

## THE GREAT REPUBLIC

A BRIEF DESCRIPTION OF A GREAT BOAT  
-DIMENSIONS, POWER AND APPOINTMENTS  
Great Throngs Of Visitors Yesterday

THE MOST MAGNIFICENT STEAMER THAT EVER FLOATED, the GREAT REPUBLIC, Capt. William B. Donaldson, leaves this city, Pittsburgh, this day, Saturday, March 16, 1867, at 4 p.m. for Memphis and New Orleans. The Board of Trade did themselves credit by procuring for Capt. Donaldson a grand piano and a splendid suit of colors that will be presented this morning at 10 o'clock. The crowd yesterday to view this splendid specimen of naval architecture was the largest we have ever seen on the landing, the principal portion being ladies.

For months past visitors to the Monongahela wharf have regaled themselves with the view of the grand proportions of the steamer GREAT REPUBLIC which today will take her departure for the South, never to return to this port. Curiosity has been on tip-toe to get a glimpse of the interior of this gigantic steamer whose colossal proportions have been the theme on every tongue interested in boating on the Western waters, and today her principal owner, Capt. William B. Don-

aldson, proposes to throw her cabin and decks open to the public for the inspection of all who may desire to call, and they will not be few. Various descriptions of the GREAT REPUBLIC have been published, and all have failed to give anything like a correct idea of the magnitude of the boat, the elegance of her appointments and the thorough finish of her workmanship. On one point, however, all agree; and that is, for beauty of architectural design, strength and motive power, carrying capacity and thorough workmanship in every detail, her equal is not to be found on Western waters. This may seem strong language, but an unprejudiced inspection of the boat will fully substantiate it. The following description of the boat, the facts and figures being obtained from her builders and officers, will give our readers some idea of her magnificence:

## THE HULL

Was built by Messrs. E. & N. Porter at their yard at Shousetown, Pa. and is a remarkable specimen of workmanship, for strength and durability. The dimensions are as follows: Length on deck, 330 feet; width of beam 51 feet; depth of hold, 10 feet; 6 ft. sheer forward and 5½ feet aft; extreme width over all, 95 feet. Her timbers are 4½" x 11", 12 and 13 inches apart; planks 5 inches thick. Height between main and boiler decks,

Continued on Page 6.



Sirs: The accompanying picture of the towboat LONE STAR was made before daylight on the morning of Friday 16 September 1966 as she headed upstream from her moorings at Davenport. In the air, and in pockets along the water, hung a light fog over the glass-smooth river. Along the horizon, and a mile downstream, are eight traffic lights of the CRI&P and U.S. government bridge to the Arsenal and on to Rock Island. --Above them, and two miles downstream, are the silvery arches of Rock Island's Centennial bridge. And blinking, from the right bank, are night lights of Davenport.

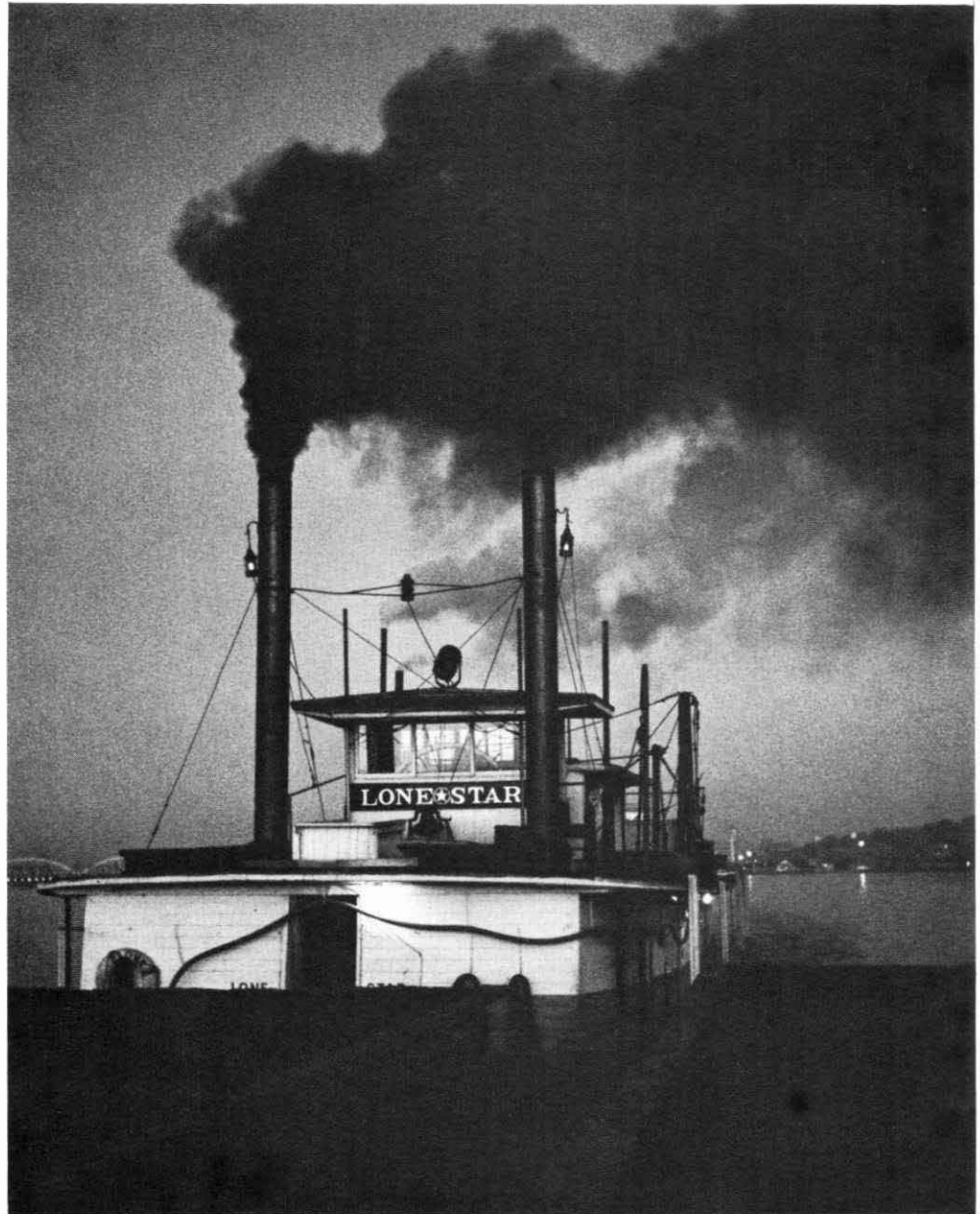
Crew of the LONE STAR at the time:- Capt. Glenn Johnson (on watch in the photograph), engineer Bill Horlas, fireman and deck hands Louis Chapman and Dick Schmidt. The cook: Eleanor (Mrs. Glenn) Johnson.

The LONE STAR was built at the Kahlke yard, Rock Island, in 1922 with a wood hull; her machinery carries the date of 1901. She is owned by Builders Sand & Gravel Co., Davenport. Because of the age of the boat it is possible she may be decommissioned this spring. She likely will be taken out of the water during the winter for hull work, and the decision will be made at that time. If she runs no more, this photograph could be one of the last ones taken showing a steam towboat in operation on the Mississippi System. Assuming that events are more happy, this photo shows the only steam sternwheel towboat still operating.

The pall of smoke you see is being produced by fireman Louis Chapman, using coal dyed green--- the trade identification of "Green Marked Coal, a product of the Old Ben Coal Corporation."

R. Taylor Drake,  
Asst. vice president  
John S. Swift Co., Inc.,  
17 North Loomis St.,  
Chicago, Ill. 60607

=Modest Mr. Drake doesn't mention that the photograph was taken by himself. The Chicago "American," issue of Friday, November 11, 1966, ran a full page of Drake photography, including this one of LONE STAR. In former years LONE STAR had a companion, the steam sternwheel LONE DEER, which was retired 1951. -Ed.



LAST OF THE MOHICANS .. Towboat LONE STAR .. See letter at left.

Sirs: The December issue is just great! And that is that. Each issue seems to be better than its predecessor and I'm in favor, if ever necessary, to drain the U.S. treasury to assure its publication.

Roddy Hammett,  
Waterside, Route 3,  
St. Marys, West Va.

Sirs: Well, received the December REFLECTOR and a dandy it is. Of course one article in there I didn't like and that was the dismantling of the LADY GRACE. Maybe there is a new one being planned --we hope.

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

BOAT MODEL BURNED

Sirs: A fire in my home some weeks ago partially destroyed my 5½-foot model of the excursion steamer HIAWATHA. Now I have found a person who will rebuild it and he needs photographs of the boat to guide him. Can you do?

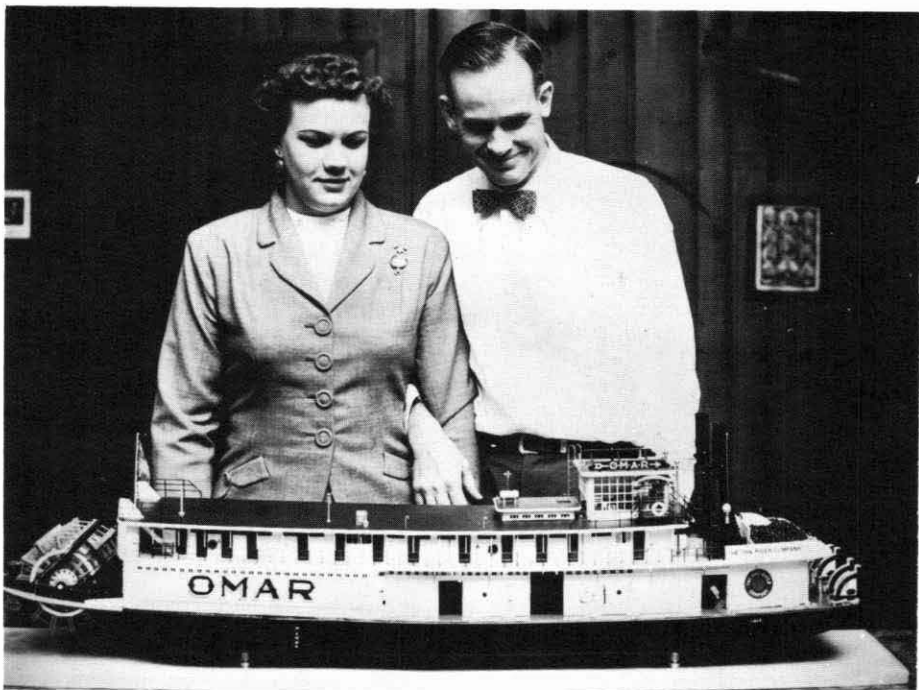
Milford M. Miller,  
502 Court Building,  
Evansville, Ind. 47708

=Did. HIAWATHA originally was raftboat W. J. YOUNG, JR., renamed when converted for excursions along the lower Ohio. She burned at foot of Broadway, Louisville, Nov. 30, 1911 and--who knows-- maybe Paul Seabrook saw it happen from across the river. -Ed.

Sirs: I was at some fellow's home last Saturday to look at a towboat model of the OMAR. This is, beyond a doubt, the most incredible perfect model I have ever seen. There are over 3000 pieces in the paddlewheel alone. There are detailed nuts holding the wheel together, real screen on the doors, and detailed pilot-house interior. She is powered by live steam and took him almost 5½ years of work. He said a conservative estimate would be 2500 hours. He keeps this in his basement, mind you, where no one can see it.

Charles M. Dooley,  
3387 Erie Ave., Apt. 114,  
Cincinnati, Ohio 45208

=Builder of this incredible perfect model is Robert W. Maynard (see picture) who brought OMAR to S&D to demonstrate, Sept. 26, 1953. -Ed.



MODEL OF TOWBOAT OMAR described in accompanying letter as incredibly perfect. This picture was taken at S&D in 1953 when the model and its parents Mr. and Mrs. Robert W. Maynard, 3825 Virginia Court, Cincinnati 11, Ohio, were some younger. Photo by S. Durward Hoag.

Sirs: I found this picture of an old riverman and wonder if you could identify him?

James B. Robinson,  
101 Garfield Ave.,  
Gallipolis, Ohio

=Cobb L. Stonelevy? -Ed.



Sirs: I shore enjoyed Mr. Stonelevy's (Cobble Stone Levee?) letter and I quite agree with him about Greene Line's plans.

Richard Carmell,  
Loveland, Ohio

=Before this gets out of hand, the portrait above is not Cobble Stone Levee (Cobb L. Stonelevy) but that of Jim Robinson himself, now believe this or not. See on page 35 this issue the letter by Richard Carmell about the plight of the W. P. SNYDER, JR. -Ed.

Sirs: Do you remember me? In the days of the BETSY ANN I worked as clerk on the GENERAL WOOD, SENATOR CORDILL, QUEEN CITY and LIBERTY. I am disabled and living quietly; I get around, but my WWL service plagues me.

Robert F. Pyle,  
419 W. Walnut St.,  
Barnesville, O. 43713

Sirs: L. M. Mayes, Sardis, O. took this photo of one of the rudders of the TELL CITY during the low water of Aug. 11, 1966 at Little Hocking, O.

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

=Also we are indebted to Harry E. Pettit of Marietta for other interesting photographs taken at the same time. -Ed.



TELL CITY rudder  
Still there after 50 years.

Sirs: Capt. Lewis B. Reade recalls there were shore-side navigation lights other than the one at Utopia Landing, O. (Dec. issue on page 32) lit by gas. Local residents recall that Litman Landing Light was one of them. Capt. Reade says he thinks the light at Carpenter Bar was another.

J. Mack Gamble,  
Route 2, Box 2,  
Clarington, Ohio 43915

=That makes three. -Ed.

Sirs: I am particularly interested in the Coal River article in the last issue. We now have a copy of the First Annual Report of the President of the Navigation Company of Coal River to the Stockholders, New York, 1866. It is a beautiful copy and has a large folding map locating the locks on the Coal River. It also contains a profile of the system. I have not tried to work out the scale, but Lock 8, for example, is about 30.8 miles from the mouth of the river. We would certainly welcome any additional material on the navigation of the Coal River.

Yeatman Anderson III,  
Curator of Rare Books,  
The Public Library,  
Cincinnati, Ohio 45202



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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at \$1.25 each. Send your order to Captain Way.

A complete new building to house the River Museum at Marietta is being considered by the Ohio Historical Society. The suggestion for such a structure gained wide publicity last November when an AP news release stated that Ohio's governor James A. Rhodes had asked the Society "to study the possible creation of an Ohio River museum with extensive exhibits, and rides on a reconditioned historical riverboat." The wording of the story unfortunately created an impression that the Marietta Museum is an also-ran small-fry in the same category with the Wellsville, O. River Museum. Various valley newspaper editors interpreted the announcement as a bid. As consequence a group in Ironton, O. and parties at Portsmouth, O. made prompt application. A newspaper of Huntington, W. Va. ran an editorial suggesting such a new museum for that city. The proposed new River Museum building will be in Marietta and that's a settled fact.

No attempt has been made in this issue to tell the whole sad story of the GREAT REPUBLIC's financial debacle, nor of how Capt. W. B. Donaldson and purser Sam Barr, Jr. were clapped in prison at St. Louis charged with murder. Maybe later. The GREAT REPUBLIC and GRAND REPUBLIC were one and the same boat; and that is another story.

Russell M. Lintner did the lion's share of researching for this REPUBLIC article, hours and hours in libraries and more hours and hours typing. He copied out all of the press comments reported from Pittsburgh to New Orleans. He supplied the ad run in the Pittsburgh "Commercial" announcing the boat's first trip. Clyde Bowden supplied photostats of what the Cincinnati newspapers of 1867 had to say. Credit lines on the various photographs and on the several engravings acknowledge debt to river people who toiled and passed along those nuggets, knowing the value thereof, and little dreaming that the end result was to be a story in a magazine called the S&D REFLECTOR. The story of the Shousetown boat yard is culled from a letter written years ago by

William Ezra Porter, son of Dr. Elias Porter, who knew them all, even to a boyhood recollection of Peter Shouse. If the GREAT REPUBLIC's maiden trip sounds as you read it as though it happened yesterday, you may thank our present and past helpmates. If it does not, the blame belongs on the head of a bungling editor.

The contrails of the GREAT REPUBLIC voyage are still in your Editor's mind's-eye and on the desk are many items which didn't get reported. Some of them are interesting. As example:-

Ø When the GREAT REPUBLIC received that mob of humanity at Cincinnati she was moored at the foot of Broadway. As she came in there, she hit and demolished a fantail of the packet EDINBURGH.

Ø The GREAT REPUBLIC again visited Cincinnati on Jan. 15, 1868, up from New Orleans with sugar and molasses. She moored on this occasion at the foot of Race Street, and was thronged with an estimated 20,000 visitors.

Ø On the maiden voyage the GREAT REPUBLIC landed at both Lawrenceburg and Aurora, taking aboard corn and hay. Citizens came on board both places. She made other stops below Aurora taking hay and produce.

Ø The handsome carpet in the main cabin took severe punishment what with mobs tramping it at every stop. In 1871 new carpeting was ordered for the boat at Chicago. When Mrs. O'Leary's cow kicked over the lantern, this carpeting was destroyed in the Chicago Fire, Oct. 8-11, 1871. A second order was placed soon thereafter.

Ø No mention is made in newspapers of the boat's whistle--whether it sounded good or bad. It was a big single barrel affair. It was later removed by Capt. Thorwegan (1873) and he put the WILD WAGONER whistle on her, which he had bought for \$206.

Nor can we dismiss the GREAT REPUBLIC story without the poem written by Will S. Hays. It was first printed in the Louisville "Democrat" in the March 24, 1867 issue, and later was widely copied in other valley newsheets.

#### ILE GIT A BORED

And taik a peap at yure kabin. Geerusylum!  
But ain't it splendid? It must have cost  
A heap of dollars tu put on awl that gildin!  
And those shandyleers, about a dozen  
Uv 'em, lookin like sollid gold, only moar so  
Whot grandir! Whot magnifisense!  
How like sum gorjus pallis we read uv  
In fary tails! And when nite cums,  
And awl those splendid shandyleers  
Are lited up, and frum yure hundrid  
Lamps soft and subdewed lights are flashin forth  
And frum yure band soft strains  
Of musick flote upon the tremblin air.  
While twinkling feet are glidin in the danse--  
Yer wood look splendid! But time  
Krawls on apase, and with a si  
Uv deep regret I leve yer. But I hav sean  
Yure buties, and I kan now dye kontent!  
I hoap yule nevir sink, nor birn up,  
Nor git on a sanbar, nor bust them bilers,  
Nor enny other sad axident happin tu yu!  
Majestick stemer, fairwell; adoo!

--Will S. Hays

# The Glories and Complications

by John L. Fryant

Sirs: Enclosed is my entry (see two drawings) in "the design of the DELTA QUEEN contest." First off let me say that I agree to some extent with Anonymous R----- of Miami University. The exterior, at least, is a mess. The interior layout makes better sense, but I still wonder about that slab-sided cabin arrangement over the diningroom.

I haven't redesigned the interior for the following reasons: First I haven't the time; second, I'm not getting paid to do it. The exterior sketches shown are based on the interior layout shown in the proposal. There would have to be a couple of stairways moved a little to accommodate the wider smokestacks, but that is all.

By the way, to anyone who doesn't know me, I'm a steamboat nut, and professional artist and designer in that order. Therefore I feel qualified to do what I have done here even if it is just for fun.

So let's get down to business. Here from the main deck up, in numbered sequence, are the changes I have made:

1. Decent looking bull rails along the fore and aft main deck. The ones on the Greene Line proposal look pretty puny to me.

2. A nice looking grand stairway in the front. All of the classy old-time steamers had one of these as standard equipment. Besides, they need one for that "cowboy feller" to strut up and down on his way to and from the steam pi-anna.

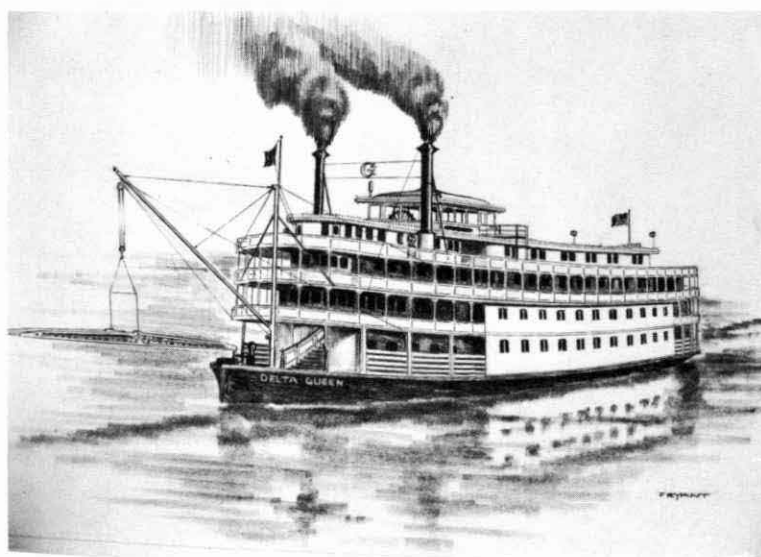
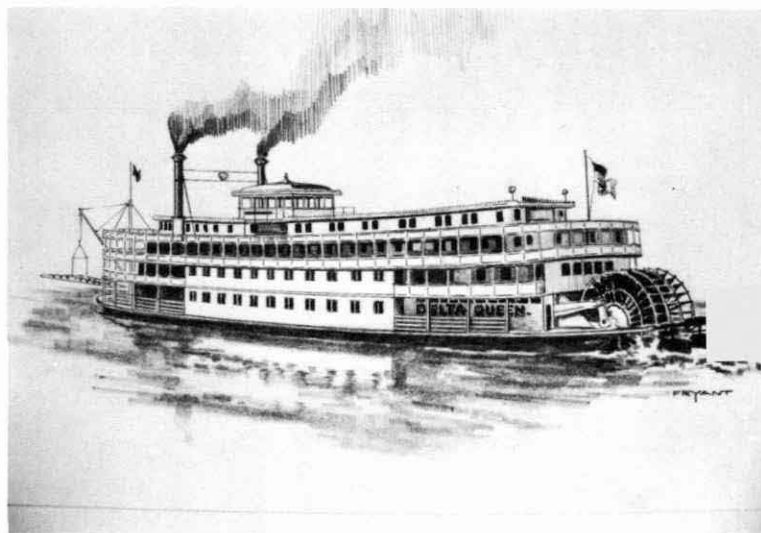
3. The proposed sketch looks top-heavy, so I extended the cabin deck all the way out to the front. Also I would use the same kind of wire mesh handrails that the QUEEN has now. These were used on such boats as the QUEEN CITY and TOM GREENE and if they were good enough for them, they are good enough for the DELTA QUEEN. Probably less cost, too.

4. That mast on the Greene Line sketch is all wrong so I have kept the existing stage and mast. I imagine that they will use these on the new boat anyway.

5. That gingerbread that they used around the texas and pilothouse looks horrible. I would copy the trim that was used on the TOM GREENE. Make it out of stamped aluminum.

6. Now for the smokestacks. I have set the stacks slightly further apart and run them down on the outside of the texas. Now if all you steamboat lovers will get out the pictures that you have saved from your 1965 Greene Line calendar and take note: The following Greene Line boats had identical tops on their stacks: ARGAND, GREENWOOD, EVERGREEN, GREENLAND, KENTUCKY, CHRIS GREENE (1), CHRIS GREENE (2), TOM GREENE, JOHN W. HUBBARD and GORDON C. GREENE. If that isn't tradition, I don't know what is, so I put Greene Line stacks on the DELTA QUEEN. Also I made them a sensible height, and put screw jacks on them.

7. As for the pilothouse, I have put a decent looking dome on it. One like on Cap. Cooley's old AMERICA, and lots of other boats, too, even



the BELLE OF LOUISVILLE. The radar under the dome is a fine idea. I would put the old DELTA QUEEN pilotwheel where it belongs, in the pilot-house. Mount it in front of the steering console --it doesn't have to be hooked up to anything. Putting it in the "cub pilot's lounge" is OK but it would look a lot more nostalgic in the pilot-house.

8. Lifeboats: Note that there are none on the sketches. That's because I forgot them. However the logical place for lifeboats is on the hurricane deck aft of the pilothouse on each side.

Well now, I think that about does it. Like I said before, these are just the ideas of a steamboat nut and I know she won't end up looking like this, but it's fun to speculate. I do think, however, that my version looks better than the one that they have come up with. I welcome any comments on these sketches pro or con, either through the S&D REFLECTOR or to me personally.

Let me close by saying more power to the Greene Line whatever they end up doing. I hope that the initial assignment that they give the naval architect hired will be to read "The Saga Of the DELTA QUEEN" by guess who.

John L. Fryant,  
4160 South 36th Street,  
Arlington, Va. 22206

# You are invited to explore the splendors, luxuries, surprises and majesty



Continued from Page 1

17 feet. Main keelson, 12 x 24 inches; bilge keelson, 8 x 16 inches; floor keelson, 6 x 12 inches, five in number on each side; center bulkhead, 3½ inches thick. Beams 9 x 4½ inches; deck 3 inches thick.

The model is faultless, her builders having in view the greatest speed ever attained by a steamer on the Western rivers. Her bow is beautifully modeled, and her cut-water though not so sharp as Damascus steel will cleave the water so clearly and sharply that the elements will be cheated of her approach. "Great expectations" exist as to her speed, and if with the most perfect hull and most perfect machinery ever put in a steam-

The cabin of the GREAT REPUBLIC, photographed at St. Louis by Boehl & Koenig, corner of Fifth and Olive Streets. In the right foreground is the piano presented by the Pittsburgh Board of Trade. This particular view is often reproduced as a classic example of "Steamboat Gothic" interior architecture. The original from which this print is made was an old-time gold-tone, about the same dimensions as above.

boat these expectations are not realized our skilled mechanics will be mistaken for the first time in the history of steamboat building.

#### THE MOTIVE POWER

Of the GREAT REPUBLIC is to practical minds the most astonishing feature of the boat. She is provided with two of A. Hartupee's patented duplex condensing engines. The two smaller cylinders are 22 inches in diameter with 10 feet stroke. The two large cylinders are 56 inches in diameter with 10 feet stroke. The smaller cylinders are supplied directly from the boilers and the large cylinders by the exhaust steam from the smaller ones; consequently all the power derived from the large cylinders is gained without any expense of fuel. The power of these large cylinders is almost twice that of the smaller and therefor gives a savings of about 60 per cent of fuel, which is one of the heaviest expenses of running a steamboat. The inventor claims that with this kind of machinery boats can run on much less pressure of steam than boats with the old style of engines, and consequently are much safer from explosion, this from the fact that they will carry a low pressure of steam on boilers designed to carry a high pressure.

She is provided with seven boilers, each 44 inches in diameter, 28 feet long, with four flues in each, of the very best material and workmanship. Her paddlewheels are 40 feet in diameter, with 18-foot buckets with 30-inch face, and are a model of strength. She has a "Doctor" to supply the boilers; one engine in the bow to work the capstan; one in the stern to work the stern capstan, and one in the mid-ships to work the Robert Lea's patent freight elevator. She has a steam fire engine with 12 hose connections; with 100 feet of hose always attached to each connection, capable of throwing 400 gallons per minute on any part of the boat. The shaft and cranks, which weigh 32 tons each, of wrought iron, are from the forge of Jos. P. Haigh. Her chimneys are 7 feet in diameter, and 73 feet high above the hurricane deck.

#### THE CABIN

Of the GREAT REPUBLIC which approaches in magnificence the storied palaces of the East, was designed and constructed by Charles Gearing, Esq. The extreme length of the cabin is 270 feet, and is 28'2" wide. It contains 54 staterooms, each eight feet square, and fitted up in an elegant and comfortable manner, having a wardrobe, washstand and toilet stand and bed hung with brocattelle curtains. (Ed. Note: Brocattelle is French, meaning a heavy, figured cloth-like brocade, usually of silk and linen). The promenades on each side of the cabin are 5'6" wide, and between the promenades the cabin is 17 feet in width. These promenades are separated from the cabin by a row of columns on each side, 72 in number. These are united by beautiful arches, perforated and carved. The finish over the doors is canopy which is perforated and carved and supported by columns.

The looking glass in the ladies' cabin is 6'3" in length by 10 feet wide, and is elegantly finished in keeping with the interior arrangements of the cabin.

The office, which is a handsome specimen of architecture, is located in the center of the cabin, forward. It is a circle 15 feet in diameter, elegantly ornamented with perforated carv-

ed facings. All of the ornamental work is of wood whose beauty is heightened with skillful application of azure, white and gold coloring.

The design of the cabin is strictly Gothic and although the work is elaborate it is not overdone.

The furniture of the cabin was made to order, is of modern style and most costly material. The carpet is English velvet, furnished by MacCallum and Bro. of this city and cost \$12.00 per yard--the whole expense for carpeting being \$10,000. Pendant from the hurricane deck are ten elegant chandeliers valued at \$500 each which, when burning, shed a brilliant light over the entire cabin, and serve to give passengers an excellent opportunity to inspect the splendid

#### OIL PAINTINGS

By our talented townsman, Col. W. C. Wall. These paintings are sixty-six in number and are chiefly transcripts from Nature, but few are copies. Commencing at the front entrance of the cabin, in the semi-circle over the office, there are three summer views on the Conemaugh River near Bolivar (downstream from Johnstown, Pa. -Ed.) sketched by Mr. Wall. Taking them by pairs, one on the right, the other on the left, we have next two Autumn views, then two views on the Susquehanna River sketched from Nature; two Arctic Ocean scenes taken from Dr. Kane's works; two marine views; two waterfalls conceived by the artist; a view on the Susquehanna River near Harrisburg; and another on the Conemaugh, both sketched by Mr. Wall; a view of the Mississippi River near Milliken's Bend (above Vicksburg, -Ed.) and one on the Susquehanna below Harrisburg, also sketched from Nature; a view of Mr. J. M. D. Crossan's place at Hulton Station on the Allegheny River (upper end of Oakmont, Pa. -Ed.), and one of the Ohio River just below the city; two views on the Susquehanna near Millersburg (in Dauphin County, Pa. -Ed.); two fancy river scenes; a view on the Hudson sketched from Nature, and a twilight scene on a bay, copied; a view on the Allegheny just above Sharpsburg, and one on the Ohio near the Pork House (in Brunot's Island -Ed.); views of Lake Jessie (don't know it, -Ed.) and Fort Benton on the Missouri, copied; a scene on the Tombigbee and a marine view; a view on the Connecticut and a lake scene, both copied; a view on the Ohio sketched from Nature, and a fancy river sketch; two views on the Kiskiminetas by Mr. Wall; a marine view, fancy, and a view of the Conemaugh near Blairsville from Nature; Lake Lochinvar and the Isle of Cyprus, copied; two original landscapes; two copies, one of Venice, and the other a scene on the Jersey coast; views on the Ohio and Susquehanna by Mr. Wall; two original Autumn scenes; a view on the Ohio below Manchester (Pa. that is -Ed.) and another on the Conemaugh near Bolivar, both by the artist; two Autumn scenes, originals; two scenes from the Conemaugh; view on the Kiskiminetas and a sketch of Ohio Pyle Falls on Andy Stewart's place on the Youghiogheny River above Connellsville, Pa.; two marine views, one of a lighthouse and the other of an old Jersey prison ship; a morning view on the Susquehanna and an evening view on the same river just below Harrisburg, by the same artist; a sunset scene and "The Lover's Quarrel," both copied; two American winter scenes; and one from Woods Run (just below Pittsburgh, -Ed.) and last of all an evening view on Lake George.

**590**

BY AUTHORITY OF THE UNITED STATES AMERICA.

Steamer *Great Republic* Inspection.

**Inspectors' Certificate.**

State of Pennsylvania, District of Pittsburgh, ss.

Application has been made by writing to the subscribers, INSPECTORS for said District, to inspect the Steamer *Great Republic* PITTSBURGH, wharf of *Capt. Wm. B. Donaldson* and *Andrew Hartupee Saml. Morrow & J. P. Haigh*

are *Wm. B. Donaldson* Master, we having performed that service, now on this *16<sup>th</sup>* day of *March* A. D. 1867, do certify that she was built at *Pittsburgh* in the State of Pennsylvania, in the month of *March*, in the year 1867, is of *1717* gross burthen, and is in all respects staunch, seaworthy, and in good condition for navigation, having suitable means for escape from the main to the upper deck in case of accident; that she is provided with *73* state rooms, with *24* berths to each; has *220* permanent cabin and extra or moveable cabin berths, and has suitable accommodations for *220* cabin passengers. Has, also, accommodations for *300* deck, or other class passengers. That she is a steamer sailing to and from inland ports, a distance of five hundred miles or upwards, and is permitted to carry *300* deck passengers, [except when making voyages from New Orleans to St. Louis, when the following rules shall be observed, to wit:

A berth, bunk, or hammock, shall have space of at least 6 feet long, 22 inches wide, and 2 feet high, clear of obstruction, and easy of access for each passenger. Children one year old, or less, shall not be included in the calculation. Two children, whose united ages shall not exceed sixteen years, shall be counted as one passenger. When there are four or more tiers of berths in height, 10 square feet of deck room shall be allowed for each passenger. When there are three tiers of berths in height, 12 square feet for each passenger. When there are two tiers of berths in height, 14 square feet for each passenger. When there shall be but one tier of berths in height, or where there are no berths, 15 square feet shall be allowed for each passenger. These spaces shall be calculated only in suitably enclosed deck rooms, which shall be properly warmed in cold weather, and properly ventilated at all times.]

That she is provided with *7* high pressure boilers, *25* feet long and *44* inches in diameter, of cylindrical form, constructed of iron *4 1/2* inches in thickness, with *4* return flues in each, of iron *1 1/2* inches in thickness, and made in the year 1867; (the iron manufactured by and stamped *C. L. Bailey & Co. Pittsburgh Pa. C. L. M. 1*) that they are in all respects conformable to law. That each boiler has been subjected to a hydrostatic pressure of *150* pounds to the square inch; that the maximum working power allowed was *123* determined by the rule prescribed by the Act of August 30th, 1852. That there are *7* safety valves, with *25 1/2* square inches area; that the load prescribed to each is *2 1/2* pounds per square inch; that the load prescribed to each is *2 1/2* pounds per square inch, and *2 1/2* left in charge of the engineer, and *2 1/2* withdrawn from the interference of the officers of the boat.

Has *2* supply pipes of *3* inches each in diameter, and has sufficient means to keep the water at all times and under all circumstances up to four inches over the flues. Has *2* steam pipes of *6 1/2* inches in diameter each. Has *2* pressure engines with cylinders *27 1/2* inches in diameter each, and *10* feet stroke. Has *2* forcing pumps of *6* inches plunger and *14* inches stroke each, worked by *Auxiliary* engine. Has *16* gauge cocks, *7* water gauges and *2* steam gauges, all properly secured. Uses the alloyed metal with *Pross* safety *guard* which fuses at *150 1/2* pounds pressure. Has *3* fire forcing pumps of *6 1/2* inches stroke each, and *5 1/2* inches in diameter of plungers, *1* work by steam. Has *600* feet of hose, *80* buckets, and *2* life-boats in good order, and *1* yawl. Has *150* cork jackets, life-preservers, and *2* boats, containing *272* superficial feet. Has additional steering apparatus, or means to steer the vessel in case the pilot is driven from the wheel by fire. *Tables Work on deck*

Be further certify, That the equipments of the vessel throughout, including pipes, pumps, and other means to keep the water up to the point aforesaid, hose, boats, life-preservers, spark arresters, blocks, rigging, anchors, and other things, are in conformity with the provisions of the law; and that we declare it to be our deliberate conviction, founded upon the inspection we have made, that the vessel may be employed as a Steamer upon the waters herein specified, without peril to life from imperfection of form, materials, workmanship, or arrangement of the several parts, or from age or use; and we further certify, that the said vessel is to run within the following limits, to wit:

From the Port of Pittsburgh, on the Ohio River, to the Port of *Wheeling* on the *Mississippi* River, touching at the intermediate places, and back; and also to other ports, and on rivers usually navigated by boats of the same class.

*Saml. Walker*  
Geo. H. Atkinson

Port of Pittsburgh, ss.

Personally appeared before me, the undersigned  
Port, and  
STEAM BOILERS for the District of Pittsburgh, and made solemn oath that the above Certificate of Inspection is just and true.  
Sworn and subscribed before me, this *16<sup>th</sup>* day of *March* A. D. 1867

I hereby certify the foregoing to be a true and correct copy of the original filed in my office.

Surveyor.

## ORIGINAL INSPECTION CERTIFICATE

Issued at Pittsburgh, March 16, 1867 by U.S. Steamboat Inspectors Samuel Walker and George H. Atkinson. The much vaunted "low pressure" GREAT REPUBLIC was allowed to carry 123 psi. which by standards of 1867 was considerable. The handsome "low pressure" side-wheeler RICHMOND which was getting finishing touches at Jeffersonville, Ind. when the GREAT REPUBLIC passed there, carried 35 psi. and was comparable in her capacity and dimensions. George H. Atkinson, the U.S. Boiler Inspector named above, served 40 years or more at Pittsburgh, retiring in 1908; he made his home in Wilkesburg. The preservation of this original 'office copy' certificate is due to the level head of the late U.S. Inspector Capt. Edward L. Shaw at Pittsburgh. Upon receipt of orders from Washington to destroy all old office records because they were obsolete, Capt. Shaw arranged transfer of them to interested river historians.

The table of the GREAT REPUBLIC will be supplied with richest description of ware. The most attractive will be the silverware, numbering 400 pieces, which was gotten up in a style that reflects great credit upon the well known firm of Mead and Company, Philadelphia. For elegance of workmanship and design this service is unsurpassed. It is made of nickel silver and triple plated and, aside from value, is more elegant and tasteful than if made from solid material. Messrs. Mead & Company have expended much pains in getting up several hundred pieces, as they give their exclusive attention to hotels and steamboats with ware, and desire, doubtless, to extend trade to the West and South.

Among the office furniture may be mentioned two safes which are built in; one a fireproof, and the other for packages. It is sufficient to say they were built by Messrs. Burke & Barnes of this city whose salamanders (articles built to withstand heat, -Ed.) have a world-wide reputation.

## THE NURSERY AND TEXAS

The nursery which is immediately beneath the ladies' cabin has fifteen rooms, neatly fitted up and on the same deck are the wash-rooms, ironing rooms, bathrooms, etc.

The Texas is 170 feet long by 26 feet wide and has a guard six feet wide all around. It contains ten rooms for the passengers besides accommodations for the entire crew.

## CAPACITY

The boat draws but  $4\frac{1}{2}$  feet of water, light, and has capacity for 2,500 tons of freight.

## OFFICERS

The GREAT REPUBLIC will be commanded by Capt. W. B. Donaldson, her principal owner, a gentleman and officer well calculated by education and experience for the position. He will be ably assisted by his lieutenants, Capt. Sam Barr, Jr., chief clerk, and by Capt. Charles A. Dravo, Capt. Cal W. Bennett, Jr. and George W. Floyd, who will be associated in the office. This is an admirable association of steamboat clerks--there being none superior to them in Western or Southern waters. The rest of the officers are as follows: Samuel McBride and Samuel Williamson, pilots; William Patterson, first mate; William Mumbar, second mate; John Hartupee, first engineer; J. W. Starr, second engineer; Stewart Guthrie, carpenter; Samuel W. Morgan, steward; James Simmons, bar-keeper.

## BUILDERS AND FURNISHERS

The following is the list of the builders of the boat and those who furnished her outfit, furniture, etc. Hull by E. & N. Porter; machinery by A. Hartupee & Co.; cabin by Charles Gearing, Esq.; boilers, Morrow & Barnhill; painting and glazing, O. R. Boggs & Co.; landscape painting, Col. William C. Wall; gilding, decorations, etc., J. J. Gillespie; bells, brass-work, fittings, etc., A. Fulton & Sons Co.; lines, outfit, etc., Caldwell & Bro.; sheet-iron work, copper, tin work, cook stoves, etc., Fitzsimmons & Morrow; cabin stoves, A. Bradley & Co.; spars, flagstaves and etc., George W. Coffin; upholstery, Holtzman & Weiderholt; carpets, etc., McCallum & Bro.; blocks and rigging, Phillips & Beechley; wire tiller ropes, Evans, Gilmore & Dallas; glassware, J. B. Lyon & Co.; books and printing, W. S. Hav-



en; hardware, Whitmore, Wolf, Duff & Co.; furniture, J. W. Woodwell & Son; silverware, Mead & Co., Philadelphia; chandeliers, Miskey, Merrill & Factory, Philadelphia; chinaware, E. V. Houg-waut, New York; posters, cards, etc., M. Halstead & Co., Cincinnati; skylights and French plate glass, William Coulter, Cincinnati; barber chairs by John DeKamp, Cincinnati; stained cut glass for doors, etc., A. Jones & Co., New York.

The Board of Trade of Pittsburgh furnished a handsome grand piano valued at \$1,000 and also a handsome and costly set of colors whose dimensions and elegance are in keeping with the character of the boat.

The entire cost of the boat with her appointments will approximate \$350,000.

#### DEPARTURE TODAY

Owing to the rapid fall of the river Capt. Donaldson has determined to leave with the GREAT REPUBLIC this afternoon for her future field of service. To our southern and western contemporaries we commend her as the beaux ideal of beauty, strength and grandeur, with the further assurance that there is none now floating on southern waters that can compare with her. For elegance combined with safety and comfort the GREAT REPUBLIC outranks any boat now built, and when she is eclipsed in either respect Pittsburgh mechanics will be prepared to build equal if not superior to the best.

Her speed is not yet to be ascertained, but from the construction of her model and from the immense force of her motive power, it is safe to say she will not follow far behind the fleetest on the waters. We wish the GREAT REPUBLIC and her clever and accomplished officers a prosperous career and will anxiously await a report of her first performances.

#### PIANO AND COLOR PRESENTATION

At 10 o'clock this morning on behalf of the Board of Trade of Pittsburgh, Mayor W. C. McCharthy will present a handsome Steinway piano, valued at \$1,000, and an elegant set of colors, valued at \$500, to Capt. W. B. Donaldson. Thomas M. Marshall, Esq. will receive the presents on behalf of Capt. Donaldson.

#### THOUSANDS OF VISITORS

Although notice was given in yesterday's paper that the GREAT REPUBLIC would not be open to inspection until this afternoon, thousands visited her yesterday. Visitors came from the city and from all the neighboring towns, and at one time the crowd was so great that it extended half way up the wharf. The boat was crowded with a living cargo from noon to dark and hundreds were compelled to return without getting on board, contented with an outside view of her immense proportions.



VIEW FROM THE NATIONAL CEMETERY AT VICKSBURG.

## Maiden Trip of the GREAT REPUBLIC

The new, magnificent and mammoth "low pressure" steamer GREAT REPUBLIC was first advertised to leave Pittsburgh on her maiden trip on Thursday March 14, 1867. This she did not do. An early spring flood crested at that place on Wednesday at 25 feet. The river was too high to get the boat under the Steubenville railroad bridge where Capt. Donaldson had learned a few lessons with the new DICTATOR in Sept 1865 (see Dec. '65 issue pages 18-21). Departure was postponed until Saturday 16th.

Despite the purple prose lavished by skilled newsmen, the new boat at the Monongahela landing was not a vision of loveliness to the observer who saw her from the wharf. She was a smudgy jumbo with short smokestacks. Her exterior paint had been applied during unfavorable February weather in an atmosphere of coal smoke, soot and smog. The work of erecting the smokestacks was half-done because of bridge problems at Steubenville and at Cincinnati. The top portions were aboard and would not be placed until she got below Louisville.

Nonetheless the valley dwellers were determined to see the new "queen" and everybody who could hobble to the river did, and at night there were bonfires on beaches and cheering crowds. As often happens after a high stage of water, the wind turned into the North, the thermometer shrank, and the great packet got into a blizzard. The pilots rounded her to at



the foot of Brunots Island and poked her head in at McKees Rocks. The hour was late, the night dark and stormy, so they elected to stay there until daylight.

#### THE GREAT REPUBLIC AT MCKEES ROCKS The contemporary version of it.

About five miles below the city the engines ceased to work and our prow was turned shoreward. At once the inquiry was made "What's the matter?" In a few moments the hawser was gotten out and the REPUBLIC was laying snugly ensconced in a little cove, sheltered from the storm by the gigantic hills which towered above us. Here we were to remain all night. A trifling accident

Memphis and New Orleans.

**FOR NEW ORLEANS,**

**THE NEW, MAGNIFICENT**

AND MAMMOTH

**"LOW PRESSURE"**

**STEAMER,**

**Great Republic,**

W. B. DONALDSON, Commander,

WILL COMMENCE

**Receiving Freight,**

FOR

**Memphis,**

**VICKSBURG,**

AND

**NEW ORLEANS,**

ON

**MONDAY, FEBRUARY 25,**

AND LEAVE AS ABOVE,

ON

**THURSDAY, March 14, 1867,**

**POSITIVELY.**

—

Passengers and Shippers will consult their interests to call on board before making engagements elsewhere. The public can rely implicitly on her leaving on above date.



INTERIOR VIEW ON OPPOSITE PAGE

The original glass plate from which this exotic picture is made came from the collection of the late Capt. Sam G. Smith of St. Louis. Cap'n Sam operated for years the "Marine Photo Co." as a side-line and made copy plates of old steamboat pictures. Very few were originals---and this is one of those few. Nobody seems to know where Cap'n Sam got this, but it ranks as one of the more impressive scenes handed down. It is the earliest known photograph showing passengers in a steamboat cabin, taken aboard the GREAT REPUBLIC. The photographer was at the stern end looking forward, in the ladies' cabin.

had occurred to one of the exhaust pipes and for this, as well as for other reasons, Capt. Donaldson concluded to lie-to until morning.

THE SHADES OF EVENING

Were fast gathering over us and for the first time we had a view of the saloon lighted up. The scene was magnificent in the extreme. The mellow light of the chandeliers threw a genial glow upon all the surroundings, and gave the vast hall with its tasteful decorations the appearance of a fairy grotto. Gay knots of belles and beaux were gathered about in the saloon, and the merry chatter and laughter that arose on all sides gave an air of ease and comfort to things within while the storm was raging with fury without.

SUPPER

About seven o'clock the saloon was fixed for supper. Ten long tables groaning with the weight of superb silverware and china extended diagonally across the space between the promenades. Servants fell into their places with all the decorum of a well regulated hotel and the guests, although with an apparent determination to be circumspect, partook of the viands with relish, their appetites made keen by the chilling but bracing air.

Through the supper hour the string band attached to the boat discoursed some of their most excellent music, and rendered the already beautiful scene delightful.

THE DANCE

Supper being over, the tables were crowded into the extremities of the saloon, and preparations were made for a dance. The musicians assembled and in a few moments the place that was occupied by the festive board was the scene of revelry and dancing. Faces beamed with the delight, and even the almost worn-out officers of the boat joined in the general merry-making. The dance was a success and was kept up until the hour of midnight, when the ladies and most of the gentlemen retired to their state-rooms.

SUNDAY MORNING

The passengers were assembled early in the cabin and in due season all were busy discussing the following bill-of-fare:

Broiled beefsteaks, plain; beefsteak with onions; calves liver; tenderloin of pork; mutton chops; spare ribs of pork, and pork chops. Fried sausage; codfish balls; hominy, onions, fish, tripe and ham. Miscellaneous: Mutton with vegetables; pork and potatoes; stewed chicken; stewed

potatoes; kidney stew, hash meats and gambillie. (Ed. Note:- Gambillie may be Yankee spelling of jambalaya which is a hash-concoction commencing with sauted sausage.) Warm bread, white rolls, cornbread, toast to order, Sallie Lunn (Ed. Note-properly Sally Lunn, a sweetened teacake served hot, usually), and cakes. Black and green tea, coffee and chocolate.

MORE ORIGINAL REPORTING

This morning about seven o'clock we cast loose from our fastenings at the "Rocks." The snow which had ceased during the night again commenced to fall, and continued to do so at intervals throughout the entire morning. There was little or no excitement. The boat passed over the many bars and shoals, occasionally touching them lightly, but without doing any damage or disturbing the general quiet of the passengers, some who loitered around and read, while others employed themselves in narrating the experiences of the past day and evening to their friends at home.

STEUBENVILLE

It being cold we were confined between decks most of the morning, but the boat running in to the shore a few miles above Steubenville, together with a momentary glimpse of Old Sol's genial face, induced a general rush to the promenade. Capt. Donaldson, being fearful that our jackstaff would not pass under the bridge, ordered a halt, and the staff was lowered. While here we were visited by a number of people from both sides of the river.

THE FIRST DINNER

Was served on board the GREAT REPUBLIC today in a most sumptuous way and what an entertainment it was, as may be readily inferred from the following bill-of-fare:-

SOUP: Macaroni, a la Italian

FISH: Baked haddock with tomato sauce

BOILED: Ham; corn beef and cabbage; sauer kraut with salt pork; tongue; leg of mutton with caper sauce; chicken.

ROASTS: Leg of lamb; beef; veal; pork, mutton; turkey, ducks, chicken, ham; with champagne sauce.

ENTREES: Minced mutton, poached eggs, char-oute rush (Ed. Note: that's what it says); filets of chicken a la creole; pork and beans a la militare; hogshead; ocean sauce; ox tongue with olives; oyster pie.

VEGETABLES OF THE SEASON: Green corn, turnips mashed potatoes, sweet potatoes, green peas, beets, onions, boiled potatoes, hominy, parsnips, carrots, tomato, cabbage.

COLD DISHES: Hogshead cheese; turkey roasted; turkey broiled; jelly.

RELISHES: Walnut catsup; cucumber pickles; John Bull sauce; chow-chow, piccalilli; French mustard; tomato catsup; Continental sauce; horse-radish; Worcestershire sauce; olives, English cheese.

Pastry and Desserts

PUDDING: Fruit pudding, wine sauce

PIE AND TARTS: Blackberry, jelly tarts; peach jelly tarts; plum meringue pastry.

CAKES: Jelly cake, almond pound cake, Vienna biscuit, Genoese cake.

CREAMS AND JELLIES: Lemon jelly, anisette jelly, English cream jelly.

DESSERTS: Egg kisses, pineapple meringue

FRUITS: Apples, raisins, figs, English wal-

nuts, pecans, oranges, filberts, bananas, prunes.  
COFFEE

#### INVOLUNTARY PASSENGERS

A ludicrous scene was enacted while the GREAT REPUBLIC was at Wheeling. The wharf was crowded with citizens who had left their homes to see the boat of which they had heard so much. As the gangway plank was run out a great crowd rushed upon the boat. Capt. Donaldson immediately rang the bell, but the multitude still poured on board the deck. When the deckers began to haul in the gangway the scene that followed is thus described in the Wheeling "Intelligencer:"

"What a rush there was, my countrymen, to get off. Whoever has seen a flock of sheep jumping over a ditch has some idea of the pell-mell style in which men and boys made their escape from the boat. Flying hats, light bamboos and all the Sunday rig got up in excellent style for the promenade on this "Queen of the Water" were all in a worse mix than a witch's kettle. The graceful attitude of the grand and lofty tumblers afforded amusement to the regular booked passengers on

the boat, and the people on shore who had sense enough to wait and see if the boat was going to remain any time at the landing. With all their hurry, some dozen persons failed to get off and this huge leviathan, unmindful of their clamor, went on her voyage. She came and was gone so quickly that one had no time to realize her vast proportions. All the boats at the landing sunk into utter insignificance, and when she was gone there seemed to be only a yawl or two tied to the shore, just that and nothing more. Considerable freight was piled up on the landing for her, but seeing the rush made to get on board her, her officers concluded to leave without it. If a little common sense had been manifested we have no doubt she would have remained at the landing an hour or so to give the people some chance of being able to form some idea of her immensity."

#### VISIT AT CINCINNATI

Dennis Long, the famed Louisville engine builder, and Mr. Howard, the celebrated Jeffersonville boat-builder, inspected the GREAT REPUBLIC

PASSENGER REGISTER -- STEAMER GREAT REPUBLIC -- PITTSBURGH, PA. -- MARCH 16, 1867.

These were the first passengers boarding the new boat.

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Capt. and Mrs. C. W. Batchelor  
Miss Anna Batchelor  
See June '66 issue for portrait and biography.  
William K. Nimick  
Miss Lizzie Nimick  
Iron and steel; the Nimicks also were stockholders in packets.  
Miss Emma Floyd  
Sister of G. Wash Floyd, clerk, and of Mrs. Wm. B. Donaldson. On Feb. 20, 1868 she married purser Sam Barr, Jr. with a gala wedding at New Orleans.  
Mr. and Mrs. Robert McCutcheon and family  
Lindsay, McCutcheon & Co., iron and steel.  
Mrs. Benj. Crawford and daughter  
Supervising U.S. Steamboat Inspector.  
Mrs. Thomas M. Marshall and child  
Top-flight Pittsburgh lawyer; Marshall Township, Allegheny County, named for him.  
Stephen C. McCandless  
Later director Fourth National Bank, Pgh.  
Louis Dalzell  
Andrew Ackley, Jr.  
Wholesale meats, Pittsburgh.  
W. L. Boggs, Jr.  
Mr. and Mrs. Joseph P. Haigh  
Misses Emma and Anna Haigh  
Foundry and machine shop, Pittsburgh.  
Haigh and Hartupee were associates in the 1850's. Originally from Hancock County, W. Va. and Haigh in his reclining years lived at New Cumberland, W. Va.  
Hon. and Mrs. W. R. Boggs  
Messrs. Boggs & Buhl, of department store fame, Allegheny City, came from Steubenville.  
Robert Mackey, Esq.  
A. Tomlinson  
Iron and steel, Pittsburgh.

Capt. William Hanna  
Allegheny River packets.  
Capt. and Mrs. Frederick G. Dippold  
Towboat captain and pilot, and this was their wedding trip.  
Mr. and Mrs. James H. Parker  
Miss E. Zug  
Iron and steel, Pittsburgh.  
Charles Spang  
Spang & Chalfant, iron and steel.  
John A. Harper  
Asst. cashier, Bank of Pittsburgh.  
William C. Wall, Esq.  
Artist who decorated the cabin.  
Mr. and Mrs. William S. Bissell and child  
Miss Rebecca Shields  
Miss Hannah Shields  
Miss Mary Bissell  
These were kinfolk; the Shields girls were daughters of David Shields for whom Dashields Locks and Dam is named.  
Dr. Gazzum  
Pittsburgh physician.  
J. Lowry, Jr.  
W. S. Haven, Esq.  
Printer and bookbinder, Pittsburgh.  
Charles Gearing, Esq.  
Steamboat cabin builder, Pittsburgh.  
G. W. Coffin  
Lumber and turnings.  
James B. Oliver  
Iron and steel, Pittsburgh.  
C. G. Donnell  
Mr. and Mrs. Andrew Hartupee  
Miss Ida Hartupee  
Miss Flora Hartupee  
Master Willie Hartupee  
Steamboat engine builder, Pittsburgh.  
John McClanahan  
Reporter, New York Herald.  
William M. Runkel  
Reporter, Pittsburgh Commercial.

at Cincinnati and judged her a great success in every particular. Between 25 and 30,000 people visited the GREAT REPUBLIC here. She lies at the foot of Race Street (Ed. NOTE: Below the suspension bridge.) She will leave today at noon (Thursday, March 21.) Capt. Donaldson has received a telegram from Capt. Pink Varble saying there would be water on the Falls tomorrow for the 'steam mastadon', and advised him to take all the freight he could get.

#### ARRIVAL AT LOUISVILLE

Louisville, March 22, 1867: Special correspondence to the Pittsburgh "Commercial:" This morning between the hours of 9 and 10 a.m. the beautiful and mammoth GREAT REPUBLIC sailed into this port. She came up to the expectations of all those who felt interested in her, and astonished a great many who were indignant at the name and place where she was built. She lay a short distance above the U. S. Mail Line wharfboat and crowds flocked down to see her. She only remained about three-quarters of an hour, when she left for Portland, Ky. where she will lay over until tomorrow.

#### OPINIONS AT LOUISVILLE

Reported in the Louisville "Democrat:" We did not hear anyone say they liked the outside appearance of the GREAT REPUBLIC. She went over the Falls drawing 8½ feet of water. She is a fine boat and we are of the opinion that \$375,000 ought to make anything fine. Her general outside appearance will not favorably impress a stranger that she is anything extra.

Reported the Louisville "Courier:" The new boat lacks symmetry and litheness and is too wide and heavy for real usefulness on our waters. She will only be able to run in deep water, as the draught line is conceded to be 4½ feet; of course with fuel, etc. on, she will certainly draw 5 ft. of water. The cabin of the boat is the most attractive feature, the skill and experience of a former Louisville builder, Charles Gearing. When once on board and under arch and canopy of the cabin, all the real beauty of the boat stands revealed. The style is an improvement on the first MAYFLOWER, and next to the RUTH, though very similar in design. As usual in all 'upper-country' boats, a vast deal of labor and expense has been incurred in outside show: 'gew-gaws,' tinsel,

#### BUILDING THE HULL FOR THE GREAT REPUBLIC -- SOMETHING ABOUT SHOUSETOWN, PA.

Shousetown, Pa. is not on the 1967 maps as the town was renamed years ago and today is Glenwillard. There, on the left bank of the Ohio River at Mile 13.8 below Pittsburgh, soon after tows leave Dashields Locks downbound, is the site of the famed boat yard where the GREAT REPUBLIC's hull was built. There is no sign of the old yard now; nor has there been boat construction there for about 90 years.

Shousetown was named for a German flatboat and hull builder, Peter Shouse, who started his career along the Monongahela; then he moved bag-&-baggage to found the hamlet bearing his name. He had nothing to do with building the GREAT REPUBLIC nor, for that matter, with most of the steamers built there. He was 79 when the REPUBLIC was launched and died about five years later.

When Shousetown originally was laid out (1822) Peter Shouse brought along a helpmate 13 years his junior, Ezra Porter, who was also at the Monongahela yard and who (circa 1827) married Peter Shouse's daughter Elizabeth aged 16. Ezra's younger brother (by seven years) Nathan Porter was a river steamboat engineer but he came ashore to marry one of the Anderson girls who lived just opposite Shousetown in a riverbank brick house, and thenceforth the Shousetown boat yard was run by E. & N. Porter. Peter Shouse often went on extended trips to the "Indian country" and gave the boat yard no more heed.

Ezra and Elizabeth Porter raised a considerable family. Son Joe went on the river; son Elias went to W&J and became a country doctor; son Bob was probably the black sheep, noted in the neighborhood for gambling; but son Nathan Jr. (named for his uncle and the Jr. tacked on to separate the two) was the upstanding youngster who became a talented marine draughtsman and laid down the lines in the loft for most of the famed steamboats Shousetown produced, the GREAT REPUBLIC included.

Much of the timber used in building the GREAT REPUBLIC was cut on the hillsides back of town, and this single contract just about ended the local supply of trees. Nate Porter Jr. and boss carpenter John C. Boggs had to go deep into the West Virginia hills bordering the upper Monongahela to cut oak for the lengthy cylinder timbers. Boggs was an old-timer in the region; his grandpa Andrew Boggs until he died (1843) ran Lashell's ferry at Sewickley.

The hull price for the GREAT REPUBLIC was \$50,700, the biggest contract the Porter boys had ever landed, or ever would. The Custom House measurements of it were 328 x 50 x 10, rated 1727.12 tons. The hulls at Shousetown were built on a slope headed downriver; and were launched "end on" as the expression was, stern-first. The launching date for the GREAT REPUBLIC was on Saturday, November 3, 1866. The word had spread and natives came by horseback, buggy and on shanks-mare to line both sides of the river. Your S&D REFLECTOR editor's grandmother Mrs. P. D. Nicols was one of the spectators. We have her word for it that the hull broke fetters somewhat premature of plans, gathered great speed, created an even greater splash and, having no moorings, sailed across the Ohio to bury the stern in the river mud. A towboat had to be called in to release it. Rumor soon got abroad that a workman at the boat yard had been killed in the affair, and the old hands of the region tell this as gospel even today--so it well may be so. In any event, the Ohio River was at a relatively low stage when the launch was made (7'6" at Pittsburgh and falling) and so the hull had a lengthy distance to travel before striking the water, and consequently was propelled at more than usual speed, both because of distance and weight. It was found on inspection to be warped or "hogged" and large piles of coal were placed in it, amidships, to flatten it back to shape. In this situation, it was towed up to Pittsburgh (Nov. 7, 1866) for completion.

paint and trimming. The staterooms are far inferior to expectations.

Reported the Louisville "Journal:" Capt. Pink Varble took the new boat over the Falls in fine style. She handles very well, in fact much better than from her clumsy appearance any one would suppose. From the fact that only half of her chimneys were raised to allow her to pass under the bridge at Cincinnati, her appearance at the best, clumsy and unsymmetrical, was anything but prepossessing. She seemed to be too long in front of her wheelhouses, and too short behind them. Her Texas is not well proportioned to her cabin, and her pilothouse is an absurd cross between an ornamented grape arbor and a fancy hen house. The general impression of the boat, as a whole, from the bank, is an unfavorable one. But as we ascend the stairs and enter the cabin we are enchanted with the lightness and airy grace. It is an imitation to some extent of the cabins of the Hudson River packets, the finest in the world. We had the pleasure of the company of Harry M. Miller of the Cincinnati "Commercial," who was kind enough to show us every point of interest. We also saw J. H. McCoellehan of the New York "Herald," and W. M. Runkle of the Pittsburgh "Commercial."

#### COMMENTS AT NEW ALBANY

Reported the New Albany "Register:" The GREAT REPUBLIC looked like a huge ark as she rounded the point. This great steamer which has been the theme of river editors for the past six or eight months arrived this morning (Friday, March 22). We went on board and were shown through her by Harry M. Miller of the Cincinnati "Commercial." Her cabin is certainly the most magnificent piece of work turned out on the Western Waters. It is constructed after the style of the North River steamer DEAN RICHMOND. The furniture is of the most elaborate and costly finish, corresponding in every particular with the surroundings. While the inside view is most elegant, we cannot say as much for her outside appearance. It looks heavy, cramped, and decidedly rough. Any steamboatman could tell at a glance she was built at Pittsburgh.

Later:- The GREAT REPUBLIC has her chimneys up and will leave positively this evening (Monday, March 25) for New Orleans. She has been thronged with visitors since laying at Portland. The street cars between there and Louisville have been taxed to capacity. New Albanians by the thousands visited her Saturday and yesterday and she is still jammed full of admiring spectators.

Reported the New Albany "Ledger:" The exterior outside appearance is not very prepossessing. She looks unweildy, and her outside painting is about the poorest job of work we ever saw. She is weather-stained and smoke-begrimed. She will prove a popular passenger steamer, and in regard to her accommodations and furnishings she will probably have no rival. Both new boats, the RICHMOND and the GREAT REPUBLIC, will be monuments to the enterprise and good taste of their builders. There is plenty of business for both, and there is therefore no cause for ill-feeling in the way of rivalry. Neither of them will be able to beat the famous New Albany-built steamer ROBT. E. LEE.

#### PHOTOGRAPHS TAKEN

The Louisville "Courier" says they have had a

fine photograph taken of the GREAT REPUBLIC, an exact living picture, and invited any of their friends who want a copy to apply for it. (Ed. Note:- This picture apparently has been lost, as no copy is known to exist).

#### OPINION AT EVANSVILLE

Col. Silverthorn, reporter for the Evansville "Journal" has this to say: Standing on the roof of Dunkerson & Company's mammoth wharfboat, we watched the GREAT REPUBLIC land here, so easily and gently that she scarcely caused a jar. Her exterior design is new, and it takes time to fully comprehend it. A carping hypocrite might find fault, but the candid admirer of real beauty will only note her perfections. The crowd of people who visited her while here was immense; men, women and children flocked in countless thousands, wading through mud and pelting rain. She was crowded as long as she lay here. Some stood in her cabin for hours, gazing and wondering. Among her passengers we were delighted to see Capt. C. W. Batchelor of Pittsburgh, who, with his family, are aboard. She took a large amount of freight here and left at five o'clock (Monday, March 25). Her guards were down to the water when she left.

#### CAIRO CARPINGS

There is one defect in the cabin of the new boat which we will note for the benefit of the Louisville papers who have almost strained themselves to death in endeavor to find fault with her, and have succeeded but moderately. The defect, or oversight, consists in having placed these landscapes and water scenes so high up that persons are compelled to assume a rather ungraceful attitude in viewing them. There is scarcely more than one man in ten who can throw back his head far enough to take a good look at them but who is compelled in doing so to open his mouth. Now, I submit it to the Louisville astute critics if this is not the most ungraceful attitude for gentlemen and "perfectly awful" for ladies. I was once so unfortunate so as to be born in Pittsburgh, but I solemnly promise the Louisville papers I shall never do so again. I claim Louisville gratitude for having pointed out one more defect in the GREAT REPUBLIC, and hope now that all the world will agree with them that "Nothing good can come out of Pittsburgh." Capt. Donaldson has engaged 100 tons of freight at Memphis as there is very little here. Her machinery is entirely blocked off and hidden by enormous piles of sacked corn; all other portions of her lower decks and hold are apparently well filled.

#### ARRIVAL AT MEMPHIS

Reported in the Memphis "Post:" The GREAT REPUBLIC arrived here yesterday (Friday, March 29) in all her glory. The moment she came in sight, opposite the bend, a grand rush for the bluff and levee commenced and by the time the boat reached the wharf hundreds of people were swarming along the levee impatient to board the palatial craft. During the five hours while she lay here she was crowded with admiring spectators superlative in praise. In a word she is a floating exposition of modern improvements in river architecture and machinery, and is the means of contributing to the comfort and pleasure of all who wish to travel on the Mississippi River. The GREAT EASTERN has formerly been the world's proudest boast in marine enterprises, but hereafter we shall be equally proud of the GREAT RE-

PUBLIC.

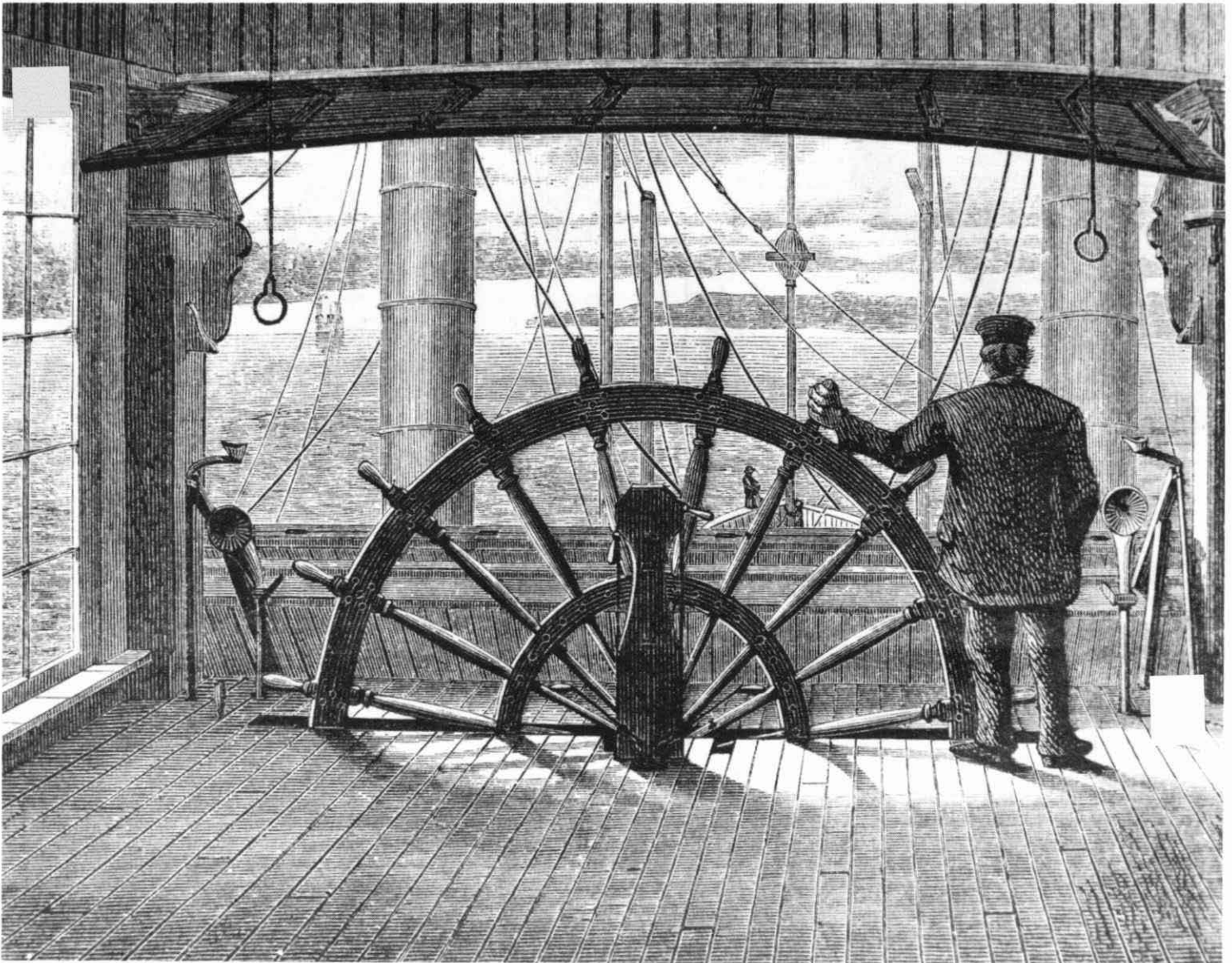
THE GREAT REPUBLIC AT NEW ORLEANS

Reported in the New Orleans "Bulletin:" That gorgeous palace arrived early yesterday morning (undated) under a cargo comprising some 2300 tons of freight and a cabin crowded with passengers. Stepping on board soon after her arrival, it was our good pleasure to meet her urbane commander, Capt. W. B. Donaldson, who, though busily engaged in answering the various questions propounded to him, found time to show us through and explain the beauties of his palatial steamer. Such a boat as the GREAT REPUBLIC has never before made fast to our landing. She stands without a peer.

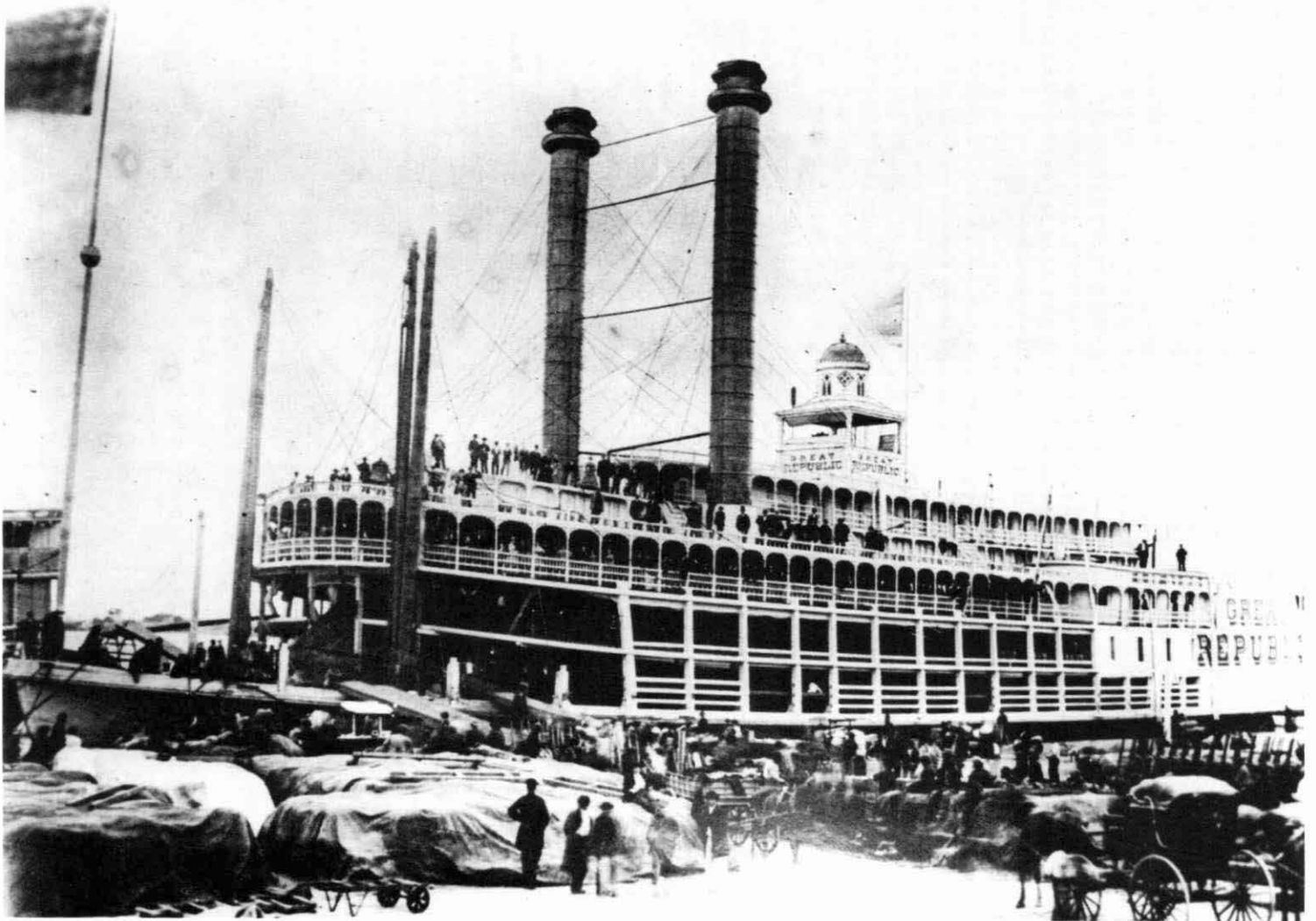
Reported in the New Orleans "Crescent:" The great event of the day and of the Age was the arrival of the mammoth, far-famed and long expected palatial steamer GREAT REPUBLIC from Pittsburgh, which boat reached our city yesterday morning loaded to the guards with produce, and her cabin crowded with passengers. The telegram which we published on Monday afternoon (Monday, April 1), giving notice that she had passed Vicksburg, caused numbers to linger on the levee to a late

hour in the night in hopes of being first to board her, but they were compelled to retire, disappointed. Again yesterday morning the levee was crowded at an early hour with a large concourse, expecting that she would be at the landing; but it was after sunrise before she hove in sight around the point. The immense crowd in waiting was thrown into a high state of excitement. No sooner had her gangplank been shoved out to shore than her cabins were beseiged with those anxious to inspect her; and during the whole day multitudes of our citizens were wending their way to this floating palace and examining her in every detail which was accessible.

Reported in the New Orleans "Times:" From early dawn to dewy eve, visitors continued to pour aboard the GREAT REPUBLIC, literally taking the boat by storm. The carpet suffered, but the boat itself made an impression never to be forgotten. We noticed going aboard many of the fair sex. The new boat is lying at the foot of Poydras Street, and those who did not see her yesterday should do so today, as she leaves for St. Louis tomorrow evening at 5 o'clock.



PILOTHOUSE INTERIOR OF THE GREAT REPUBLIC. -Front page picture and this one from the October, 1874 issue of Scribner's Monthly, illustrating an article, "The Great South."



WAS THIS PHOTOGRAPH MADE AT NEW ORLEANS ON THE OCCASION OF THE GREAT REPUBLIC'S FIRST TRIP? It may be. It may not be. No accounts examined so far state whether or not the fancy-top feathers (seen on our front page engraving) were placed when the stacks were first raised. She had 'em--but maybe later. - Above picture from the Capt. Sam G. Smith collection.

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Later news from the New Orleans "Times:" Large crowds were on hand at the landing to see the GREAT REPUBLIC off (evening of April 4) and when approaching the hour of 5 o'clock, every available spot and freight pile was occupied. When 5 o'clock came it was discovered by the engineer that one of her heaters was out of order and had to be attended to, which necessarily detained the boat until after dark.

Said the New Orleans "Crescent." A storm prevailed as the GREAT REPUBLIC was due to depart but at dark she still quietly 'smoked' at the levee, detained by an accident to her 'doctor.' The water-proofs and stout overcoats generally worn by the New Orleans visitors aboard were contrasted very ludicrously with the white pants and straw hats donned yesterday by our Northern visitors in some fatal dream of the tropical softness of the "Sunny South." There was a pleasant omen connected with the delay: At the

hour when she was expected to depart the skies were dark, threatening and rent with frequent flashes of lightning. An hour later the strong yellow beams of the setting sun burst from the confining mists, and while flooding the western sky with mellow radiance, poured a great stream of light upon Poydras Street which lit up the huge mass of the GREAT REPUBLIC until it shone like a "glory." The next instant and a beautiful rainbow spanned the sky directly over the steamer. It was altogether a picturesque and charming spectacle, and we trust an omen of prosperity not less so to the steamer GREAT REPUBLIC than to its great namesake, in which boat we must all "sink or swim," "live or die," survive or perish.







Looks like S&D members are Johnny-come-lately when it comes to river meetings at Marietta.

Jerry Devol, 833 Second St., Marietta, has our thanks for a write-up in the Marietta "Register" dated Nov. 5, 1889, describing the first annual meeting of flatboatmen held there. About 80 men gathered on Saturday, Nov. 2, 1889, all veterans who had taken cargo (potatoes, apples, flour, whiskey, brooms, furniture and coal) down the Ohio and Mississippi by sweep and oar. Most of them were from that area, although one of the oldest, John McMicken, came from Pittsburgh, having flatboated back to 1828.

Christopher Greene, father of Capt. Gordon C. Greene, was down from Newport, O., aged 80, having made 21 trips through to New Orleans commencing in 1828. His first trip, he said, was shoved upstream. He traded on the White and Black Rivers in the South, bartering his trade goods for bear oil. His record float to New Orleans from Newport was 20 days 21 hours including stops.

Presiding over the meeting was William F. Curtis, 73, of Marietta who flatboated in his youth. The steamer W. F. CURTIS was named for him. He recalled that pioneer flatboaters of Marietta took corn up the Kanawha River to the salt works above Charleston, and to the iron works at Iron-ton, O. This kept up until the Civil War. "We depended entirely in this county on the money brought back by flatboatmen, and especially those back from New Orleans," he said, and added: "We would always try to be the first to borrow the money."

John McMicken of Pittsburgh floated coal, and said it was sold in the South by the barrel, often bringing \$2.50 the barrel, judged 2½ bushels. Most of the early floated coalboats were less than 100 feet long. He told of Dick Haines, one of the oldest pilots in his recollection, inventor of the check post, planted in the coal cargo and used to snub check lines on, and for mooring.

Capt. James S. Stowe, Marietta, 83, was the oldest delegate from Washington County, O. He started flatboating 1829 and ran regularly until 1861; since then he had made but one trip, in 1873. The first boat he took down cost \$500 and he profited \$300 on the trip. Once he asked the directors of the old Bank of Marietta for a loan of \$300 and "it took them a week of deliberation to make up their minds." He got it. He had taken cargo up the Red and the Ouachita. Capt. Stowe never owned a pistol and never shot one and said he never had occasion to. Early cargo taken South included scalded cider and apple jack; later with bigger flatboats he took principally flour and pork, and such a boat and cargo meant an outlay of \$10,000.

Capt. Isaac N. Hook of Hooksburg, 70, recalled the first steamboat up the Muskingum, the RUFUS PUTNAM, which he saw at the age of five. He said that elderly Jonathan Devol, a one-leg vet of the Revolution who came to Washington County in 1788 also saw the PUTNAM go up that January day in

1824. Devol then was living at Rainbow, site of Devol's Dam (No. 2).

J. Warren Thorniley, Marietta, the youngest at the meeting (42) who had made two flatboat trips was elected secretary of the flatboaters. J. S. Sprague exhibited a drawing of the flatboat built by Simeon F. Devol in 1845.

Among the delegates was Capt. Miles A. Stacy, 60, who made his first trip in 1849 on James Stowe's boat and then built many of his own and ran them. He enlisted in 1861, served four years and afterward made but two flatboat trips to Memphis. (In 1913, when Capt. Stacy was nearing his 84th birthday, his daughter Adelaide thoughtfully wrote down his experiences on the river as he dictated; a typed manuscript of this story is preserved in Campus Martius Museum).

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STEAMBOAT DAYS ON THE TENNESSEE RIVER is the title of a new paperback 72-page illustrated book by Frank L. Teuton. The story is that of Capt. John E. Massengale and family and their St. Louis & Tennessee River Packet Co. This packet concern started in 1885 and operated continuously, water permitting, until the diesel JANE RHEA quit her trade in June, 1932. All those years it was a family affair.

Frank Teuton was a part of the show, albeit in a minor role; but he was there. He knew them all and talks their language. He steered for Capt. Charles R. Beard at the time when Beard was courting the red-head girl, Carrie Russ, who became his wife. One of the daughters of this marriage, Mary Alice Beard, became the wife of Commodore John W. Anderson, skipper of the trans-Atlantic flagship UNITED STATES.

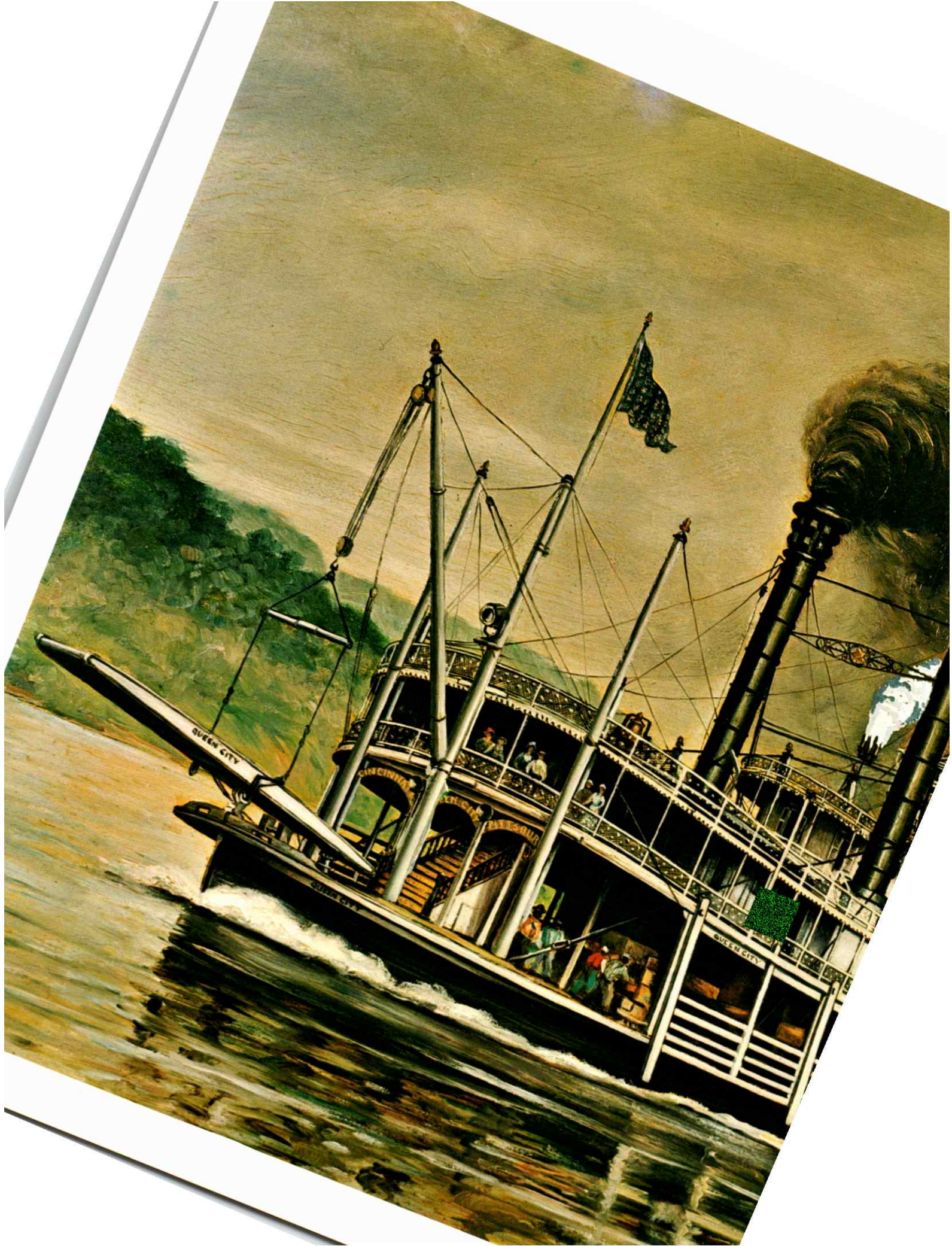
One gathers, reading this fascinating story, that the Massengale boats (many, many) were the luckiest unlucky boats on the river. The area of operations included that portion of the Mississippi (St. Louis to Cairo) notorious for snags, dikes and trouble; the boats were wide open to violent storms. The mortality rate for these packets is staggering to contemplate; the line was building new boats all the time to replace the casualties. One wonders how the insurance was handled. Passengers who rode the St.L.& T.R. packets, therefore, were generally on a new one, a favorable impression not lost on the travelling public. A business founded to haul peanuts to St. Louis turned out handsomely.

Copies of the book are priced \$1 (include 10¢ extra for postage) to Frank L. Teuton, 9102 Riverside Drive, Washington, D.C. 20022.



OVERWHELMED is the only word for it. The Editor and staff of S&D REFLECTOR appreciate the generous and thoughtful cards and messages which poured in to Canal Winchester and Sewickley bearing Christmas and New Year greetings. Human limitations being what they are, we deplore inability to answer each and every one, much as we'd like to. There'd be no time left to produce the magazine. To each S&D member who reads this, a belated and warm wish for A Happy 1967.





# REMEMBERED PLEASURE

OIL PORTRAIT of the QUEEN CITY by William E. Reed from the collection of H. C. Putnam.

The fancy emblem to right are initials QC intertwined. Done in metal, gold-leafed, one of these was attached to each state-room QUEEN CITY cabin door.

Text by Robert L. Stone

Whistles on the rivers. You'd think that Volume 1 of this twosome WHISTLE ECHOES has enough whistles in it to please most anybody. But decidedly not so. There were two conspicuous failures when our Volume 1 was being recorded. Those boatmen of the Mississippi and Ohio Rivers brought in and hooked up to a steam pipe the ancient tooters from the packet QUEEN CITY and the towboat CHAMPION COAL. Both acted like temperamental prima donnas and wouldn't perform. No amount of cajoling could make them perform. Consequently Volume 1 was produced without their inclusion.

"Please," the boatmen pled, "we'll get them fixed, and let's do a second recording!" So they scoured out the scale and rust, reset the bowls or chimes, pampered and tampered with Stillsons, and these whistle-plumbers achieved order out of chaos. Both whistles were blowing again — and good. Also the river boys brought in "new" old whistles, got them in shape, and set a date, Saturday, May 7, 1966, for their Second Tootenanny. We went to the show, at the plant of the Union Carbide, Silicones Division, Long Reach, West Virginia, and recorded it.

"What a shame," these boatmen complained, "that we don't have good recordings of the DELTA QUEEN and the BELLE OF LOUISVILLE, run by steam and paddlewheel, that still prowls the inland waterways." So we sent forth a crew of sound technicians to Louisville and Owensboro, Ky, and captured both. It was while aboard the DELTA QUEEN that we discovered a rare combination; a steam pi-anny, called a cally-ope on shallow rivers of the Midwest, and a young man who really knows how to get music out of it. You will hear him play two selections after he has been suitably introduced. Most recordings are made on air calliopes — but mark it well, this one's energy comes from red-hot high-pressure steam. There are only a few such instruments left, and most of these are in museums where they can't defeat anybody.

About this time a Pittsburgh architect who in spare moments plays a banjo got into our act. Robert W. Schmertz, much-loved and capable composer of witty-ditty ballads where the Three Rivers Meet (Allegheny, Monongahela and Ohio at Pittsburgh) had done a piece he called "The Rambling River Line." So he came to our shop with his daughter Gretchen Schmertz Jacob, and his son John C. Schmertz, and they did the thing with Gretchen doing vocal, Bob on the banjo, and Jack the sound effects on a jug. We forthwith decided to get this platter into production before anything else popped up, so here it is.

Credit belongs first of all to Union Carbide which furnished the steam; to members of the Sons and Daughters of Pioneer Rivermen who furnished and activated most of the whistles; to Greene Line Steamers who hosted our recording crew aboard the DELTA QUEEN, and to the crew of that steamer who outdid themselves to assist; to the management and officers of the excursion boat BELLE OF LOUISVILLE; to Robert W. Schmertz and his son and daughter for the lovely ballad; to Capt. Clarke ("Doc") Hawley for the best calliope recording yet achieved, and to those others who also exerted themselves without thought of reward.

Chairman of the 1966 Whistle Blow at Long Reach was Walter W. McCoy, assisted by Capt. Ross Rogers, Jr. The whistle-plumbers who made the QUEEN CITY and other old whistles "talk" were John Kyle, Harry F. White, Capt. Bert Shearer, Capt. John L. Beatty, Charles Montague and Bob Kreamalmeyer. The Whistle Blow was photographed by S. Durward Hoag. We have not enumerated the notables who blew the whistles in expert style, who agree that the doing was reward sufficient. J. Mack Gamble and Capt. Frederick Way, Jr., board chairman and president respectively of the Sons and Daughters of Pioneer Rivermen, did the narration without advance preparation or written notes. Union Carbide's George M. Fowles furnished the steam and superintended the mechanical details, and the plant manager, John J. Doub, was the genial host to the noisy nuance.

The introduction and commentary is spoken by Paul Long.

## STEAMBOAT WHISTLES . . . ANNOUNCEMENT OF SECOND RECORD

WHISTLE ECHOES Volume No. 2, is the recording of the second annual "Whistle Blow" staged by the Sons and Daughters of Pioneer Rivermen of Long Reach, West Virginia, in May 1966. Volume No. 2 includes DELTA QUEEN, BELLE OF LOUISVILLE, CHAMPION COAL, QUEEN CITY, many other whistles, calliope renditions by Captain Clarke "Doc" Hawley on the DELTA QUEEN and the never before recorded river ballad "Rambling River Line" by Robert Schmertz. This nostalgic filled-in album is now available at the Lafayette Motor Hotel or River Museum, Marietta, Ohio 45750 (hobby shops or by mail):

33 1/3 RPM MONAURAL \$5.45 EACH      STEREO \$5.59 EACH  
(INCLUDES SHIPPING AND INSURANCE)

BONUS OFFER—order both the Volume No. 1 (1965 "Whistle Blow") and Volume No. 2 priced \$8.95 monaural and \$9.95 stereo.

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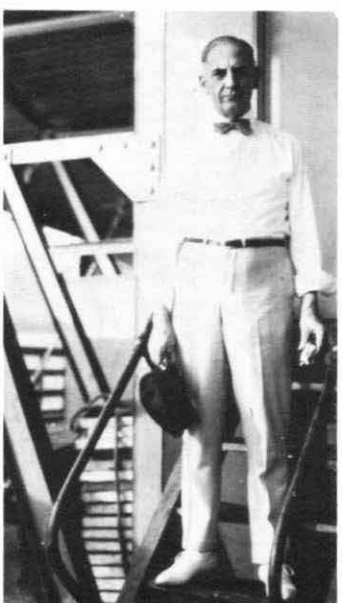
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LOUISVILLE & CINCINNATI PACKET CO.  
Officers in the 1920's

Ed. Note:- Alene Stottlebower recently presented these pictures, and more, to the Inland Rivers Section, the Cincinnati Public Library. Curator Clyde N. Bowden tipped us off and loaned them. Special thanks to Alene for taking, preserving and presenting them. She lives at Madison, Indiana.

1. Capt. Jack Lindenburn aboard steamer QUEEN CITY in June, 1921.
2. Capt. Ed Williamson (center) talks with mate Harvey Coomer on QUEEN CITY, June, 1921.
3. Capt. Harry E. English, pilot on the QUEEN CITY in 1921.
4. Capt. Al Schipper, pilot on steamer ANDES, Sept. 20, 1923.
5. Earl Seabrook, clerk on steamer JOHN W. HUBBARD, 1921.
6. Charles W. Kirby, pilot on JOHN W. HUBBARD, Aug. 12, 1923.
7. Capt. James Brasher, pilot on side-wheel packet CINCINNATI, Sept. 21, 1924.
8. Purser Frank W. Carr on steamer JOHN W. HUBBARD, 1921.
9. Clerk Charles Curran, steamer RICHARD ROE.
10. Capt. W. Ray McKay, purser, steamer JOHN W. HUBBARD, Aug. 27, 1920.
11. Harry Koehler, steward, steamer CINCINNATI, standing on cookhouse steps, 1923.
12. Purser Frank W. Beuning (left) and Capt. Charles W. Brasher, steamer KENTUCKY, on Dec. 24, 1920.

"part of a smokestack 25 or 30 feet tall, big in diameter, and tapered at one end to about 14 inches." The description fits a 'scape pipe from a major sized side-wheeler. Also excavated was a pile of 1/8 sheet iron, the plates about 4x4 ft. There were many rolls of cable, and what looked like a ship's bell, covered with mud.

This contracting crew in 1957 became interested and wanted to explore more, but their firm, Traylor Bros., was meeting a construction deadline and discouraged further prodding. Soon as the sewer lines were placed, the ditch was covered again with earth. They said they saw nothing resembling a locomotive. The location of this "find" is rather far removed from the CHICKASAW collision, and seems to be an unidentified wreck of another steamboat.

S&D REFLECTOR is indebted to Mrs. L. S. (Sally K.) Dietz, Box 446, Newburgh, Ind. 47630, writer for the Evansville "Press," who has been reporting developments about the CHICKASAW and the lost locomotive.

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PAUL GARRETT BLAZER

September 19, 1890—December 9, 1966

*It is with deep sorrow that the Directors, Officers and employees of Ashland Oil & Refining Company record the death on December 9, 1966, of Paul G. Blazer, who was one of the founders of the Company and whose leadership, counsel and understanding guided it through 43 years of growth.*

PAUL G. BLAZER helped S&D financially in formative years when the future was uncertain. He and his good wife Georgia Blazer have been S&D members almost since S&D's inception. Both have attended meetings and have visited the River Museum. During his youth Paul Blazer worked with an Illinois newspaper and ever after was attracted to printers' ink; he watched the growth of the S&D REFLECTOR with special glee. Once he superintended repairs to a steamboat and nearly got fired because the estimates didn't come within gunshot of the invoices; that boat was the old BERTHA being converted into the VAN for the Great Southern Refining Co. of Lexington, Ky. Aside from his oil history (president of A.O. & R., then chairman of the Board) Mr. Blazer goes down indelibly as one of the great river persons of his era. Those who knew him are privileged.

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A photographer named David Plowden has been snooping railroads and riverboats where steam survives and the result is a new book "Farewell To Steam." Happily he put his wares into the hands of a capable publisher who troubled to reproduce the pictures by a scheme called duotone (two tone color effect) requiring two plates for each photograph. It's good. Too bad Mr. Plowden wasn't around say 20-30 years ago for he has a genius for accenting such items as architectural detail, or zooming in on a piston rod. This kind of thing is unusual, to say the least about it, and highly effective. The few remaining wheezes of steam on Western Waters get his gentle attention. Priced \$10, Stephen Greene Press, 120 Main St., Brattleboro, Vermont 05301.

## Collectors' note

Art Singleton, 28-year old diver of Maunie, Ill. has applied for salvage rights for the "lost locomotive" from the packet CHICKASAW (See Sept. '66 issue, page 22). He expects to seek it during the coming spring months in the vicinity of French Islands, Ohio River. Mr. Singleton, married, and father of two children, has worked on salvage operations for barges, off-shore oil platforms, drilling rigs, sunken aircraft, and for lost tools.

John H. White, Jr., curator of Land Transportation of the Smithsonian Institute at Washington, D. C., has advised Art Singleton that the weight of the lost engine may run 18 to 22 tons, not counting the weight of the water and silt which he believes "has surely filled the boilers by this time." He said the engine would measure about 25 feet long, eight feet wide and about 12 feet high. Also the locomotive's tender may be there; roughly 10 tons and measures 15-20 feet long by eight feet wide and eight feet high.

This locomotive was being shipped from Cincinnati to Memphis in 1852 when the CHICKASAW collided fatally with the W. B. CLIFTON near French Islands. The publicity in S&D REFLECTOR stirred up interest in its recovery. Also it reminded three Evansville men that in 1957 they dug up an old steamboat wreck along the Indiana shore in the Scuffletown vicinity. Ray Rhoads, 1119 California St., has an oil can for a souvenir. He and his partners were excavating with draglines and bulldozers at the Alcoa plant when they started finding stuff. They got steam lines, water valves, wrenches, and what they thought was

## Cincinnati Suspension Bridge Centennial

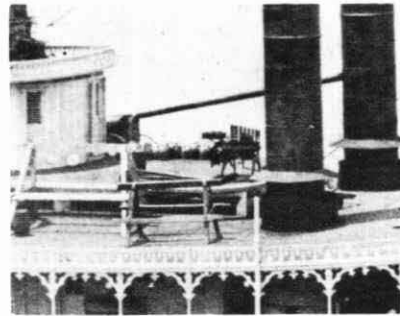
The Cincinnati-Covington suspension bridge was "informally" opened to ticket holders on Saturday, December 1, 1866. 46,000 persons crossed that day, and next day, Sunday, 120,000. The "formal" opening was on Tuesday, January 1, 1867. No vehicles were permitted across during the "informal" two-day prelude, and first steamboat under the completed span was the side-wheel SILVER MOON up from Memphis with a whopping load of baled cotton. Her record cotton trip into Cincinnati, 1868, was 2,200 bales.

One century later the bridge still does business and mention of SILVER MOON evokes memories amongst older rivermen of a notorious Cincinnati waterfront saloon which died away with the passing of the packets. The only white man who ever visited that dive, to our knowledge, was Capt. Gordon C. Greene. He entered there with hurricane warnings hoisted, searching out a wharf rat who had pilfered freight. Witnesses afterwards said you could have heard a pin drop in the place and that's the only time it ever was silent. Capt. Greene unfroze the congealed atmosphere by delivering the only speech he ever made in his lifetime. "I want that carton of Peruna Extract back at my wharfboat in fifteen minutes," he said and forthwith departed. It arrived on schedule.

Cincinnati folks did not forget the centennial of their famous Roebling bridge and last fall they put on quite a show. On the Cincinnati committee were several S&D's; Benjamin F. Klein, Ernest I. Miller, Capt. John L. Beatty, Harry Mack and Dan Pinger. A commemorative booklet was prepared by lithographers Young & Klein with the historical text by Joseph S. Stern, Jr., using big page size (9 x 13) and with inclusion of an imposing array of illustrations. One of these pictures (on page 13) permits a glimpse of the double-cabin side-wheeler UNITED STATES--not much but it's her--showing the Great Seal of the U.S. on her starboard wheelhouse. This is the first known photographic look at this U.S. Mail Line steamer which collided with AMERICA, 1868. On the whole the book is a wonderful thing. Those fortunates who own a copy should turn to page 17, bottom, and change the caption "The first bridge across the Ohio River." to read "The second bridge across the Ohio River." Unless you want to argue for strict principles, as our IBM friend Rick Dill does, who claims the Wheeling suspension bridge (opened November 1, 1949) only goes half way across the Ohio River. Seems to us that bridges going only half way would be bridges to nowhere, like at Pittsburgh. But maybe not.

The Maxon Construction Co. with main office in Dayton, O. and boat yard at Tell City, Ind. sent out to friends just lately a superb water color reproduction ready for framing showing the Cincinnati suspension bridge as it appears today complete with upbound diesel towboat and barges in the foreground. The artist is John Pike, a Bostonian by birth (1911), who runs a water color school at Woodstock, N.Y. He has titled his Cincinnati creation "Morning Mist - Cincinnati" and

a handsome work it is. Whether Mr. Pike chose the bridge as his topic because of the centennial or by curious happenstance isn't important, probably. We'd be more concerned to know if Mr. Pike was chosen by Maxon because of all the begat boat fleet named PIKE, GENERAL PIKE, LITTLE PIKE, ZEBULON PIKE, et cetera. Couldn't be.



SILVER MOON

First boat under the completed suspension bridge, Cincinnati, December, 1866. Special attention of Doc Hawley and Jay Quinby invited to see the calliope on the roof just aft of the stacks. Showing at the right is packet SIR WILLIAM WALLACE

which was lost by fire at Mobile, Ala. on March 27, 1866. So this calliope photograph dates prior to that time--say 1865. We nominate it as the oldest photo of the instrument extant. When the Civil War broke out the SILVER MOON was the last Yankee boat to depart Memphis headed back to Cincinnati. The calliope was on her then, and her unnamed musician played "Home, Sweet Home" all the way up. The SILVER MOON was built at Cincinnati, 1859, for Capt. John W. Bugher (see Sept. '66 issue, page 22) for the Cincinnati and Memphis trade. He brought her to Pittsburgh once at least, departing there April 15, 1862 direct to St. Louis. The SIR WILLIAM WALLACE was built at California, Pa., 1855, owned largely by Capt. Hugh Campbell. He tramped her to St. Louis, Cincinnati, Pittsburgh and surprised everyone by loading for Nashville at Pittsburgh on May 2, 1862--and made it. On May 17 she was back at Jeffersonville, Ind. with a cargo of "Morgan's Bandits" for jailing purposes. A gentleman from New York City, Capt. George H. Alcocke, bought the boat's control after the war and lost her by fire at Mobile.

LARGE FRAMING SIZE COLOR PICTURES of the QUEEN CITY oil painting by William E. Reed, approximately 12 by 14½ inches (see pages 18-19), may be procured by sending \$1.50 for each to Master Artists Recordings, 1022 Forbes Ave., Pittsburgh, Pa., 15219. Mailing charges included. Order as many as you wish.

## Steamboating on the Big Sandy

by Jesse P. Hughes



STEAMBOAT TRAFFIC ON BIG SANDY near Pikeville, Ky. Photo taken in 1901 by Jesse P. Hughes at Cowpen Creek, about 7½ miles below Pikeville and 108 miles from the Ohio River. The bat-wing SEA GULL is downbound (right) and CRICKET (left) and KATIE Mc. are laid up for low water. Boats going to Pikeville went up Big Sandy to mile 27.2, thence up Levisa Fork 89 miles.

This address was delivered by the author, Capt. Jesse P. Hughes, at the annual meeting in Marietta, O. on Saturday, September 6, 1958. No attempt has been made to update it, but inasmuch as William A. Shahan, mentioned by Captain Hughes, died on June 17, 1961, it is quite possible that Captain Hughes himself is the sole surviving licensed officer who took part in Big Sandy River steamboat navigation.

My first introduction to the Big Sandy River, 58 years ago, was a very abrupt one, and I went there much against my wishes. The steamer CRICKET was the dominating factor and brought it all about. Built for low water service on the upper Ohio River, this vessel was ideally suited for operation on the Big Sandy River during the navigation season on that stream.

In my younger days I had often read of the feuds and killings of the McCoy-Hatfield gangs up that river. I knew a male passenger who had been shot down on board the steamer ARGAND in the Big Sandy the year before I arrived; and I wondered what my reception might be when I ventured up there. But there was no other choice for me and I consoled myself with the hope that some of the rough tales I had heard might have been exaggerated. I had never acquired the habit of carrying a gun, so when the crucial time should come, I was fully determined to attend strictly to my own business. With a little prayer on my lips I entered into the greatest experience in my life.

A short branch line of the Chesapeake & Ohio Railroad operated up that river as far as White House, a distance of 55 miles. Outside of that, there was no other transportation, except by boat, to the head of the river. All merchandise and essentials, to last for a year, had to be taken up during the navigable season which lasted from about Thanksgiving to Easter, depending upon the rainfall. There was no trouble about getting freight to carry. It was more of a question as to how much a boat would carry, and how soon one could be back for another load. There was a sort of feverish anxiety during the whole time the steamboat season lasted. My fear of meeting with a rough element soon proved to be groundless. I experienced no trouble with anyone and found the people to be the fairest and squarest of any I had ever met.

At the conclusion of my fourth and last season there, I married the girl of my choice, Miss Telia Vaughan, the daughter of a native Big Sandy steamboatman, living in Catlettsburg. Many river folk came to know my little wife, who was affectionately known as Aunt Telia.

A wealth of matchless timber came down the Big Sandy River through the years. Much of it went into the building of steamboats at Ironton, Portsmouth, Levanna, Cincinnati, Madison, Jeffersonville and New Albany. Many Big Sandy steamboats were built close to home though some were built out on the Ohio.

During the last few seasons before the railroad was completed up there (which, of course, ended the steamboat business) I remember more than two dozen small steamboats that ran there. Of the side-wheelers there were the ALEX. YOST, MAXIE YOST, JENNIE GEORGE, LOUISA, THEALKA, SEA GULL, H. M. STAFFORD, GUYANDOTTE, B. F. JOHNSON, SANDY VALLEY, FAVORITE, J. C. HOPKINS, FAIR PLAY, BEULAH BROWN and ED C. KIRKER. Of the stern-wheelers I would mention the ARGAND, ANDY HATCHER, CANDO, CRICKET, DONCA, MILES H., KATIE Mc., FRANK PRESTON, J. M. GRUBBS, MARY L. HATCHER and VINCENNES. While numerous towboats worked around



A CRITICAL MOMENT in Big Sandy navigation. The bat-wing B. F. JOHNSON is running a shoal and is about to stick. The leadsmen are more concerned in shoving the boat's head into the channel than in calling the depth (which is next to nothing anyhow). The pilot, well aware that Capt. Jesse P. Hughes is recording the event for posterity with a camera, is hanging on and hoping. Total cargo is a sack of feathers and a coop of chickens.



BIG EVENT ALONG BIG SANDY was the passing of a steamboat; all chores were suspended; feuds forgotten; and the population came running. There were no locks and dams until No. 3 (Mile 26.6) was completed in 1896 just below the Forks at Louisa, Ky. Highways paralleling the river did not exist. The C&O Railroad in 1901 had only reached White House, 55 miles above Catlettsburg, and two packets named CANDO (obviously for the railroad) and

DONCA (CANDO scrambled) connected to Pikeville. Louisa, Ky. at Mile 27 had tracks from Catlettsburg in 1885, known as the Chatteroy Railroad. Along in the 1890's tracks were extended to Richardson, 42 miles. Then to White House, and on to Pikeville in 1904. Steamboat traffic on Big Sandy and Forks dates away back, although a big portion of cargo was handled in push boats.

the mouth of the river towing timber away, I can recall the SEA LION, JOHN C. FISHER, MARY STEWART, J. O. COLE, CROWN HILL, VENUS, M. B. GOBLE, F. A. GOEBEL, CATHARINE DAVIS and others.

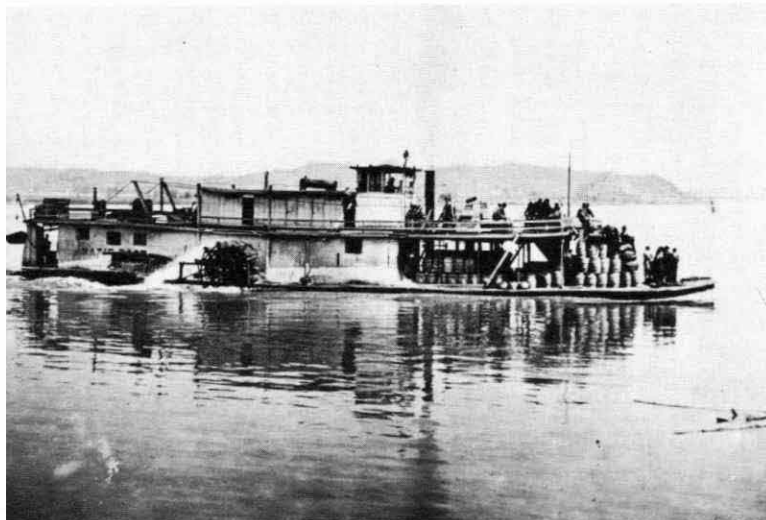
Of the prominent Big Sandy captains I can mention Capts. Green Meeks, John Davis, J. C. Hopkins, Green Adams, Bob Owens, John Welsh, Pem Marcum, William Smiley and W. P. Rex and Tom Vaughan. Of the Big Sandy pilots, I recall Capts. Taylor Davis, Dick Ward, Jim Borders, Shade and Goose Preston, Alf Banks, George Hutchison, William Ward and John Dials. There were any number of engineers, clerks, firemen and others, equally worth of mention, a few of whom may still be living.

I know of one man now living who ran on the Big Sandy boats in the long ago. He is the well-known William Shahan, of Cincinnati, aged 84, long since retired from the U.S. Engineers, but who is still often called back in service on the various remaining steamboats. Mr. Shahan served as fireman and striker on the BEULAH BROWN, with Capt. Green Meeks, running to Paintsville, Ky., back in the 1890's.

Some time ago I received a letter from Dan Wheeler, of Paintsville, asking if I were the same Capt. Hughes that ran on the Big Sandy River at the turn of the century. I answered that I was the very same fellow. He stated he had been in the grocery business in Paintsville for 50 years, and before that he was clerk and roustabout on the steamer THEALKA, with Capt. Green Meeks, in the Paintsville trade about 1900. The THEALKA was Capt. Meeks' last boat which had the machinery off the former steamer BEULAH BROWN. These two men are the only ones I know that remain of those who once boated on that river. I still hold a pilot's license on the Big Sandy River and Levisa Fork to Pikeville, Ky. I know of no other person holding such a license.

The small side-wheel steamers that were so successful up that river were a home product entirely and were characteristic of no other stream. Their hull dimensions never exceeded 120 by 20 feet, and conformed exactly to the age-old boat rule that the length should be just six times the width. They were lightly built with a nice model bow and an easy rake at the stern. A





BAT-WING steamer MAXIE YOST entering the Big Sandy with a heavy cargo destined to Louisa, Paintsville, Pikeville and way points. The smokestack-top has been removed to dodge bridges. One time in her career, the MAXIE's stack was banded with double white collars as she did low water work for White Collar Line. Built in 1897 at Guyandotte, W. Va., the boat was named for the daughter of groceryman W. B. Yost of Catlettsburg who owned the boat in part. Miss Maxie grew up to become a school teacher in Catlettsburg, and Capt. Jesse Hughes' daughter Lillian was a pupil. In 1960 a new school at that town was named Maxie Yost School in her honor.

small tubular boiler supplied steam for two small separate engines about 7 by 10 inches. Band wheels were geared to two large drum wheels, and the shafts connected directly with the water wheels outside. They were all belt boats and the wheels were supported on the ends with a light guard overhang. A thick bacon rind served as an end bearing.

Each wheel operated separately and, with long rudders astern, these boats carried good cargoes. They ran and handled splendidly on 30 inches of water. They were known as Bat Wing boats but were spoken of as the Big Sandy gipers of the "Mosquito Fleet." The second deck carried the small pilothouse and sometimes a special passenger cabin. They splashed along upstream about five or six miles an hour. Nothing ever built served the needs there any better. Memories and names of these boats survived long after they had gone.

Navigation was carried on at night with the aid of an oil lamp with a large reflector. It would throw a glare almost across the width of the river. There were but few well established pilots and they all knew each other. When two of these steamers chanced to meet in a shoal or other close place, the upbound boat usually waited below until the other boat had passed down. But sometimes the descending boat would back in and land above. After the boat tied up, the pilot would then shout over to the other pilot, "I'm landed here now. You can come on up," which was indeed a courteous gesture. It seemed much like two neighbors calling to each other from their homes across a street.

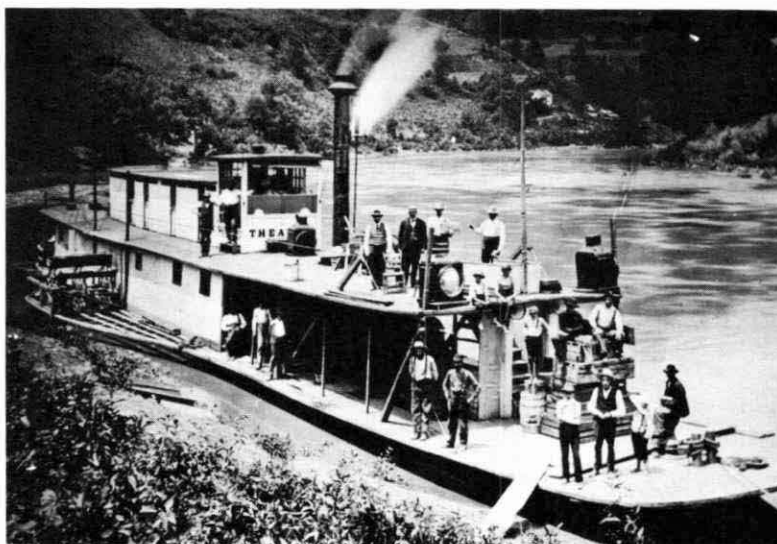
Boating on that river was always risky but

there were no accidents while I was there. I cannot recall that any Big Sandy steamer ever burned while in operation. A boat named FASHION once exploded her boiler, while in the mouth of the river at Catlettsburg, and blew the fireman into the river. He just waded ashore and was ready to go to work again before the boat's boiler was repaired. Years later this same man, named Taylor Davis, became an expert pilot, and I had him with me on the CRICKET many times.

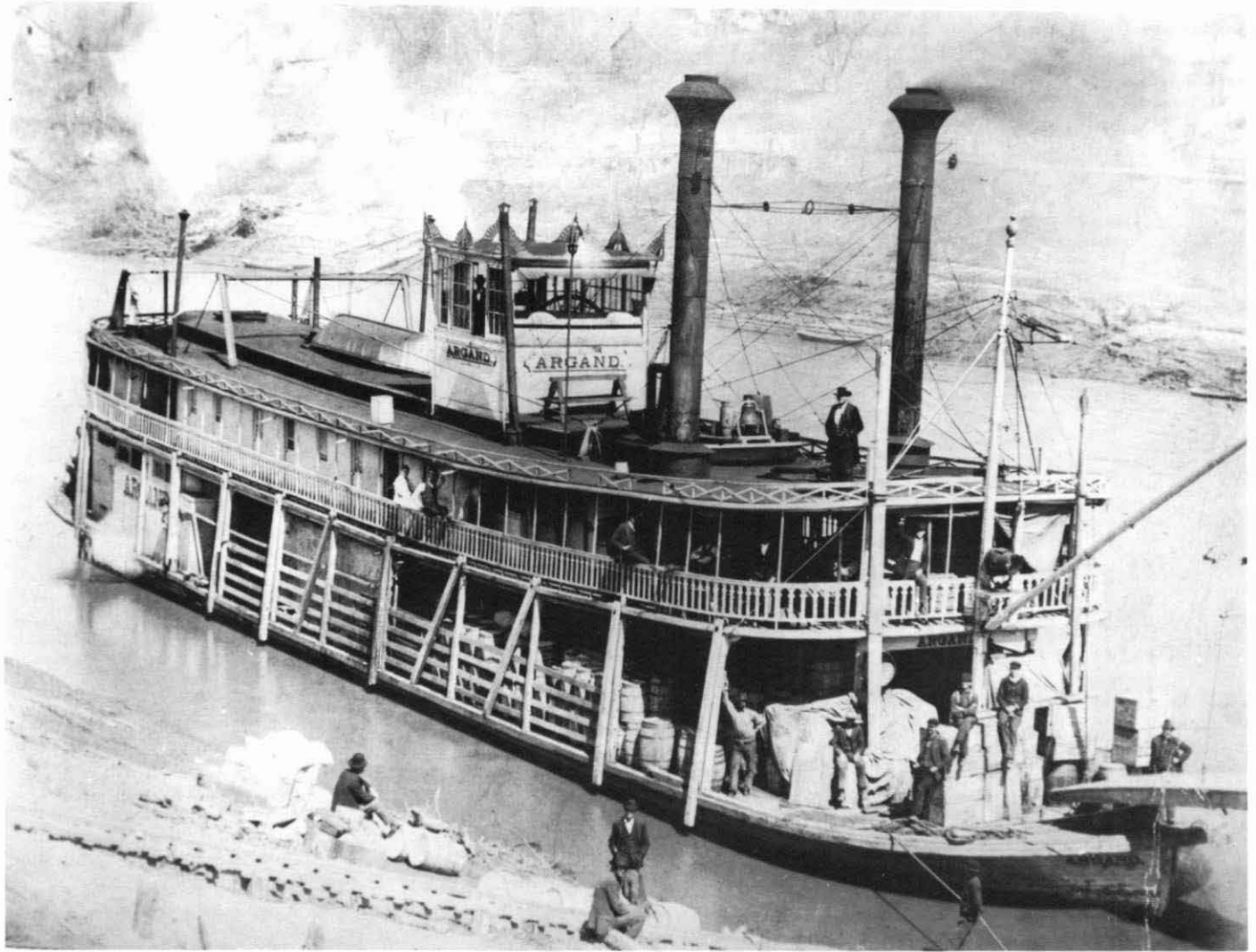
When there was a substantial rise in the river it was spoken of as a "timber tide," and sometimes hundreds of rafts were floated down from the upper river. Each raft was of perhaps 100 saw logs, fastened together with saplings, and with small iron chain dogs driven into each log. Each raft required two men to navigate it by means of a long oar fixed at each end of the raft.

Floating along with the speed of the current, it required hard work with the forward oar to keep the raft from striking the bank with the many short bends of that river. Often they did strike and tear up the corner or the front end of the raft. The loose logs would then float away. It was strenuous work, with no rest or shelter for the men. They tied up at night, built a fire and camp on the shore, and ate their lunch if they happened to have any.

These raftsmen were mostly of the "hillbilly" type and few had much river experience, making perhaps but one trip a year. It was always a thrilling interval for them to make that 100-mile trip downstream, which usually took five or six days. As soon as the raft was tied up in the vicinity of Catlettsburg, the raftsmen were at leisure, and almost always celebrated the occas-



BAT-WING steamer THEALKA at Hell Gate Shoal, 2 miles above the mouth of Big Paint Creek and 2½ miles from Paintsville, Ky. Named for Miss Alka Meeks who later became Mrs. John C. C. Preston with fine homes at Ashland and Paintsville. The three-chime whistle of this boat blows realistically on WHISTLE ECHOES, Vol. 1 recording (see news of records in center spread, this issue). This photo was taken in June, 1902 by Thomas Lowthan, brother-in-law of William E. Connelly who appears in this scene (straw hat) with his brother Henry alongside. Henry Connelly built the boat. Mason Connelly, another brother, is seated on a box under the port headlight.



CATLETTSBURG, KY. in the mid-1920's while the Front Street saloons (upper part of picture) were out of commission. Many of the buildings carry liquor advertisements although the Volstead Act had closed their doors on Jan. 17, 1920. The vast population (foreground) had come to see steamer CINCINNATI on a "Good Will Tour" and Capt. Hughes snapped the picture from the pilot-house. Both Catlettsburg and Pikeville had populations around 5,000 in the Big Sandy hey-day.

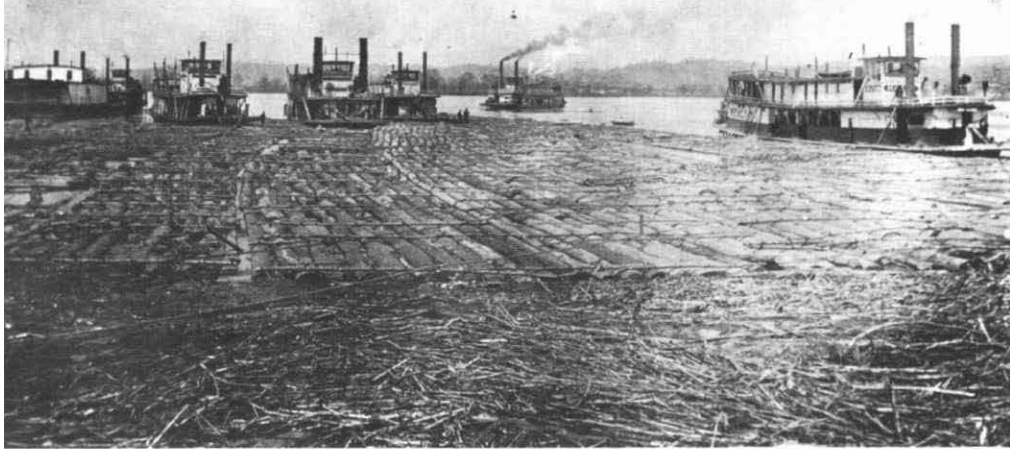
SHE WAS THE PRIDE OF THE VALLEY. The ARGAND is described by Capt. Hughes as "the largest and most palatial steamer that ever ran on the Big Sandy." Photo taken at Paintsville, Ky., 1900, bringing up a heavy freight trip, Capt. Green Meeks in command and pilot Shade Preston in the pilothouse. The Big Sandy Navigation Co. then was operating the H. M. STAFFORD, MAXIE YOST, THEALKA and ARGAND in Big Sandy.

The ARGAND, named for a Marietta oil refinery, was built 1896 jointly for Capt. Gordon C. Greene and Newt Flesher. First trade was Pittsburgh-Parkersburg, after which Capt. Flesher relinquished command and sold his interest to Capt. Greene. Capt. Jesse Hughes was on her as pilot-steersman and stayed aboard in Oct. 1896 when ARGAND entered Wheeling-Parkersburg trade with "Ma" Greene and Jesse on one watch and Henry Brookhart on the other. George Mitchell and Harold Wolfe were the clerks (see letter from Mrs. Wolfe in this issue).

Capt. Gordon C. Greene sold H. K. BEDFORD to Capt. Henry Kraft including "all rights in the Wheeling-Parkersburg trade" in Oct. 1898, after which ARGAND became a Big Sandy specialty. In later years ARGAND towed showboats and burned in the Muskingum River, laid up for the season, in December, 1927. She was moored at the lower approach to the Lowell, O. lock. Recently scuba divers brought up the capstan and other relics.

RAFT BOATS AND LOG RAFTS at Catlettsburg, Ky. in April, 1901, photographed by Capt. Hughes. From the left:- CATHARINE DAVIS (behind the wharfboat, stacks showing), MARY STEWART, VENUS, JOHN C. FISHER, J. M. GRUBBS, J. O. COLE and SEA LION.

The original project for dams in Big Sandy called for stationary or fixed structures, to which the raftsmen objected so strenuously that No. 3, first built, was modified to become a needle dam, completed 1896, first of its type in the U.S. No.'s 1-3 were in operation in 1905 soon after the C&O got to Pikeville and killed packet activity deader than two ducks. Nonetheless dams with locks were built later, one on each Fork (completed 1910) and four years later their maintenance was on the disapproved list of the U.S. Engineers--no justifiable traffic. Today all locks and dams are abandoned.



ion by visiting the Front Street saloons. During a heavy run of timber, that was a show place of many sights, with hundreds of amateur actors in the cast. All the saloons in Catlettsburg were within one square, facing the river, and their doors were never closed. It was quite lively there but, strange to say, no crimes were ever reported.

After his thirst had been quenched, the raftsman usually took a jug of whiskey in his hand, and was then ready to start home. Any little steamboat that happened to be at the wharf could register 100 or more passengers. The CRICKET, at one time, chanced to be there on such an occasion and the men came aboard like a flock of sheep, caring only for one thing--to get started home. After roughing it, coming down on the raft, they were indifferent as to their accommodations going back and were satisfied with most anything.

Meal times were the critical moments, after the boat was under way, as the passengers' appetites were phenomenal. Not having eaten regularly for several days, and after the effect of the liquor had passed away, it was almost unbelievable how much some of those men could eat. A huge vessel full of hard boiled eggs, another full of navy beans, great slabs of thick corn pone, large hunks of bacon and buckets of black coffee disappeared as if by magic. When these vessels were refilled, the same scene was repeated. The first few meals were the worst, but after the second day, meals reverted to their normal proportions. With a few exceptions, the entire party arrived happy and in fair shape at Pikeville, though in many cases the jugs were empty.

As an example of some of the odd features of the Big Sandy trade, I once loaded the steamer CRICKET to full capacity at Ashland, Ky. from one wholesale house alone, and had no shipment of any other firm. The cargo consisted of groceries and supplies, and went to various points below Pikeville.

On another occasion, at a farm landing below Pike, I loaded the boat down completely with hickory spoke timber and oak and locust hub timber, all from one shipper. It went to one consignee, a wagon maker, at Portsmouth, Ohio, and we made a special trip down there to deliver it.

I might also tell of bringing to the wharf at Pikeville, on April 2, 1902, a full steamboat load of ice, in 300 pound cakes, stacked three high all over the boat's decks. A very severe cold spell came on during the trip and upon arrival the cakes of ice were frozen together. It required six hours to chop them apart and unload the boat. Teams hauled the ice on sleds up the hill to C. C. Bowles' ice house where it was carefully packed away in sawdust for use the following summer.

In 1862 a small side-wheeler SANDY VALLEY carried a load of Union soldiers and supplies up the Big Sandy to a point above Paintsville, just at the opportune time, and gained a great success. The steamer had been pressed into government service, under the instructions of a young Army officer named James A. Garfield, who in later years was elected to the presidency of the U.S. The steamer was owned and commanded by Capt. Archibald Borders, the grandfather of the little lady who, in 1904, became my wife.

One of the smallest of side-wheel Big Sandy boats was the ED C. KIRKER, named for the son of Capt. J. M. Kirker who was purser on the large White Collar Line steamer TELEGRAPH in 1890. The steamer was only 8 feet wide and 75 feet long, with two small cylinders, the size of teacups. She was designed to run on very scant water and pull loaded push boats on a line behind her. This vessel was very successful and lasted almost 10 years which was really a record for a boat of that class. I remember seeing the ED C. KIRKER in 1901, the first season I was at Catlettsburg.

The largest and most palatial steamer that ever ran on the Big Sandy was the ARGAND, which was 24 feet wide and 132.6 feet long. Nicknamed

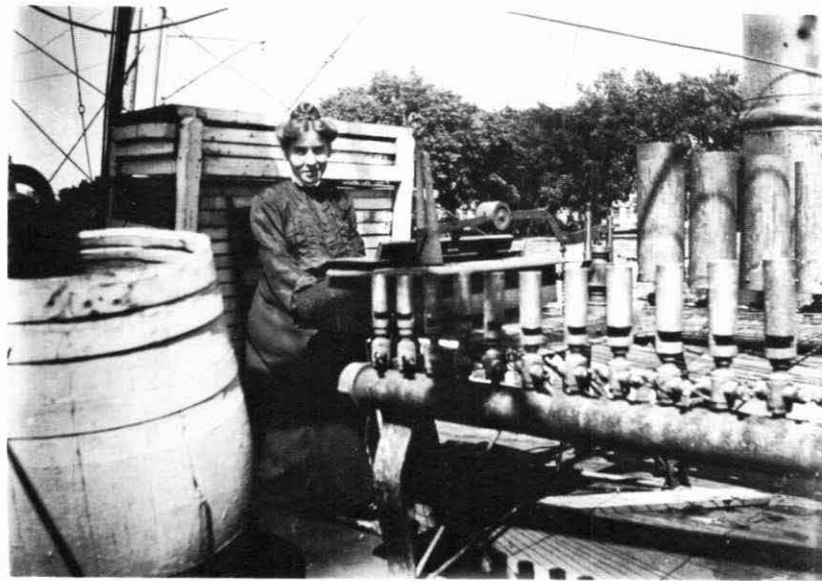
the Big Mandy, she was the sensation of the valley. A photo of the ARGAND, landing at Paintsville with a very heavy cargo, hangs in the River Museum at Marietta. The ARGAND carried the first complete electric light plant ever up the Big Sandy and was lighted up throughout with incandescent lights, had electric signals and a Carlisle & Finch searchlight.

The last two years the CRICKET ran up there, she had a similar electric plant. A steam calliope, containing 37 whistles, was also on board, which was something unknown up there at that time. It created a profound sensation and crowds gathered at many points along the river to hear it. I hesitate to say this, but I was the one who played it. On some occasions, when the boat was lying at some town, the crowd was so great around me that I could scarcely move my elbows to play. I played only the popular songs of that day which included "Annie Rooney," "Sidewalks of New York," "Good Old Summer Time," "Daisy Belle" and a number of other breath-taking melodies that perhaps now are largely forgotten.

I remember once, while the deckhands unloaded freight at Pikeville, I put on a short concert and played everything I knew. Judging from the crowd on the river bank, every person in town must have been out there. A crowd also stood on the opposite river bank where there were no houses at all. I could never imagine where they came from. Music was considered almost a luxury those days and everyone stopped and listened. There were no radios and even "canned" music was considered well worth hearing.

In closing I might say that I consider these incidents as being some of the highlights of my

steamboat experience in the Big Sandy River trade and so far as I know they are unmatched at any other place.



MRS. JESSE P. HUGHES at the keyboard of the Kratz calliope which was played to the headwaters of Big Sandy and Levisa Fork aboard the packet CRICKET. This 37-whistle instrument was of strange and wondrous construction. The whistles were lipped for only one-half their circumference. Sharp-eyed observers will notice a lever-arm and weight for steam regulation. This picture was taken aboard the packet GREENWOOD in 1905. "Aunt Telia" Hughes, loved by all who were her friends--which means the river fraternity--departed this Earth on Tuesday, February 28, 1950.

## Gasboat Beginnings Recalled

Bob Kennedy, writing his column in the Ashland "Daily Independent" (Ky.) on Sunday, November 27, 1966, which he calls "River Roundup," recalls interesting facts about some of the gasboats tabulated in past issues of S&D REFLECTOR.

"Many of the same families and in some cases some of the same individuals whose names appear on the enrollment papers (1925) are still in the towboat business," writes Bob.

"One of these, for example, was the boat B. D. RAIKE, built at Point Pleasant in 1925, and owned by Capt. Benjamin D. Raïke. Today Capt. Raïke's son, Capt. Ralph Raïke, still operates a diesel towboat on the Ohio and Kanawha Rivers.

"Capt. O. F. Shearer of Winchester, Ky. was the owner of the ESTEL NO. 2 built at Newport, in 1916. Today the Shearer fleet is one of the largest and most modern coal towing fleets on the Kanawha River. They also do much coal towing out of the Green River in Kentucky.

"Capt. C. C. Stone who just this past year sold out his fleeting and towing business on the

Kanawha River appears on the roll as owner of small gasoline boats.

"The SCOUT which was actually the "granddaddy" of the present-day Ashland Oil fleet was built in Parkersburg in 1923. The Ritchie family of Paducah, Ky. were owners of several of these little gas boats as were the Igerts, also of Paducah. Walter G. Hougland, now one of the largest of the inland rivers operators, started with one of these little boats.

"The SANDY VALLEY (pictured in S&D REFLECTOR, Sept. issue, 1966, page 25) was built by Capt. Tom Vaughan of Catlettsburg in 1917. This was a rather nice looking boat with a large pilothouse set way back on the roof about midship. Capt. Tom was always proud of the craft although she was never as powerful as she should have been. A flaw in her construction, which none of the local rivermen could find, hindered her expectation. At least that was the story always told around the stove in the wintertime bull sessions at old Lock 1, Big Sandy River.

"Another boat of interest was the VICTOR (her photo is in the March, 1966 issue, page 23) built by Capt. Earl Cooper in 1923 at Parkersburg. She was powered by one large Cooper-Bessemer engine of 200 hp., considered then a real powerhouse. Capt. Cooper towed oil and gasoline from the Ashland Oil & Refining Co.'s plant above Catlettsburg for several years."

Sirs: Perhaps first I should introduce myself. I am Ruth Williamson Wells (Mrs. Grady B.). On Christmas night my cousin Davis Grubb called from New York City and told me about the Sons and Daughters of Pioneer Rivermen. I visited Marietta a year or so ago but didn't know of the organization. Davis immediately sent me two old copies of the S&D REFLECTOR. I have sent the dues for my mother and I to Mrs. Rutter and now it occurs to me that I must send dues also for my brother in Providence, R.I. He will be interested, too.

My mother (who was 87 in February) has lived with us since my father passed away in 1963. She is Mary Alexander Williamson, daughter of Davis Alexander, pilot of the EXPRESS, BUCKEYE STATE and SCOTIA and others. After his river days, Davis Alexander established the Mercantile Banking & Trust Co., Moundsville, W. Va. and was president of the bank until his death in 1926.

My grandfather Davis Alexander married Ella Cresap in 1878. Two years prior to her marriage, Ella made a quilt we call the "Centennial Quilt" as it was completed in 1876. Each piece of material was donated, many of them by rivermen of the Moundsville area. The center square reads: "Ella K. Cresap - Point House - Centennial Quilt - 1776-1876."

Incidentally, my maternal great-great grandfather was Capt. William Cecil. One of the boats he built was sold to Bayou Teche, La. and the Bayou Teche flows gently through my backyard today. If there is a meeting this summer in Marietta of S&D we will certainly be there.

Ruth (Mrs. Grady) Wells,  
Oakwood On the Teche,  
Star Route A,  
Franklin, La. 70538

=Davis Alexander Grubb whose Yule phone call started all this is author of many books, most noteworthy being "The Night Of the Hunter," a thriller-diller staged in the Moundsville, W. Va. locale and undoubtedly the best literary work from the Ohio Valley in this generation. Grubb was born 1919 in Moundsville. He and Mrs. Wells both are kin of crack pilot Capt. Davis Alexander who became the banker, and of Capt. Joe Alexander (brother) also a noted upper Ohio pilot. Capt. Joe retired to California and his copy of "The Wheeling Bridge Case," with his name autographed in the

flyleaf, now is a prized possession of the Inland Rivers Section of the Cincinnati Library. Only five copies are known to exist. Capt. William Cecil, great-great grandfather of Mrs. Wells, lived at Big Grave Creek, Va. (now Moundsville) and started as a keelboater. Capt. Sam Mason who invented the "Telegraph A-frame" plan for lowering smokestacks worked with Cecil and married his daughter. These two built many packets, one of which, BERTRAND, was sold to Bayou Teche about 1845, as Mrs. Wells relates, and was lost, 1850, at Bayou Sorrel, La. -Ed.



#### CENTENNIAL QUILT

Mrs. Williamson, daughter of Capt. Davis Alexander, holds up for inspection the family quilt made by her mother Ella Cresap. Her father inscribed on each center patch the name of the donor; - some of river interest:

W. D. Alexander,  
Str. EXPRESS  
Mart Noll,  
Str. COURIER  
J. G. Muhleman,  
Str. MALLIE RAGON  
Jim Noll,  
Str. EXPRESS  
Mack Gamble,  
Str. COURIER  
Henry Campbell,  
Str. BETTIE GILBERT  
A. B. Booth,  
Str. EXPRESS  
W. C. Bergrendthal,  
Str. CARRIE BROOKS  
Willie Marrow,  
Str. EXPRESS

Sirs: I am writing a history of the old town of Ste. Genevieve, Mo., some 60 miles below St. Louis. During the course of my

research I came across a mass grave in the old Ste. Genevieve cemetery, identified by a painted wood sign as the last resting place of a number of casualties from the steamboat DR. FRANKLIN. In a book published in 1890 by a local resident, it is stated that the steamer DR. FRANKLIN NO. 2 collapsed a flue at Turkey Island on the Mississippi about 4 miles above Ste. Genevieve, scalding and killing nearly all her deck passengers and crew. This allegedly happened in Aug. 1852. Ned Buntline was among the surviving passengers. She was towed to the Ste. Genevieve wharf.

One of the 200-year-old homes in Ste. Genevieve was improved with a set of French doors, supposedly obtained from the wreck.

I have been unable to find a single shred of verification for all of this despite the fact that the chief librarian and I searched the steamboat files of the Missouri Historical Society with great diligence. There was no mention in any of the local newspapers during that month.

Can you verify any of above?

Gregory M. Franzwa,  
9528 Old Bonhomme Road,  
St. Louis, Mo. 63132

=Nothing save that the DR. FRANKLIN NO. 2 suffered a steam explosion at that time and place with life-loss estimated between 20 and 32 persons. Contemporary news account gave date as August 22, 1852. Author Ned Buntline is mentioned in our March, '65 issue on page 2 in a letter from Yeatman Anderson III. -Ed.

Sirs: Our city is looking for an old-fashioned riverboat, similar to the BELLE OF LOUISVILLE. We are primarily interested in operating excursions...We have heard rumor that during World War II several of the steamboats that worked the U.S. inland waters were towed to the Amazon River to work in that area. Is there any truth in this rumor?

Dennis Immel, Director,  
Chamber of Commerce,  
Southern Securities Bldg.,  
Evansville, Ind. 47708

=Towboats C. S. WILLIAMS (ex-U.S. towboat GUYANDOT) and BESSIE E. MERRILL were bought by French government 1943 and were to be knocked down and shipped to the Congo; whether they ever got there is something else again. We never heard the outcome. -Ed.

Sirs: Was glad to see the pictures of Capt. John Porter and his boat (Dec. issue, page 34). My father, John M. Alexander, was president of the Board of Health here in Gallipolis during that terrible time, and I remember of his telling of the suffering. It was before my time--I was born on June 20, 1885. The engine of the towboat JOHN PORTER was repaired here by the Enos-Hill Machine Co. and my mother's brother was Charles A. Hill of that firm. The old rock-shaft was mounted on a pedestal on the river front in the Gallipolis city park.

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

=The pedestal is still in the park; vandals removed the broken rock-shaft some years ago. -Ed.

Sirs: Looking at the excellent photograph of the ROB'T. E. LEE (Dec. issue) got me to wondering: Has that boat's speed record New Orleans to St. Louis ever been taken down?

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

=Yes. But not by a commercial boat, either steam or diesel. The LEE's time, 90 hours 14 minutes fell on June 23, 1925 when Dr. Louis Leroy of Memphis came up in a fast 25-foot cruiser in 87 hours 31 minutes. That record was bettered four times in the next 19 years, and then in August of 1955 it was broken the fifth time when Charles and Raymond Loetscher of Little Rock, Ark. did it in a speed boat in 53 hours 53 minutes. Roy Cullum and Dick Arant, both of North Little Rock, Ark. came along June 24, 1956 with an outboard and set the pegs at 47 hours 20 minutes only to have it broken July 22, 1956 by William Tedford, Sr. and Jr. and R. N. (Nick) Cioll with a time of 41 hours 57 minutes. One month later Lee Sawyer and John Springmeyer of St. Louis did better still, 39 hours 41 minutes. On July 13, 1957 Roy Cullum came up in 31 hours 11 minutes. That record stood pat until July 23, 1964 when the 16-foot catamaran ROBERT E. LEE V did it in 29 hours 22 minutes, the best to this date.

The present record-holder was piloted by William L. Tedford, Sr. and Ray Neal of Little Rock, Arkansas and R. N. (Nick) Cioll (rhymes with boil) who is v.p. of

Ingram Barge Lines, New Orleans. Their catamaran was powered with two Johnson outboards each 90 hp. providing speed average about 36 mph. They refueled enroute at Baton Rouge, Natchez, Vicksburg, Greenville, Helena, Memphis, Caruthersville, Cairo and Chester.

Fastest time by a commercial towboat since 1870 was that of the Federal Barge's HARRY TRUMAN which arr. St. Louis March 12, 1949 in 91 hours 31 minutes, not as good as the LEE. Nick Cioll was aboard as quartermaster. -Ed.

Sirs: My memory says that it was Friday, April 13, 1962 when the LADY GRACE arrived at Warren, Pa. on the Allegheny; not on 6th as reported in the boat's obituary (Dec. '66 issue, page 34).

Walter W. McCoy,  
315 S. Wells St.,  
Sistersville, W. Va.

=Of course it was the 13th--and on a Friday--and who walked on board to visit? Yes, Russell Templeton, funeral director. The LADY GRACE under this triple-threat spell, and with Walter McCoy as mate, paddled upstream above Warren to Hemlock Eddy, 5 miles, there made an emergency landing because of an overheated clutch. A spring blizzard prevented further navigation that day, so we suppered with Mr. and Mrs. James P. Greenland in their cozy riverside cottage. About the time we were steeling ourselves to return to a cold boat (thermometer now 22) came a rap, rap at the door and there once again stood our undertaker Mr. Templeton. Seems he owned the cottage just above. While we ogled its lavish furnishings and picture windows he built a roaring log fire in the fireplace and bade us welcome to stay the night and r. i. p. That was the most successful Friday 13th of record and shame on us for bungling the date. -Ed.

Sirs: Nous allons publier - dans notre Serie Encyclopedie - une edition illustree du livre de Michel PERRIN: Le jazz.

Nous vous serions tout a fait obliges de bien vouloir nous autoriser a publier la reproduction du bateau appele le "J.S." (dont je vous joins ici le photostat) et, en consequence, nous en faire parvenir une tres bonne photographie en noir et blanc.

Nous aurions besoin de ce document dans les quinze jours-trois semaines et vous remercions par

avance de bien vouloir nous repondre tres rapidement.

Veillez agreer, Monsieur, l'expression de nos salutations distinguees.

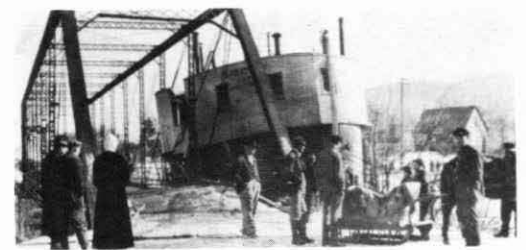
Jeanine FRICKER,  
Le Livre de Poche,  
4. Rue de Galliera,  
Paris, FRANCE.

=Tres bonne photographie de J.S. poste. -Ed.

Sirs: Here is a picture showing the LIBERTY in difficulty during the January, 1918 ice in the upper Ohio. Harbored at Clarington (Ohio) in the mouth of Sunfish Creek the gorge shoved her against the old iron bridge with such force that the bridge was lifted from its moorings. Identified in the picture are (from the left): Henry Dietrich, Jim and Ella Ollom, Will Haslam, Wes Haslam, Alfa Saffle, Charles Ollom (in the sled) and Dutch Ward.

Wesley McDougal,  
Box 64,  
Clarington, Ohio

=The LIBERTY was shoved under the bridge floor, then the ice gorged below. Result was a quick rise and LIBERTY turned herself into a hydraulic jack and lifted the span. While everybody was standing around wondering what next the gorge broke, river fell, and bridge settled back. The LIBERTY was somewhat shook up. That's the way Capt. Walter Booth used to tell it, anyhow. -Ed.



LIBERTY raises a bridge

Sirs: The color picture on the December issue is excellent. I hope this will become a regular feature even though it raises the cost and consequently the dues. I for one will be glad to pay.

Harry Lillard,  
Box 3121,  
Oak Ridge, Tenn.

=See pin-up girl in color, center spread, this issue, and Playboy Magazine step aside. -Ed.

Sirs: It's a thrill to bring down an airplane with roaring Pratt-Whitney engines and land it myself. But late at night on security watch I am again on the lockwall at Starved Rock, and there I see huge flakes of snow again drifting in the beam of the Carlisle & Finch as the CINCINNATI locks north, or the JOSEPH M. JONES and six sulphurs locks downbound for New Orleans, and I'm marvelling at those towboat pilots depending on the ol' radar and a knowledge of the next bend. Wish I could have been on the lazy bench watching, before radar days; how DID they do it?

Donald Grot,  
C.G. Air Station,  
Annette, Alaska

=Rev those Pratt-Whitneys, son; you're in a new age now. -Ed.

Sirs: Something nice is always happening to me and it's not my fault either.

I received a letter from my irrepresible friend Alan Bates some while back. He berated me and insinuated that I was a so-and-so for not attending the 1966 S&D meeting at Marietta. I took this all in good part for I have been a so-and-so to somebody or other as long as I can remember. But as I read on I pricked up my ears, sniffed the air and became excited. He went on to say that he had a couple of pieces of steamboat sculpture which he had wanted to present to me with the compliments of Bill Heslop of the Pt. Pleasant Machine Works, and Bert Fenn of Tell City, Ind. He said that they were reminiscent of the old "Rowdy Dick" D. T. LANE and ended by saying: ".I have no idea what you can or will do with them but once the shock wears away I'm sure something will come of it. You might join them side by side on the wall for a conversation piece, or, you might hang them separately. On the other hand you might play guessing games with your friends to identify them. Then again you might join them firmly together and make an outside privy seat."

By now I was fit to be tied.

They would be coming along by parcel post in a few days, he added. And for the next couple of days I had my fingernails chewed right down to the quick.

They arrived at last. Knowing they were from a machine shop I started to heft the two cartons and nearly fell over backward for they were so light. I feverishly

and frantically ripped them open. .. I gave a little gasp.. There before my unbelieving eyes were the wooden patterns of the two sections of an eccentric (cam) of a steamboat wheel shaft! .And on each was inscribed: D. T. LANE NO. 2. If they had been the wheels of Queen Nefertiti's private chariot I could not have been more pleased.

Why did the Heslop shop have these? Then I remembered. Shortly after the rebuilt D. T. LANE came out in 1908 (photo in June, 1966 issue, page 31) she broke her shaft and ran through herself on the starboard side. The W. B. CALDERWOOD towed her down to Pt. Pleasant to be repaired and this is likely when these patterns were made. If anybody remembers any differently I stand to be corrected.

Joseph E. Goold,  
4182 South Harris Hill Road,  
Williamsville 21, N.Y. 14221

=Bert Fenn and Alan Bates got hep to the Pt. Pleasant Machine Shop treasure-trove through Ruth Ferris. They combed it enroute to S&D, maintained strict security during the meeting, returned for more plunder afterward. Charitably they didn't take all; the cylinders of the JULIUS FLEISCHMANN were too big & heavy to handle in a car. Joe Goold of course is DELIGHTED with his D. T. LANE souvenirs, and has hung the patterns under the broken prop from his first airplane crash. -Ed.

Sirs: In re. page 21, December issue, your readers may be interested to know that Niles & Co., Moore & Richardson and Anthony Harkness built steamboat engines as well as locomotives in Cincinnati. I believe Harkness built the machinery for the low pressure JACOB STRADER, 1853.

Regarding the Vanduzen Bell Foundry, I can report that this firm was formed in 1837. It was located on East Second Street in Cincinnati, near the river, and continued in business until about 1958. Incidentally Vanduzen cast the giant 15-ton bell in St. Francis de Sales Church.

John H. White, Jr.,  
Curator Land Transportation  
Smithsonian Institution,  
Washington, D.C. 20560

Sirs: Bob McCann advises that the building formerly occupied by E. W. Vanduzen Co. was torn down when the new highway interchange

was put in. Ah, yes, and Alan Bates swears by their syphons.

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

Sirs: That is a fine four-color cover on the December S&D REFLECTOR. Sorry, however, to read the obit of LADY GRACE. She died young, but it appears as though she lived a full life.

Dan Pinger,  
OHIO RIVER Magazine,  
Box 2023,  
Cincinnati, O. 45201

=OHIO RIVER Magazine is the former 99 MILES OF RIVER stretched out in Mid-Winter edition, Dec. '66, to 981 miles, also sporting a color cover. Dan Pinger targets for the pleasure boat angle, spices history with river belles (so far in black & white only) and occasionally goes on a crusade. Current issue features THE LOG OF THE BETSY ANN in chapter installments. -Ed.

Sirs: The excellent color reproduction of Bill Reed's magnificent oil portrait of the GUIDING STAR was just too much to pass up, so I cut it out and am having it framed for my den.

C. W. Stoll,  
Louisville, Ky.

Sirs: In filing my December copy of S&D REFLECTOR I notice you erred in the Volume number. It should be Vol. 3, No. 4; not Vol. 4, No. 4. Who goofed?

Isaiah Sellers,  
Darien, Conn.

=Modern math notes various cases in which 3 equals 4. Example: In love triangles (3) the result of often these days is the wrecktangle--(4). Scratch out the 4, pen in a 3 and read the tags on Salada tea bags from whence above wisdom is drawn. -Ed.

Sirs: A freight locomotive whistle from the N&W was blown at the last Whistle Blow, brought there by Capt. John L. Beatty. It is owned by my brother and it came from N&W 0-8-0 #241. I bought that whistle and its mate from #242 at a local scrapyards when the engines were being dismantled some years ago.

Lawrence Moringer,  
3341 Woodford Road,  
Cincinnati, Ohio 45213

Sirs: On page 22 of the December issue, you say the WESTERN ENGINEER of 1819 had three boilers. Considering that steamboating in the West started in 1811, that's quick progress. Where did the information come from about those three boilers? Can you describe them? While you're at it, and if you happen to know, what steamboat of the Mississippi system had the most boilers?

Sam Orez,  
Line Island, West Va.

=On file in the National Archives at Washington, D. C. is an original drawing made by (then) Major Stephen H. Long submitted with a report dated April 10, 1821. We are reproducing it here with some comments. \*\* The side-wheel ECLIPSE when a new boat, 1852, had 15 boilers and carried 27 firemen. Eight of those boilers were standard Western style, each 32 ft. long, 42 inches dia. with two 17-inch flues each. The seven additional boilers were smaller, mounted above and between the large ones. This novelty didn't pan out and soon the little boilers were removed. They were put on the TOM JASPER in 1867, and were too small for her 27-inch dia. cylinders. Consequently the JASPER was always a slow-poke. Three of these same small boilers in 1888 went to the raftboat IRENE D. The 27 firemen on the ECLIPSE were divided into three watches of 9; they also were required to help with freight at landings. The last season Capt. Ed Sturgeon ran ECLIPSE he used 12 firemen on a watch (total of 24) and they fired exclusively. -Ed.

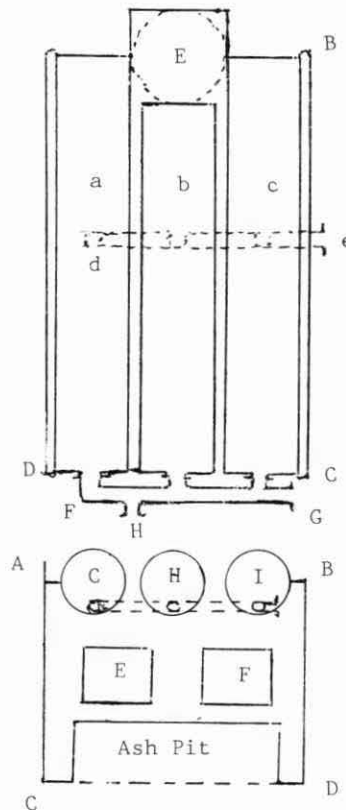
#### WESTERN ENGINEER'S BOILERS

The three "tea kettle" boilers have no flues. Upper drawing discloses that the two wing boilers (a,c) are longer than the middle boiler (b). Smokestack is at the end of the center boiler at (E). There is no steam drum overhead; instead steam is piped from a thwartship pipe (d) to flanged connection (e). There is no mud drum. Water in the boilers is interconnected through outlets to pipe (F,G) with blow-down valve at G. The flanged outlet at H is not explained but (surmising this is the forward end) may activate the "open jawed dragon" figure-head which emitted "smoke."

The lower drawing shows the firebox with two fire doors (E,F) made large to handle cordwood. There were gratebars between bottom of firedoors and ash pit laid

lengthwise and extending back approximately 1/3 the boiler length (another drawing not reproduced shows this).

Fig. 1



Sirs: Sorry to hear of the dismantling of the LADY GRACE. I recall with keen relish a trip on board when I was allowed to blow the whistle for an upbound tow.

Leonard V. Huber,  
4841 Canal Street,  
New Orleans, La.

Sirs: Especially enjoyed Mr. Cobb Stonelevy's letter. I've got some ideas of my own that I might send in.

David Tschiggfrie,  
52 East 17th St.,  
Dubuque, Iowa 52001

Sirs: Most heartily I welcome Capt. Lewis B. Reade to your distinguished list of contributors. Not only was his article on pages 4 and 5 of the September, 1966 issue most enjoyable and informative, but his mention of the late Capt. Claude Brown in connection with the LION POWER and TIOLINE brought back to mind some striking memories.

In late June of 1942 I spent five happy days on the ANKER L. CHRISTY with Capt. Brown as trip

pilot, and of course there was much story-telling and reminiscing about his days up Kentucky River on the TIOLINE. But there was one facet of this operation which was of particular interest.

These gas boats, which Capt. Reade described operated at one time, if I remember correctly from Pure Oil Co.'s Cabin Creek refinery on Kanawha River, up Kentucky River as far as Beattyville. In addition to the gasoline and kerosene (better known as coal oil) in barrels, they would stock the barge with block salt for stock, and I remember Capt. Claude telling me that Pure had salt interests, or manufactured block salt.

It appears that this block salt was hard to come by, particularly in the upper reaches of the Kentucky, above Boonesboro. Claude stated that they would be peacefully chugging up the river when around nearly every bend a farmer would row out in a johnboat and hail them down to buy this salt. Perhaps this was the origin of mid-stream supply. But Claude could never figure out how the interested parties knew they were coming, as most of their barreled cargo was consigned to the towns along the river. But somehow the word would skip up the valley that the "salt boat" was coming and even in this remote and inaccessible area the "sternline telegraph" would beat the boat and the customers would be waiting.

How I wish I had had a tape recorder to get all of Capt. Brown's details about that colorful trade and experiences, including a song about Beattyville on Saturday night, complete with shouts, whoops, and shotgun blasts, which he sang for me one afternoon as we were passing the mouth of Big Bone Creek.

C. W. Stoll,  
Rock Hill,  
Mockingbird Valley Road,  
Louisville, Ky. 40207

=The sparse population of the upper Cumberland River in 1941 employed an uncanny alert system as mv. LADY GRACE descended from Burnside, Ky. Chance conversations with shanty dwellers and ridge runners invariably included the sly comment: "Yas, we knowed you was comin'; the word was passed." Explanations were politely circumvented. Instead, we were allowed to know that we were regarded as government agents and hence suspicious characters. The mechanics of this early warning system were not divulged. -Ed.



Sirs: Is there a published set of signals for bell-taps on the old-time steamboat roof bell? For Christmas I received a 35-pound bell for the roof of my houseboat. Heaven only knows where it came from.

John J. Rous,  
1500 Carter Ave.,  
Ashland, Ky. 41101

=Not that we've ever seen. Briefly the roof bell dates back to steamboat beginnings, long required by law (until 1855) for exchange of passing signals, one tap for right, two for left, same as steam whistle. After 1855 it remained the legal required means of giving fog signals while tied at shore, plus use for fire and man overboard alerts. By custom pilots tapped the bell asking for lead line soundings (one tap for starboard bow, two for port; one followed by two for both). Major bell soundings (also custom) were same as church bells; to gather the flock; to celebrate, or to toll a death. Flock-gathering signals, properly done, required knowledge of ritual and varied from place to place. To elaborate here would require a lot of space. -Ed.

Sirs: On the way from Dubuque to Alton with mv. COAL QUEEN and houseboat NO BOTTOM in tow we fought ice, sleet, rain, busted generator, defective coffeepot, etc. We left Quincy and Capt. Johnny Bishop leaned out of the pilothouse in a new barrage of sleet and hollered: "I don't have to do this--it's my chosen profession." I've heard it before but I liked it.

Dick Bissell,  
16 East Trail,  
Darien, Conn.

Sirs: My father, a river engineer back to 1889, lost his life on the towboat CONVOY at Cincinnati, July 7, 1915, when a storm capsized the boat drowning seven; five of the bodies were found, two were not--one of which was my father John K. ("Kid") Smith. My late husband Hugh also was an engineer 1937 until his death in 1961.

Mrs. Hugh Daugherty,  
Henderson, West Va.

=Among the lost on CONVOY also was Dexter Heib, son of Capt. Jake Heib, Pt. Pleasant, W. Va. -Ed.

Sirs: I'm no great steamboat ar-

chitect to say the least but looks-wise here's my humble offering.

Bob Niemeyer,  
Apt. 15,  
846 Pierce Butler Road,  
St. Paul, Minn. 55104

=Bob comes up with a modernized GORDON C. GREENE 300 feet long in crayon coloring. -Ed.

Sirs: I am looking for a riverboat, a two- or three-decker, which is large enough to hold a minimum of 300 people. The boat would be used to house the Center For The Arts And Worship. Also this boat would house the Chicago Jazz Museum. I have enclosed a proposal which sets forth my thoughts and purpose in this undertaking.

I would appreciate knowing of all riverboats which might be of suitable size for this Center. The boat would be put on land, so hull condition is not of too great importance. I would like to know which ones are for sale, their dimensions, and the cost, as well as the (name of) the owner and how I can get in touch with this man.

I will appreciate hearing from you as soon as possible.

Kent Schneider,  
The Chicago Theological  
Seminary,  
1164 E. 58 Street,  
Chicago, Ill. 60637

=Jazz and worship all in the same boat..that's what the man said. -Ed.

Sirs: We have located six old wrecks of steamboats in this area which means from Hickman, Ky. to below Tiptonville, Tenn. We have found the SUNSHINE, REES LEE, CITY OF OSCEOLA, GUIDING STAR, WINCHESTER and another that cannot be named.

Emmett Lewis,  
Box 261,  
Tiptonville, Tenn.

=This one-paragraph letter is perhaps the exclamation point of this issue's content. -Ed.

Sirs: The Annual Reports of the Coal River Navigation Co. are in the West Virginia Department of Archives library. I read them in 1960. In the Sixth Annual Report of Jan. 1870 there is mention of the BETTIE GILBERT entering Coal River trade when tolls were lift-

ed, but she soon was withdrawn.

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

=See another mention of BETTIE GILBERT in Mrs. Wells' letter in this issue. Built at Parkersburg, W. Va., 1869, BETTIE was swapped around like a boy's jack-knife. Originally ran Gallipolis-Charleston trade. Capt. C. C. Bowyer of Pt. Pleasant used to relate he made a trip on her Pt. Pleasant to Winfield in 1872 with Phil Dodridge and W. F. Gregory as pilots. She was sold to Capt. M. H. Campbell and others who ran her in Evansville, Newburgh and Scuffletown trade, then brought her to Wheeling-Sunfish trade (where she was when Capt. Campbell donated cloth for Ella Cressap's "Centennial Quilt" in 1876). Ice sank her at Powhatan Point, O. in Jan. 1877 but was raised and repaired at Wheeling, later returned to Evansville. Dismantled at Metropolis, Ill., fall 1884 and her engines went in a hub factory there. -Ed.

Sirs: My father was a brother of Capt. Ben D. Stout of Parkersburg and all of my Stout family were interested in "running on the river." I'm now 82 and have a copy of "The Western Pilot" with its back off but otherwise in good shape.

Nancy Stout Beckwith,  
Route 2, Box 311,  
Washington, West Va. 26181

=Mrs. Beckwith will entertain offers for her book. -Ed.

Sirs: The executive offices of the Hatfield-Campbell Creek Coal Co. were in Cincinnati. The Kanawha River operations were centered at Reed, W. Va., which town was named for my brother Reed Hatfield. Our father was J. T. Hatfield, Sr., founder and controlling owner of the Hatfield coal interests and river fleet. We should like to know the date of the next S&D meeting in hopes we may attend. My check for membership is enclosed.

Virginia Hatfield,  
400 Wallace Avenue,  
Covington, Ky.

=Reed, W. Va. now is Port Amherst (5 miles above Charleston) since Amherst Industries, Inc. took over; originally was Dana, W. Va. under regime of Campbell's Creek Coal Co. -Ed.

## KANAWHA Went To Loup Creek

We are indebted to Walter W. McCoy for a transcript from the Sistersville, W. Va. "Morning Star" dated Tuesday, March 17, 1903, telling of some exploits of the packet KANAWHA, while under the ownership of Capt. William E. Roe. The article follows:-

Charleston, W. Va., March 14 (1903): The steamer KANAWHA Thursday evening, March 12, took up to the mouth of Coal River one of the biggest outfits of contractors, men and material that has struck this section in a long while. The party was composed of Messrs. J. S. Motter and J. W. Bumgardner, of Wellsburg, well known contractors, and a large force of workmen--Swedes, Hungarians, Italians and Negroes. In the outfit were fifty horses and mules, twenty-five carts and wagons, besides scrapers and other necessary implements, machines, camp equipment, etc. These contractors are under contract to build a coal road, ten miles in length, up Coal River for the C&O, work on which will begin immediately.

The KANAWHA also took a big lot of timbermen and their equipment up to Montgomery. They were from Parkersburg. The feat of the KANAWHA in going up to Deepwater, six miles above Montgomery, and poking her nose into the mouth of Loup Creek, is considered a very fine one. She went within four miles of the Falls. The KANAWHA thus enjoys the distinction of being the largest boat that has ever penetrated thus far up the Kanawha River. The trips up and down were both made after night. Captain, crew and owners of the boat are very proud of the achievement.

Only two boats of any size have ever reached the Falls. These were the ANNIE LAURIE, a boat about half the size of the KANAWHA, that reached the Falls on a forty-foot stage, and a towboat that performed the same feat on a thirty-eight foot stage.

EDITOR'S NOTE:- If the KANAWHA poked her head in the mouth of Loup Creek she was above the Virginian RR. bridge and about one mile above Alloy, W. Va., present head of slackwater navigation. Deepwater, W. Va. is just above the bridge on the left bank, and Loup Creek enters the Kanawha there. Kanawha Falls, as the article states, is about four miles above. First steamboat to reach the Falls was the VIRGINIA HOME, built at Gallipolis, O., 1858, Capt. William F. Gregory. During the Civil War various boats went there on high stages of water. The ANNIE LAURIE, mentioned in the story, was built at Cincinnati, 1864, for Capt. Job Thayer of Charleston, W. Va. and her master was Capt. Fred A. Laidley who later was prominent in the U. S. Mail Line and in the Louisville & Cincinnati Packet Co. The towboat mentioned in the article was the ABE McDONALD, which went to Kanawha Falls on Wednesday April 7, 1886, commanded by Capt. John F. Rust, and with Capt. William F. Gregory along as pilot. S&D REFLECTOR has no record of a boat of any type at the Falls since the ABE McDONALD trip; it may have been the last such trip. The U.S. Coast Guard tender GREENBRIER was up in plain sight of

the Virginian RR. bridge on Tuesday, Feb. 26, 1946, Capt. A. J. (Red) Schletker commanding. The mv. LADY GRACE with F. Way, Jr. and Dave Woodford aboard, prowled above the Virginian bridge and about .4 mile above Deepwater on Sunday, Aug. 2, 1959. She ran afoul of a Kanawha dornick and had to be pried loose. The Kanawha River abounds with boulders and rocks. From early days Kanawha boatmen were notorious rock-throwers, using the expression, "I'll get me a handful of confidence" or "he was armed with Kanawha confidence." During the Civil War Kanawha natives were called the "limestone artillerymen." Senator Thomas H. Benton (Missouri) once remarked in Congress that if he were provided with an army of Kanawha boatmen and a trainload of rocks, he could drive out every Indian lurking in the Southern States..with no further need of equipment nor expense on the part of the U.S. Treasury.

## The Rambling River Line

Robert Watson Schmertz as of this writing is not an official S&D member. But he dern well should be. When the W. P. SNYDER, JR. was luxury-cruised to Marietta (1955) Bob Schmertz came along, hatched a ditty in 32 minutes flat, played it on his banjo and sang the words. It happened in Montgomery Lock (the big one) and the lockmen were so entranced they delayed letting out the water. Name of the piece: "The Cruise Of the William Penn Snyder, Jun-i-or."

Since that time Bob has seldom missed an S&D meeting. Neither has his banjo. While the second Whistle Tootenanny was splitting infinitives May 7th last Bob Schmertz came, paused, took one listen and was gone. Gone to write a witty-ditty he christened "The Rambling River Line." It now shows up on the new victrola record Whistle Echoes No. 2 and may run away with the show. A scout for Columbia Records heard it before the platter was released and pled for reproduction rights.

Bob is 69, a retired professor of architecture at Carnegie Tech, Pittsburgh (graduated there in 1921). He is an active partner in the architect firm, Schmertz & Erwin, Pittsburgh. He and banjo have been dubbed the Pittsburgh minstrel but his foundation is much broader than that. His first important river song was "Monongahela Sal" composed 1949 while he and an architect friend Charles M. Stotz were guests aboard the towboat JASON down the Ohio. It revolves around Capt. Mote Stanley of Henderson, W. Va. whom Bob never met, strangely enough. Skipper on the JASON was Capt. Leon Ash.

There are three victrola records of Bob's ballads, collector's items all three. Published privately, the supply has run out. He's in Pete Seeger's album "Dangerous Songs!?" with an epic entitled "Queen Anne Front," which is a nutshell resume of the national housing problem. (Bob's mythical house had a Queen Anne front and a Mary Ann behind).

"The Rambling River Line" is another bit of lethal comedy. It's so funny you want to cry because it's so sad. Everybody will be whistling it from Pittsburgh to St. Paul to New Orleans.

Sirs: I was very pleased with the last issue (even including the increase in dues) except for the article concerning the condition of the W. P. SNYDER, JR. Now we just can't let the elements take their toll and all of us members stand around and shake our heads while our good and true steam towboat goes to pot! Surely something can be worked out to set up a schedule of overhaul and maintenance--even a major dry-docking to get her hull back in shape. If we have to go begging and crying to some large corporation or institution for financial help--or free marine medicare--let's do it! Once her hull is tight we ought to be able to keep ahead of the rest of the deterioration and upkeep (even if members have to donate muscle and money).

As I have never been aboard the SNYDER I may be making much ado about nothing, but I have seen too many steamboats, towboats, locomotives, and other faithful friends cut down with a torch while the junkie gleefully counts his blood money. Let's keep the SNYDER among the faithful who will take good care of her.

Of course, I can safely talk loud and big, and overlook the obvious problems of keeping a pet as big as a full-size river towboat--as I am perpetually head over heels in debt; have little or no time to donate to any worthwhile project (except raise my kids and keep a roof over my head); but you can put me down for some kind of assistance with the SNYDER, if it be only polishing brass (of which I learned the hard way) or swinging a pipe wrench or paint brush. Or even a bit of donation if the bank is willing!

Seriously, I hope this letter expresses the feelings of all the members and that through everyone's effort the SNYDER will be secure. S&D is to be commended and my thanks go out to the men who have evidently put a lot of time and effort into the towboat and the museum.

Richard Carnell,  
207 Arborcrest Drive,  
Route 2,  
Loveland, Ohio

=S&D does not own title to the towboat W. P. SNYDER, JR. and hence cannot act. The Ohio Historical Society owns the boat and operates it at somewhat of a loss as a unit in their statewide system of historical attractions.

The old boat is as good as any exhibit they have and amongst the ones requiring admission fee is better than some. OHS is not likely to abandon the SNYDER in the foreseeable future; she is a prime tourist feature at Marietta and the business community knows so. The SNYDER is the sole State memorial in Ohio vulnerable to sinking, hence unique, and S&D would be derelict not to yell bloody murder to OHS--as has been yelled--when danger lurks. Dry-docking of the boat is on the OHS priority list; that is S&D's understanding today. -Ed.

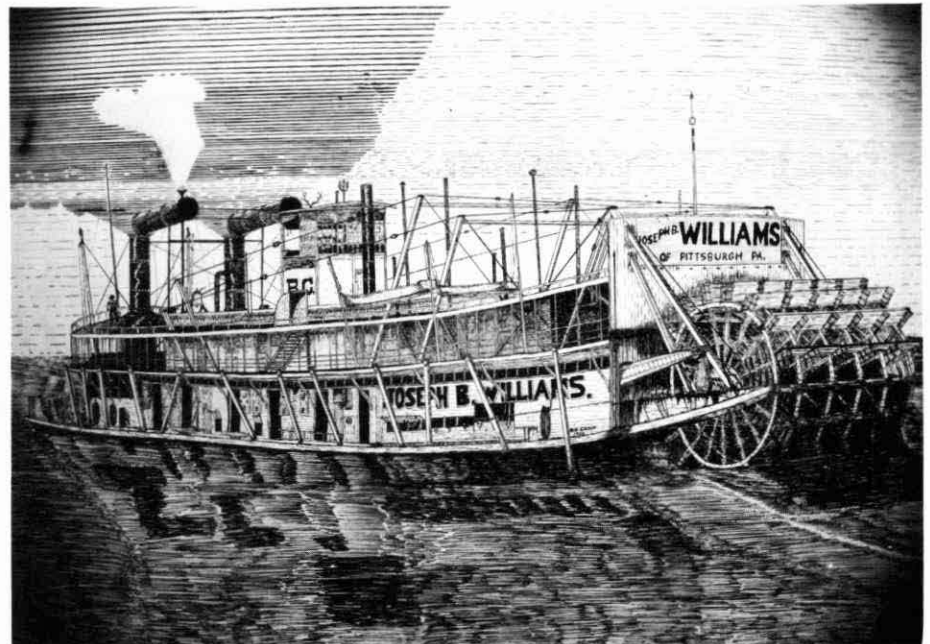
Sirs: For info. anybody wanting to jump inoperable Lock 1, Muskingum River, wending his way; or for persons interested in getting steamer W. P. SNYDER, JR. out of that river for needed repairs, here are the existing clearances of bridges, plus a note or two.

B&O bridge, Marietta,	33.1 ft.
(All figures at normal pool.)	
Putnam St., Marietta,	37.5 ft.
Washington St., "	54.2 ft.
Lowell Highway	12.7 ft.
Upper Lowell	15.3 ft.
Beverly-Waterford	51.0 ft.

(After new Belleville Dam is completed, B&O bridge at Marietta will reduce to 29.5 ft.)

S. Durward Hoag,  
Below the R.R. Tracks,  
Milepost 172.2, Ohio River.

Louis I. Seshier,  
537 Conrad Ave.,  
North Charleroi, Pa. 15022



INDIA INK PEN DRAWING of towboat JOS. B. WILLIAMS by Graydon (Bub) Crain, v.p. of Crain Bros., Inc., river contractors who recently completed the piers for new Interstate 77 highway bridge at Marietta. The photograph from which this drawing is made was taken at Singer's Landing, Pittsburgh; WILLIAMS with stacks back is about to hitch to a coal tow for southern delivery.



Every so often somebody digs out this picture wondering what it's all about. The sternwheel towboat D. T. LANE (left) is trying her derndest to outshove the twin-prop steam towboat JAMES RUMSEY. This staged event took place on the Kanawha River a short distance above Charleston in 1903. The D. T. LANE is headed downstream but, even so, the RUMSEY did shove her backwards, and that's a fact.

The RUMSEY was brand new, built by the Charles Ward Engineering Co., Charleston, for the U.S. Engineers. She was a new-fangled propeller boat that was going to do great-guns with about one-half the coal consumption and with about one-third less crew. These two boats were evenly matched as to horsepower, if that means anything; the LANE was rated 430, and the RUMSEY 425. True it is, the LANE was an old tub, built 1871, with second-hand engines begat from a Civil War ancestry. It never dawned on the LANE crew, nor her management, that she could lose such a contest, but young David slew Goliath.

When your Editor appeared in the employ of the Campbell's Creek Coal Co., owners of the LANE, in a.d. 1919, it still was thunder and lightning to mention this affair in the presence of transportation manager Capt. E. A. Burnside who felt that the LANE had been unfairly imposed upon. Capt. William H. Patrick, who commanded the LANE the day of the contest, held no rancor, or at least he smiled only enigmatically.

In all of the rhubarb following the RUMSEY's feat--and The Waterways Journal printed columns of pro-and-con (once they got out a special edi-

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tion on the subject), --nobody save Charles E. Ward of Ward Engineering seemed to grasp the profound, glaring truth; the sternwheel towboat was on the skids. Resistance 1903-1918 was tenacious; then came the "City" Federal Barge fleet in the early '20's climaxed by the HERBERT HOOVER (diesel prop, 1930). Then's when paddlewheels became "quaint." The RUMSEY-LANE affair was the cause celebre leading to the transformation.

Again our thanks to Edward A. Mueller, 6321 Merle Place, Alexandria, Va. for an outstanding photograph.

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



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# REMEMBERED PLEASURE



OIL PORTRAIT of the QUEEN CITY by William E. Reed from the collection of H. C. Putnam.

The fancy emblem to right are initials QC intertwined. Done in metal, gold-leafed, one of these was attached to each stateroom QUEEN CITY cabin door.

Text by Robert L. Stone

Whistles on the rivers. You'd think that Volume 1 of this twosome WHISTLE ECHOES has enough whistles in it to please most anybody. But decidedly not so. There were two conspicuous failures when our Volume 1 was being recorded. Those boatmen of the Mississippi and Ohio Rivers brought in and hooked up to a steam pipe the ancient tooters for the packet QUEEN CITY and the towboat CHAMPION COAL. Both acted like temperamental prima donnas and wouldn't perform. No amount of cajoling could make them perform. Consequently Volume 1 was produced without their inclusion.

"Please," the boatmen pled, "we'll get them fixed, and let's do a second recording!" So they scoured out the scale and rust, reset the bowls or chimes, pampered and tampered with Stillsons, and these whistle-plumbers achieved order out of chaos. Both whistles were blowing again — and good. Also the river boys brought in "new" old whistles, got them in shape, and set a date, Saturday, May 7, 1966, for their Second Tootenanny. We went to the show, at the plant of the Union Carbide, Silicones Division, Long Reach, West Virginia, and recorded it.

"What a shame," these boatmen complained, "that we don't have good recordings of the DELTA QUEEN and the BELLE OF LOUISVILLE, run by steam and paddlewheel, that still prowls the inland waterways." So we sent forth a crew of sound technicians to Louisville and Owensboro, Ky. and captured both. It was while aboard the DELTA QUEEN that we discovered a rare combination; a steam pi-anny, called a cally-ope on shallow rivers of the Midwest, and a young man who really knows how to get music out of it. You will hear him play two selections after he has been suitably introduced. Most recordings are made on air calliopes — but mark it well, this one's energy comes from red-hot high-pressure steam. There are only a few such instruments left, and most of these are in museums where they can't deafen anybody.

About this time a Pittsburgh architect who in spare moments plays a banjo got into our act. Robert W. Schmertz, much-loved and capable composer of witty-ditty ballads where the Three Rivers Meet (Allegheny, Monongahela and Ohio at Pittsburgh) had done a piece he called "The Rambling River Line." So he came to our shop with his daughter Gretchen Schmertz Jacob, and his son John C. Schmertz, and they did the thing with Gretchen doing vocal, Bob on the banjo, and Jack the sound effects on a jug. We forthwith decided to get this platter into production before anything else popped up, so here it is.

Credit belongs first of all to Union Carbide which furnished the steam; to members of the Sons and Daughters of Pioneer Rivermen who furnished and activated most of the whistles; to Greene Line Steamers who hosted our recording crew aboard the DELTA QUEEN, and to the crew of that steamer who outdid themselves to assist; to the management and officers of the excursion boat BELLE OF LOUISVILLE; to Robert W. Schmertz and his son and daughter for the lovely ballad; to Capt. Clarke ("Doc") Hawley for the best callioped recording yet achieved, and to those others who also exerted themselves without thought of reward.

Chairman of the 1966 Whistle Blow at Long Reach was Walter W. McCoy, assisted by Capt. Ross Rogers, Jr. The whistle-plumbers who made the QUEEN CITY and other old whistles "talk" were John Kyle, Harry F. White, Capt. Bert Shearer, Capt. John L. Beatty, Charles Montague and Bob Kreamalmeyer. The Whistle Blow was photographed by S. Durward Hoag. We have not enumerated the notables who blew the whistles in expert style, who agree that the doing was reward sufficient. J. Mack Gamble and Capt. Frederick Way, Jr., board chairman and president respectively of the Sons and Daughters of Pioneer Rivermen, did the narration without advance preparation or written notes. Union Carbide's George M. Fowles furnished the steam and superintended the mechanical details, and the plant manager, John J. Doub, was the genial host to the noisy nuance.

The introduction and commentary is spoken by Paul Long.

## STEAMBOAT WHISTLES . . . ANNOUNCEMENT OF SECOND RECORD

WHISTLE ECHOES Volume No. 2, is the recording of the second annual "Whistle Blow" staged by the Sons and Daughters of Pioneer Rivermen at Long Reach, West Virginia, in May 1966. Volume No. 2 includes DELTA QUEEN, BELLE OF LOUISVILLE, CHAMPION COAL, QUEEN CITY, many other whistles, callioped renditions by Captain Clarke "Doc" Hawley on the DELTA QUEEN and the never before recorded river ballad "Rambling River Line" by Robert Schmertz.

This nostalgic collector's album is now available at the Lafayette Motor Hotel or River Museum, Marietta, Ohio. \$2.75 (booky shops, or by mail). 33 1/3 RPM MONAURAL \$5.45 EACH STEREO \$5.59 EACH (INCLUDES SHIPPING AND INSURANCE)

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