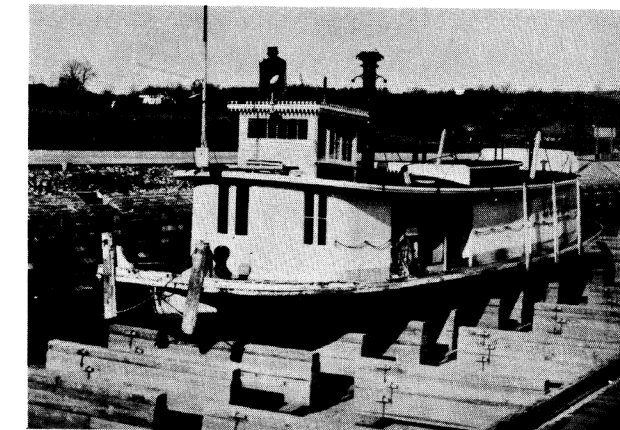
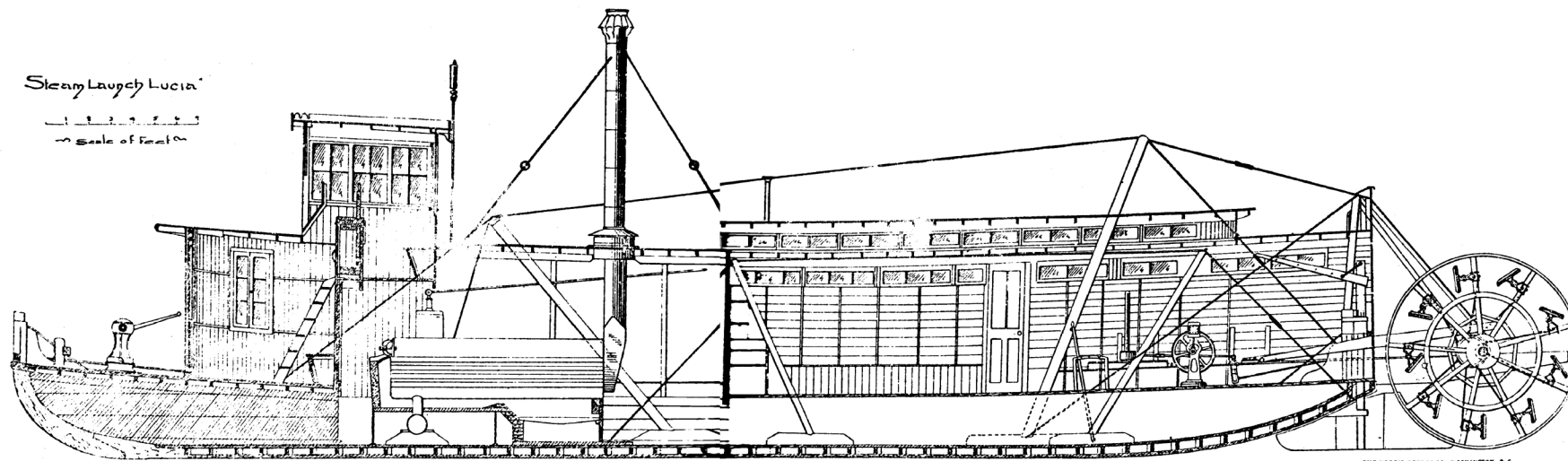
LUCRATIVE KIND AND ADVANTAGES NOT TO BE ATTAINED IN ANY OTHER WAY

Sirs: Enclosed is an item you might like. I found this stock certificate at an Antique Fair at Louisville. The merchant said that he had found a book of them in an old downtown building.

James A. Haley,
Brooksville, Ky.

=Note at bottom left on document: STEAMBOAT CAVEATED 29 AUGUST, 1866. This is the only time we've seen a steamboat caveated, a legal term. "Desist from imitation or else .." it warns. Was the steamboat with rotary engines built, we wonder? In 1900 the side-wheel LIBERTY, built at Middleport, O. was given rotary engines and feathering wheels. Neither scheme worked.
-Ed.

LUCIA Had a Feathering Wheel



LUCIA in the U.S. drydock at what was known as the middle lock of the old Des Moines Rapids Canal in the Mississippi River at Keokuk, Iowa. -Photo courtesy of William L. Talbot.

A modern 65-footer LUCIA would be a lot of fun to shovel coal into. Nine and a half to ten miles an hour would be speed about right to show off the only feathering paddlewheel on the river, and there'd always be that big steam whistle to tout.

Each paddle (or bucket) on a feathering paddlewheel enters the water in a nearly vertical position, delivers its stroke without changing attitude, and then withdraws without fuss or muss. In order to do this feat, each bucket has connected to it various cams and rods. The paddlewheel becomes an elaborate machine with inter-related mechanisms. Each bucket must and does turn in bearings.

Despite this complexity these feathering wheels became almost standard practice on the big passenger steamers of the Great Lakes, and on those of the Hudson River and elsewhere. These boats used paddlewheels of much smaller diameter than usual, and revved them up to higher rpm's. It was a slick trick.

But not slick enough for the Mississippi, where the feathering wheel was frowned upon in best society. U.S. dredges used them--but then --these Engineers were forever going overboard with innovations.

There were exceptions, and the LUCIA is one of them. Here is a neat package of ship-shape sheer built in the drydock at Keokuk, Iowa, and completed in April, 1885. But, to be different, the U.S. Engineers put on the rear end of her one of these feathering paddlewheels. John L. Fryant of Arlington, Va. has provided for us the accompanying drawings.

S&D member William L. Talbot, president of Iowa Historical Society's Lee County chapter, based at Keokuk, has shed some light.

"We have a blueprint photo of LUCIA," he says, "not good enough to reproduce, but on the back of it is pertinent information which may be of assistance. Here it is:- 'Speed 12 miles per hour downstream, and 9½ to 10 miles an hour in still water. LUCIA was built in the U. S. drydock at Keokuk, Iowa, under the direction of Major A. MacKenzie, Corps of Engineers, U. S., by M. Meigs, U.S.C.E., built in April, 1885. Length 65' beam 12' draft 20-24 inches. Engines slide-valve link motion 6 1/8" diam. 40" stroke. Feathering wheel.'

"This information was written on our photo by Major Montgomery Meigs of the U. S. Engineer Corps. Major Meigs, who was at Keokuk a number of years, was the son of Gen. Montgomery Meigs, who was Quartermaster General of the Union forces during the Civil War."

A new book titled "Gunboats Down the Mississippi" was released on November 9th, last, by the United States Naval Institute. We discover from this source that Gen. Montgomery C. Meigs is the person who, among other things, gave the green light for the building of the Civil War gunboats. His son, Major M. Meigs, built the LUCIA.

Mr. Talbot of Keokuk several years ago interviewed an 87-year-old steamboat cook, Leon Bland, born in 1876. Excerpts:-
BLAND: I worked on the LUCIA--that's the first boat I was cook on. That was Major Meig's personal boat.

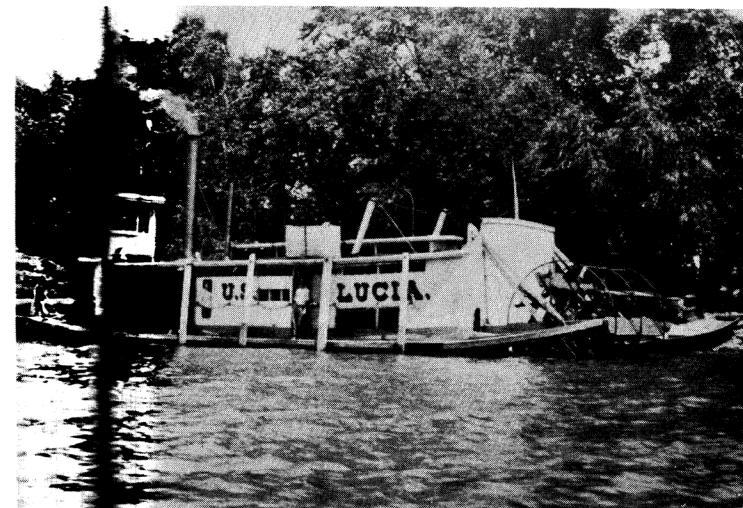
TALBOT: That was a small, little stern-wheeler?

BLAND: Yes, a little sternwheeler. But it served his purpose to go over his district, (Keokuk-Hannibal) on Inspection tours. I was cook on there for him, oh, well, I guess, nine years.

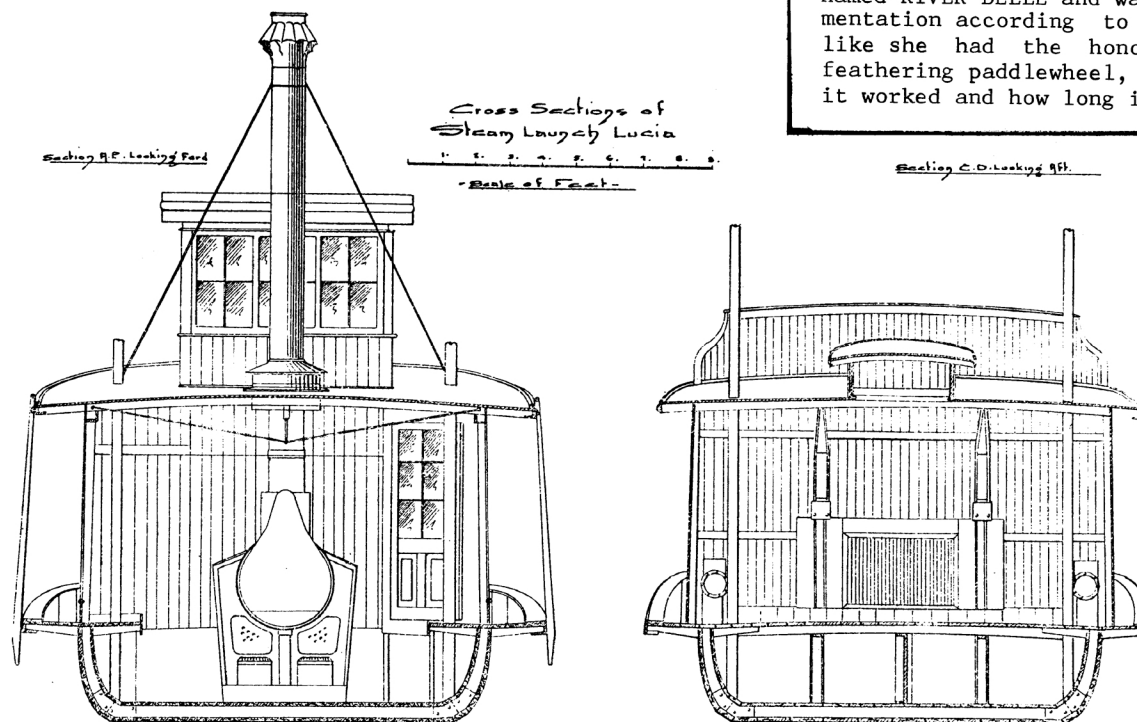
TALBOT: Now, you told me the other night that you not only cooked but you had to do some of the other duties.

BLAND: Oh, yes, yes. Mr. Meigs was a very fine man and he did all of his own laying out of the river work in his district. And that meant he had to run surveys where they were going to locate wing dams, closing dams, and anything in the way of river revetment work. That meant survey work, and he had to have four men, or five men, with him--two for the chain, two for the rods, and, if one of them was capable, a clerk... so that meant a crew of five men on the boat, but we always took four of them on survey.

Major Montgomery Meigs, who was based at Keokuk for many years, penned a few notes of his own about the LUCIA. "This boat was fitted up with kitchen, and the diningroom accommodates five men. Eleven men have been housed and fed at times of survey, etc. They sleep on cots which are folded up in daytime and bedding stowed in lockers. She was electric lighted, and has been run at times for a month or two with double crew day and night."



The Lucia with her feathering paddlewheel somewhere on the Upper Mississippi. This photo from the collection of William Sailor Montrose, Iowa, furnished by William L. Talbot and copied the original by Glen Meister, Keokuk.



FEATHERING PADDLEWHEEL:- (From the Pittsburgh Commercial, Sept. 17, 1864)--- A new paddlewheel, the buckets of which enter the water vertically and are kept in that position during the revolution of the wheel by means of an eccentric, has recently been placed on the old steamer L. BOARDMAN for the purpose of a trial, several experiments having been made under the direction of engineer William Wright. The first was with the radial paddle-wheel, now in common use; and the other was with the new wheel which was invented by William R. Manley. It is claimed that the result, while using 35% less steam, is a gain of speed of 20%. The L. BOARDMAN made an experimental trip yesterday afternoon. The wheel which has only 6 buckets worked smoothly; there was no lifting of water and its performance will finally justify the theory of the inventor. It will enable our first class steamers to cross the ocean in eight or nine days. Ed. Note:- The L. BOARDMAN was an ocean-going side-wheeler built at New York in 1846 as CRICKET. Later, in 1880, was re-named RIVER BELLE and was not removed from documentation according to Lytle until 1897. Looks like she had the honor of operating the first feathering paddlewheel, and one wonders how well it worked and how long it was retained.

The KANAWHA Disaster

by Fred M. Hoyt



The wreck of the KANAWHA near the foot of Mustapha Island, Ohio River, January, 1916.

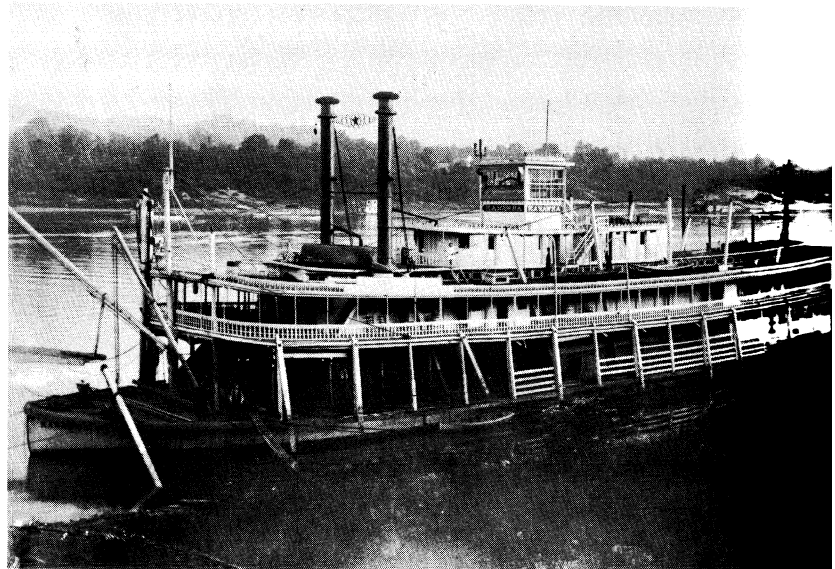
Editor's Note

The fiftieth anniversary of the loss of the packet KANAWHA happened last January 5. There seemed to us but scant profit in telling the story, which has so often been told, and we had concluded to let it slip by. Then the mailman brought to us a large envelope in which was contained the original manuscript of the affair, told by a participant. Fred M. Hoyt, the author, was the second clerk aboard the KANAWHA when tragedy struck. Fred is well remembered and was highly regarded by many of our S&D members and, more important to the case at hand, he was a skilled writer. The quality of his version of what happened before, during and after the accident, one of the most shocking to occur on the Ohio River in the present century, stamps it worthy of permanent record. Fred's document has been saved and has been in the keeping of his sister Jessie Hoyt of Columbus, Ohio, since Fred passed away these few years ago. Various publications from time to time, we are told, have appealed to Jessie Hoyt to allow its publication. Last week she consented that it appear in the S&D REFLECTOR and handed the manuscript to J. W. Rutter for conveyance to this Editor. The only changes made in the accompanying text, differing it but slightly from Fred's first draft, have been in sentence construction. Carried along by the drama of the situations, Fred sometimes unconsciously produced sentences of unwieldy length which we felt compelled to segment into several shorter ones. For this minor tampering we apologize, if apology is indicated. Paramount thrill is Jessie Hoyt's decision to allow this first-person story to be told in our columns, the first true reporting in the past fifty years about the KANAWHA affair.

The steam packet KANAWHA, southbound on the Ohio River, Pittsburgh to Charleston, W. Va., rounded to at Marietta, O. on her last trip at 3:00 p.m., Wednesday, January 5, 1916. The river was high and wild, unusually heavy swells running on a 30-foot stage, kicked up by an upstream wind of near gale velocity. Henry Best, the wharfboat owner, himself an old river boatman, expressed concern that Capt. Brady Berry proposed to stay out and buck the midwinter storm on into the lonely reaches below Parkersburg. My Mother, at the landing to see me a few minutes, voiced a presentiment that disaster impended unless we tied up.

However, the same general conditions had prevailed for 172 miles, since the departure from Pittsburgh at 4:00 p.m. the day before. No untoward incident had marked our progress so far; the boat had but recently been overhauled on the Parkersburg Docks. The pilots, engineers and mates were all mature and skilled men, everyone aboard had felt confident that they would complete another trip in safety. The KANAWHA had been most fortunate, with a minimum of serious accidents for more than a dozen years. I had made over 130 round trips on her in the past three years, employed in the office with purser G. Egbert ("Bert") Wolfe.

The trigger for the tragic end of this big wooden craft, however, was cocked at Marietta. Wharfmaster Best insisted that we accept for Little Hocking, O. two steel barrels of lubricating oil, which, he declared, were a rush order. We protested that 'twould be a difficult and hazard-



STEAMER KANAWHA as she looked prior to the accident and showing the big metal lifeboat carried forward of the texas which was removed and stowed in the Pittsburgh wharfboat several weeks before the disaster. Also the spreader-bar between her smokestacks had been taken off during repair work and replaced upside down, so that the star emblem was wrong side up on January 5, 1916.



Purser Bert Wolfe (left), pilot Brady Berry (center) and clerk Fred Hoyt on board steamer KANAWHA.

ous stop on a swollen river and in a violent wind, with the installations of Lock No. 19 opposite the village. However, we loaded the oil, a fateful decision, indeed. Four hours later, the boat was sinking, and sixteen persons were to drown within five minutes.

At Parkersburg, Tom Sams, the white cook, got off to take the B&O train to his home in Pt. Pleasant. He frankly confessed he was frightened. A Mrs. Fitzpatrick and six-year-old boy were registered for Lee Creek, a mile or so upstream from Belleville. I advised her to leave at Parkersburg, take the morning accommodation train, explaining that the low bottom land at Lee Creek would be flooded, and hence, she'd have to disembark at Belleville or even at Reedsville. She declined, however, to act on the suggestion, and they both were among the fatalities.

The KANAWHA departed from Parkersburg around 6:00 p.m. Capt. Brady Berry (in charge inasmuch

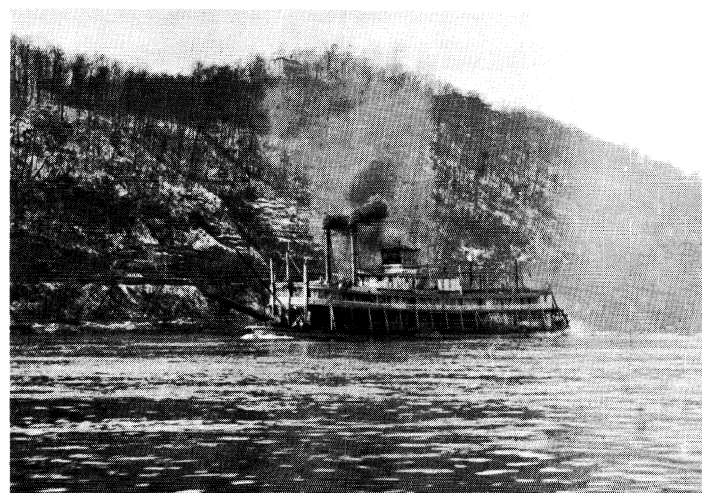
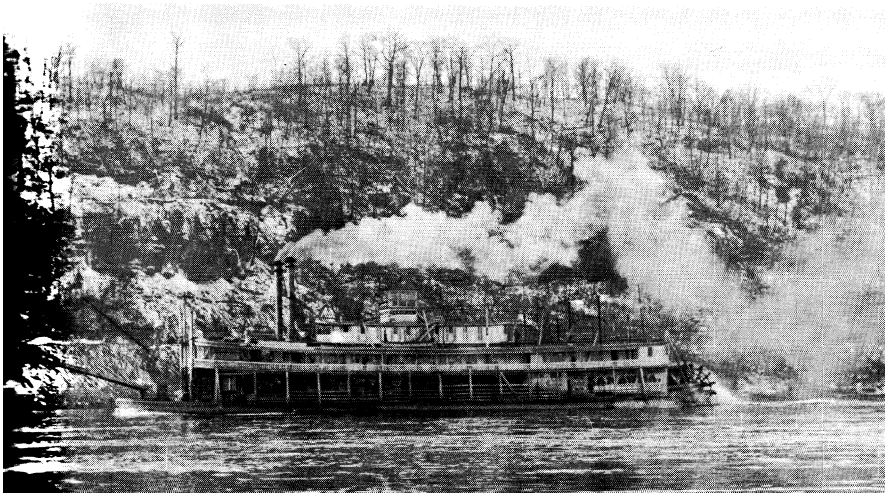
as the regular master-owner, Capt. William E. Roe, had left us at Wheeling) relieved pilot Dan Patchell at the wheel, as this now was the forward watch. Chief engineer J. L. ("Dude") Pettit relieved second engineer George McElhose, and second mate Oscar Hissom took over on deck from first mate Miller Burdette. The seven miles to Little Hocking required less than an hour, and by 7:00 p. m. we had discharged the two barrels of oil on the landing at Little Hocking, O. The wind had not abated. Inasmuch as this was in winter, it had been night-time since leaving Parkersburg.

The KANAWHA, a hand-steered boat, was known as a "sweet handler." Berry's skill was unquestioned. But when he left the landing place and tried to head her downstream, back into the wind, the big superstructure and light draft nullified all of his art. Before she could get steerage-way, she was blown around broadside to the wave-troughs. He was obliged to somersault her, backing strongly to get her pointed for another try. I think he had made three such attempts. On the last, he was backing toward the Lock, and doubtless had the rudders hard down to port, ringing a double-gong, when she struck the submerged steel light tower on the foot of the river wall. It was 7:20 p.m.

Pilot Berry was later bitterly criticised for alleged faulty judgment in maneuvering under high steam in such close proximity to the Lock installations. It was pointed out that he could have easily driven upstream a mile or so, or backed down below the Lock, to the relatively protected water above Newberry Island. No dangerous obstacles lurked in either area.

I was the only member of the after watch still up at the moment of collision, and was just starting for the texas, leaving the cabin by way of the port side washroom. I tarried to speak with colored steward Lloyd Gee, who was reading in the barber chair. As the shock occurred, I remarked, "I fear she won't stand that."

Mr. Gee and I passed back into the cabin and out to the forward boiler deck, purser Wolfe



These two views may be the last photographs taken of KANAWHA. They were made at Sewickley, Pa. in latter December, 1915, ten days before the calamity. She was upbound when these were made. She made one more full round trip in her trade from Pittsburgh, and was downbound again on January 5, 1916 when she was lost.

I was the only member of the after watch still up at the moment of collision, and was just starting for the Texas, leaving the cabin by way of the port side washroom. I hurried to speak with colored Steward Floyd Gee, reading in the barber chair. At the shock, I remarked, "I fear she won't stand that." We passed back into the cabin and out to the forward boiler deck, Purser Wolfe ahead of us. He ran down to the main deck to assess the damage, was seen no more, doubtless caught there by the sudden listing as the hull filled and sank. His body was not recovered ^{until} til early summer, at Pond Creek, below Belleville ~~Island~~ ^{Island}.

This is a sample of the original manuscript written by Fred Hoyt, describing his experiences in the sinking of the steamer KANAWHA.

ahead of us. He ran down the front stairway to the main deck to assess the damage and was seen no more, doubtlessly caught by the sudden listing as the hull filled and sank. His body was not recovered until early summer, at Pond Creek, below Belleville Island.

Mr. Gee turned down the starboard guard, probably making for the after end of the Texas to alarm his crew. He was found near the forward pantry door.

The crash had torn an enormous hole in the starboard knuckle about abreast of the forward stationary. Pilot Berry at once blew a distress call. Engineer Pettit later said, "She died backing."

I hesitated a few seconds on the boiler deck, the lights still burning, while the colored firemen and deckhands raced up the main stairway and on to the roof, shrieking in terror. I could see four or five women hard aft in the ladies' cabin and I considered rushing back there to urge them out to the guards. Mr. Burdette and his wife were sleeping in the ladies' cabin; evidently it never occurred to him to do the same thing. Both he and Mrs. Burdette reached the roof and survived. The lights suddenly failed, as the generator was drowned out, and the boat lurched sickeningly to her starboard as though she were capsizing.

In complete darkness I instinctively jumped over the port rail, slid down to the bull rails, and by then the boat steadied her decks at about a 30° angle. I felt steam enveloping me as the furnaces died out; then ice water above my knees. I climbed back to get my feet on the boiler deck rail, and fingers on the edge of the roof. Pilot Patchell and third clerk Jack Speers dragged me up beside them on a dry streak of roof perhaps five feet wide. Here, too, crouched L. F. Landon, a huckster, and, also, a helper who worked for Beegle Bros., also large shippers. No more than five minutes had elapsed since the collision.

We realized that, although the boat had sunk to the roof, she was still afloat! Some attributed this buoyancy to the hundreds of empty egg cases and poultry coops in the hold. The boilers and presumably most of the cargo were still aboard. A horse had drowned, as had undoubtedly

The inescapable sermon of the KANAWHA disaster lies in the plight of a group of passengers who apparently were not advised what to do to save themselves. Most, probably all, of these persons were dressed and about. They lacked direction or instruction. The boat's captain was in the pilothouse; the purser ran down the front stairway "to assess the damage" and no more was heard from. The steward went aft along the guard to alert his cabin crew in the aft end of the Texas. The mate's prime concern was to get his wife aloft to the roof. The off-watch crew, with two exceptions, were in their Texas rooms. Fred Hoyt's account details this situation with great clarity. His agonizing moment was the instant he looked aft through the cabin to see "four or five women hard aft in the ladies' cabin." He "considered rushing back there to urge them out on the guards." There was no time; the lights went out, the boat lurched sickeningly....

Could these passengers have been saved? A West Virginia Board of Inquiry investigated and censured purser Bert Wolfe, claiming Bert should have given his passengers priority instead of rushing down the stairway. Bert was not on hand to defend himself, for he was dead from causes unknown. Let it be said, these fifty years after the deed was done, that rivermen who lived in those frail packets had drilled into them empirical codes based on practical experience. First and foremost came the safety of the boat; for quick action often saved all. If the hull was wounded, first help plug the hole; if the cabin was afire, bring water. Bert Wolfe, one of the most kindly of men, and capable, went down the stairway obeying instincts stronger than he was.

The purser of a passenger steamer had three things in emergency to think about. First, help save the boat. Secondly, if such effort proved fruitless, help save the passengers. Third and lastly, save the ship's books and the contents of the safe. Many river pursers went through the first two stages with great credit to themselves, and then lost their lives rummaging around in the office when the passengers and crew were safely ashore. It was a job the code required. Bert Wolfe died in the line of duty faithfully performed, and Board of Inquiry notwithstanding, that's the end of the matter.

all who were trapped in the main cabin. Patchell and McElhose, asleep in the texas, had barely escaped from their staterooms on the starboard side as the doors bound and stuck, due to the warping and twisting of the superstructure. Engineer McElhose faced the wind and cold clad only in his union suit, trousers and one shoe.

The colored crew and most of the surviving passengers were crowded about the one available yawl, back abreast of the pilothouse. The other lifeboat was fouled and sunk on the opposite side. Ironically a third and larger work boat had been put off in the Pittsburgh wharfboat only a week or two before. No lanterns or flashlights had been salvaged, and, in the inky darkness, we could get no clear idea of what went on; but I imagine that the first boat away carried mostly deckhands. Virtually all of the colored crew was ashore before any of the officers. Captain Berry was tossing down life jackets from the supply under the pilothouse. An awful din of terrified voices came out to us on the wind. I heard mate Burdette's stentorian appeal, "Help me save this old woman!" Then the derelict suddenly went aground.

The rapid current had carried the KANAWHA down the left side of the river approximately two miles. Now the wreckage was hung up on the rock dike at the head of Newberry Island, close on the West Virginia shore. Here the rescue work proceeded, aided now by a young lock employee, Harold B. Wright, who had followed us from Lock 19 in a big U.S. Engineers yawl. He took in to shore two or more loads, and left with us a lantern, a morale-booster indeed. The young huckster's helper sitting with us completely lost his nerve. He shouted incessantly, alternating between sizzling profanity and loud prayers reminiscent of old country revivals. We were unable to calm him. Later in life he became a local politician in Mason County, West Virginia. If his voice held up to the power it showed that night I imagine he performed nobly on the hustings.

A circumstance worthy of mention, perhaps, is that the KANAWHA at the time of her accident carried two old boilers, and the allowed pressure had been drastically reduced by the U.S. Inspectors. Captain Roe had contracted for a replacement set with James Rees & Sons Co. at Pittsburgh, and these new ones were ready to place when opportunity offered.

A man on the dark Ohio shore shouted to learn what was happening. When we replied the boat was sunk, and that a lot of people were still on board--and in great danger--he inquired: "Do you want off?" We forgave him, though, he rowed promptly to us and took a load ashore. Later he applied for a Carnegie Hero Medal but, I think, this was denied.

We could feel the hull grinding on the rocks under the pressure of the heavy current; we sensed that the angle of list was increasing. Suddenly in her final death throes, with a mighty lurch, the wounded boat capsized completely. Our task was to keep on top as the rolling progressed and to do this, the five of us backed down the

stationaries. We came up upon the bottom of the hull in the same numerical order as we had sat upon the roof, and without a scratch.

Again at the mercy of the fast-running flood the wreck brushed down the edge of Newberry Island, dropping the boat's two boilers at the foot. The wind had eased off; a mild rain followed. It was probably during this second phase of the disaster that chief engineer "Dude" Pettit was thrown clear of the boat. He grabbed a floating mattress and was carried to Harris's Ferry, opposite the mouth of Big Hocking River, a

"Somersaulting" a sternwheel packet is an art almost lost to the modern generation, although still practiced with the BELLE OF LOUISVILLE and the DELTA QUEEN. The stunt is employed to make the boat swing around and face into a stiff breeze, which she decidedly does not want to do. Backing out from the landing with rudders hard down and engineer on double-gong will develop a mighty inclination for a packet to properly face up to the wind, but often this fails. She gets broadside "in the wave-troughs" to quote the text, then stands there sullenly and refuses to go on around. She will go back through the water and run her paddlewheel half-way into West Virginia before she'll do any further swinging. The remedy is, when the swing ceases, is to ring the stopping bell, then haul the rudders hard down the opposite way. Again order up full steam in reverse and by this jiu-jitsu tactic (literally so, for this makes the wind work for the end-result and not against it) the boat will do a dizzy reverse spiral, developing a tremendous swing, and faces into a gale with ease. Fact is, the pilot must take care not to overdo it, lest the boat go around farther than he wants her to.

From what Fred Hoyt says, and pieced from conversations your editor has gleaned from other witnesses, the KANAWHA was "cracking the whip" in such a somersault reverse-spiral when her hull connected with the steel pier on the lower end of the outside lock wall at Lock 19, Ohio River.

distance of five miles. He was rescued by a shantyboat dweller, Earl Walker.

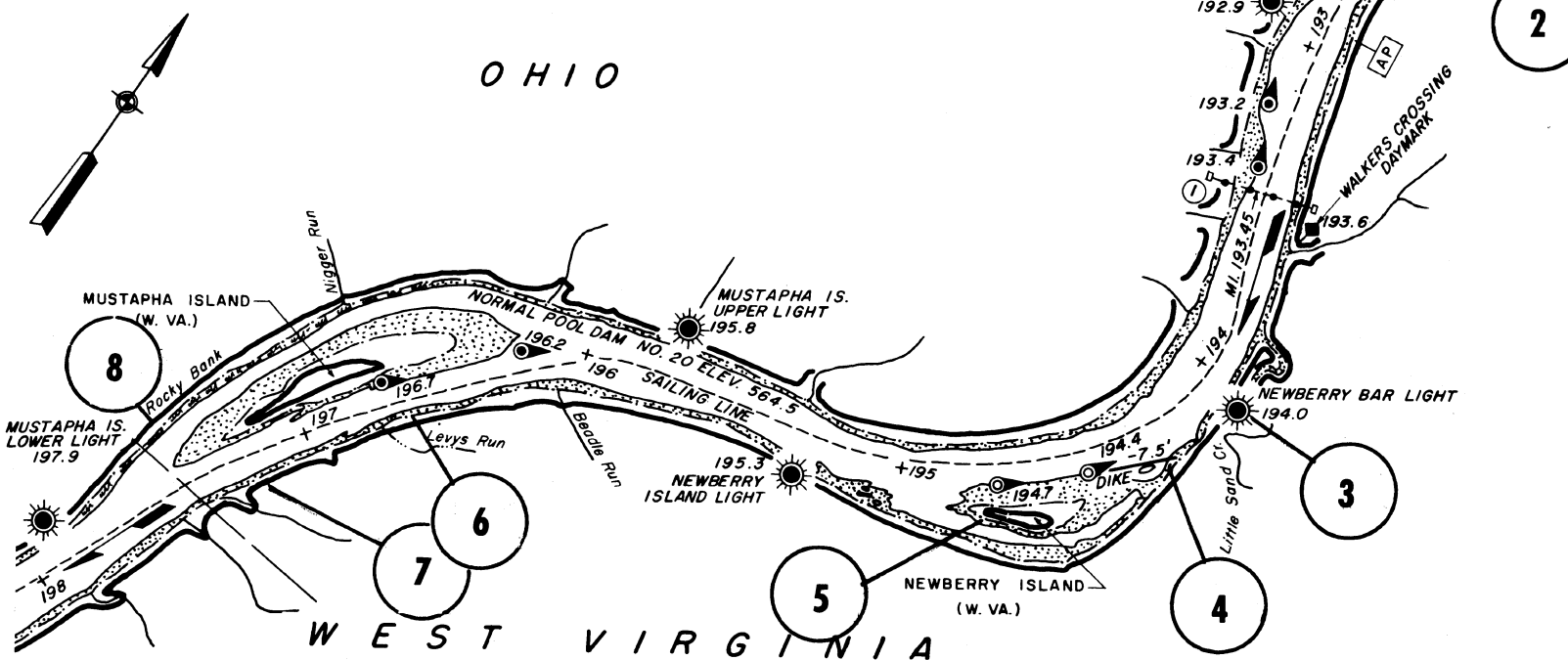
So far as I could determine, all others who survived the initial sinking at the Lock were able to hang on to the wreck and were taken off uninjured.

The two miles to the head of Mustapha Island were covered without special incident. The boat's yawl followed, as did the one from the Lock, taking off capacity crowds and rowing them to the West Virginia shore. The panicky disorder had lessened with the departure of the deckhands and firemen. As we neared the Island and shoaler water, the chain-braces dragged on the bar. This caused some disconcerting rolls and threatened to shake us off. Our fingers gripped

KANAWHA Story Detailed on Map

1. LITTLE HOCKING, OHIO. The KANAWHA landed here, faced upstream, and discharged two barrels of lubricating oil about 7:00 p.m., Wednesday, January 5, 1916. Wind blowing hard upstream.

2. LOCK NO. 19, OHIO RIVER. Gauge was reading 32.0 feet, which meant wickets were down and the walls submerged. The lock was on the West Vir-



ginia side. On 32.0 feet, KANAWHA could have safely passed over top of lock walls and bear-trap piers without danger. However, the U. S. Engineers had erected steel towers on the outside lock wall, one at each end, on which signal lights were displayed. These towers were under water, but not very far under. The starboard side of KANAWHA's hull struck the lower one, ripping a big hole forward of the boilers.

3. MELDAHL'S LANDING, W. VA. Here was situated the homestead and farm where Capt. Tony Meldahl was raised, and his two sisters were living there when the accident happened. The first boatloads of survivors were taken ashore here as the wreck passed by.

4. NEWBERRY ISLAND DIKE. The wrecked steamer was floating down along the West Virginia shore, close in, and hung up on this dike. It was here that Harold B. Wright appeared with the U.S. yawl from Lock 19 and commenced to help unload survivors. The wreck freed from the dike and between there and the head of the island capsized completely. Engineer "Dude" Pettit was thrown off and floated on a mattress to Harris' Ferry, on below the edge of this map.

5. NEWBERRY ISLAND. The bottom-side-up packet

dropped off her boilers while skirting down along this island. People were set ashore in yawls in the willows all the way down to Mustapha Island, at 6.

6. BAR AT HEAD OF MUSTAPHA ISLAND. Here the KANAWHA lurched alarmingly as her hogchains dragged over the shore bar, and it was at this place that Fred Hoyt was yawled ashore and found haven with others in what seemed a "luxury lodge."

7. LAMPS LANDING, WEST VA. Finally the wrecked boat lodged on a shelf-shore at this location, just below the foot of Mustapha Island. Capt. Brady Berry and one cabin boy were still aboard, and were taken off here. They had been unwilling captives on the wreck while it floated five miles, from 7:20 p.m. until 9:15 p.m. There was some delay time while she hung on the dike at the head of Newberry Island.

8. ALTHOUGH NOT DISCUSSED IN THE TEXT, strange lights commenced to show up at the foot of the rock bluff along the Ohio shoreline at this location soon after the accident. First noticed by pilot Monroe ("Doggy") Cross, it was dubbed "Doggy Cross's Ghost" or the "Mustapha Island Ghost." It persisted in fair weather and foul for many years and was seen by hundreds. Various explanations were advanced to account for it, but no proof offered. Finally it just went away.

the wet and splintery seams.

Second mate Oscar Hissom, completely exhausted from rowing the boat's yawl, was relieved by pilot Patchell, who made another dash through the fringe of willows to the muddy shore. On his return he insisted I go in with Mr. Landon, mate Burdette and two others. Considering the near-ankle-deep water the yawl had shipped, six men made a capacity burden. As we started in, young Wright brought his government yawl alongside the hull to remove the remaining bedraggled men. He was obliged to leave Capt. Berry and an old cabin boy named Manley; these two rode on to Lamps Landing, West Va., at the foot of Mustapha Island. There is where the wreck went aground for keeps. It was about 9:15 p.m.

We came ashore abreast the head of Mustapha Island. There we took refuge for an hour in a small isolated cottage where we saw lights burning. It was imperative that we get warmed and dried out. We were startled to find the tiny dwelling crowded with more than a dozen of the ship's company who had arrived in earlier boats. The place actually afforded standing room only. A roaring driftwood fire was made and it seemed to us a luxury lodge. From here, over the "country line" I got a reassuring message through to my home in Marietta, and learned that movie houses were flashing messages on screens telling of the disaster.

The B&O Railroad ran a relief special from Parkersburg to Belleville to pick up the survivors scattered along the shore from Meldahl's at the head of Newberry Island to Harris' Ferry. Third clerk Jack Speers collapsed on the train and was hospitalized at Parkersburg.

We found Capt. William E. Roe at the Parkersburg station. The details of the wreck were reported to him there, and he was supplied with a tentative list of the drowned. He was crushed by the loss of his boat and by the deaths of two of his valued friends and employees, steward Lloyd Gee and purser Bert Wolfe.

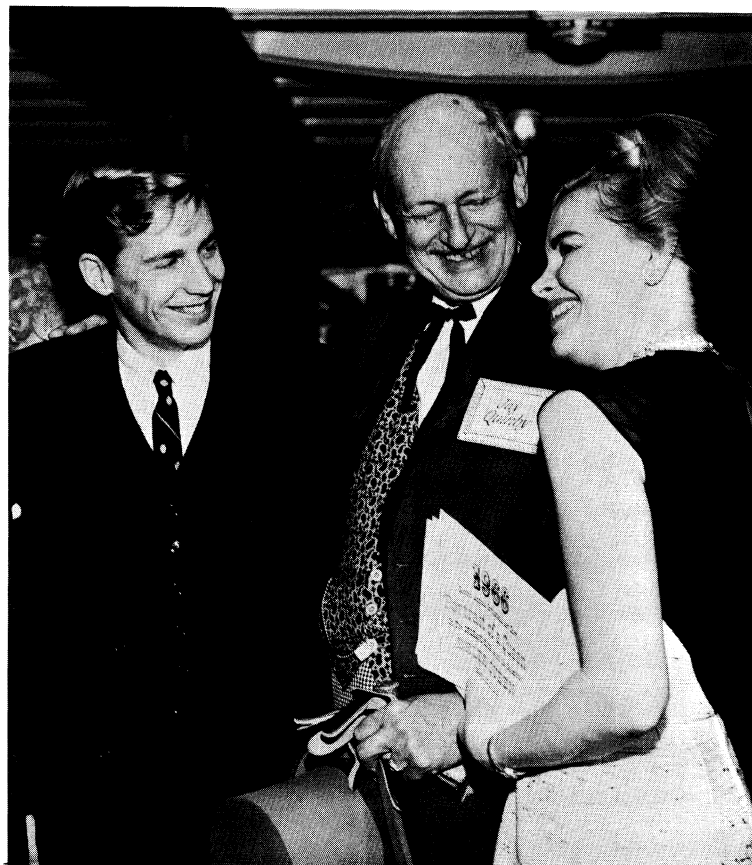
In addition to these two, we had lost deck watchman Arthur Beaver, second porter Harrison Taylor, and the chambermaid Annie Campbell. The cabin register was not recovered from the wreckage but, from memory, I compile the following passenger fatalities:

- Mrs. Fitzgerald and 6-year-old son
- Mrs. Mamie Simpson and infant
- Mrs. Ulysses Beegle (her one-armed husband, a brother of our carpenter George Beegle was in the pilothouse when the crash occurred.)
- Mr. and Mrs. W. L. Hoblitzell, Sr.
- Mr. and Mrs. W. L. Hoblitzell, Jr. and infant.

I am almost certain that a sixth member of the Hoblitzell family was lost, either a son or a son-in-law.

The usual hearing before the U. S. Steamboat Inspectors was held, and no disciplinary action was taken against crew personnel. In a few days we were all back at work on other boats.

Six or eight years ago your editor was introduced in the lobby of the Motor Hotel Lafayette to West Virginia U.S. Senator John D. Hoblitzell (R) of Ravenswood, W. Va. His name brought to mind the KANAWHA affair, and we asked the Senator if the Hoblitzell family which perished in the wreck were kin of his. He replied to the affirmative but seemed disinclined to pursue the topic further. It has been somewhat curious to us, that so prominent a family should elect to arrive in Pittsburgh from Washington, D.C. and there engage passage down the Ohio in mid-winter aboard a packet. Why didn't they take the B&O? Fred Hoyt recalls that the party included two families of the name, Sr. and Jr., although contemporary newspaper accounts (perhaps in error) listed among the casualties Mr. and Mrs. A. D. Hoblitzell and Mr. and Mrs. E. W. Edgerton, all of Washington, D.C. This facet for the present must remain unresolved.



The DELTA QUEEN is sporting a new fashionable dining-room this season. The work was done at Cincinnati by a Louisville decorating firm, Hubbuch in Kentucky, under the direction of David Zeigler (left) who hails from Sewickley, Pa. and is a graduate of University of Cincinnati. Greene Line's board chairman Cmdr. E. Jay Quinby smiles approval as also does Mrs. John J. (Joan) Strader who was on the receiving line for the preview showing on the evening of Tuesday, March 22, 1966. Mrs. Strader carries in her left hand an elaborate program detailing the Second Annual Invitational Art Show staged aboard. Hostess of the occasion was Mrs. Letha Greene and the details were in the capable hands of Mrs. Jack (Betty Blake) Simcox. A buffet supper and cocktails were served to approximately one hundred invited guests. The Art Show continued through March 23 and March 24.

Some Notes About the KANAWHA's Crew

Capt. William E. Roe, owner of the KANAWHA at the time of the fatal accident, lived at Williamstown, W. Va. He was reported to have left the boat for a conference with John W. Hubbard at Pittsburgh, his objective being to lease or buy the QUEEN CITY for a Mardi Gras Cruise in early 1916. Those plans were abandoned. He did not replace the KANAWHA, and next showed up in the spring of 1918 as general manager of the Louisville & Cincinnati Packet Co., where he and Mr. Hubbard had assumed control of the interest formerly held by Commodore Fred A. Laidley.

Capt. Brady Berry also was from Williamstown (opposite Marietta) and had been associated with Captain Roe's operations for some time. He did very little, if any, packet piloting after the accident. Later he was in the employ of the Keystone Sand & Supply Co., as master-pilot of the towboat VICTORY, in the Pittsburgh area. Reportedly he gradually lost his eyesight and was forced to retire.

Dan Patchell was from Buffalo, W. Va. and had two twin sons, Joe and Jesse, who were later with their father aboard the SENATOR CORDILL. Joe was accidentally drowned at New Matamoras, Ohio. Dan at one time bought the small packet HELEN E. for the Buffalo and Gallipolis trade, a short-lived experiment. Jesse got his pilot's license but left the river and from last reports still lives at Buffalo.

Joseph L. ("Dude") Pettit lived at Parkersburg and was a good engineer. His son Harry E. Pettit today lives in Marietta and is a member of S&D.

George McElhose, engineer, in 1916 lived at Fourth and Butler, Marietta. Later he was on the SENATOR CORDILL and lost his life when a throttle valve exploded at Pt. Pleasant, W. Va.

Bert Wolfe, purser, lived at Rockland, O. and had succeeded his brother Harold Wolfe to the KANAWHA's office. Bert was well regarded by all his associates.

Jack Speers, of Lexington, Ky., was the third clerk. Jack was rather a rolling stone, seldom on one job very long. He had a pleasant disposition. He may have worked in carnivals at one time or another, this is the impression you got.

Miller Burdette was from Gallipolis, and was considered a good packet mate. He was a graduate of the local Gallipolis-Kanawha River packets, and seemed most at home on a chicken-and-egg boat such as the KANAWHA.

George Beegle, who was the ship's carpenter at the time, from Racine, O. Here was an even-keel Christian who was capable in all he undertook, the old-school type who believed a day's pay merited a day's work, or perhaps a day-and-a-half's work, and never grumbled about it. He was a mainstay on the SENATOR CORDILL later on, and had a son ("Little George") on the wharfboat at Pittsburgh.

Lloyd Gee, the colored steward, was well regarded, from Gallipolis. He had been on the W. N. CHANCELLOR and others, and was well versed and read.

The two colored deckhands, who stood regular watches and were supervisors of the deck crew, both hailed from Gallipolis. They were known as "Doubles" and "Stogie," John Allen and John Fulton.



CAPT. WILLIAM E. ROE standing on an outraker of the up-turned hull of the wrecked KANAWHA.



LOOKING UPSTREAM at the KANAWHA wreck while the river was still at a high stage. One lady passenger returned seeking her trunk among the debris....and found it.



BODIES OF THE DROWNED PASSENGERS were removed from the wreck as it lay on shore at Lamp's Landing. The photographs on this page were sold as post cards (5¢ each) in drug stores at Parkersburg, Marietta and elsewhere.

MUSKINGUM RIVER THROUGH LINE!

Zanesville, Marietta & Parkersburgh DAILY PACKETS!



The New and Reliable Passenger Packets J. H. Best, Capt. Geo. W. Henderson, and D. M. Sechler, Capt. Jos. McVay, will run as follows until the repair of the Beverly Lock:

STEAMER J. H. BEST LEAVES PARKERSBURG every morning, (when Marietta Locks are passable,) and Marietta daily at 11 o'clock A. M., immediately after the arrival of the Cincinnati Express Train, (Sunday excepted,) connecting at Beverly with Steamer D. M. Sechler, for McConnellsville and Zanesville, at 3 P. M. Passengers will arrive at Zanesville next morning at daylight, connecting with Morning Trains East and West.

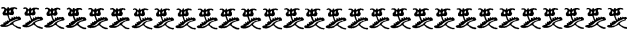
Steamer D. M. SECHLER leaves Zanesville at 7½ A. M., (Sunday excepted,) connecting with Steamer J. H. Best at Beverly at 5 P. M., arriving at Marietta same evening; connecting at Marietta with Marietta & Cincinnati Railroad, Morning Train, for all points West; and at Parkersburgh with the Baltimore & Ohio Railroad for the Eastern Cities.

TICKETS to all the principal Western Cities, via Marietta & Cincinnati Railroad, for sale on each Boat.

EXPRESS MESSENGER! Each Boat has a Messenger of Adams Express Company on board.

AGENTS!

H. C. FISH, Beverly, Superintendent.
B. RODICK, Steamer Best, General Contracting Agent.
HALL & BEST, Marietta. [sept. 20-1866.



Regular Passenger Packet!

Plying Between

CINCINNATI & MARIETTA.

THE ELEGANT LIGHT DRAUGHT STEAMER

EMMA FLOYD

In place of Ohio No. 3,

FRANK J. OAKES, Master,

Leaves Marietta every Monday, at 8 o'clock, A. M.

Leaves Cincinnati every Thursday, at 4 o'clock, P. M.

For freight or passage, apply on board or to
June 7. HALL & CO., Agents.

Regular Wheeling and Cincinnati Packet.



EDINBURGH,

Capt. I. L. THOMPSON.

WILL LEAVE MARIETTA FOR CINCINNATI, every Thursday morning at 5 A. M.; and returning, will leave Marietta for Wheeling every Monday evening at 9 P. M. May 10-2m.

Baltimore & Ohio Railroad Line.



The New and Fast Running Passenger Packet,

D. M. SECHLER!

CAPT. JOS. McVEY - B. RODICK, CLERK.

LEAVES MARIETTA FOR McCONNELLSVILLE & ZANESVILLE, every Monday, Wednesday and Friday, at 6 o'clock A. M.

Returning, leaves Zanesville for Marietta and Parkersburgh, every Tuesday, Thursday and Saturday, at 7½ A. M., after the arrival of the Western train.

Connects with trains East and West at Zanesville, Marietta and Cincinnati Railroad at Marietta, and Baltimore and Ohio Railroad at Parkersburgh.

STEAMER PROGRESS,

CAPT. J. HENDERSON...ROBT LESLIE, CL'K.

Leaves on the alternate day of steamer Sechler.

HALL & CO., Agents.

Marietta, Ohio, June 15, 1865.

These advertisements are from issues of the Marietta "Register," 1865-1866, furnished by Jerry Devo, president of the Washington County (Ohio) Historical Society, and copy-photoed by the sharp-eyed camera of S. Durward Hoag. The Muskingum "improvement" was more often than not in process of repair. The advertisement at the top-left explains to the public that the J. H. BEST is supposed to run from Parkersburgh to Beverly, but no guarantee she'll do it, for the lock at Harmar (No. 1) is on the fritz, and she may have to remain above in the Muskingum, and not get to Parkersburgh at all. In any case the trip will terminate at Beverly, for No. 4 is also frowz'd-up and won't work. Have a cheer, you passengers, for you can take shank's mare up into the Beverly Canal and there awaiting will be the steamer D. M. SECHLER bound for Zanesville.

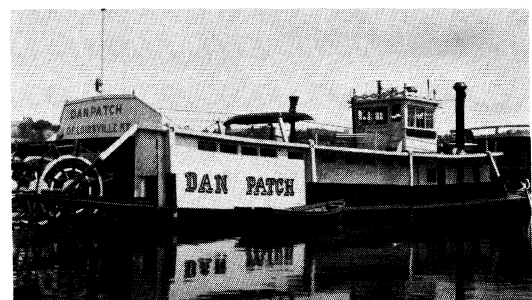
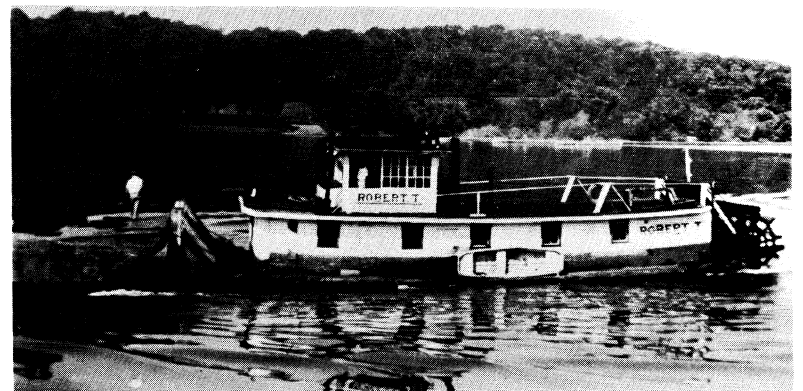
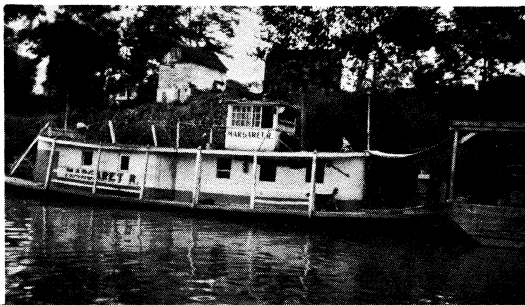
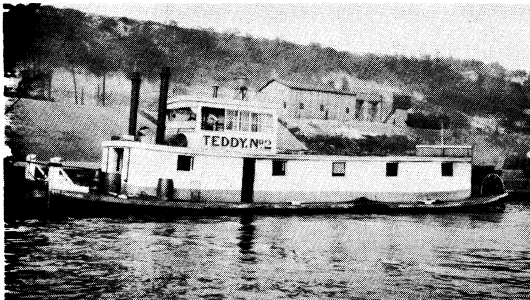
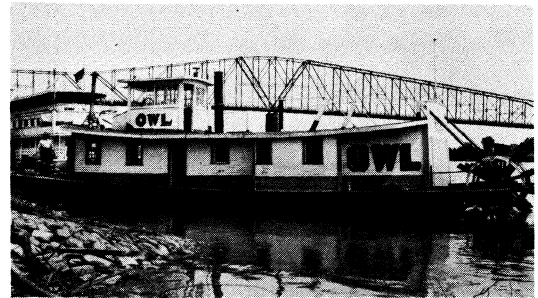
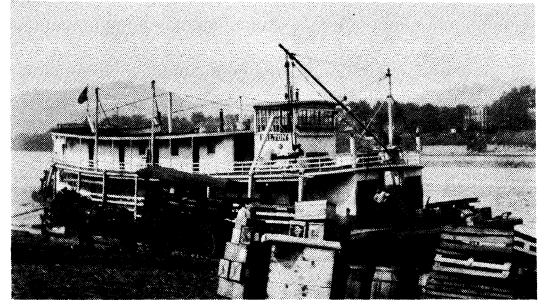
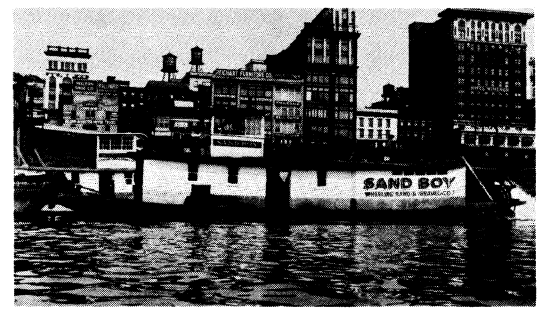
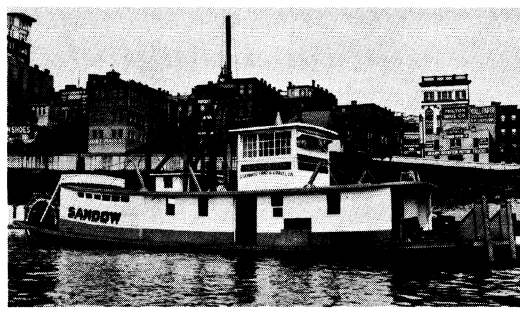
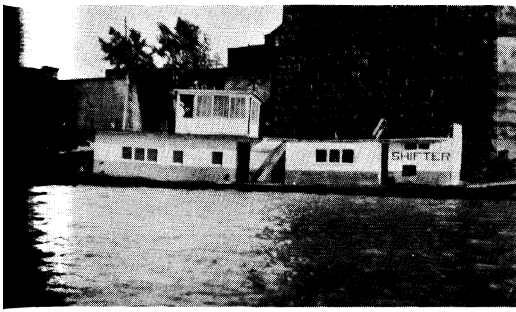
One time the J. H. BEST gave her passengers and unadvertised thrill as she steered for the draw span at the Harmar bridge, missed it, and raked off her pilothouse and smokestacks on the second span. She ran 1865-1873, locks permitting, in the Marietta-Zanesville trade, and was replaced by the LIZZIE CASSEL.

The D. M. SECHLER (1864-1868) about big as a shoe box had bills of lading headed FREIGHT RECEIPTED THROUGH TO BALTIMORE, PHILADELPHIA and NEW YORK, Capt. Joseph McVey.

The EDINBURGH was a sternwheeler about the size of the GORDON C. GREENE, and Capt. I. L. Thompson was from Clarington, O. Built in 1864, and she was the first boat to pass through the Louisville-Portland Canal improvement (Nov. 1871) when the two-flight locks were completed and the canal widened to 86.5 feet. Second boat through was the CHARMER, then the R. C. GRAY.

INTERNAL COMBUSTION BOATS...BUILT IN OHIO...ENROLLED IN THE YEAR OF 1925

Name	Where Built	Date	Owner and Address, 1925
AMBRA II (formerly BOUQUET)	Cincinnati	1907	Houma Cypress Co., Houma, La.
B. F. SCEARCY	Ironton	1913	John Raike, Henderson, W. Va.
BELMONT	Bellaire	1921	Sherman Bailey, Henderson, W. Va.
BEN HUR	Clarington	1912	W. W. Venable, Charleston, W. Va.
BETSY-ANN	Clarington	1914	Howard H. Hastings, Wheeling, W. Va.
BETTY WRIGHT	Clarington	1921	E. B. Potts, Wheeling, W. Va.
BOB S	Marietta	1924	W. A. Hassell, Clifton, Tenn.
C and D	Steubenville	1918	D. L. James Weber, Pittsburgh, Pa.
C and G	E. Steubenville	1918	F. M. Coats, Reedsville, O.
CARL F	Hazael	1912	Pfaff & Smith Builders Supply Co., Charleston, W. Va.
CENTRAL	Clarington	1920	Central Towboat Co., Cleveland, O.
CHASE NO. 2	Long Bottom	1920	William Smeeks, Long Bottom, O.
CLERMONT NO. 2 ...	Chilo	1921	H. G. M'Elfresh, Chilo, O.
COLONEL	Ironton	1918	Ashland Refining Co., Ashland, Ky.
COMET NO. 2	Hanging Rock	1913	Charles J. Rist, Catlettsburg, Ky.
COMET NO. 3	Hanging Rock	1921	Ashland Sand & Gravel Co., Ky.
DAN PATCH	Levanna	1905	Benj. D. Raike, Greenup, Ky.
DON	Clarington	1922	Ohio River Gravel Co., Parkersburg, W. Va.
ELAINE	Hazael	1921	W. D. Greene, Newport, O.
ELK	Ironton	1910	Clayton Jennings, Buchanan, Ky.
F. B. POTTS	Clarington	1921	F. B. Potts, Wheeling, W. Va.
F. S. W.	Clarington	1923	John J. Rea, Clarington, O.
GRAVEL BOY	Clarington	1922	Ohio River Gravel Co., Parkersburg, W. Va.
HAZEL	Ironton	1907	Alexander Lewis, Catlettsburg, Ky.
HELEN M	Portland	1907	Charles Cox, Madison, Ind.
HERCULES	Higginsport	1915	John Long, Carrollton, Ky.
HERCULES NO. 2 ...	Higginsport	1919	Ray Brookbank, Higginsport, O.
HERCULES NO. 3 ...	Higginsport	1925	Ray Brookbank, Higginsport, O.
HOMER T	Clarington	1923	William Payton, New Matamoras, O.
I. C.	Cincinnati	1921	Island Creek Coal Co., Cincinnati, O.
IOLA	Long Bottom	1920	W. D. Chambers, Long Bottom, O.
JAMES R	Higginsport	1903	Baker Towboat Co., Tuscaloosa, Ala.
JEAN	Antiquity	1912	G. M. Beaver, Sistersville, W. Va.
JEN	Portsmouth	1921	Albert D. Maier, Portsmouth, O.
JOHN B	Antiquity	1924	John B. Reed, Glenwood, W. Va.
JUNE	Clarington	1924	M. & O. Dredging Co., Pittsburgh, Pa.
KATE PADEN NO. 2 .	Clarington	1910	John M. Jackson, Sardis, O.
KATHERINE	Lowell	1917	Joe Speidel, Wheeling, W. Va.
KATHLEEN	Antiquity	1925	Mildred P. Adams, Antiquity, O.
LEONA	Long Bottom	1916	Malcolm E. Black, Huntington, W. Va.
LEWIS WESLEY	Clarington	1912	John J. Slippner, Powhatan Point, O.
LION POWER	Antiquity	1912	Moore Oil Refining Co., Cincinnati, O.
(formerly CHASE)			
LORAIN	Clarington	1917	Homer V. Wickes, New Martinsville, W. Va.
MAC	Portsmouth	1925	Portsmouth Sand & Gravel Co., Ohio
MAGGIE J	Cincinnati	1912	Licking Coal & Towboat Co., Cincinnati, O.
MARGARET R	Antiquity	1921	Clarence Luzell, Parkersburg, W. Va.
MARY K	Antiquity	1911	James P. Gray, Wheeling, W. Va.
MILTON	Clarington	1916	John B. Roberts, Parkersburg, W. Va.
MUNCIE	Manchester	1923	Suiter Material & Transport, Manchester, O.
OSHA RUTH	Millersport	1915	S. S. Shamblin, Miller, O.
OWL	Bellaire	1908	Muskingum River Gravel Co., Beverly, O.
RAINBOW	Newport	1914	B. H. Reynolds, Newport, O.
RAMONA	Higginsport	1902	Frank A. Pfaff, Cincinnati, O.
RANGER NO. 2	Pomeroy	1924	William Raike, Pt. Pleasant, W. Va.
ROBERT T	Higginsport	1921	Ohio River Gravel Co., Parkersburg, W. Va.
SAND BOY	Clarington	1920	Wheeling Wall Plaster Co., Wheeling, W. Va.
SANDOW	Clarington	1922	Standard Sand & Gravel Co., Wheeling, W. Va.
SHIFTER	McConnellsville	1919	M. & O. Dredging Co., Pittsburgh, Pa.
SIS	Wrightsville	1918	William M. Morrison, Manchester, O.
SONOMO	Clarington	1919	B. C. Bateman, Point Marion, Pa.
(formerly VERNA MAE)			
STAR	Newport	1916	Sistersville Ferry Co., Fly, O.
STAR	Cincinnati	1917	Orvil Butts, Louisville, Ky.
TEDDY NO. 2	Hanging Rock	1915	Charles Gentil, Hanging Rock, O.
TEDDY NO. 3	Hanging Rock	1916	Charles Gentil, Hanging Rock, O.
THELMA RUTH	Hannibal	1925	George J. Derefield, Hannibal, O.
TOM	Hannibal	1909	Frank Lloyd, Hannibal, O.
URENA	Newport	1923	B. H. Reynolds, Newport, O.
VELVA	Stratton	1917	G. C. Geer, Parkersburg, W. Va.
W. M.	Wrightsville	1924	W. M. Morrison, Manchester, O.



S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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MARIETTA, OHIO

JUNE, 1966

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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of this issue are available for 75¢ each. Back issues are \$1 each. Send your order to Capt. Way.

It's Worth Mentioning

The NATIONAL GEOGRAPHIC Magazine's March, 1965 issue features a story "Pittsburgh, Pattern for Progress." When the mailman brought it over a year ago we admired the superb color photograph, put the issue in our "must" reading file, then promptly forgot it. Spring housecleaning last week turned it up amongst current copies of TIME, GOOD HOUSEKEEPING, et al. Due, undoubtedly to a blown-out TV screen, we again picked up N-G, mistook it for the latest issue, and read what author William J. Gill told about Pittsburgh and its Second Coming.

In three months of exploring modern muscular Pittsburgh Author Gill interviewed and reported on the persons we inhabitants of the Steel City hear about every day in the Pittsburgh newspapers (we still have two dailies in good shape, survivors of The Smoky Age when there were seven). Richard King Mellon, David J. McDonald, Henry J. Heinz II and Dr. Edward H. Litchfield are attended to, properly, in N-G's faultless (sterile?) prose and impeccable pictures.

Then Author Gill went for a towboat ride with Capt. William P. Jackson aboard Thomas Petroleum Transit's FRANKLIN PIERCE (built by Dravo, 1960, 3200 hp.) and ran smack-bang into a view of the Charles Zubik museum, moored in the Allegheny River, North Side, a wildflower garden amid ultramodern architecture pruned and proud. Said Mr. Gill in his story: "Today the flamboyant riverfolk have all but vanished. Charles Zubick (sic), who bravely anchors his fleet of battered barges across from Gateway Center in defiance of city planners, is one of the few left."

S&D REFLECTOR extends congratulations to Mr. Zubik for his appearance in text in the NATIONAL GEOGRAPHIC. "Flamboyant" is not the adjective

we would have picked, but no matter. A knuckle-rap to N-G photographers for not invading the Zubik dominions to include his portrait in modern Pittsburgh's Hall of Fame. Was this oversight? Or, perhaps, prudence? We can't do the man justice in N-G color, but we take pleasure presenting him in plain black-&-white (see below).



CHARLES ZUBIK, described in National Geographic as "one of the few flamboyant riverfolk left." His formula is as follows: $Y = A(\cosh \frac{X}{C} - 1)$ and $X = \frac{C}{A} [\cosh^{-1}(1 + \frac{Y}{A})]$.

Which, solved, means two feet solidly planted and with symmetrical frame arched so that height equals base distance. The resulting structure is impervious to stress of high winds, words, legal maneuvers and educated guessing. The same mathematical solution was used in creating the new 630-foot-high stainless steel arch along the St. Louis waterfront.

Fred M. Hoyt (1887-1958) came from Reedsville, Ohio, although most of his adult years he lived at Marietta. He started clerking on packets in 1908 blessed with good eyesight (didn't need glasses until the 1940's) but hampered with indifferent health. His KANAWHA experience in 1916 made him nervous aboard steamboats, although he kept at it. When the SENATOR CORDILL went to her watery grave that early February morning in 1934, Fred was aboard and this was the 38th boat he had clerked. He went on after that, and was on the OUACHITA and possibly others. Then he went with American Barge Line and clerked some more. Most of his boating was on the Ohio and Kanawha rivers, although once he was purser for the Streckfus Line aboard the SAINT PAUL in the St. Louis-St. Paul trade.

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

=TOM GREENE now is a landing boat at the Walker Boat Yard, Paducah, Ky. -Ed.

Sirs: In my story of boatbuilding at Marietta (Dec. '65 issue, page 3) I left out one boat of importance, the MAMIE BARRETT. She was completed in 1913 and rode out the Big Flood that spring above the Putnam Street bridge in the Muskingum River.

When the Muskingum bridges went out, the MAMIE's yawls were used to help ferry people across the river. I was one of the young men mustered in for this service. I was one of the oarsmen to take Ohio's governor Cox, Marietta's mayor Leeper and Judge Nixon on a tour of the city's lowlands. Other oarsmen were Harry Vanwey and Bill Vanwey. An oarsman of another yawl, Bill Cauff, was drowned.

I helped build the MAMIE BARRETT, which, over her career, had four names:- MAMIE BARRETT, DUQUESNE, DONALD BIRMINGHAM and KATIE LYONS. She sank after her tow hit one of the piers at the Bellaire B&O Railroad bridge (on March 16, 1942). I helped to raise her, a complete wreck. Her roof bell today is in a church at North Charleroi, Pa. (which was earlier called Lock No. 4, Pa.). The church was called "Latter Day Saints" but now is known as the Calvary Bible Church.

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

Sirs: I worked on the excursion steamer AVALON 1959-1961, then was watchman and striker on the DELTA QUEEN last summer. Now I'm in the Air Force and looks like I'm soon to pilot a supersonic jet plane. --And I always wanted to be a steamboat pilot.

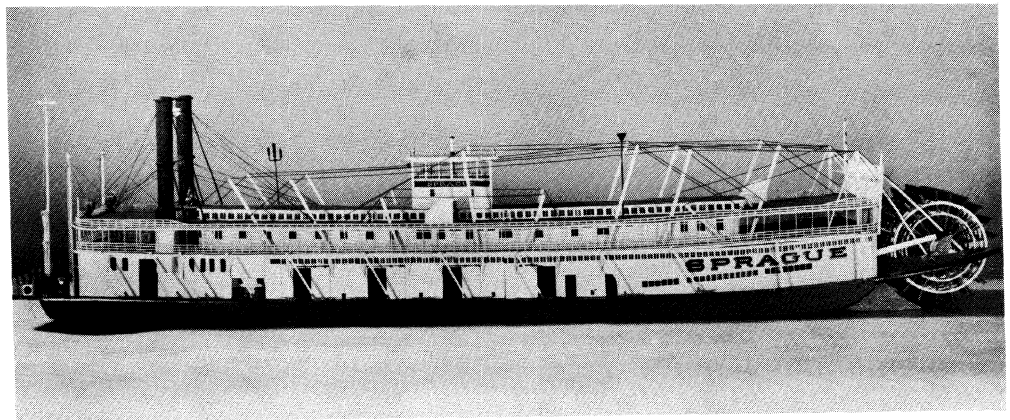
Lt. Donald J. Sanders,
Box 608, 3550 Std. Sqdn.,
Moody AFB, Georgia

=This jet training may prove sound basic toward getting tows in and out of Ohio River's Belleville Locks and a few other places. -Ed.

Sirs: I am sending to you a copy of my book "Veteran Steamers" and will be most grateful to have it reviewed. It is difficult for me, at this long distance, to ascertain how best to accomplish desirable publicity in the U.S. Thank you in advance.

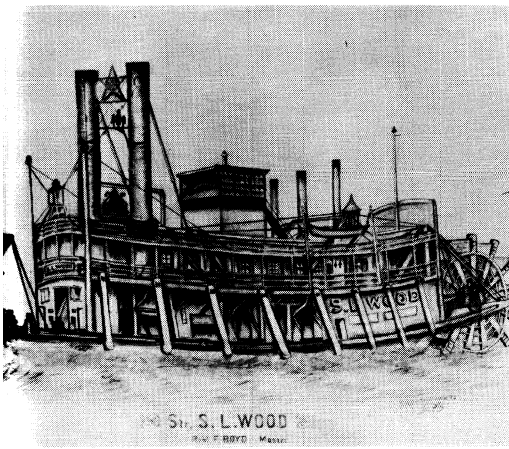
M. H. Spies,
Boserupvej,
Humlebek, Denmark

"Veteran Steamers" is a handsome paperback book, well prepared and illustrated, describing (in English) various salt-and-freshwater steamers worldwide which one may go see. This labor of love is well documented, the result of much letter-writing and research on the part of Mr. Spies. Lamentable enough there appears nowhere in the text proper instructions how to remit U.S. funds to procure a copy, or how much to send. Best clue we know about is to contact Shelburne Museum at Shelburne, Vermont, which recently ordered three copies, the only sale to date in this country. -Ed.



This scale model of SPRAGUE was completed within the past two months by Albert Hebert, Opelousas, Louisiana. It is done in 1/8 scale, which makes it only half as big as the model exhibited in the River Museum at Marietta. Plans were furnished by Alan L. Bates. Mr. Hebert says this is an "all wood job." The photograph by Bourdier is expertly backgrounded and lighted to accent the excellent workmanship.

Additional letters on pages 2, 3, 13, 15 and 30.



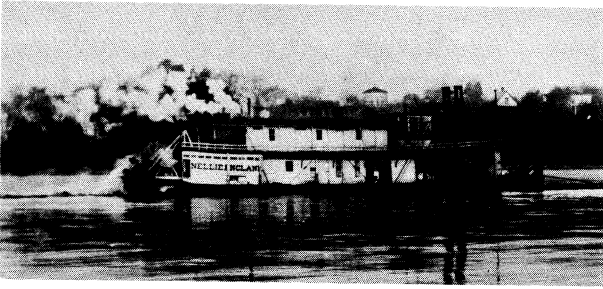
...expert cartoonist...or birdhouse copyist

Sirs: One of my grandmother's most prized possessions was this drawing of the towboat S. L. WOOD (shown above). Some of her favorite tales had to do with grandfather Capt. Robert F. Boyd's trips on the river. I've heard that the drawing was made by an itinerant artist and penman, who signs himself R. A. Rathmann, and dated his picture 1892. My brother now has the original. Could you suggest to us museums in this area with collections and reading material on Mississippi River lore? My Navy captain husband and I hope someday to travel and explore the rivers; meantime we dream and read...

Edith Boyd Neese
(Mrs. William G.)
7401 Colony Point Road,
Norfolk, Va. 23505

=This fascinating drawing was done by an expert cartoonist--either that, or by a copyist who used a quaint "birdhouse" model of the boat to draw from. The S. L. WOOD is mentioned elsewhere in this issue as one of the Davis Island Dam parade boats of 1885; later renamed DEFENDER and exploded boilers at Huntington, W. Va. on Jan. 3, 1905. Capt. and Mrs. Neese surely know about the Mariners Museum, best font of marine lore until they Daniel Boone across the Blue Ridge to discover Marietta, Ohio. -Ed.

Sirs: Today at school (I am now a freshman in high school) I turned in a book report on PILOT-IN' COMES NATURAL. I sure do like it. I've read it four times and the LOG OF THE BETSY ANN twice. What happened to the TOM GREENE? The last I can find is that she was moored above Louisville. Well, I've got to get to bed.



NELLIE ENGLAND

There was a big improvement

Sirs: My first away-from-home venture was aboard the towboat NELLIE ENGLAND in 1907. We left Point Pleasant, W. Va. for up the Ohio about 3 p.m., light, and lay at Middleport, O. that night. The after watch fireman slept in the bunk under me and, at breakfast next morning, he dropped the remark that I sure didn't sleep much. Well, Capt. Elmer Varian looked at me, then at Homer Varian (who was about two years older than me) and at the cook. So that started the bedbug crusade. Those old-time bedbugs sure did "bear down" on me. We dragged out the springs, slats, mattresses and bed clothing, soured them in steaming water and sure went to work. There was a big improvement in the sleeping next night.

Charles C. Stone,
Point Pleasant, West Va.



Sirs: Now, it seems to me that I read sometime ago of an old document which contains some provisions as to the free use of the rivers for posterity. Was it the Northwest Land Ordinance? It would be kind of fun to reprint it--could you?--then sit back and see what kind of pragmatic interpretations you receive.

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

=Article IV of the Northwest Ordinance of 1787 provides as follows: "The navigable waters leading into the Mississippi and St. Lawrence, and the carrying places between the same, shall be common highways, and forever free, as well as to the inhabitants of the said territory, as to the citizens of the United States, and those of any states that may be

admitted into the Confederacy..." The Ordinance was continued in effect after the adoption of the Constitution by the Act of Congress of August 7, 1789 and remains the law of the land today.
-Ed.

Sirs: I spent a couple of evenings this week looking for a photograph of Fate Marable. Went through old Jazz books published by Esquire Magazine (1944-1947) and even in booklets published by Streckfus Steamers. No luck at all. Anyhow, I'll keep looking.

(Mrs.) Mary Elder,
1803 18th Street,
Moline, Ill. 61265

=S&D REFLECTOR is on the search for a good photograph of colored river musician Fate Marable. -Ed.

Sirs: I am writing in hopes of locating plans from which I can build a model of a steam packet. I have investigated and find there are no plans available. It seems odd that someone doesn't offer plans for this purpose. Perhaps some suggestions?

Charles M. Dooley,
3387 Erie Avenue,
Cincinnati, Ohio 45208

=Take your problem to architect Alan L. Bates, 701 Fountain Ave., Louisville 7, Ky. He furnishes side-wheel and sternwheel plans for the most fastidious tastes.
-Ed.

Sirs: The only look I ever have had at the Ohio River was back in 1960. I made a trip aboard the ARNOLD V. WALKER from Ottawa to Cairo and back. I can't recall in my whole life when I ever had more fun. I got a chance at the sticks:- steered for 20 miles under the watchful eyes of Capt. Sunny Partridge. How great and powerful I felt! On Cloud Nine there I stood, hoping like all holy blazes that someone on shore would see Don Grot steering this big towboat. If anyone noticed, I didn't hear of it, and no invitations came to me from barge line personnel offices asking me to apply for a pilot's job.

Donald Grot,
402 Park Avenue,
Ottawa, Ill. 61350

Sirs: On page 29 of the March, 1966 S&D REFLECTOR, you show a

picture of the Cairo transfer boat HENRY MARQUAND but the stern of the boat, both main and boiler decks, is rather strangely bulk-headed with unpainted lumber, with panned windows in what seems to be an improvised cabin on boiler deck.

While an undergraduate student at Carleton College up in Minnesota in the middle thirties, one of my friends was a pleasant, witty, smiling fellow who had once lived at Cairo by the name of William F. Orrick, whom we immediately nicknamed "Lasper," ("Alas, Poor Yorrick:-" Hamlet) and I understand he is now the Rector of an Episcopal Church in Chicago. Bill used to look at my steamboat pictures, and identified several individuals shown on snapshots I had acquired by trading, printing, etc.

The point being that he told me that after the railroad transfer had been discontinued, the MARQUAND operated as a vehicle and passenger ferry between Cairo, Birds Point and Wickliffe, much as did the PILGRIM, TRAVELLER, CARY-BIRD, KIWANIS, et al. Which doubtless accounts for the bulk-heading right smack in the middle of the railroad track right-of-way on the stern of the steamboat.

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

=If this be so, and we'll buy it, HENRY MARQUAND probably is the biggest ferryboat the Mississippi River system ever had. She was built on a hull 195.8 x 45.6 x 6.6. -Ed.

LETTERS WE NEVER FINISHED
READING DEPT.

TRANS WORLD AIRLINES Inc.
605 Third Ave., New York.

Mr. Frederick Way, Jr.,
Sons & Daughters of Pioneer
Rivermen

Dear Mr. Way:

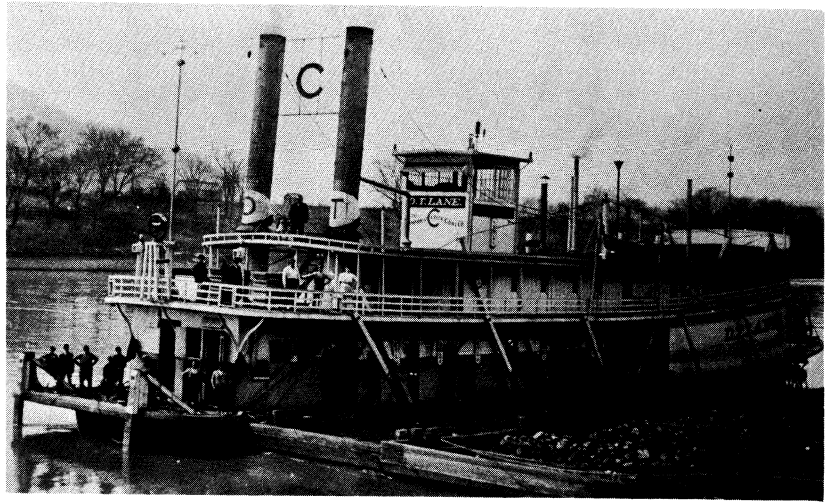
We know you're always looking for new opportunities to further enhance the prestige of your organization--to present your members with stimulating, fresh ideas for programs and projects. Here's one that will win accolades from your group--because it gives them something exciting to look forward to--and saves money for everyone! It's group travel with TWA.....



S&D REFLECTOR is feathering into a strange bird. The original conception was for a historical quarterly, and then we started getting delightful letters from readers. A Mail Box page developed from that (now spilled into six or seven pages) and the current issue in your hands is a disturbing admixture of poetry, spot news, girl pictures, a quote from Hamlet--cinnamon and spice from some thirty-five contributors. Maybe this is the best sort of history.

An inflexible schedule does not permit an account of the Whistle Blow in this issue. This magazine went to press seven days prior to the event. For better or worse, Robert L. Stone is in high hopes that his tape recording crew will capture sufficient steam-harmony to produce Vol. 2 of "Whistle Echoes." Full coverage of the event and announcement of the new record will be in the September issue.

Alfred S. Patrick of Charleston, W. Va. has provided S&D with the photograph and clipping collection saved by the late R. Kirker Wells who passed away, aged 74, on Wednesday, March 23, 1966. One nugget is this very fine photograph of the towboat D. T. LANE reproduced below.



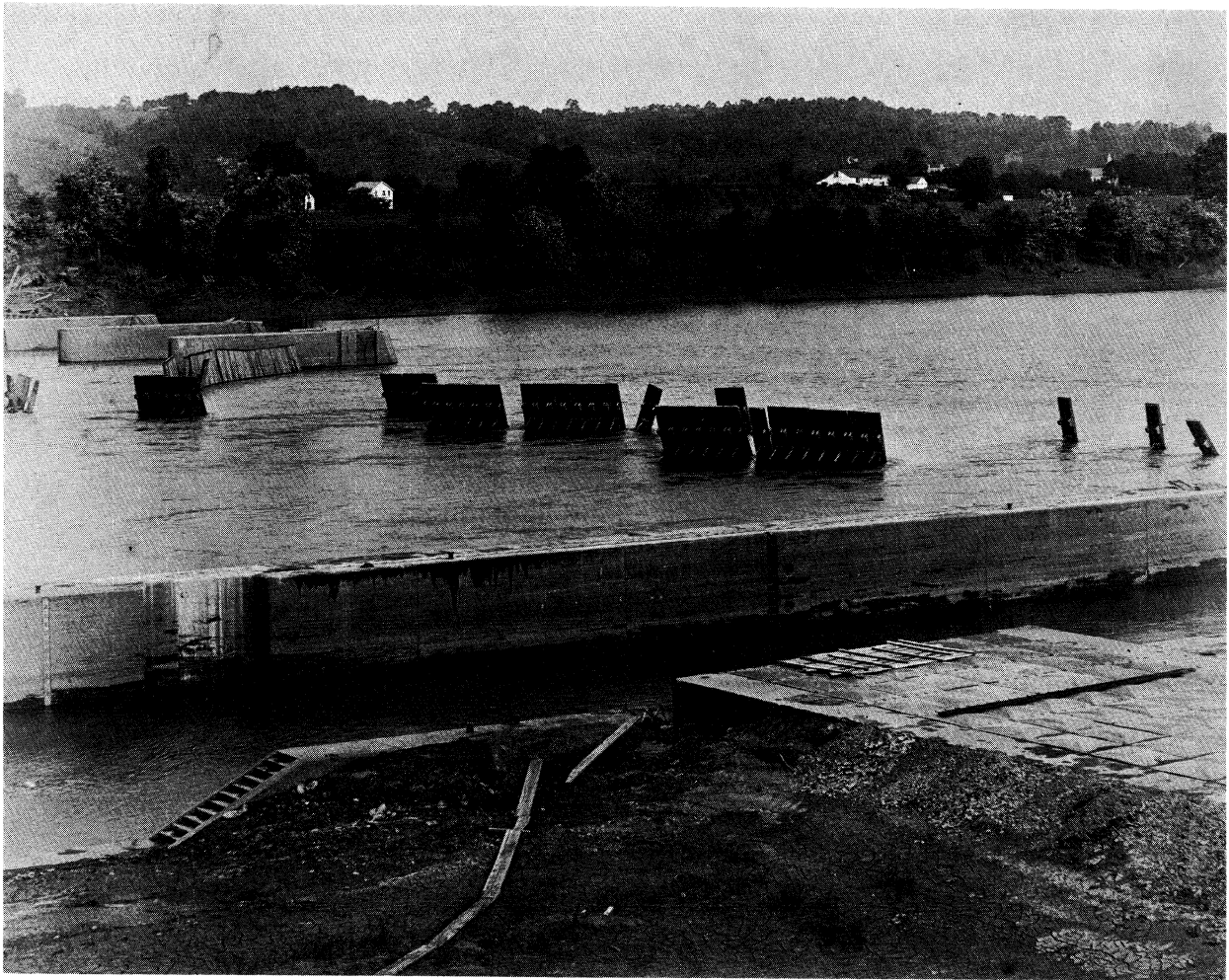
THE ROWDY DICK FROM CAMPBELL'S CREEK. Taken at Dana, W. Va. (now Port Amherst) probably in 1908 when she was built from an older boat also named D. T. LANE. Her engines originated on a Civil War gunboat, the GENERAL THOMAS.



An astonishing discovery is this picture of two pair of coalboat bottoms loaded with lath, shingles, etc. bound down the Allegheny River. Looking downstream and taken at the lower side of Kiski River in the bend above Freeport, Pa.

These bottoms were built at various locations, some coming from Warren, Pa. at Mile 192. After unloading the cargo at Pittsburgh, the bottoms were towed to various "siding yards" and completed to become large coal barges. Biggest such plant was at Riverton, Pa. on the Monongahela, operated by Philip Zenn, father of John W. ("Sandbar") Zenn of S&D.

We are grateful to Dale K. Williams, Technical Liaison Officer, U.S. Engineer Office, Pittsburgh, for the picture. It probably was taken in the late 1890's.



WHAT'S WRONG WITH THIS PICTURE? This unusual view of an Ohio River wicket dam was handed to us by Stanley B. ("Pud") Huntington of Gallipolis who assures us there is no trick photography, and the picture was taken, precisely as shown, on August 7, 1912. While you're wondering what it is all about, let us review some of the events of that time. There was good packet water in the upper Ohio; the QUEEN CITY was laid up at Cincinnati but her partner STEEL CITY (ex-VIRGINIA), Capt. Arthur Browne, was running Pittsburgh-Cincinnati. The KANAWHA was running, too, and purser Harold Wolfe, after near 12 years of service aboard, had just resigned to accept a position with the Commercial Savings Bank at Gallipolis. His brother Bert Wolfe came aboard to take the position, and had Floyd Shirley with him as clerk.

Among the passengers aboard the STEEL CITY the week this picture was taken were Henry W. Pennywitt, Pittsburgh's weather forecaster, with his wife and daughter; also Capt. C. M. Bailey, veteran owner of the towboat WHALE of yore.

Pud Huntington was chief engineer at Lock No. 26, below Gallipolis, a brand new structure. He was living in the lock house at the lower end of the property. Without any advance notice the foundation under the dam washed out and within moments the whole affair was a shambles.

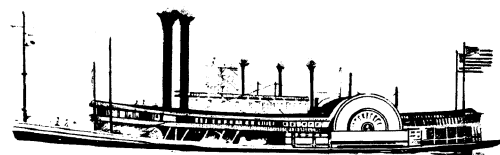
Four days later the STEEL CITY, landing at Vanceburg, Ky., "failed to qualify" and ran headlong out on the grade, and was poked ashore on the Ohio side at Sandy Springs where she sank with a shudder after all the passengers (118) had been evacuated to the beach. The cookhouse was

undamaged so all those people were invited back, and lived two days on the wreck, fishing, hunting, exploring, riding the ferry--what a blessed age that was to live in!

The official records state that Dam No. 26 was "completed" in 1912, which is so--far as it goes--but also it was "depleted" as the photograph shows, and wasn't "reactivated" until 1915.

Sons and Daughters of Pioneer Rivermen

89 Park St., Canal Winchester, Ohio 43110



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