

S&D

REFLECTOR

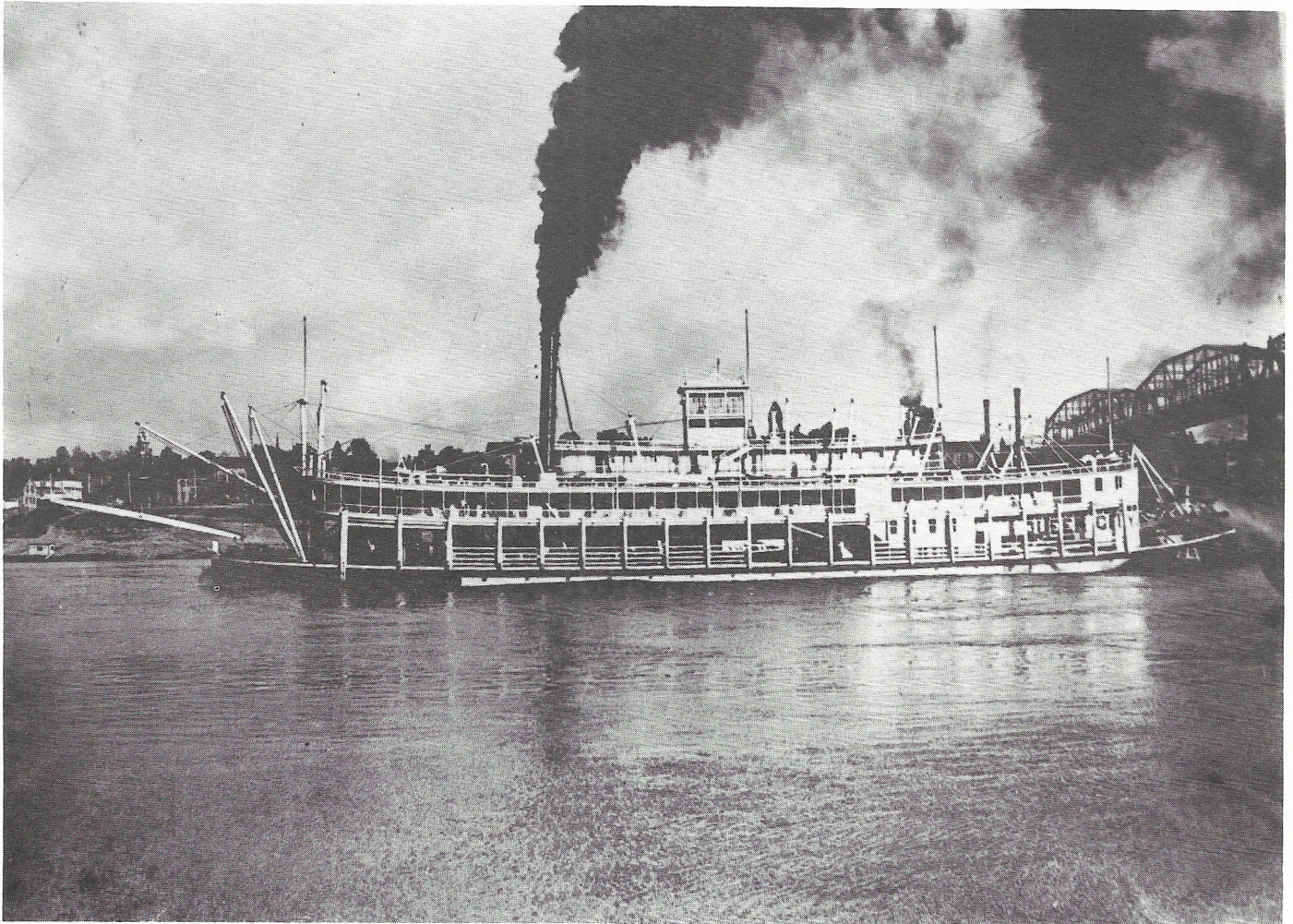
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 4, No. 3

Marietta, Ohio

September, 1967



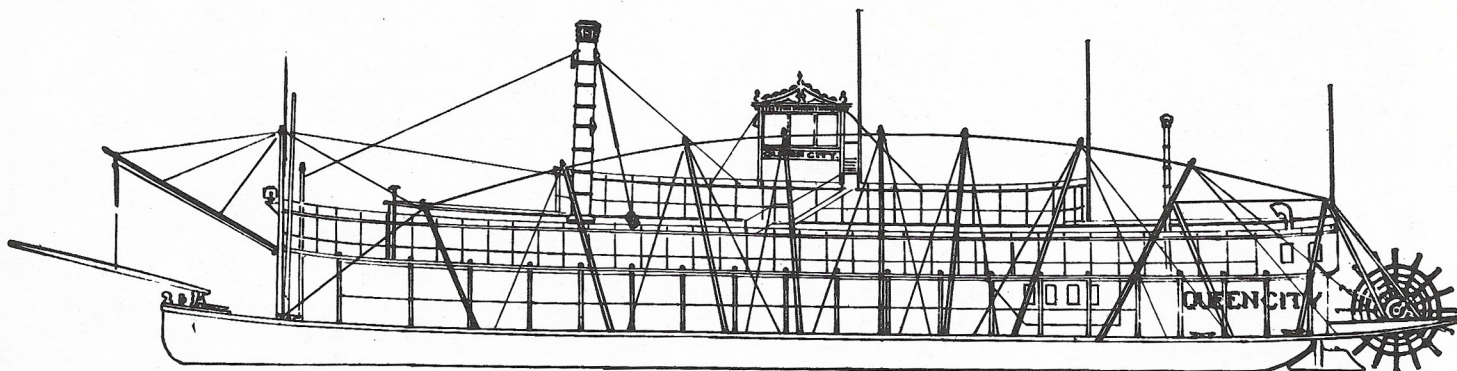
THE LORE OF A FAMOUS STEAMER

This photograph of the QUEEN CITY was taken at Cincinnati above the Central highway bridge by colored photographer Richard L. Hunster late one summer afternoon, probably in 1897, the year she was completed for the Pittsburgh & Cincinnati Packet Line. The P&C flagship is upbound. Her spars are set for action, so this may be her second voyage in June when the Ohio River got so low she had to turn back from Wheeling.

This issue features the QUEEN CITY due to the popularity of the large-size color reproduction of William E. Reed's oil painting. When offered at \$1.50 a copy by Mode-Art Pictures, Inc., 1022 Forbes Ave., Pittsburgh, Pa. 15219, this 18 by 21 portrait was tops on its own hit parade and still is. That grand dame of the Ohio (1897-1933) is a perennial pin-up gal.

We have selected a good bit of information about the QUEEN CITY, plus a collection of interesting photographs and drawings, and these things appear herein. Our hope is that joy comes to the heart of Ralph S. Beckner, 18 North Main St., Petersburg, West Va. 26847, who wrote to tell us he had procured from Mode-Art a big picture, and pleads that we "sirs, furnish the history of this famous steamboat to me, to be a part of my picture, so the story can be made known to all viewers."

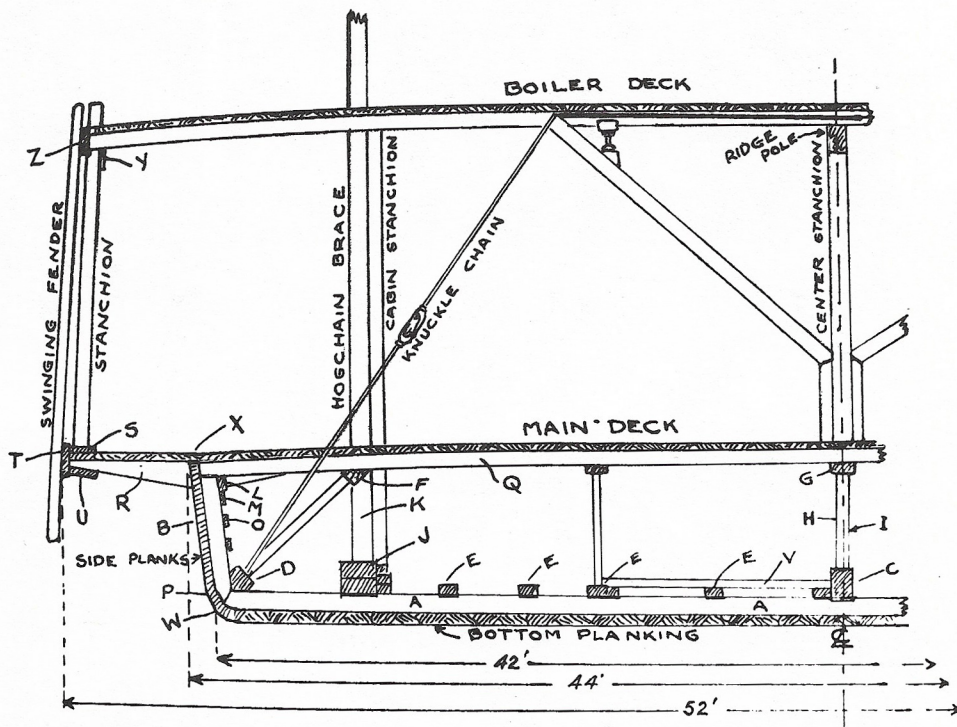
Meanwhile we have investigated a map to see where Petersburg, West Va. is, and there it shows over in Grant County on the South Branch of the Potomac, totally immersed in mountains, with no habitation northward for 30 miles, nor southward for 30 more. But the QUEEN CITY is there in spirit, and a copy of this S&D REFLECTOR also will be there, and Ralph Beckner will be showing the home folk the lore of a famous steamer.



PROFILE OF THE QUEEN CITY

An original ink drawing of the boat was copied to here reproduce a detailed view of the intricate hogchain system. Although this drawing doesn't show it, the posts went on down through the main deck and seated on footlines marked "J" in the sketch at the right. Similarly the rods or chains as they were called went on through and picked up from footline clamps. In addition to the maze of fore-and-aft braces and chains the boat had a continuous procession of thwartship knuckle chains, so marked on the drawing at the right, picking up at "D" and held under the boiler deck carlins.

Without cargo the QUEEN CITY was heavy by the stern inasmuch as paddlewheel and engine weight was hard aft, and the boilers were set back on the hull over 1/3 of its length. In such circumstance she was hard to handle in windy weather. The space forward of the boilers on the main deck was for coal (fuel) and cargo. For a boat of her big size she had very little cargo room on the forecabin.



CROSS SECTION AMIDSHIP

- A Floor beams: $4\frac{1}{2} \times 5$, 4×5 , $3\frac{1}{2} \times 5$.
- B Top timbers: 3×5 .
- C Main keelson: 6×10 , scarfed.
- D Bilge keelson: 5×10 .
- E Floor strakes: 5×5 , 3×6 , 3×8 .
- F Stanchion beam strakes: 5×5 .
- G Top strakes on bulkhead: 3×9 , doubled.
- H Bulkhead: $1\frac{1}{2}$, three thicknesses
- I Bulkhead stanchions: 3×3 .
- J Footlines: 10×10 , scarfed.
- K Stanchions: 4×4 .
- L Clamps: $3\frac{1}{2} \times 9$, scarfed.
- M Clamps: 3×9 , scarfed.

Hull planking described elsewhere.

- N Side strake: $2\frac{1}{2} \times 6$, scarfed.
- O Futtock head strake (lower clamp): 3×8 , scarfed. Note: Error on the drawing--O points to what should be N; and O is the strake below N.
- P Saddle strake: $3\frac{1}{2}$.
- Q Deck beams: $5 \times 5\frac{1}{2}$, $3\frac{1}{2} \times 5$, 3×5 .
- R Outriggers: 3×8 , in throat.
- S Main guard plank: 3×14 , scarfed.
- T Nosing: 3×9 , scarfed.
- U Bottom guard plank: 2×19 , scarfed.
- V Dunnage: $1\frac{1}{2}$.
- W Knuckle: 4.
- X Gunwale plank: $2\frac{1}{2} \times 8$.
- Y Cabin clamp: $1\frac{1}{2} \times 9$.
- Z Facing: $\frac{7}{8} \times 6$.
- CARLINS: 2×6 .
- RIDGE POLE: 6×8 .



CAPT. J. FRANK ELLISON
HUDSON, VIRGINIA and QUEEN CITY..

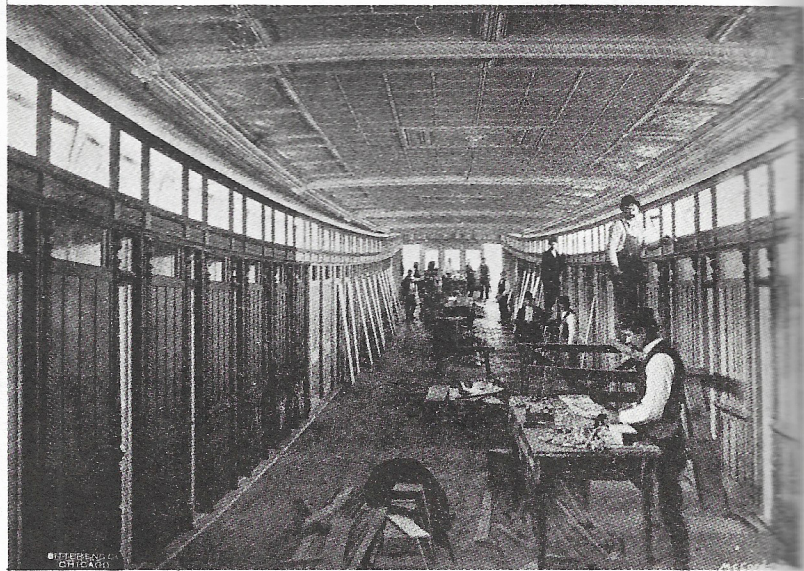
The Pittsburgh & Cincinnati Packet Line at their annual meeting held at Pittsburgh in August of 1896 decided to build a companion boat to the celebrated VIRGINIA and handsome HUDSON. Instructions were given by the president, Capt. James A. Henderson, and the board of directors, to superintendent J. Frank Ellison, directing him to prepare plans for the new boat. These plans were presented at a meeting called in September. They were accepted and bids were asked.

The Cincinnati Marine Railway Co. was the successful bidder, through their superintendent Samuel J. Coflin. This firm had built the VIRGINIA the year prior, and had just completed the finest side-wheel excursion steamer of inland rivers, the ISLAND QUEEN. The first hammer-licks on the QUEEN CITY were driven on the morning of November 5, 1896.

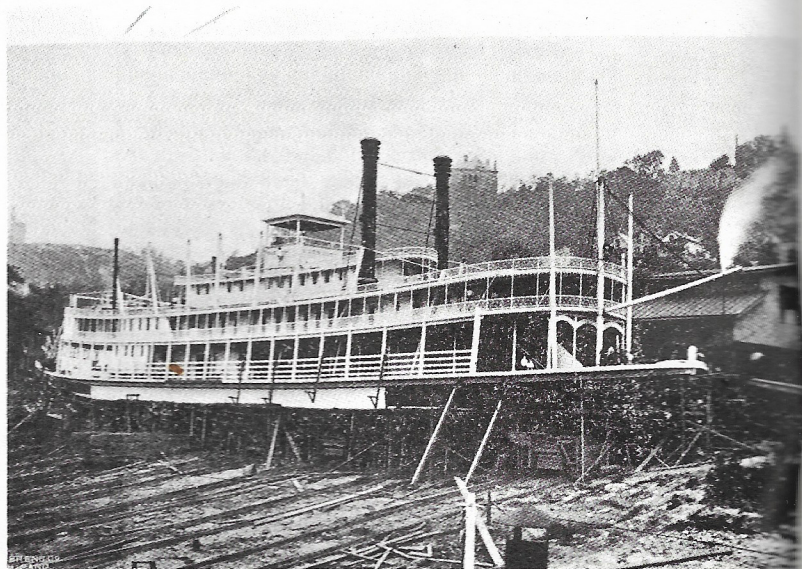
For the name had already been decided. Capt. Ellison, when his plans were accepted, asked the privilege of naming the new boat. To this there was some demur inasmuch as Capt. Henderson and the company secretary G. W. C. Johnston, both had ideas. But Ellison waxed eloquent. "I want to name this steamer for a place you gentlemen can not well go back on, for it gave you what you hold best and dearest on earth--your wives," he declared.

Capt. Henderson and G. W. C. Johnston were brothers-in-law, Henderson having married Johnston's sister Cora Belle. The mother of these two,

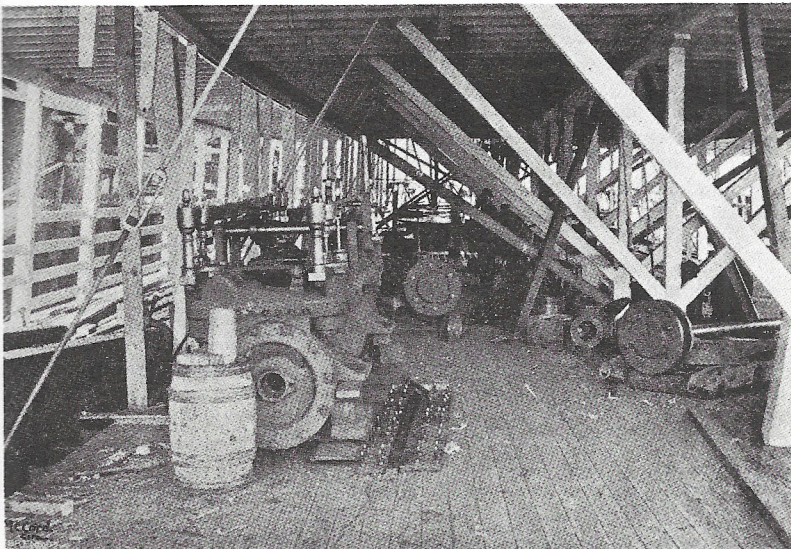
Harriet Pursell Johnston, was an old-line Cincinnati whose family had arrived by flatboat in the days of Fort Hamilton. The father, Alexander P. Johnston, of Scotch-Irish descent, was from the South; there was a Confed General in the family. G. W. C. Johnston's wife was Emma Townley, who had helped decorate the cabin of the VIRGINIA before she married. And, to complete the scene, Capt. J. Frank Ellison's wife was Frances Taylor, also of Cincinnati, sister to Boyd C. Taylor who was clerk on P&C packets and later became a mainstay in the Cincinnati insurance firm, Neare, Gibbs & Company. The decision to name the new boat 'QUEEN CITY' was unanimous.



BUILDING THE CABIN of the QUEEN CITY, looking forward. The ceiling was ornamented pressed metal, first used on the ISLAND QUEEN, called "Sagendorph patent." The carpenters engaged here were termed "joiners," doing "joiner work."



The QUEEN CITY was not launched until all work save the placing of the bucket planks had been completed. This marine ways paralleled Cincinnati's Eastern Avenue and existed until the 1920's, between Broad, Waldon and Brooklyn Streets. Sup't. Sam Coflin was from St. John's, New Brunswick, who ran off to Cincinnati escaping an apprenticeship at a shipyard where he had signed on for 4½ years @ 42¢ per day---he did the stint---and when coerced to resign for 3 more years, same pay, he sold out.



ENGINEROOM of QUEEN CITY during construction, photo taken back by tillers looking forward on the port side. The port engine is ready to mount on the wheel beams, or "cylinder timbers." "Timbers" in this case is a wrong word, as QUEEN CITY was given built-up steel wheel beams. Her engines were simple high pressure type, built by James Rees & Sons Co., Pittsburgh, 24" dia. by 8 ft.

stroke, with Rees cut-off operated from a cam activated from a pendulum bar attached to the cross-head. Valve motion was imparted from cams on the paddlewheel shaft. These engines were second-hand, having been originally built by Rees for a Savannah-Jacksonville side-wheeler named FLORIDA in 1880. FLORIDA was 184 by 46.2, hull built at Sewickley, Pa. and completed at Pittsburgh.

The valve gear mounted on the cylinder is the old "broadhorn" type. Steam admission is on the inboard side; exhaust on the outboard. This is opposite of the original intent, for on side-wheelers the steam admission is on the outboard side by usual practice. We have no authority to say so, but suggest that when these engines were put on the sternwheel QUEEN CITY they were switched.

The student of steam engineering would be perplexed to figure why such obsolete engines were chosen for the QUEEN CITY in 1896, a boat embodying otherwise the best marine know-how. P&C's VIRGINIA had tandem compound condensing engines then the mode. So far we have discovered no contemporary discussion of this question, but it was a notorious fact that the VIRGINIA's highly complicated engines were prone to trouble. This alone may have been cause sufficient, and the old FLORIDA engines were picked up in Florida for \$100 plus rr. charges to Cincinnati.



The Mahogany Cabin

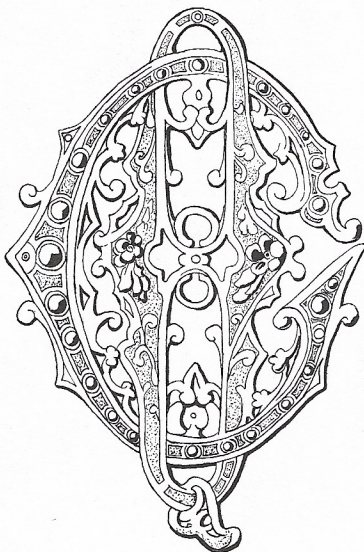
Your scribe fell for the wiles of the QUEEN CITY's cabin in 1911, aged 10, standing at one of the front doorways and gazing back through her multitude of repetitions; repetitions of doors, of shining brass oil lamps in their swinging brackets, of ceiling lights coming from twined oak leaves of metal, of chairs soldiered in parade formation, and tables the same way like West Point cadets on parade, and swooping in a dip downward to the amidship gangway, then up again to the immense mirror in the distance--an unbelievable distance--twice as wonderful as anything military. A person could wear his eyes out looking for one straight line, for all was cadence and curve with every type of object on an immense arc.

That cabin was 200 feet long with nothing to impede or clutter the view save the furniture. The bulkheads, or side walls, were finished in high-grade mahogany, brought up by successive varnishings and rubbing to a piano or Pullman car gloss. The staterooms were numbered 1 to 50 starting aft of the office on the starboard side with 1, going on back that side, and then forward up the port side to the final 50 abreast of No. 1 but there weren't that many. The builder of the repetitions said "Let there be doors" and there were doors. There were doors where the smokestacks went up; doors where the pantry was; more doors concealing the laundry, etc., to preserve the pristine uniformity.

Each of these doors was a wonder in its own right. The upper panel of each contained a bevel-edge plate glass mirror held into position by a gold frame. In the lower panel there was a metal gold-plated monogram "QC" entwined around with flowers. The door jambs were of twisted columns, having deeply carved plinths and urn-shaped capitals. There were carved architraves, mouldings and friezes, all finished in natural mahogany and highly burnished.

Over the doors, and for the entire length of the cabin on each side were the skylights, in pivoted frames, glazed with chipped glass.

The main cabin was 15 feet wide. The forward overhead panel at the forward doorways contained a hand-painted sign QUEEN CITY, the letters resting on the waves of the beautiful Ohio and entwined around with garlands of roses. To the left of the name was a painting of the Cincinnati suspension bridge, showing the wharf, and with the Chamber of Commerce building looming. Passing under the bridge was the VIRGINIA. To the right of the name was a painting of the Central and L&N bridge complex at Cincinnati.



On the four forward gangway panels, curved into a semicircle, were the Four Seasons done in oils on canvas. The forward circle panels also had oil paintings attached to their curvature, one showing the pilotwheel trade-mark of the P&C Line containing the HUDSON coming through, and the other showing the KEYSTONE STATE. The pilotwheels were set off by wreaths of blue forget-me-nots and roses. The midship gangways, too, had their oil paintings, daintily sketched in oils. The artist for all of this was David Swing, a Cincinnati person, of which we know nothing save that he embellished the QUEEN CITY immortally.

Prominent in the cabin was a grand piano presented by the Cincinnati Chamber of Commerce, of which Capt. J. Frank Ellison was president for a term. A tete-a-tete in the ladies' cabin was preserved and today is owned by Capt. and Mrs. William S. Pollock of Beaver, Pa. Even the front doors of this fabulous boat were of plate glass, each glass etched and cut with the initials QC.

Queen City's Hull

The hull of the QUEEN CITY was built 235 feet long between perpendiculars, with a breadth of beam of 44 feet at the gunwales, 42 feet beam at the floor of the hull and 51 feet over the guards. At the midship section the hold was 5 feet in depth at the knuckles, with the main deck crowning 10 inches to center. The hull had a longitudinal shear of 4 feet 6 inches.

About 60 feet of the forward portion of the hull, known as the forebody, was modeled to as fine lines as possible, taking into consideration the very shallow depth of the hull as compared to the breadth of beam. The framing and general construction of this forebody was practically the same as any well-built, keel-bottom, wooden vessel designed for deep water, finished with a sharp stem protected by a heavy wrought-iron stem band.

The hull planking was a composite of clear white oak and Oregon fir. The forebody was planked with 4 inch selected oak. The bottom planking was 3½ inch oak. The side planking aft of the forebody was 3 inch Oregon fir up to the four-foot water mark, and 2½ inch above. The main deck was floored with 2½ inch white pine, except that portion under the coal box and boilers which had a 3/16 steel deck. Under this steel deck were two built-up boiler beams of 3/8 plate run thwartship to carry the boiler and smokestack weight.

The entire forebody was sheeted with #12 iron plating; the knuckles full length had ½ inch iron plate secured around, and the side planking at the stern was sheeted with #12. In the early career of the boat, the forebody was painted black, the side planking white.

The excessive shear caused the forecastle to rise, depending on the loading, sometimes 10 or 11 feet above the water. This also was true of the VIRGINIA and HUDSON, sometimes called the "high-headed fleet" of the Upper Ohio. Laying of gangways from the forecastles of these boats to various small wharfboats was impossible. The QUEEN CITY was designed to carry 1400 tons and often did, as much of her cargo from Pittsburgh consisted of iron and steel products.



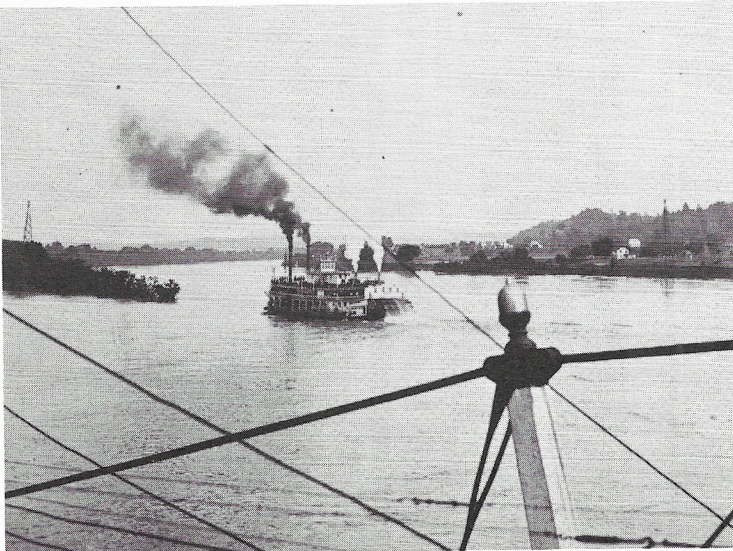
THE PICTURE ABOVE was taken on the QUEEN CITY's roof, port side, looking forward. The massive and intricate hogchain system is at the left, designed on the "arch" or "rainbow" plan (see profile on page 5). This style originated on the VIRGINIA of 1895, and was aped by the builders of the URANIA, KANAWHA and FRONTENAC in 1896. The towboat J. B. FINLEY got similar chaining 1899. The Drs. Mayo bought the rafter E. RUTLEDGE and rechained her on this plan, and renamed her ORO-NOCO.

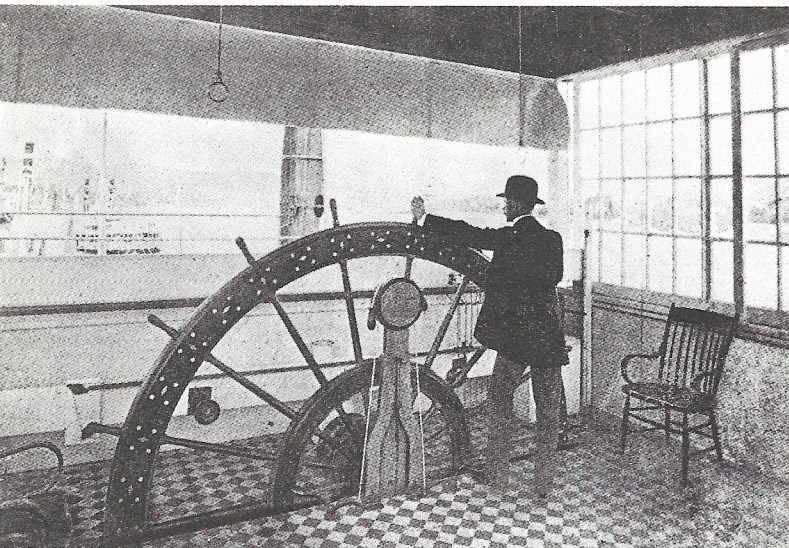


On the QUEEN CITY the hogchain posts were 10 x 10 inch white pine, supporting 2-inch wrought iron rods. There was considerable interference on the boiler deck where posts, stays, etc. were in the way of stateroom doors, shutters and the like. The hogchain system above the roof was beautiful to look upon, and graceful withal, but never was widely accepted.

PICTURE AT RIGHT, ABOVE, shows main stairway on the QUEEN CITY, massively built. Each riser was given a brass covering and button-brass nails spelled out on alternate steps, QUEEN CITY and P. & C. P. LINE. An example is displayed in the River Museum, Marietta, thanks to C. W. Stoll. Also in the River Museum are the original "name-boards" which are prominent in this view. They were saved by J. Mack Gamble and Russell M. Lintner.

PICTURE AT LEFT, BOTTOM, was taken at Marietta from the QUEEN CITY showing the H. K. BEDFORD up-bound before the construction of the highway bridge to Williamstown, W. Va. Note the wooden acorn perched atop of the hogchain post; these were given a gold-leaf berry and bright red pod. The hogchain rods were originally white; then black for a time (as shown) and then white later.



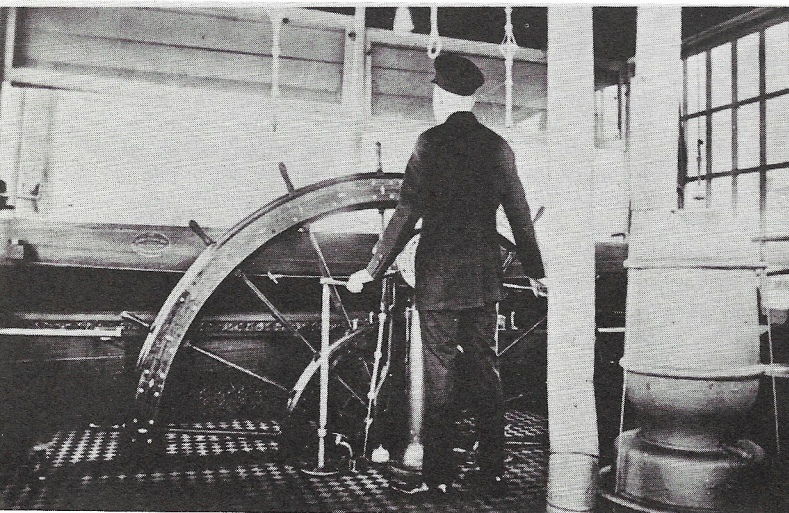


The pilotwheel on the QUEEN CITY was a "double circle" style, having an outer circle 8 feet in diameter and an inner circle about half that size. There were 18 spokes terminating in handles, and all of the woodwork was made of hard woods, the outer circle finished with ornamental inlay. The center-point of the wheel was but a few inches above the level of the pilothouse floor.

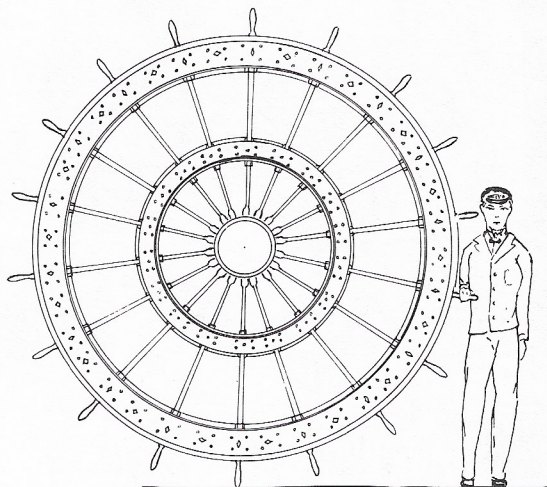
Although most packets of that day steered manually, the QUEEN CITY, VIRGINIA and HUDSON were all equipped with a primitive steam-steering rig manufactured by the Cincinnati firm of Crawley & Johnston. It was invented by William T. Johnston and the first installation was on the HUDSON in or about 1893.

In the picture above, please notice that there is no evidence in the pilothouse of any mechanical steering equipment. The Crawley & Johnston invention was essentially a "booster" device on quite the same principle as modern "power" steering for automobiles. The machinery for its operation was in the main tiller room, aft of the engines. A diagram and explanation is submitted separately.

When the Louisville & Cincinnati Packet Co. acquired the QUEEN CITY in 1918 they replaced the pioneer "booster rig" with a Gardner Steam Steering Gear manufactured by Stonewall Jackson Gard-



ner of New Albany, Ind. This rig brought to the pilothouse two lever arms which worked in unison, and thereafter the pilot no more put his hands on the pilotwheel. In the photograph showing this installation, pilot Harry English is demonstrating. The pilot in the "old style" picture is not known, but he perhaps is G. W. C. Johnston, secretary of the P&C Line, demonstrating for the photographer.

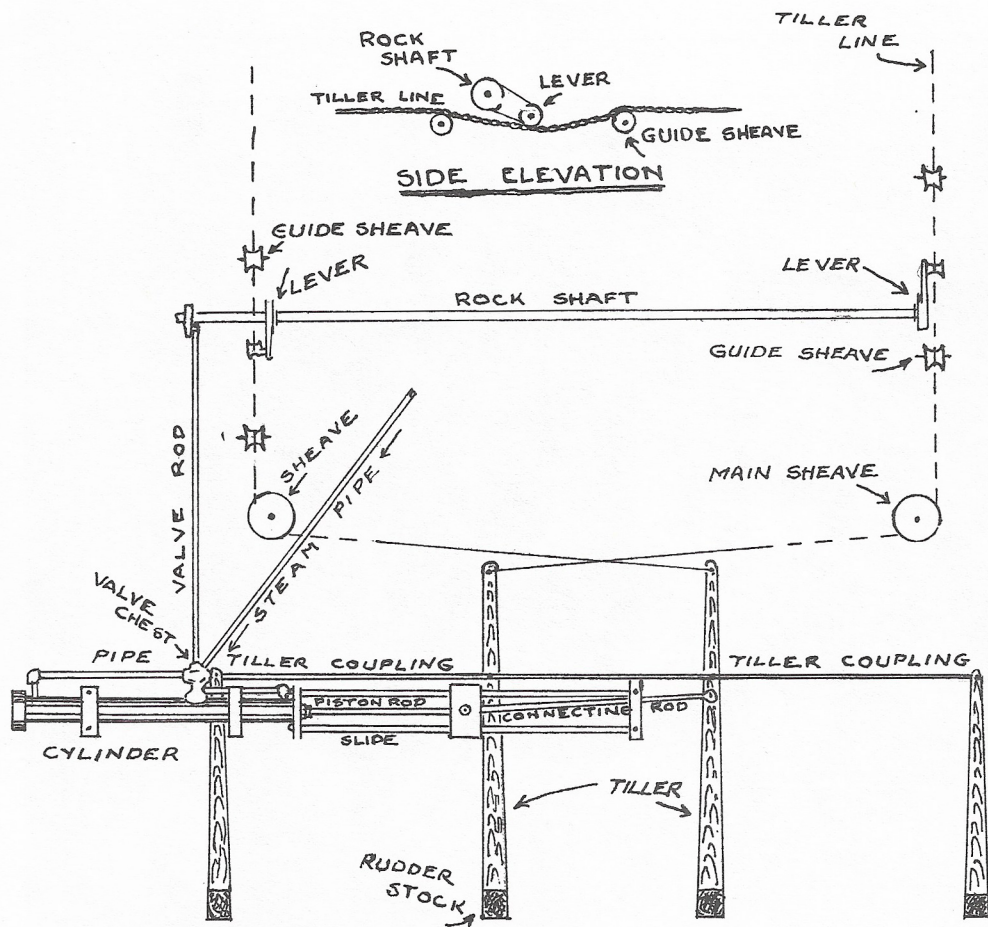


The original steam steering gear on the QUEEN CITY deserves attention. The drawing on the next page illustrates its principle. An 8-inch diameter steam cylinder, secured to the underside of the boiler deck, provided with a cross-head, worked upon cylindrical slide-bars, and was coupled to one of the main tillers by means of a substantial connecting rod. The valve which regulated the admission and release of steam was operated by a small lever upon a cross rock-shaft. This rock-shaft had levers near each end, which carried small sheaves arranged so that they both depressed a short portion of the main tiller wire.

When the pilot turned his pilotwheel and threw a strain upon one tiller wire, and at the same time threw a certain amount of slack in the other wire, it acted upon the levers, causing one to rise and the other to fall, which turned the rock-shaft, and, through the small lever and valve rod, operated the valve, admitting steam to one end, and opening the exhaust on the other end of the cylinder.

As long as a pilot continued to turn his wheel the valve remained in this position and the piston continued to move in the one direction; but as soon as the pilotwheel stopped revolving the continued motion of the piston took up the slack on the one side and threw it ahead of the other, causing a reverse movement of the valve, which, if continued, allowed steam to enter at the opposite end of the cylinder, forming an effective cushion.

By this arrangement the pilot had very little more than the friction of the pilotwheel to overcome, while the steam gear performed the laborious portion of the work, and automatically resisted all strains which came upon the rudders, as these strains acted upon the tiller wires and steam valve, in a manner similar to what has just been cited, in case of the piston overrunning its intended stroke.

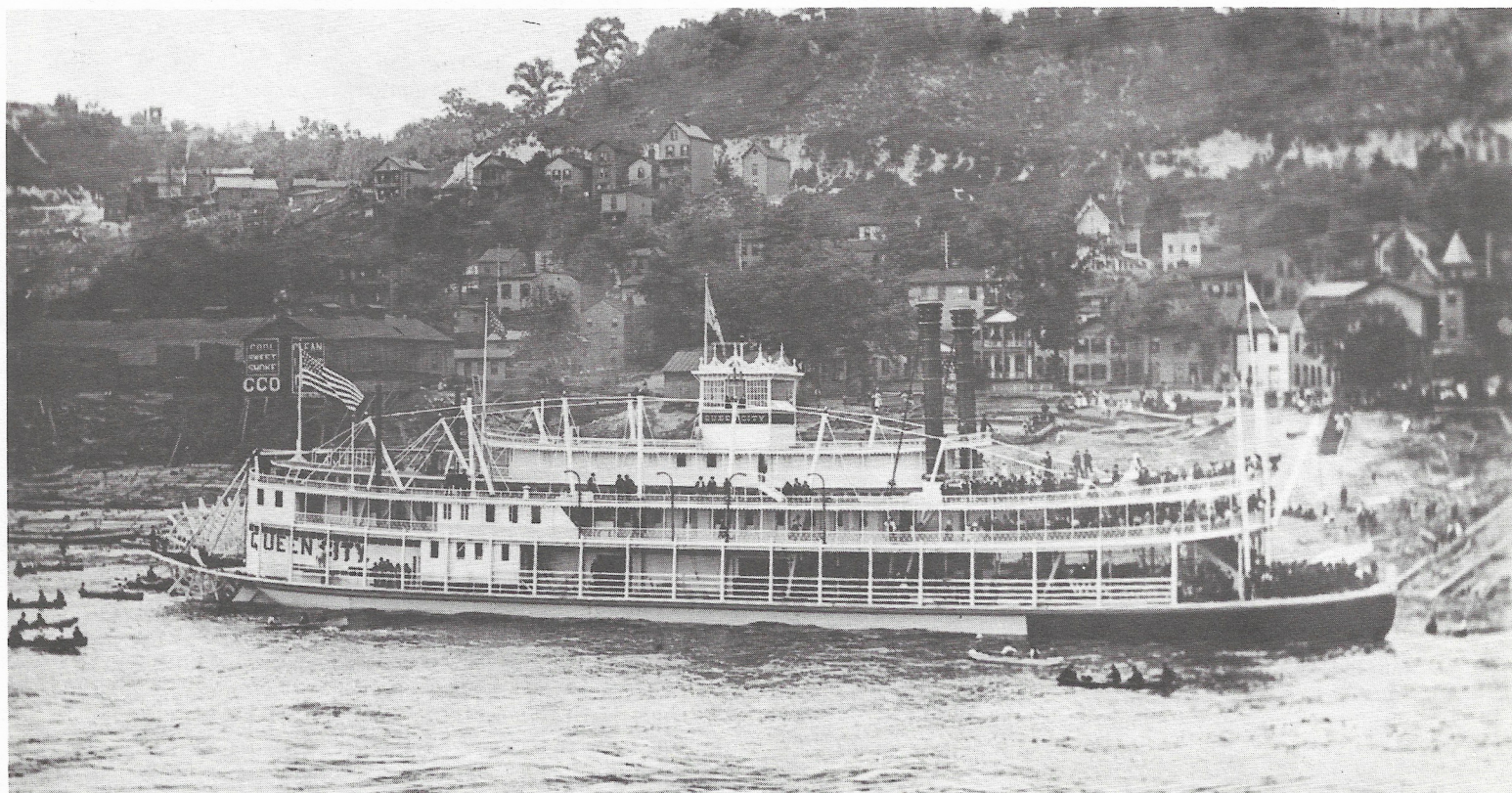


THE CRAWLEY & JOHNSTON "BOOSTER" STEERING RIG ON QUEEN CITY
 A description of its operation is on preceding page.

The original shaft on the QUEEN CITY was fluid compressed nickel steel, forged hollow, made by the Bethlehem Steel Co. It differed from usual shafts in that it was round, and assumed hexagonal shape only at those sections where the five flanges were fitted and keyed. The central core was 5 inches dia. through the journals and crank-fits and 7 inches through the rest of the shaft. The diameter of the shaft was 14 inches, and 12 inches in the bearings. It was 36'8" in length.

This shaft broke while under full headway, about at center, at Grape Island above St. Marys, W. Va. on Christmas Day, 1906. The QUEEN CITY was upbound at the time, and Capt. John Sweeney was her master. The boat was helpless and in peril of drifting on rocks, or worse. Distress signals brought the towboat SAM BROWN, Capt. Lew Blair, to the rescue after some delay inasmuch as Capt. Blair had to get out of tow to assist.

Not only did the SAM BROWN save the QUEEN CITY, but towed her back to safe harbor in the mouth of the Muskingum at Marietta where the U.S. dredge OHIO later lifted off the broken shaft and a new one was immediately ordered and placed. Due to this accident, QUEEN CITY missed making her annual Mardi Gras trip in the early spring of 1907. Capt. Blair was awarded a medal by the Solo Club at Pittsburgh.



LAUNCHING THE QUEEN CITY on Saturday, June 5, 1897.
 The event was photographed from the pilothouse of the HUDSON
 by pilot Tony Meldahl. Champagne was broken on the bow by
 Miss Harriet Henderson, daughter of Capt. James A. Henderson.



AN EARLY CREW ON THE QUEEN CITY

This picture was sent in 1949 to Capt. Jesse P. Hughes for identifications. Jesse trotted it to his next door neighbor, Mrs. J. Frank Ellison, and between the two of them they came up with a good score. Starting with the top row at the left we have:-

Will Chapman, third clerk from 1897 to about 1900 (\$7 a week and no deductions) then second clerk for about the next five years (\$11.67 a week and likewise no deductions). Will was from Letart Falls, O. In later years he was confidential secretary to Capt. James A. Henderson at the Terminal Warehouse, Pittsburgh.

Capt. Spence Sanford, master. Capt. Sanford became master in 1900 when the original master, Capt. Robert Agnew, resigned to go master of the new KATE ADAMS at Memphis. Sanford lived at Chesire, O. in a riverbank white frame home at the upper end of town, and died there in 1911.

Billy Sampson, steward. A popular steward who invariably was selected for Mardi Gras and other special tours on steamboats. He had special fondness for the QUEEN CITY and annually celebrated the anniversary of her first departure from Cincinnati in the P&C trade--which he claimed was on June 20, 1897 and not on June 19, due to detention. On June 20 a birthday cake appeared on the tables where he was steward---a double date inasmuch as this also was the birthdate of Mrs. Capt. Gordon C. (Mary Becker) Greene, born 1868.

Will Alexander, chief engineer. He put the machinery on the QUEEN CITY and ran on her for some time. Later he became superintendent of all

machinery at the Ashland Coal & Iron, Ashland, Ky. He died at Ashland, 65, on Jan. 29, 1931.

The identity of the man at top row, right, is uncertain. Mrs. Ellison remembered his name was Bailey, an engineer.

Bottom row from the left:-

First man is not identified.

Will Stapleton, mate. Remembered as a ruthless taskmaster in dealing with roustabouts and if memory serves correctly he was eventually drowned near Memphis, January, 1916.

Third man is not identified.

Boyd C. Taylor, clerk. In later years he was an official of the Cincinnati insurance firm, Neare, Gibbs and Co. He was a brother to Capt. J. Frank Ellison's wife. Died in November, 1943.

Dan Lacey, purser. Lived at Newport, Ky. and died there, about 50, in 1904. He had been former master of BUCKEYE STATE and CARROLLTON in the Cincinnati-Memphis trade, and purser on SCOTIA, KEYSTONE STATE and VIRGINIA in P&C Line. On the QUEEN CITY he was a partial invalid, with severe arthritis, often confined to his room.

Tony Meldahl, pilot. Tony has been attended to in several prior issues of this magazine, and today the Captain Anthony Meldahl Locks and Dam on the Ohio River is named for him.

Phil Anshutz, pilot. Phil and Tony were partner pilots on the QUEEN CITY many years in the Pittsburgh and Cincinnati trade.

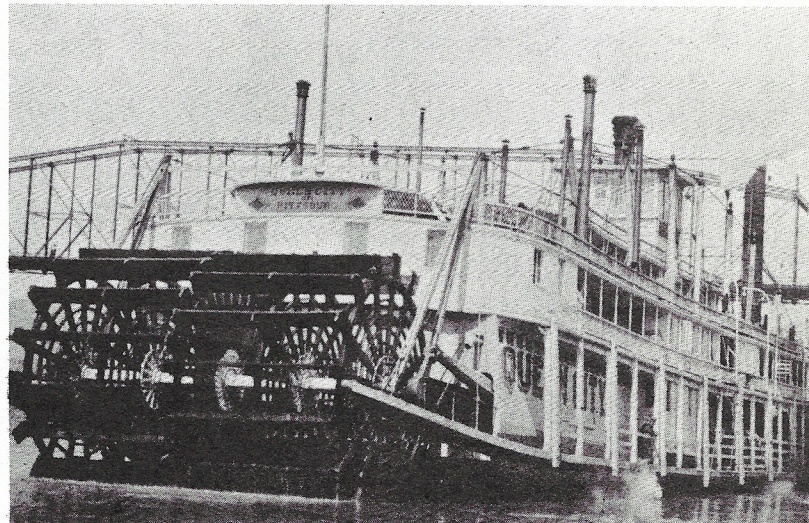


LAUNCHING OF THE QUEEN CITY. Another view taken by pilot Tony Meldahl from the pilothouse of the HUDSON just after the new boat slid down the ways at Cincinnati. Note the vast throng of guests aboard, as was usual those days when a boat was put into the river. The Coney Island excursion side-wheeler ISLAND QUEEN, built at the same boat yard a year before, appears at the left. Five days later the new QUEEN CITY ran her initial trip with a delegation from the Cincinnati Chamber of Commerce aboard. On Saturday night, June 19, she departed with a full cargo of freight and passengers on her initial voyage to Pittsburgh. The summer of 1897 was a dry one, and the new boat got there once in June, her first trip, and was not again seen at the head of the Ohio until late November.

AT WHEELING, SHOWING ORIGINAL PADDLEWHEEL

QUEEN CITY came out in 1897 with a "stepped" or "staggered" paddlewheel, such as had been introduced on P&C's KEYSTONE STATE in 1890, and on the VIRGINIA in 1895. To accomplish this, the center flange had double the number of arms, in this case 32. The paddlewheel was 24 ft. 6 in. dia. by 32 ft. long over buckets. The wheel arms were 3 in. clear hickory, 7 in. wide where they entered the flanges and 10 in. wide at the rim. The buckets were 2 in. oak, 24 in. dip.

This type of paddlewheel was kept on the QUEEN CITY until during her Louisville-Cincinnati days when she broke a shaft underway, losing her wheel overboard. The replacement was a hex shaft with 16 full-length buckets which she broke in 1932, at which time Mesta Machine Co. made the final one which was placed at Pittsburgh.

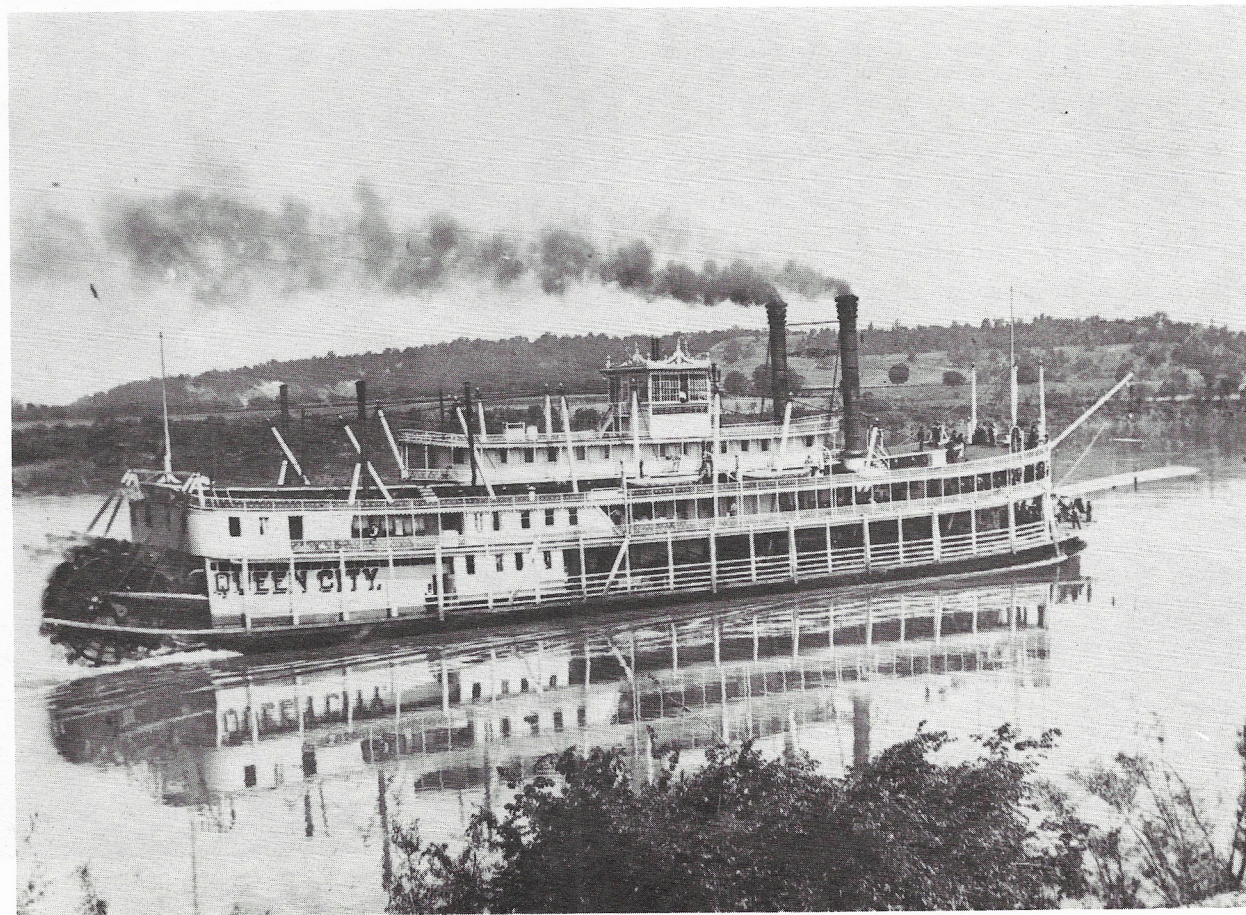
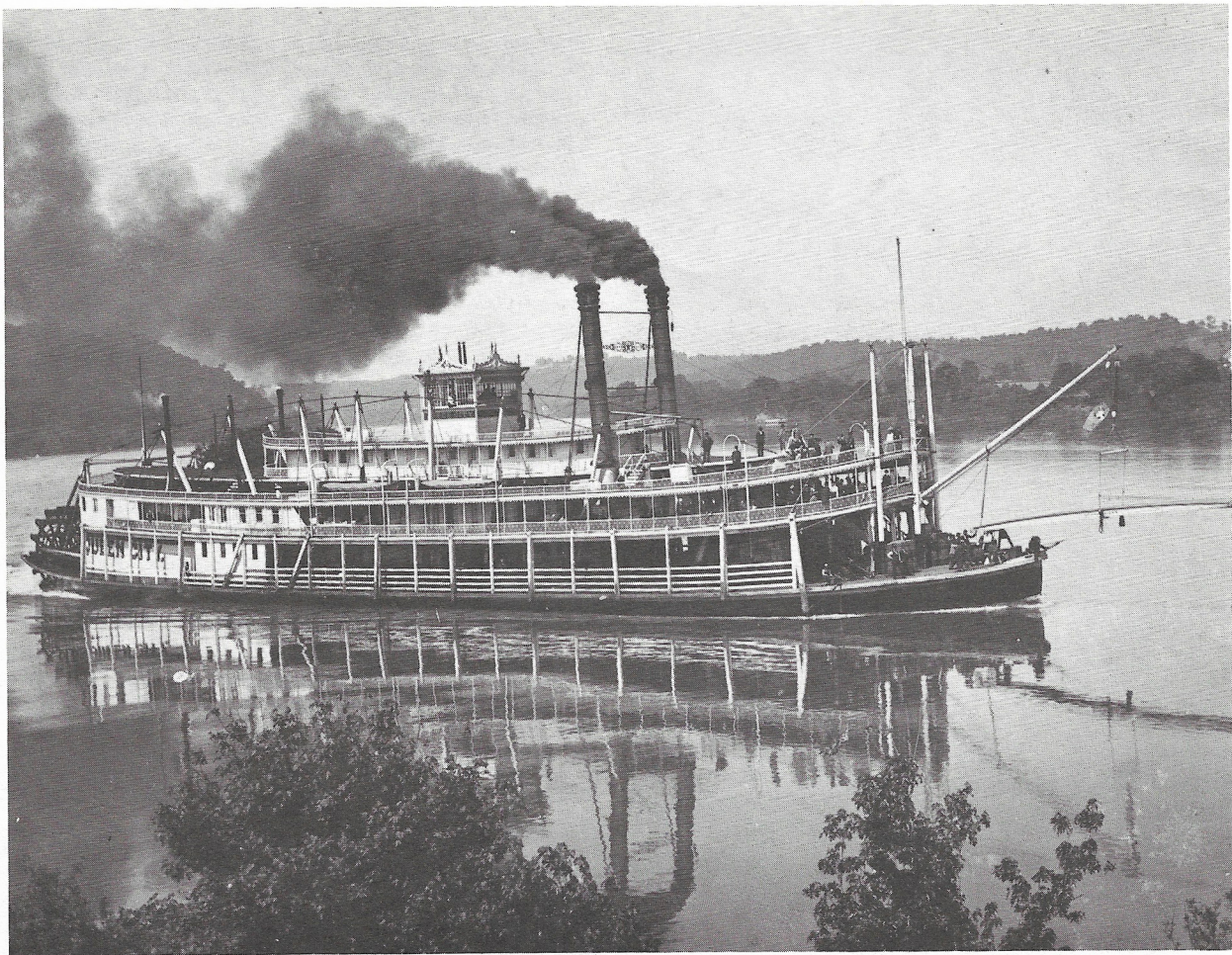




THREE FAMOUS PICTURES

A Marietta man, G. B. H. Sanford, made a trip aboard the QUEEN CITY while his uncle Capt. T. Spence Sanford was master. G.B.H. was an avid photographer, working with a 5x7 plate camera. Pilot Tony Meldahl also was a good cameraman, so these two had this mutual interest. The weather was perfect, and when below Parkersburg, down-bound, G.B.H. and Tony rigged up a scheme to land at Tony's home place, at Meldahl's Landing, just above Newberry Island on the West Virginia side. G.B.H. got off there with his camera. Tony backed the boat away, took her down below Newberry, rounded to, and came up the back side of the island. Mr. Sanford took three pictures, here reproduced. Then Mr. Sanford was gathered back aboard.

G.B.H. Sanford's father was George Sanford, of Apple Grove, O. He hailed a packet there to come to Marietta on Wednesday, January 18, 1911, and died coming aboard the boat, aged 69. He was an Army captain in the Civil War. G.B.H. was his only surviving son. Capt. James H. Sanford, brother to Capt. Spence and George, was a well-respected Ohio River packet pilot who spent a lengthy time in Honduras and then on the Magdalena in Columbia, S.A.





CAPT. JAMES A. HENDERSON

The QUEEN CITY had but two controlling owners in all the years she ran, Capt. James A. Henderson and "Commodore" John W. Hubbard, both of Pittsburgh. Capt. Henderson was a riverman; Mr. Hubbard was not. When the original purpose of the boat's operation failed--to ply as a packet between Pittsburgh and Cincinnati--Capt. Henderson stepped aside, quit the river, and devoted the remainder of his days operating an extensive warehouse in Pittsburgh's South Side.

This transition happened in 1912, at which time Capt. Henderson had been active on the river since 1868, a career of 44 years, and of those 44 years he had been the president of the Pittsburgh & Cincinnati Packet Line for a quarter-century, since 1887. Born and raised at Martins Ferry, O. as a youth he befriended two brothers, Capt. George D. Moore and Capt. Daniel Moore who lived near Wells-ville, O. and in 1868 they had a side-wheeler in the Pittsburgh-Parkersburg trade, the BAYARD, and they took Jimmy Henderson aboard as mud clerk. He graduated from there to a hay, grain, feed and commission house at the corner of Wood and Water, Pittsburgh, and became a partner in 1873, the business called Fairman & Henderson. Much of the firm's business was with the Pittsburgh-Cincinnati steamers which consolidated into a "line" headed by Capt. J. T. Stockdale of Pittsburgh. All went swimmingly until Capt. Stockdale died an untimely and sudden death, aged 59, in 1887. Jimmy Henderson took his place, and moved headquarters down to the wharfboat at the foot of Wood Street.

Those were the days of so-called "free enterprise" run strictly on dog-eat-dog, devil-get-the-

hindmost tactics. Jimmy Henderson welded together a tight monopoly so secure that the Pittsburgh & Cincinnati Packet Line for thirty years had no competitors, no rate wars, and consequently made for those times a great deal of money, paying 9% dividends. No other packet company on western waters could then brag as much.

Then came the termites. At the turn of the century the formation of the Carnegie Steel Co. consolidated various iron manufacturers who were loyal P&C patrons. Similar consolidation of small railroad lines happened. The "new deal" was strictly pro-railroad and almost overnight P&C lost its backbone iron tonnage and railroad re-shipping arrangements. All of this decay was deep within the woodwork, and P&C slowly crumbled. Plagued by prolonged periods of low water and frequent accidents (see VIRGINIA IN THE CORNFIELD in March, 1966 issue) P&C was put on the auction block. For some no good reason, probably habit, Jimmy Henderson saw to it that P&C was bought in by his brother-in-law, G. W. C. Johnston.

Then came the famous Saturday, September 28, 1912, when Pittsburgh newspapers blazed front page headlines next morning NEW STEAMBOAT LINE BECOMES REALITY.

A Pittsburgh millionaire, John W. Hubbard, of the firm Hubbard, Bakewell & Co., manufacturers



JOHN W. HUBBARD

of shovels and the like, had plunged head-first into the packet business buying every packet in sight, the QUEEN CITY included. The new organization was called the Ohio & Mississippi Navigation Co. In three hectic years it was dead. The QUEEN CITY had been sunk at Louisville on a Mardi Gras trip, raised, and laid up at Pt. Pleasant. Mr. Hubbard said, "She can stay there and rot before I spend another dime on her." But he swallowed those words.

An ice gorge in January, 1918, played havoc and Mr. Hubbard's check book came to the rescue to revitalize the Louisville & Cincinnati Packet Co. The QUEEN CITY was placed in that trade and remained there until 1929, at which time Mr. H's check book created a new firm, the Ohio River Transportation Co. and the QUEEN CITY was brought back once again to the Pittsburgh-Cincinnati packet trade. During the worst of the Depression years she ran there, and by 1933 the U. S. Marshal had become a frequent visitor and it was Katy-bar-the-door.

Nobody will ever know precisely how much money Mr. Hubbard spent on the QUEEN CITY, nor exactly why, but for 27 years he treated her like his private yacht. He kept her going. We have no recollection that once, ever, did he ride a complete voyage on her, anywhere.



The QUEEN CITY's Pantry

On the starboard side, amidships, cabin deck, the meals were served from here. On the left is a steam table furnished by the John Van Range Co. of Cincinnati whose kitchen equipment was selected for the Great Lakes' NORTH WEST and NORTHLAND. Notice the relief-rod spearing down through, from the main hogchain system.



QUEEN CITY upbound at Parkersburg, W. Va. approaching the B&O bridge completed in 1871 with underslung "shore" spans (on right) which later were removed, and replaced with overhead trusses. Wharfboat (extreme right) lies in the mouth of Little Kanawha River, built Murraysville, W. Va. in 1892.



Mardi Gras in 1909

The QUEEN CITY was scheduled to depart from Pittsburgh on Saturday, February 13, 1909 on her Mardi Gras Cruise to New Orleans and return. The regular master since 1904 suddenly resigned, Capt. John Sweeney, and purser Arthur B. Browne was appointed his successor. The round trip fare was in the \$60-\$90 range including tickets to the Rex and Comus balls. A minstrel troupe was to entertain enroute.

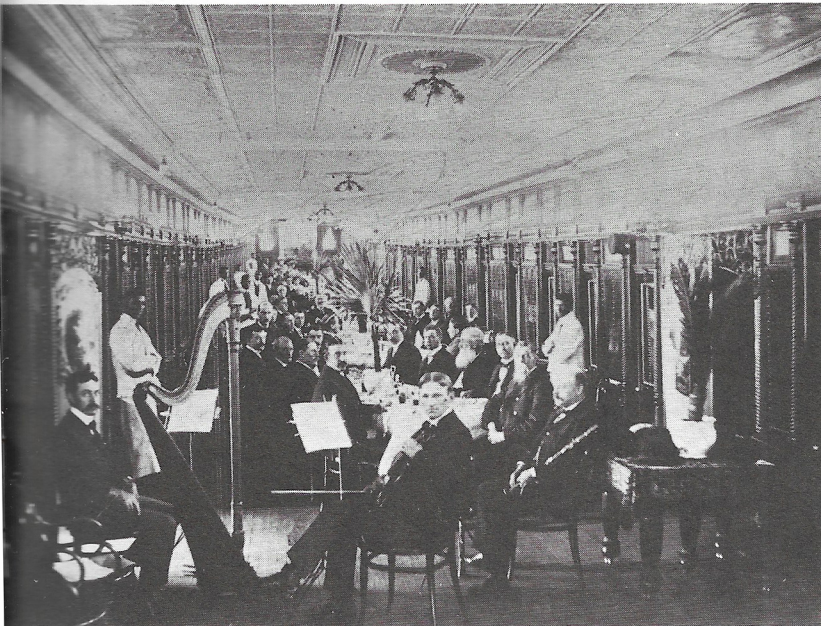
In 1909 this special Mardi Gras Cruise was not advertised in the newspapers. Attractive booklets were issued and sent to prospects who had seen the news in The Waterways Journal, or who had picked up items in the river news columns of Valley daily papers. Two weeks in advance of the sailing date there were 115 firm reservations plus a waiting list of 40 in case of cancellations. Many of the passengers came from the Allegheny River towns of Emlenton, Kittanning, East Brady and Oil City. John Dimling, Pittsburgh restaurant owner, was booked; as was Herman Rodgers, son of Capt. William B. Rodgers; also Mr. and Mrs. John J. Rae of Clarington, Ohio.

The big boat was withdrawn from her regular Pittsburgh-Cincinnati trade on February 9. Coal was brought alongside in barges and loaded three feet deep on the main deck fore and aft of the boilers, hopped in temporary rough-lumber box-

ing, topped with tarpaulins and dunnage. The three-week round trip called for 10,000 bushels, although she loaded but one-half that amount due to cargo commitments. The freight was stowed on top of the coal with the intent of saving this Pittsburgh fuel, tops in quality, for the hard shove up the Mississippi on the return voyage.

Freight offerings were generous, prompted by special carload-lot rates, cut steeply under existing rail tariffs, enabling Pittsburgh firms to offer price inducements to southern customers. The backbone Mardi Gras freight manifest consisted principally of kegs of nails, spikes and kindred hardware, barreled glassware--mostly tumblers, bottles and lamp chimneys; condiments from the H. J. Heinz Company---the elder Mr. Heinz was a special fan of the P&C Line; candy in beautifully tailored wooden buckets--Pittsburgh was a great producer of confections; these and a variegated assortment of packet cargo from toothpicks to pianos.

During the lading at Pittsburgh the mate, in this case James Conlon, balanced his cargo and trimmed ship by the simple expedient of using buckets of water and a piece of rubber hose. The buckets were set in thwartship line with one another, one hard to starboard, the other hard to port, in the main cabin. The hose, properly primed, connected across. This established a compensating syphon arrangement, and when the water levels in the buckets were equal the boat was in trim. Usually one such set-up was spott-



ed forward, another amidship, and a third set in the stern to detect any twisting.

Henry W. Pennywitt, Pittsburgh weather forecaster, did not cooperate in 1909. He predicted a severe cold wave and consequent rapid fall in river stages. So the QUEEN CITY cleared from the Pittsburgh wharfboat one day ahead of schedule to get over the gravel bars at Glasshouse, Horsetail, Duffs, Merrimans, Logstown, Wallory and Lacock. She tied at Rochester, Pa., Ohio River Mile 26.

Next day a special spit-and-varnish PRR passenger train brought the tourists and baggage down from Pittsburgh. They were loaded aboard, a cannon banged! and the QUEEN CITY was off "from the rigour of the North to the balmy clime of the Southland," to quote the booklet.

The boat's steward was Billy Sampson, supreme in the kitchen, pantry and cabin, almost without interruption since the maiden voyage of 1897. His first task and responsibility to his plush passengers was to gorge them with a "stuffing meal" of such quality and dimension to assure dyspepsia and slaked appetites---this arrangement saved on the grocery bill. The method of transforming the main cabin into a dining hall is worth reporting.

As mealtime approached Billy nodded quietly to the second steward to commence to "set up." This subaltern was a venerable Negro with white, wooly hair, gold-rimmed glasses, long black coat over white shirt, bow tie around a stand-up collar, vest with heavy gold watchchain festooned from pocket to pocket, and an ever-dignified expression. The waiters and kindred menials addressed him as Mr. Watkins. Mr. Watkins stood amidships in the cabin at the pantry door, gold watch in hand. At zero minute, zero seconds, he thoughtfully tucked the watch in his vest pocket. Then he twice clapped his hands. Clap, clap!

Whereupon the white-coated, bare-headed waiters, all colored, paraded from the pantry and took "positions" at their tables. Mr. Watkins inspected them, wordlessly, and then from the center of the long hallway he again clapped. Clap, clap!

At this signal the waiters leaped to the proposition of transforming the cabin into a dining-room. Tables were stretched and boarded, then properly spaced. This done, they retreated into the pantry and quickly reappeared with armloads of white linen. Clap, clap! The expanse billowed with the flutter of cloths.

The waiters then brought out their silver-boxes, each being responsible for his tableware. Clap, clap! The silverware went down in cadence.

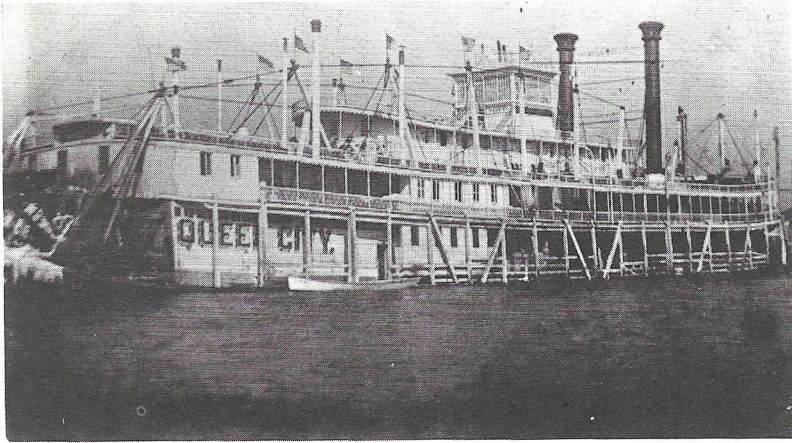
Then came the plates, cruets, relishes, glasses and such trimmings, placed in exactitude. Mr. Watkins ceremoniously placed the flowers and the stands of fruit, his eagle eyes scanning the premises for symptom of error. He might straighten a spoon. Satisfied at last, Mr. Watkins reported to Billy Sampson. A nod sufficed. Both consulted gold watches. Billy Sampson nodded to the bell ringer, a colored man picked for his proficiency in the art, who then toured the cabin and decks de-ling ge-lang with a handled dinner bell. The meal was on.

The crew's table was forward, fernix the office. Capt. Arthur Browne was at the head of it, looking aft, surveying the massacre. The officers were at their accustomed places to his right and left. All officers wore uniform coats at the table.

No menu was produced on the QUEEN CITY, strictly table d'hote, although there might be a meat choice. Passengers were not assigned chairs at the first meal but where they chose to be seated was thenceforth regarded as assigned. Each customer was custodian of crockery shells containing meats and vegetables, his individual servings. The system required six or eight per person, each small dish or shell made of the best white vitrified pottery and decorated in green stripes with the P&C Line pilotwheel emblem on. The only common property on the white-clothed tables were the sliced bread, sugar bowls, cream pitchers, salt shakers and the like---all of these containers of white metal, so called, quite like pewter, with P&C Line's pilotwheel stamped in. The knives, forks and spoons all had QUEEN CITY on the handles.

The waiters stood behind, ready to oblige. In February weather there was no problem with flies until down around New Orleans. Then each waiter was armed with a white towel and part of his job was to take swipes at such flies (the boat had no screen doors nor screens at windows) and keep them in flight. The drinking water looked a trifle brown, particularly while on the Mississippi. But Pittsburghers were sublimely indifferent to drinking water. They had the highest typhoid rate in the nation.

Away forward in the cabin, in the men's smoking circle, a four-piece orchestra struck up; harp, violin, cornet and bass viol; The Blue Danube, excerpts from The Chocolate Soldier, Humoresque, Tales from the Vienna Woods. Occasionally the deep three-chimed whistle interrupted from far above. The QUEEN CITY was Mardi Gras bound, laden with coal, freight and merrymakers. Lights were ablaze in the highly burnished mahogany cabin. Billy Sampson knew he would not swap places with the khedive of Egypt. Nor would Mr. Watkins. Nor would the lowliest waiter.



Sing we the song, the dolorous song,
Of the awful hour of woe
When the ship QUEEN CITY, staunch and strong,
Went down in the O-hi-o.

She sailed away from the town of Pitt
So blithe as blithe could be,
And nobody dreamed she'd soon be hit
By a sad cat-a-stroph-e.

Her passengers they were a joyful bunch,
All bound for the Mardi Gras,
Of their fearful fate they had no hunch,
The same no man foresaw.

But as to the shore of Louisville
The vessel promptly sped,
There came from the masthead, loud and shrill,
The warning, "Pier ahead!"

Too late. Too late. Ere the gallant crew
Could furl the aft jib boom
And stow the gaff and the halyards clew
The vessel had met her doom.

She struck with a dull and sullen thud,
Which caused strong men to weep,
For they knew--and the knowledge froze in their blood--
That the water was eight feet deep.

"Now man the lifeboats!" the captain cried,
"And pull for the nearest coast."
The terrible truth he could not hide,
He felt that all was lost.

And the ship, she quivered abaft and abeam,
And rent and racked full sore,
Down, down she sank in the icy stream,
Yes, sank to rise no more.

The natives came to the beach that morn
In the Louisvillan land
And saw those boats with their loads forlorn
And comfortless nigh at hand.

And the souls of those aboriginees
Were filled with tragic awe,
They wondered why Fate such things decrees
On the eve of the Mardi Gras.

Such is the tale of the ship that sank,
Be warned, O reader dear,
Steer clear of the river cold and dank,
And Louisville's ruthless pier.

The above poem appeared in the Pittsburgh "Gazette Times" a few days after the Mardi Gras bound QUEEN CITY grounded on rocks and sank at Louisville, the date being February 17, 1914. The author of the poem probably was Erasmus Wilson, although he did not sign it.

The QUEEN CITY had been laid up in the mouth of the Kanawha River since June, 1913 when she was hauled out of "mothballs" to run this New Orleans excursion from Pittsburgh in February, 1914. She was loaded down with a heavy cargo of steel products, glassware and Heinz condiments and had about 125 passengers aboard. Her hull seams had dried out and as she proceeded down the Ohio three 1" syphons were not enough to keep her dry. Occasionally a 3" syphon under the boilers was being used. The weather was severe and her paddlewheel and fantails were sheeted with ice. While passing Fern Grove, above 12-Mile Island, she snapped a hogchain.

Capt. Walter S. Conner, 53, was the pilot on watch when the landing at Louisville was attempted. The wind was blowing offshore. The steam pressure was down because of the syphons. The idea was to round to and lay alongside the side-wheel INDIANA moored at the Louisville & Cincinnati Packet Co. wharfboat. This happened about 1:30 a.m., Feb. 17, 1914.

According to evidence later taken before the Louisville U.S. Inspectors, pilot Conner testified that he threw the boat's stern toward the Kentucky shore in rounding to, because of the unfavorable wind. The paddlewheel was sluggish because of the ice-weight, the engines were slow because of low steam, and the heavily-laden boat didn't come around. She was slightly more than half-way around when she ran out of stern room, and had to be punched ahead. That did it. She lost her swing entirely. There was only one recourse, to drive out of it. But the adverse wind and strong current breasted her out on the ledge rocks above the head of the Louisville-Portland Canal. She struck, broke timbers, filled and settled. Inasmuch as she was in shallow water anyhow, she got about two feet on the main deck at the deepest place.

The passengers were taken ashore by the U.S. Coast Guard which maintained (and still does) a floating life-saving station there. Nobody got wet feet. The officers lived aboard the wreck for the next day or so until arrangements were made for their disposition. Capt. Ed Lilly of George S. Kausler, Ltd., New Orleans insurance firm, and Capt. William C. Lepper, master of the boat, succeeded in raising her. She was returned to Pt. Pleasant, W. Va. for dry-docking.

The crew on the ill-fated trip, other than already mentioned, consisted of H. Stewart Conner, off-watch pilot; Melvin O. Irwin, mate; Thomas W. Walker, chief engineer; W. H. McCune, second engineer; Morris Huffman, second mate; and William H. Jones, steward.

The QUEEN CITY was sunk one other time. On Saturday, July 3, 1909, upbound, she landed at the Bellaire, O. wharfboat to do business. In departing, pilot Phil Anshutz detected a listing and a quick look disclosed that the hull was filling. Phil drove her across the river, above the ferry grade at Benwood, W. Va., and she settled without getting the main deck wet. The towboat MONATOR stood by and helped pump out. The passengers were kept aboard, and within two hours she was again afloat. The conjecture was that rocks had been struck a mile below, at Dam 13, where contractors were working in the channel. Low water laid up the QUEEN CITY at Pike's Hole, opposite Steubenville, the next day, the Fourth of July.



The QUEEN CITY's Mardi Gras trip in 1925 commenced at Louisville where she was loaded with an enormous cargo of bathtubs shipped by Standard Sanitary Mfg. Co. The packet JOHN W. HUBBARD was sent to Pittsburgh, her first trip above Cincinnati, and relayed passengers and freight to the QUEEN at Louisville. On the return, the QUEEN came through to Pittsburgh, delivered, then returned to Cincinnati deadhead.

Notice in the picture how the QUEEN's stacks tops have changed, spars and derricks are gone, and the texas is much longer forward (it also was lengthened aft).

She had five different stack-tops in her time as shown.

1. The original design, also followed on VIRGINIA and HUDSON, and aped from the Anchor Line.

2. Her "poorhouse" stacks put on while Pittsburgh & Cincinnati Packet Line was in receivership; no ornamentation.

3. When John W. Hubbard entered the picture he delegated Capt. William E. Roe to rebuild the QUEEN CITY, done at Pt. Pleasant, W. Va. in 1912-13. Roe tried to duplicate the original pattern, but didn't quite make it.

4. When QC entered the Louisville-Cincinnati trade, 1918, she had stacks as shown in #3 but soon got the single top rolls

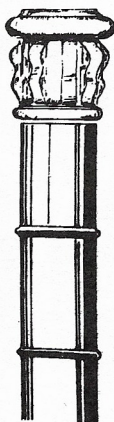
shown in #4 and also in the photo on this page. These rolls came from CITY OF CINCINNATI.

5. Next time QC needed stacks Capt. Roe again changed the pattern to conform with those on the flagship CINCINNATI as shown in the photo.

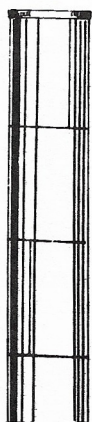
The heights of these various stacks also changed. The highest were #4; the lowest #5. These differences had striking effect in altering the appearance of the

boat as seen from a distance. All of these stacks were slightly tilted aft following the thumb rule that steamboat stacks look best set 90° with the rise of the hurricane roof forward.

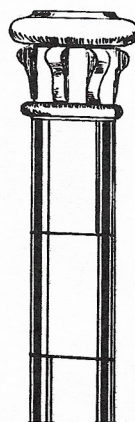
Also they were wider apart at the tops than at the butts, this to correct an optical illusion which, had they been set parallel would make them seem to draw together. The usual rule was to spread stacks 1" in 8'0" as you go up with them.



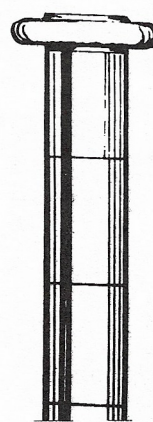
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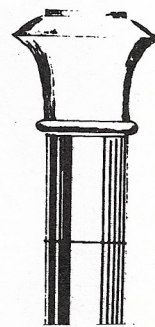
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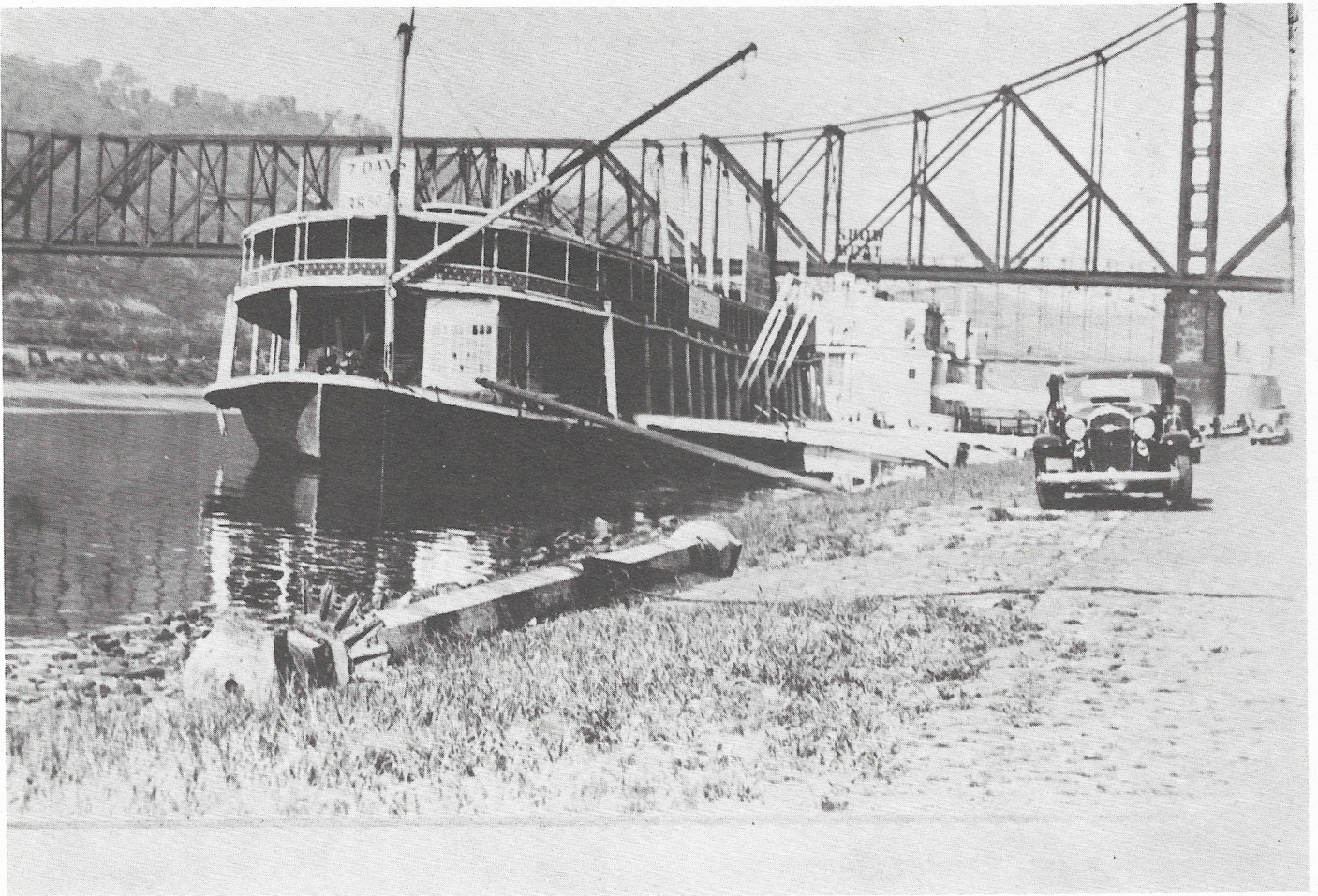
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4



5



THE TWO PICTURES ON OPPOSITE PAGE

UPPER: The old QUEEN CITY, dismantled of engines, boilers, texas, pilothouse, smokestacks and paddlewheel, became a wharfboat at Pittsburgh in her last years. Photo by H. C. Putnam.

LOWER: The funeral pyre of Saturday, February the seventeenth, 1940. Beached on the Monongahela wharf at the foot of Liberty St., Pittsburgh following a flood, she was torn up and burned. As the picture shows, this was a particularly dark, smoggy day. Photo by Pittsburgh Press.



Colored post cards were prepared in Detroit and issued by QUEEN CITY's owners about 1908.



SOMETHING NEW HAS BEEN ADDED
Recent improvement at the Hotel Lafayette
you'll be seeing on September 16.

REGULATIONS AND TERMS Applying to all Vessels that Pass THROUGH THE LOUISVILLE & PORTLAND CANAL.

- 1st. All Vessels, Boats, Rafts, &c. passing through the Canal, do so at their own risk.
- 2d. No Stuff of any kind is permitted to be thrown from on board Vessels or Boats, while they are in the Canal or Locks.
Penalty for violating this Regulation.—FIVE DOLLARS, and the expense of removing from the Canal the matter thrown in.
- 3d. If any Vessel, Boat, Raft, &c. injure the Works, the master and owners of the Vessel, Boat, Raft, &c. that does the injury, shall be liable to pay the expense of repairing the damage done; and when the cost of repairing the same cannot be immediately ascertained, security will be required that it will be paid when the amount is known.
- 4th. The Masters of all Vessels, Boats, Rafts, &c. wishing to pass through the Canal, must make application to the Manager at the Locks, before entering the Canal.

5th. The following rates of Toll will be charged:

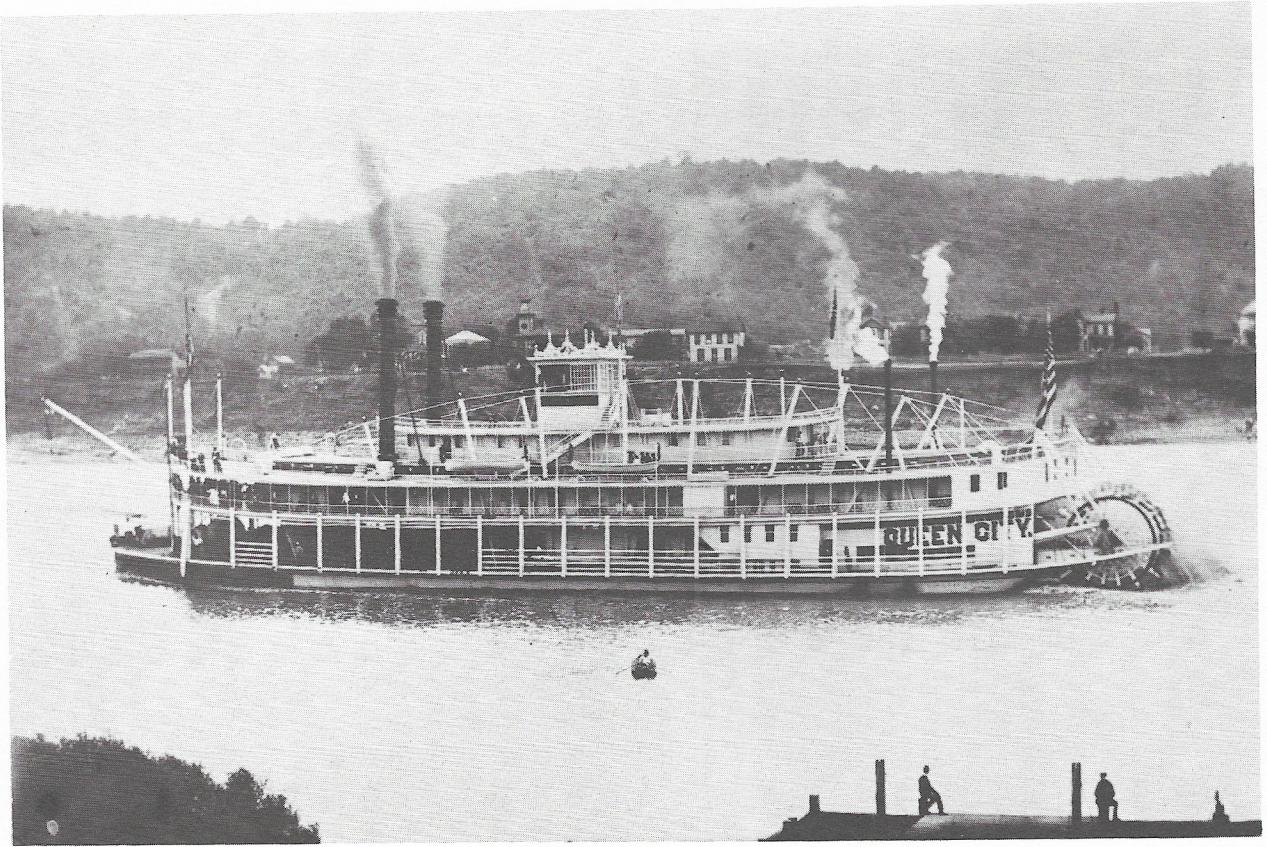
1. On all STEAM BOATS or other Vessels, 40 Cents per ton, to be measured as by the Act of Congress for the admeasurement of Ships and Vessels.
2. On all Keel Boats, Flat Boats, and Rafts, two Cents per foot for each foot of their superficial measurement, measuring their length and breadth. But the company to be under no obligation to open the gates for a less sum than 10 Dollars.
3. Payment to be made in Specie, or the Bills of such Banks as are received at the United States Bank in Louisville.

By order of the Board of President and Directors,
S. S. GOODWIN, Sec'y.
Office of the Louisville and Portland
Canal Co. No. 34, 1834.

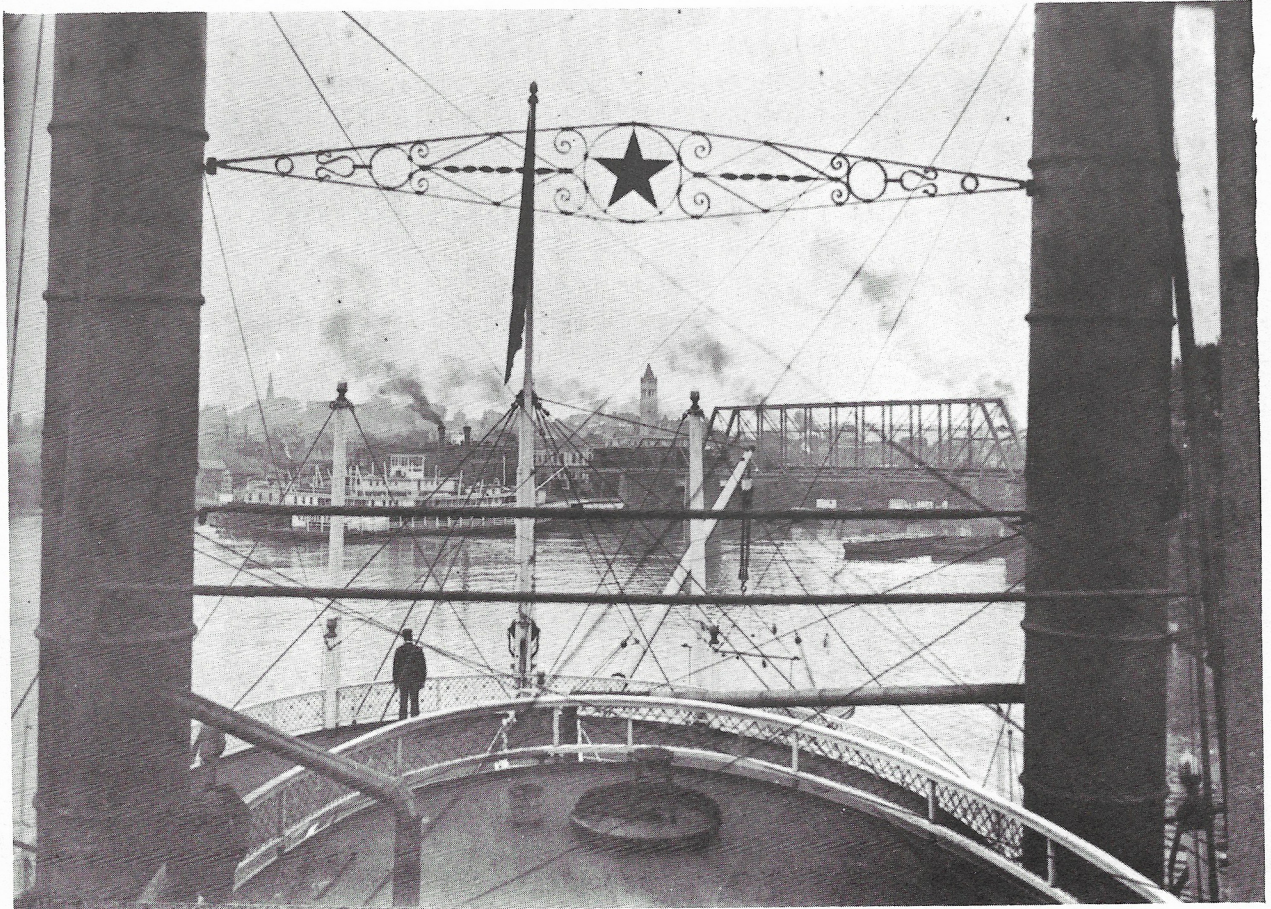
The original poster this was made from measures 10 by 15 inches, and it was photostated and a copy sent to us by Mrs. Albert (Helen) Crayden, Box 5, Ramsey, Ind. 47166. The date on the bottom of it is Nov. 3, 1834, three years after the canal and triple locks were completed. Please note Rule 2nd about litterbugging 133 years ago. "No Stuff of any kind is permitted to be thrown from on board Vessels or Rafts, while they are in the Canal or Locks," it warns. Further, "Penalty for violating this Regulation---FIVE DOLLARS and the expense of removing from the Canal the matter thrown in." That's plain talk.

The original locks lifted boats 29½ feet and were 183 feet long by 40 feet wide, a dimension ample in 1834 to handle every steamboat that came along. A stone arch bridge spanned the canal with an overhead clearance of 68 feet on normal stages. It was this bridge which first required steamboats to lower high smokestacks.

The 40 cents per ton toll charge later was upped to 80 cents---double---but rivermen raised such a squawk that it went back to 50 cents and so remained until the work was taken over by the United States and made free to all.



QUEEN CITY on her maiden trip upbound at Ironton, Ohio
-Thornton Barrette, photo



Looking from QUEEN CITY's pilothouse at Parkersburg, W. Va.
Steamer VIRGINIA in the distance. -G. B. H. Sanford, photo

YOUR EDITOR'S NARROW ESCAPE

In the spring of 1929 the QUEEN CITY was laid up at Cincinnati, by that time having become the spare horse. Her owners, the Louisville & Cincinnati Packet Co., were running the big side-wheel CINCINNATI and the JOHN W. HUBBARD in the L&C trade. I was running the BETSY ANN between Cincinnati and Pittsburgh. One day while walking aboard the QC for a look-around the brilliant idea blazed into my consciousness that a fortune could be made by chartering the QC for the summer vacation season. She would be a sensation in the Pittsburgh trade. Just transfer our BETSY crew over, lay the BETSY up, and peacock over the route with the fabulous QC.

The man with the say-so was Capt. William E. Roe, general manager of L&C. I paraded the idea to him. He said, "Tell you what, we'll swap even stephen; you take the QUEEN CITY and keep her, and L&C gets the BETSY ANN."

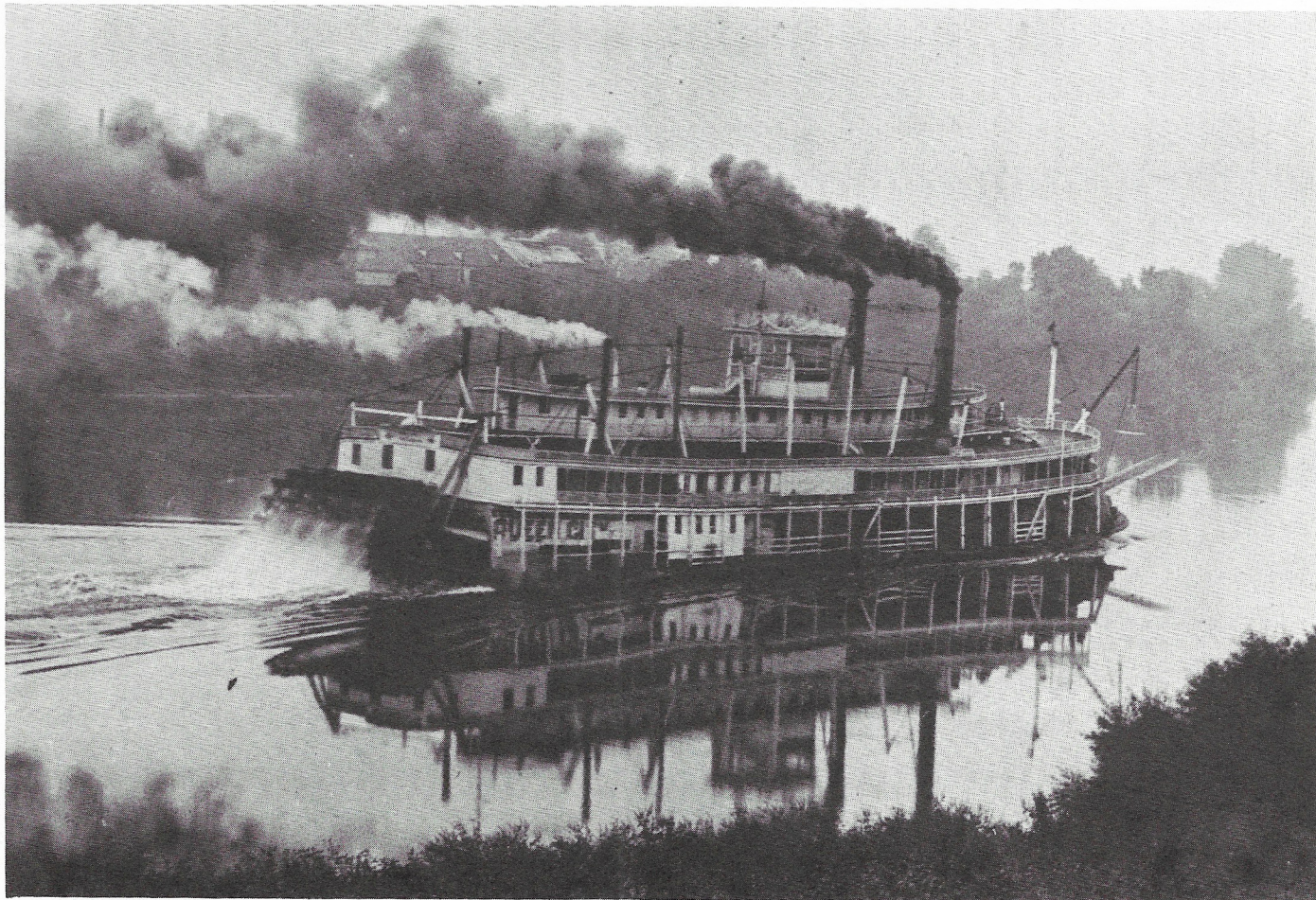
Not bad, not bad. We could run the QC in the Pittsburgh trade June-September; run Mardi Gras and Easter cruises in the spring. Who knows?--maybe run a trip to St. Paul in the fall. The GENERAL WOOD, our other boat, could be the work-horse.

I decided to do it. On the way up the river I asked Capt. C. C. Bowyer if he would come aboard the QC as "guest captain" to help entertain the passengers. He said, "There are forty reasons why I can't, but I will--thanks!"

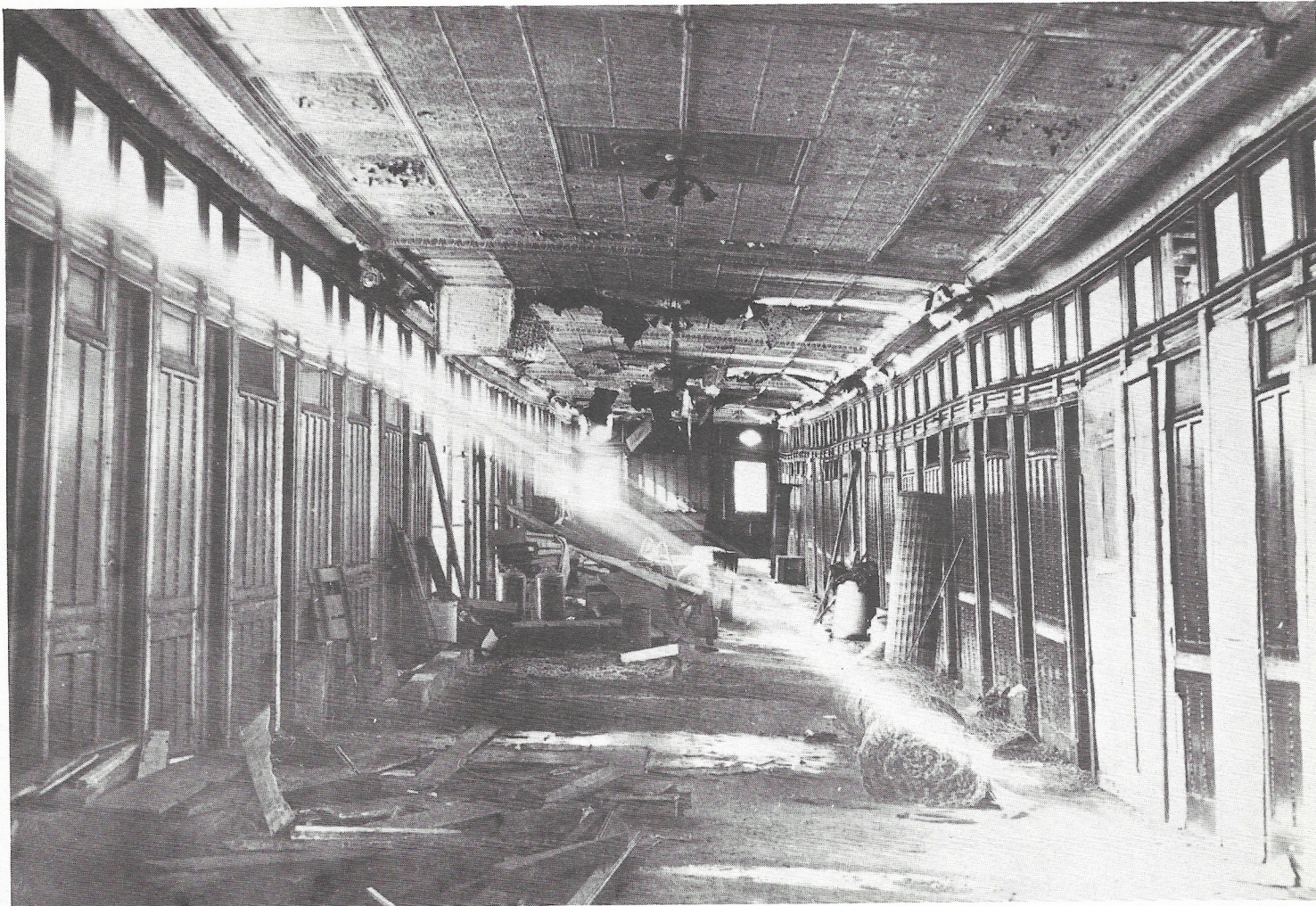
Next trip in Cincinnati we no sooner landed when I got word that Capt. Martin F. Noll was expecting me at his desk. "Uncle Mart" was the secretary-treasurer of L&C. He probably had the papers made up and was ready to sign. I went without delay to his office on the second floor of the big wharfboat.

"Frederick," he said, "for the first time in my lengthy river career I'm going to do something against the better interests of my associates and myself. I am going to try to dissuade you from swapping your BETSY ANN for our QUEEN CITY. That boat is a continual headache to our company and I am in a pretty fair position to know, for I pay her bills. We would dearly love to get rid of her, and this swap---your steel hull boat for our old wooden one---would strengthen our position and ruin yours. Now don't you do it. And for pity sake and for my sake don't you breathe a word of this conversation to Captain Roe."

This ice-water treatment shocked me into retreat and the deal died aborning. I had the greatest regard and respect for Captain Noll's judgment; which was a mistake of course for he detoured me from a skyrocket adventure. I could have survived the experience of owning the QUEEN CITY I think. The consequences would have been interesting to write about now, and could have turned out no less a failure than the fate of the BETSY ANN. Undoubtedly a livelier failure; one I could now be bragging of. I was quite stupid to have heeded such wise advice.



QUEEN CITY downbound at Pomeroy, O. about 1931, then owned by the Ohio River Transportation Co., Pittsburgh, Pa.



Late afternoon sunshine streams diagonally from skylights to port cabin panelling. J. W. ("Woody") Rutter took this picture aboard the old QUEEN CITY after she had been partially dismantled at Pittsburgh (texas, pilothouse, engines, boilers and paddlewheel were gone) and the once elegant interior was a shambles. Souvenir seekers had stripped away the stateroom doors, side lamps and furniture. Much of this went to New Martinsville, W. Va. where Capt. J. Orville Noll created a restaurant called "The Boat," replete with QUEEN CITY haberdashery including the large plate-glass, gold-framed mirror from the ladies' cabin. Tom Carnahan, steamboat painter, kept his paint pots and brushes back there amongst the junk you see in the background---Tom was one of the very last of a breed who knew how to letter engineroom bulkheads in proper shading and color, and was called to "do" most of the surviving steam towboats of that era.

Visitors who called at the "QUEEN CITY wharfboat" were greeted by Capt. Howard F. Morris, the agent in charge, who nursed the big boat safely through the disasterous 1936 Flood. His "office" was a contrived enclosure at the foot of the main stairway made of old pilothouse sash, and for a time he sold "QUEEN CITY souvenirs" which may or may not have been made from original lumber. The GORDON C. GREENE landed there, and the OUACHITA and the LIBERTY. The Monongahela wharf still was a cobblestone levee; the old B&O depot was "up the hill" at Smithfield and Water where

rivermen took trains for Parkersburg, Pt. Pleasant and Huntington; the Monongahela House and Somers, Fidler & Todd predominated the city foreground.

But a New Age was dawning; the QUEEN CITY and her marine elegance were not to be a part of it.

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



Mr O Ischigfrei
52 E 17th St
Dubuque, Iowa 52001

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