

# S&D REFLECTOR

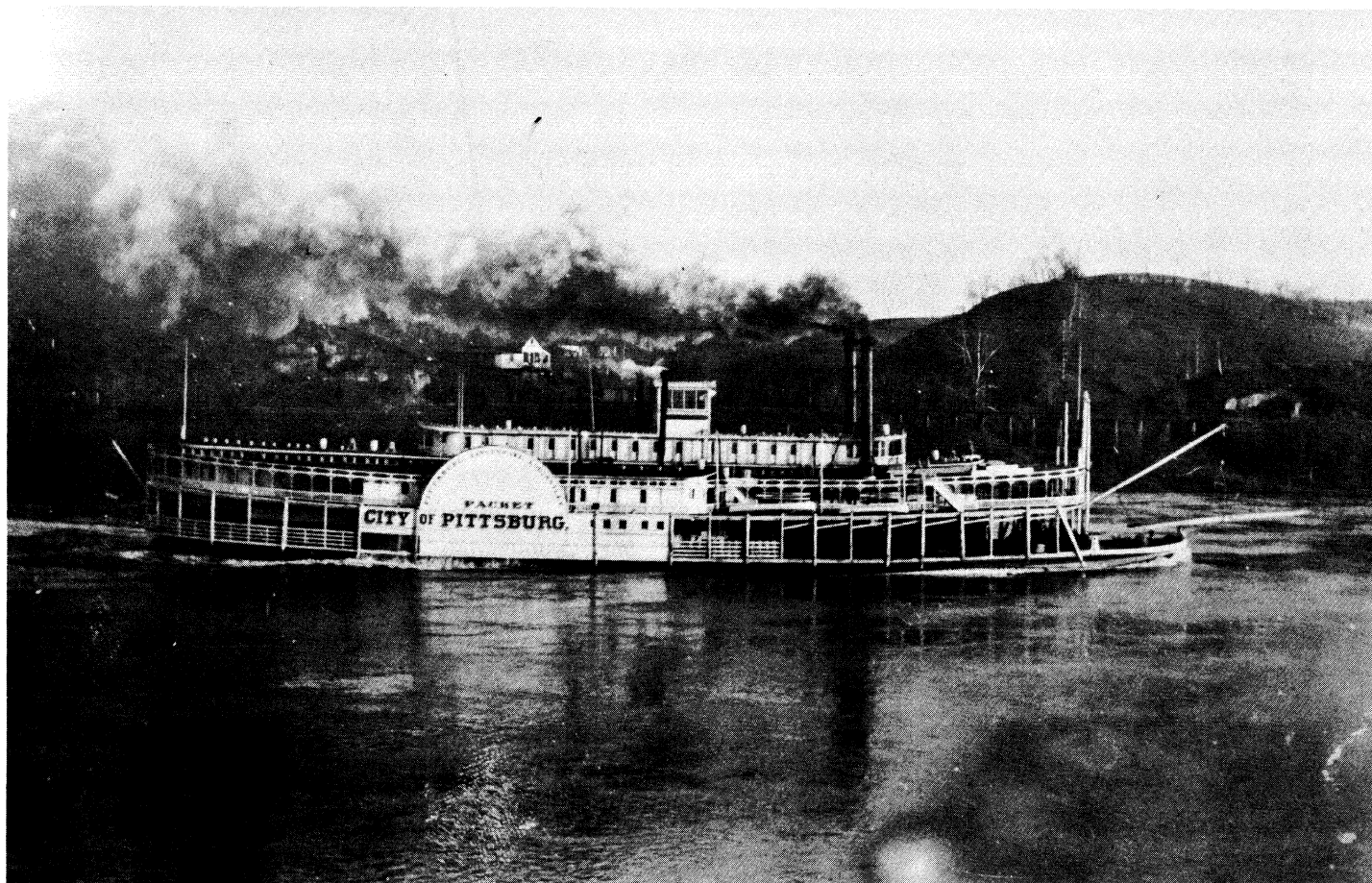
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 5, No. 1

Marietta, Ohio

March, 1968



The "mod" thing to do, spring of 1899, was to ride the CITY OF PITTSBURG. Plenty did. We have a letter written aboard on May 11, 1899 by a round trip passenger from Pittsburgh, Miss Alice Wood Tindle. "Before I begin to say a word excuse the shaking of the vessel," she pens. "I feel as if I were on the briny deep as far as shaking is concerned. We are having a very pleasant trip and I am enjoying myself very much. R. Haworth introduced me to Mr. McFall but I have seen nothing of him. He knows other people on board and we are such a party of girls that he lets us alone. We are not bothered with one suitor and for my part and the others too we are glad. Mary Robinson is going to Lexington, Ky. and we see a great deal of her. So far we are only about 17 hours late and I don't know when Pittsburgh will see us once more; hardly before Tuesday, although they said Monday. The ride is beautiful and we just live on deck. We walked around Ashland, Ky. this morning, and last night took in Marietta and Parkersburg. At East Liverpool (it was dark when we got there) no less than 218 people got on to see this magnificent steamer and then off again. The table is quite good. It

makes me think of crossing the ocean not a little but with scenery all the time, and more interesting."

It all started when a group of Ohio and Muskingum boatmen headed by Capt. John M. Phillips went to New Orleans in the spring of 1898 and bought the Anchor Line side-wheeler CITY OF NEW ORLEANS for peanuts (she was worn out) and steamed her up the Mississippi and Ohio to Marietta. The sugar-plum vision was to create of this old craft (built 1881) a superlative side-wheeler adapted to Upper Ohio needs, plus such distinctive and modern tourist facilities that she would capture the lucrative vacationists who were patronizing the new QUEEN CITY and VIRGINIA of the Pittsburgh & Cincinnati Packet Line.

The CITY OF PITTSBURG evolved of this plan, the largest packet ever operated out of Pittsburgh (those days without the 'h') in a regular trade. Her career was punctuated with an unbelievable parade of gremlin-grief and goof-grooved tribulation. This issue of the S&D REFLECTOR relates some of the details.

Sirs: The hourly rate I charge for lost sleep is \$4; now you owe me \$12 as I stayed awake and read the December issue until a late hour. Was interested in the letter from Joe Goold and I share his experience of the QUEEN CITY launching. Our family also lived in Dayton, Ky. at the time, and I was aboard the new boat when she went in the water, along with my mother and sister. At that time I was six.

Lou Seshier,  
537 Conrad Ave.,  
North Charleroi, Pa.

Sirs: In the December issue, page 2, that picture definitely is not that of the SHIRLEY-BELL. Instead, it depicts a boat built here in Warren, Pa. presumably in the 1880's or early ninties. The contemporary newspaper description of the explosion states that the co-owner Mr. Shirley was on the roof above the boiler steering the boat when she blew up and was "histed" into the air and dropped in the river many feet away. This couldn't have happened on the boat shown in the picture. The boat in the picture was built by and belonged to a Mr. Clark who had a machine shop in Warren. The error in labeling the picture arose from the fact that E. E. Allen, whose photo album contained the print, wrongly wrote on it "Shirley's Boat."

H. C. Putnam,  
302 East St.,  
Warren, Pa. 16365

=We agree. In order to have taken that picture of alleged SHIRLEY-BELL in 1878 the photographer would have had to snap at 1/25 or 1/50 to show the details of a revolving paddlewheel. Plate emulsions for such shutter speed were not generally available in 1878. -Ed.

Sirs: The picture of pipe loaded on a model barge in the last issue (page 9) was taken at the McKeesport Landing, National Works, of National Tube Co. The Penn Tube Works, as captioned, was that of the Pennsylvania Works of National Tube, above old Lock One on the Monon.

My father's barge yard, where he built coalboats, barges, et al, was above and below the bridges which are just visible in the distance..

I think Matt Henderson who worked for Capt. John Moren was in charge of loading that barge

of pipe.

John W. Zenn,  
271 Pine Road,  
Pittsburgh, Pa. 15237

Sirs: On page 31 of the last issue you invite speculation as to the last steamboat to navigate the Kentucky River. To be technical I am excluding the Carrollton harbor within sight of the Ohio River.

The answer is easy. The BELLE OF LOUISVILLE ran an excursion to Lock 1, Kentucky River, in the fall of 1964. Incidentally, this event just about completed the navigable waters a boat of her size can go where she had not already been.

Now as to above Lock 1, I nominate the JOHN H. SOELL. This little single deck towboat was operated out of Madison, Ind. by, as I recall, Stanley Thomas, and made several trips towing out of the Middle Kentucky. As to time, I would guess between 1934 and 1936, as I recall seeing the SOELL up Tennessee River somewhere on my first trip up that stream in 1937. I was standing on the deck of the GORDON C. GREENE with Capt. Jesse Hughes and Johnny Wolfe, and Johnny nearly fell into the river with excitement seeing a "home town" boat from Madison. I also recall that Capt. Jesse, always the tease, remarked that they must have run out of names when they named her.

I will admit the possibility that the snagboat KENTUCKY may have been operating on the Kentucky after that, but my impression is to the contrary.

What a pity the LORENA only went to Lock 5. The Kentucky River scenery really starts to get spectacular only above Lock 6, and the best of it is in the pools of Locks 7 and 8. Maybe they will try again.

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

**You Don't Have to be a Son or Daughter  
to join the Sons and Daughters . . .**

Sons and Daughters of Pioneer Rivermen meets annually at Marietta, Ohio and has 700 members.

This year's reunion is on Saturday, September 21, although everybody comes Friday and most stay until Sunday.

S&D publishes a quarterly illustrated magazine called the S&D REFLECTOR sent free to adult members.

To join and get the magazine, send \$5 to the secretary, Mrs. J. W. Rutter, 89 Park St., Canal Winchester, Ohio 43110

A real interest in the river is the sole qualification, so you're in.

Sirs: The first thing I hunted for in the December issue was Lew Reade's story and it is indeed a good one.

J. Mack Gamble,  
Route 1, Box 2,  
Clarington, Ohio 43915

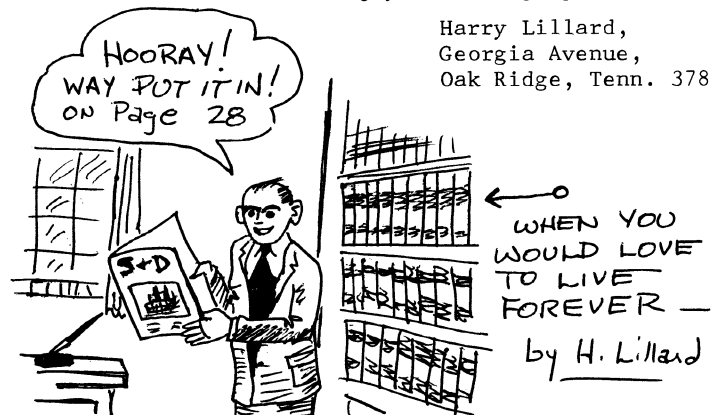
Sirs: I believe your statement on page 39, December issue, is incorrent relative to the CARRIE V. KOUNTZ. There were two boats of that name.

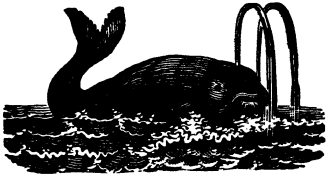
Russell M. Lintner,  
528 Tingley Ave.,  
Pittsburgh, Pa. 15202

=True. The original CARRIE V. KOUNTZ was built at Pittsburgh in 1869 and burned at St. Louis on her first trip. A new hull and upper works was then built at Pittsburgh, receiving the original engines and the second CARRIE V. KOUNTZ came out new in 1870. We slurred the facts by saying the first one was "rebuilt" and apologize. -Ed.

Sirs: Thank you for publishing my story on Nance's Ferry. I enjoyed working up the facts.

Harry Lillard,  
Georgia Avenue,  
Oak Ridge, Tenn. 37830





Sirs: The arrival of the whale (Dec. issue, page 5) was enthusiastically announced in a Page 1 news story in the Gallipolis Daily Tribune of Wednesday, January 11, 1899, under the heading, "The Big Whale in Our City." The story beneath this headline revealed the news as follows: "He arrived here last night and is now on exhibition at the wharf. It will remain in our city during the entire week, giving those who have a desire to see a real whale a chance to do so, and learn of their many peculiarities, as the captain has been a whaler and is well acquainted with the whole family and will tell you more about a whale than you can learn from reading many books.

"The whale is 65 feet long, weighing 75 tons when captured, and has a mouth so large 25 people can occupy it at one time. Many people along the Ohio River have seen the monster and found it all it is claimed to be. No man, woman or child can afford to miss seeing the whale, as it is a rare opportunity. It costs you only 10 cents."

The funny thing is, though, that just a few days after the REFLECTOR came, Lucy and I were talking at breakfast one morning about the whale which was on display at Huntington aboard a boat when we were youngsters. Lucy says she was two years old when her family took her down to the river landing to see it, and that would have made it 1915. In all probability that's correct, for her memory for things like that is pretty dependable. I remember it well, too, but couldn't even make a guess as to the year. So there must have been two whales making their way up the Ohio, or maybe the one we saw was the same one making a return engagement.

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

=Lucy Wallen's "whale" was aboard the Florida yacht named TAMIAMI which toured the Ohio River showing a "deep sea monster" in the spring and summer of 1919. If memory serves correctly it was a manatee, sometimes called a sea cow. -Ed.

Sirs: My mother says she was in the whale's mouth.

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

Sirs: I read the note about the whale in the last issue. When I was about seven years old my father took me to see a whale on a boat. I do not know what the boat looked like, but I do know what the whale smelled like. It was in a large pan to catch the oil, and I believe it drained overboard by pipe. This was at Dayton, Ky. at the foot of Berry Street at Babe Harrison's ferry (later run by Pat Parrish). There was a platform in the whale's mouth, a rug, and about four chairs. You could sit in there and have your tin-type picture taken. I was not dressed for the event and was not photographed.

The rest of this is hearsay:- I heard later the whale made it to Raven Rock, W. Va. where a large cat stole aboard and ate the whale but couldn't escape after the meal for the door had become too little. From there up to Pittsburgh a stuffed cat was exhibited---an ALIVE stuffed cat. I knew two fellows who saw it but if questioned about it they'd probably take the fifth amendment.

Louis I. Sesher,  
537 Conrad Ave.,  
North Charleroi, Pa.

Sirs: There is a picture of the canal boat SHIPE (Dec. issue, page 5) in "Old Canal Days," a booklet issued by the Franklin County Historical Society, 280 E. Broad St., Columbus, O. 42315. In this picture the boat is identifiable as the same one shown in the S&D REFLECTOR. The caption under it says: "Fish Fry, Jasper Basin, Pike County." Pike County, O. lies between Portsmouth and Chillicothe, on the old Ohio & Erie Canal.

The SHIPE was a freight hauler and packet. She seems to be one of the latter-day boats on the canal. Keep the canal boat pictures coming. They're a part of our inland waterways system, too.

Dick Rutter,  
249 Scott Hall, Box 89,  
Miami University,  
Oxford, Ohio 45056

=Capt. Warren Elsey, first river transportation manager for Jones & Laughlin Steel was born in a canal boat near Portsmouth, O. and various of the Ohio & Erie craft were well known along the Ohio River. One of them was converted to become a steam packet in the Vanceburg-Portsmouth trade and once was pictured in the S&D REFLECTOR (the WAVERLY, March '64 issue, page 2). -Ed.



DEEP SEA MONSTER exhibited aboard yacht TAMIAMI at Pittsburgh in June, 1919. Weight, 30,000 pounds, and said to be 45 feet long. Advertised as "Wonder Of The World." It came from Florida.



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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.

## MOONLIGHT NIGHT ON OLD MAN RIVER

One of the more astonishing facts of this day and age is that Greene Line Steamers, Inc. had to go to Congress and to the president of the U.S. to procure financing for a new tourist boat. The law said nothing about helping inland waterways construction, and the law had to be changed. And lo and behold Public Law 90-183 was passed by the Congress and on December 14 last was signed by president Lyndon B. Johnson. As consequence the Greene Line now may build a new tourist boat with federal mortgage insurance on up to 87½% of the new vessel's actual cost.

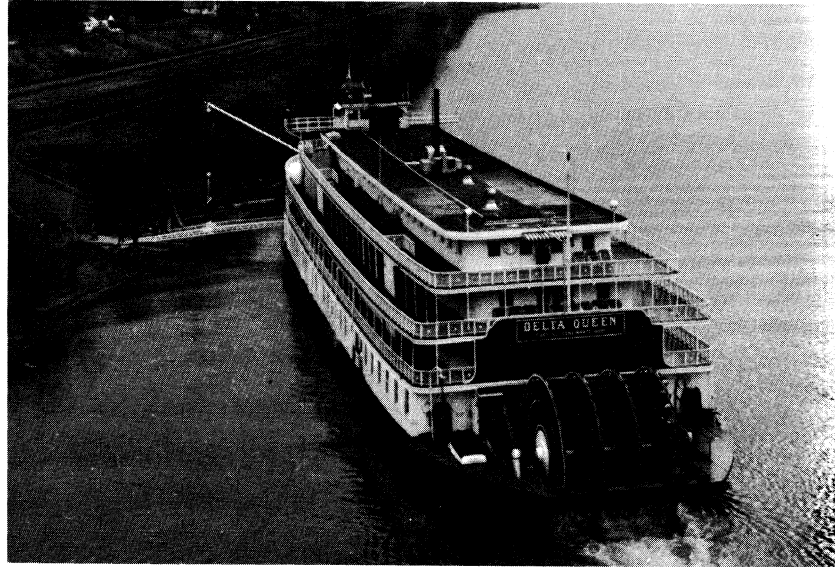
Cheers and congratulations have been damped, however, by a new crisis arising as a direct outcome of the above. Public Law 89-777, Safety At Sea legislation for deep draft vessels, imposes a statutory deadline for the DELTA QUEEN, prohibiting her operation after November 1, 1968--and that's this coming November. If this execution is not stayed or abrogated Greene Line is going to find itself a boatless corporation from November 1, 1968 until possibly November 1, 1969 which is an intolerably long time to live without breathing.

The plain facts are that Greene Line has discovered the job of building a \$4-million-plus new tourist boat a.d. 1968 ain't what it used to be. There was a time when Capt. John W. Cannon could write a note to Ed Howard at Jeffersonville and say "build me a new side-wheeler, about 8,000 bales capacity, for the fall trade PS make her fast." Today there is no shipyard in the U.S. with an Ed Howard know-how when it comes to passenger boats. Greene Line first of all had to go to Germany to catch up on modern technique, this after fumbling around trying to design a new steamboat with a paddlewheel. A lot of valuable time was lost in this blind alley, nobody's fault for in this deal there is no road map.

As of this time, it looks as though the new tourist boat for Greene Line will turn out to be

something like a Holiday Inn on a barge, crudely expressed, but that's the picture. It will be powered with diesel engines, and instead of propellers will probably have two stern units described as twin sinusoidal vertical axis blades developed in Germany by Voith-Schneider--yes, the same scheme tried on a towboat built at Dravo in 1953 which had no name, numbers instead (LTI-2194), and which didn't win approval here. There

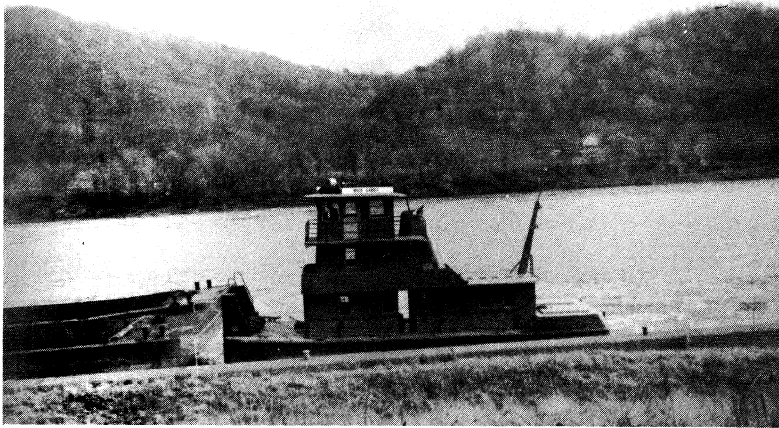
Continued on Page 5



IT COULDN'T HAPPEN BUT IT DID. In little over than one month the public landing at Sewickley, Pa., foot of Chestnut Street, had three passenger boat landings. The first arrival was the DELTA QUEEN (pictured above) as she lowered her stage to disembark 35 tourists from Cincinnati who went thence by taxi to the Greater Pittsburgh Airport to catch planes home. This event took place on Tuesday, November 14, 1967. The photo was made by William E. Reed from Sewickley bridge. Then on Wednesday, December 6, 1967 downbound from the Dravo Marine Ways to Cincinnati the DELTA QUEEN again landed to pick up two cars. This happened late at night and was not photographed.



THIRD PASSENGER BOAT ARRIVAL at Sewickley was the pleasure sternwheeler DOLLY BELLE on Tuesday, December 19, 1967. The owners, Nelson and Mrs. Brown of Marietta, called on your Editor at 121 River Avenue. They were returning from a trip to Morgantown, W. Va. Their trim boat is the former RAVENSWOOD, steel hull, built at Antiquity, O. in 1947. Photo by Dan Owen of Weirton, W. Va. who was at the right place at the right time.



NEW DIESEL TOWBOAT MACK GAMBLE was photographed on November 7, 1967 on the Ohio River at Lock 14 by Frederick J. McCabe of Beallsville, O. Says Fred McCabe: "Mr. Gamble called me by phone and said his namesake soon would be upbound from her first trip to Natrium, W. Va. I picked up my cameras and headed for Lock 14 where Mr. Gamble, Sam Fry, Woody Nease and I saw the event. Mr. Gamble is quite proud of this boat as well he should be. I think it was very thoughtful of Mr. Ruble and Capt. Potts to name their new boat as they did; a real tribute."

The MACK GAMBLE packs 730 hp. from twin Cat engines. She was built at Charleston, W. Va. for the Bel-Mon Towing Co. headed by Capt. W. F. Potts and R. E. Ruble. The dark appearance is because no paint had been applied to the superstructure; when completed she will be white. This honor came to S&D's board chairman J. Mack Gamble on the eve of his 50th anniversary as a regular contributor to The Waterways Journal. Mack started his "Upper Ohio News" in that publication in July, 1918, about the time of his 15th birthday.

Those popular Whistle Echoes records (No. 1 and No. 2) are now available on newly-developed vinyl platters, recorded in stereo. Those who have heard them are enthusiastic about the high fidelity of the sound. This new process was developed so that the records may be played on any type of player, either monaural (regular) or stereo, with excellent results. Hereafter it will not be necessary to order records prepared for one or the other--this new type is best for both.

No. 1 Whistle Echoes was made at the famed Whistle Blow held at Long Reach, W. Va. in 1965 and records the SPRAGUE whistle and many others. No. 2 Whistle Echoes was made in 1966 and in addition to many whistles also has two calliope pieces played by "Doc" Hawley, and a song composed by Bob Schmertz.

Either or both of these platters, full 12-inch size, recorded on both sides, designed for 33 $\frac{1}{3}$  speed, may be ordered direct from the manufacturer, Mode-Art Pictures, Inc., 1022 Forbes Ave., Pittsburgh, Pa. 15219. They are priced \$5.95 each, or both for \$10.45, prepaid.

Mode-Art also has available large pictures of the packets QUEEN CITY and BETSY ANN suitable for framing, in full color, made from paintings by river artist William E. Reed. We are told that

others are in preparation, to include the HOMER SMITH, GRAND REPUBLIC and also the Pittsburgh harbor scene shown in this issue on another page. You may obtain these at \$1.50 each, same address as above, prepaid.

Continued from Page 4

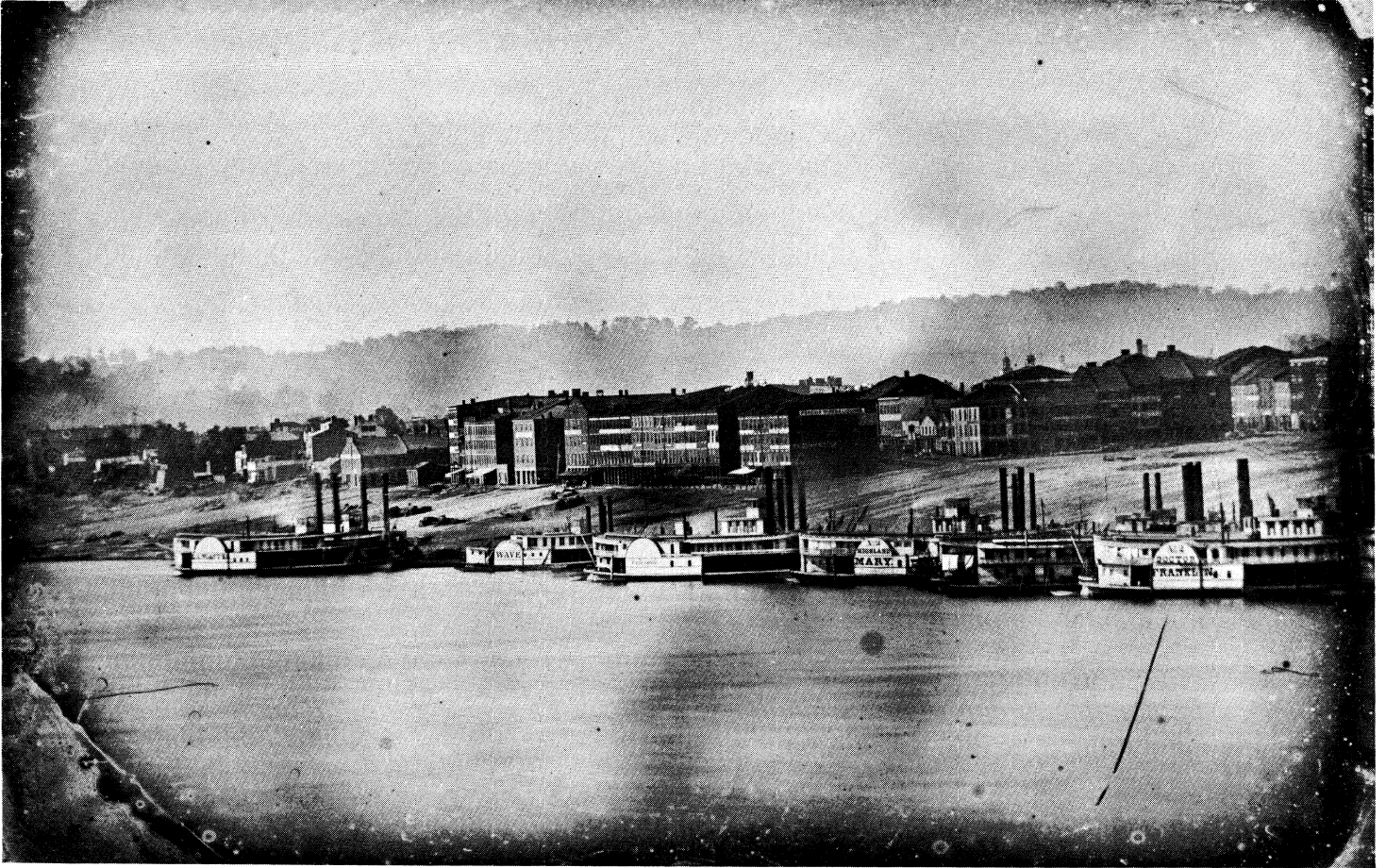
will be a bow-thruster unit. We don't have the actual dimensions but somewhere near 300 feet long and 58 feet wide. The architects have been briefed to "build modern with traditional appearance." Drawings are being finalized as we go to press. If MARAD approval is procured without undue delay there is a good possibility that bids can be taken and the contract let prior to June 1, 1968. Optimistically it will require a year to build--more likely 18 months.

Meanwhile, in addition to actual building of this complex creature, Greene Line to survive must, and this is a must, appeal to Congress to let the DELTA QUEEN live a little longer, and not chop off her head come November 1, 1968. It's not an enviable position to be in. Rivermen and S&D's know full well that Her Ladyship should not have been outlawed in Public Law 89-777 which is Deep Sea legislation that looks pretty silly on ankle-deep rivers with birds singing on both shores. The best thing that could happen, and we hope it does happen, is outright repeal--a specific exemption for the DELTA QUEEN in a new law passed by Congress. Can this be accomplished is the question.



THE SILVER BRIDGE DISASTER on the Ohio River at Pt. Pleasant, W. Va. as seen from the air several days after the accident of December 15, 1967. Capt. J. W. Rutter provided this picture snapped from his private plane. The Ohio River flows from left to right in the foreground, and the Kanawha enters from the upper right. In left foreground is the N.Y.C. railroad bridge built by the K&M Railroad in 1907. To its right are the piers of the Silver Bridge opened in 1928, showing derricks grappling for the wrecked superstructure, cars, trucks and bodies. The town of Kanauga, O. is in the foreground. Point Pleasant, W. Va. occupies most of the upper portion with the highway bridge at the Kanawha's mouth leading to Henderson, W.Va. (extreme upper right). The B&O railroad bridge is above, carrying the Ohio River Division, now part of the C&O.

## Eight Scenes of Cincinnati Taken in 1848



The eight daguerreotype pictures reproduced on these pages are the oldest known views of steamboats by a photographic process. They were taken in the fall of 1848, probably on Sunday, September 24. The photographer did the panorama from the vantagepoint of Newport, Ky., about the foot of York Street, at an elevation similar to the height of the existing flood wall there at the present time. He was directly across from the foot of Lawrence Street in Cincinnati (see View 4) and the total scope is about two miles.

Inasmuch as a daguerreotype, being in effect a positive negative, reverses the image, the photographer in 1848 was obliged to aim the camera into a mirror set at about 45 degrees. This tricky operation, photographing the mirror-image instead of the scene, produced the positive image on a silver-coated plate. After processing, the plate was so extremely delicate it had to be immediately sealed under glass for protection. The daguerrian method has never been excelled for clarity of detail, witness these eight views, but was a commercial flop because no reproductions could be made. There was one original and that was all; hence they were expensive. Going price for each of these eight plates in 1848 was about \$20 apiece.

VIEW NO. 1. The public landing at the foot of Main Street is at the right-center. The river-front buildings to the left of Main were known as Sausage Row, facing both on Griffin Street and on

Water Street. Those at the extreme left were torn away about eight years after this view was made, making way for the suspension bridge, and the rest of them lasted until modern times, finally removed when the expressway was built. Water Street and W. Front Street may be seen coming into Main. The 5th District Public School is at the right, only its cupola visible, located on Race Street between Front and Second.

Twelve steamboats are visible of which five have been identified. They are in order from the left, LANCASTER, WAVE, COLORADO, HIGHLAND MARY NO. 2 and DR. FRANKLIN NO. 2. The LANCASTER is brand new, built at Cincinnati for David Gibson, who operated her to New Richmond, O. Other boats of the same name were built later, also by Gibson who finally built the TACOMA (Dec. '67 issue, page 34) for the same trade. The WAVE, quite small, probably is the one built 1844 at Green's Landing, O. Her wheelhouse says U. S. MAIL on it. The COLORADO has just been rebuilt at New Albany and plied between Pittsburgh and St. Louis. The HIGHLAND MARY NO. 2 is new, built at Wheeling and destined to the Upper Mississippi. The DR. FRANKLIN NO. 2 also is new, also built at Wheeling, owned by Capt. John McLure, Jr. (for whose uncle John, Sr. the McLure Hotel in Wheeling is named) and within months she was sold to the Upper Mississippi, operated there by the Harris brothers, D. Smith, Scribe and Meeker.

The presence of these latter two boats in the picture was the determining factor in proof that the daguerreotypes were made in 1848.



The Public Library of Cincinnati owns the original daguerreotypes from which these copy photographs were made in 1947 at the behest of Carl Vitz, librarian. In the Library's new building at Eighth and Vine there is a magnificent wall panorama joining these eight views into a continuous scene, greatly enlarged, the most striking steamboat scene combining history, technique and age existing at the present time.

The original was taken by the firm Fontayne & Porter. It was exhibited at the first Philadelphia Exposition, held in Franklin Institute in 1849, and there received highest award. Later that year it again got first award at the Maryland Institute in Baltimore. In 1851 it was taken to the World's Fair in London by Messrs. William and Thomas Powell of Cincinnati and was on display for the duration of the Fair, highly commended by English critics. Later it was exhibited again and again, and an account exists of a showing in 1887 at the Landry Gallery in Philadelphia at Fourth and Plum. The panorama daguerreotype was described as "eight feet long, on silver plates joined together....this great picture stands unrivalled for truthfulness and beauty of detail."

There seems to be no record of when the original came to the Cincinnati Public Library.

VIEW NO. 2. This shows almost the entire public wharf at Cincinnati about to Ludlow Avenue. The prominent church tower with the clock dials is that of the Second Presbyterian Church between Vine and Race. The Cincinnati Hotel is at the

northwest corner of Front and Broadway, partly hidden (in the view's center) with its four chimneys in full sun. It was replaced a few years after 1848 by the famed Spencer House.

Cassilly's Row occupies the right foreground, fronting both on the river and on Front Street to the rear. The white awning is No. 4, occupied by steamboat agents Irwin and Foster. In 1848 young Stephen Foster, to become the nation's greatest song writer, was an assistant there. Cassilly's Row was demolished to make way for railroad trackage.

The steamboats in view are the GENERAL WORTH, EMBASSY and CAR OF COMMERCE. The former, small as she is, was too big to fit the Louisville-Portland Canal Locks. The year prior, 1847, she had operated in the New Orleans-Vicksburg trade and frequently came through to Cincinnati. The EMBASSY, new, was just completed at Wheeling for Capt. E. Bennett who ran her Pittsburgh-St. Louis and in June, 1849 she collapsed two boiler flues downbound killing ten and wounding 25 others near the mouth of Green River. Joe Hall, the famed safe and lock manufacturer of Cincinnati was a cabin boy on her. The CAR OF COMMERCE also was new, built at Murraysville, Va. She was wrecked and lost barely three months after this picture was taken. Descending the Louisville Falls on December 17, 1848 she struck rocks at the lime kiln. The HOMER, also descending, took her in tow to Sand Island where the CAR OF COMMERCE sank to her boiler deck. Meanwhile passengers and some of the crew had leaped aboard a new hull the COMMERCE was towing. It was cut loose and later was caught by the HOMER without incident. The owners of the COMMERCE were from Portsmouth, O.



Your Editor was first attracted to the old daguerreotype panorama when it hung in the stairway of the old Library building. Capt. William S. Pollock had seen it and took us there for a look-see. We called on the then Librarian to request a photo-copy but got instead a polite and cool indifference. Then we went to Capt. O. Slack Barrett to enlist aid but got nowhere. Later, learning that the Library had a new chief, we returned to meet Carl Vitz. Mr. Vitz, who had been petitioned by several experts, among them John D. Hatch, Marshall Davidson and Beaumont Newhall, immediately arranged with the photography firm Longley Photo Co. to do the work. The events just described happened a few years prior to the daguerreotype's centennial in 1948.

VIEW NO. 3. The signs painted on the buildings in the foreground are of interest. Some of them are: Ship Chandlery; Boat Stores, Groceries; Liquors; Bill Bicknell--S.B. Blacksmith & Repairing & Jobbing(sic) Shop; Patent Grate Bars; Steamboat Painting; Boiler Yard; Queen City Sheet Iron and Copper Shop; Foundry, Steam Engine & Repairing Shop; H. Albro & Co., Mahogany Sawmill. Farther back is Gaylord Morrell and Co. Iron and Nail Manufacturers.

Against the skyline is old Christ Church now subordinated to its square parish tower. It is

the only ecclesiastical building that can still be seen from where Charles Fontayne stood with his camera. Perhaps it is also the only one shown which is still in existence. The twin towers have not been identified nor the cupola showing at the left.

Christ Church is the one with twin spires to the right. Just below it, slightly to the left, is the Bazaar made famous by Mrs. Frances Trollope. In 1848 it was occupied by the Literary and Botanical-Medical College of the State of Ohio. It existed until 1881 when it was torn down to make way for the Lorraine Hotel.

Besides Christ Church, the only surviving building (until a few years ago at least) is in the picture's center to the left of GAYLORD, MORRELL & CO. and slightly higher. Note the seven elliptical escutcheons on the side facing Fourth Street. The nine on Sycamore are in the shadow. This building became 238 East Fourth St., at the N.W. corner of Sycamore. The escutcheons were still there a few years since, and still may be.

The street at the left is Ludlow.

Three steamboats are in sight. The Pittsburgh and St. Louis packet BROOKLYN was built at Shousetown, Pa., 1847, for Capt. William Brice Boies who later was distinguished as part owner and master of the Wheeling Union Line side-wheelers THOS. SWANN and ALVIN ADAMS. Behind her, at shore, is the NEW ORLEANS recently completed for Capt. David Whitten and others, to ply to New Orleans. Capt. Whitten commanded the double-cabin AMERICA the night she collided fatally with the UNITED STATES near Warsaw, Ky. The side-wheeler at the right with no name is obviously under construction, probably designed for a southern customer judging from the height of the decks.





View No. 4. You are looking directly up Lawrence Street at the head of which is a beautiful old residence not yet identified. It occupies the N.W. corner of East Fourth and Lawrence. The Woodford block now on this site looms up in a similar way when seen from this same spot in Newport.

The prominent building in the center, seen here from the rear, is still standing and the middle portion of the porches may still be seen from the alley to the rear. It now houses the Cincinnati Union Bethel. Above it show two chimneys with four chimney-pots each, all that is visible of the famous Lytle House completed in 1810. To the left, but facing on Lawrence, are one or possibly two buildings at the N.W. corner of Lawrence and Third (then Symmes). Although rather elaborate with porch columns this is the Independent Fire Company No. 2 whose volunteers included Gen. Robert T. Lytle, Jacob Baum, John Shillito, Bellamy Storer, Sr., James J. Faran and John Beggs.

The tower at the right mid-center is the Fourth District School building often referred to as the Congress Street School. At the present time there is a building on that location quite similar, sans tower, which possibly is the original considerably altered; for some time it housed a Methodist Church. The Good Will Industries have used it since.

In these pictures back distances are compressed or exaggerated. The camera, pointed eight different directions, more or less, distorts all angles, especially in views 1 and 8. Modern bridges and the railroads have altered or obliterated large areas, as more lately have the expressways. References in old city directories

are confusing, often inadequate or inaccurate. Street numbers did not come to Cincinnati until 1852 and prior to that convenience a business firm was pin-pointed sometimes as between numbered telegraph poles, or simply "east side of Walnut between Front and Second." All of this makes the puzzle of identification in these photographs a baffling one.

Three boats show. Most prominent and with the name partly painted out is the JOHN HANCOCK built at Cincinnati in 1845 and later lost in the Mississippi between Commerce and Cape Girardeau. The boat shoreward of her has the letters SCO showing on her pilothouse with another two, or at the most three more, letters concealed. First thought was SCOTIA save that the idea is no good--there was no SCOTIA in 1848. How about SCOTT? Yes, the ALEX. SCOTT was built at Jeffersonville in 1842, rebuilt 1847, and lasted until 1854. She was the property of Capt. Ed Sturgeon who later built the celebrated ECLIPSE. The ALEX. SCOTT ran Louisville-New Orleans when Sturgeon owned her but earlier ran New Orleans to Natchez, Capt. J. C. Swon.

The METEOR at the extreme right looks worse for the wear and rightfully so. She came in collision with the PARIS below Stephensonport, Ky. on the night of August 24, 1848 in which METEOR was sunk with loss of four lives. She had been bound to New Orleans from Louisville. Raised and taken to Cincinnati, she was dismantled. This METEOR was built 1844 at Cincinnati and in 1845 was one of the newly-formed Pittsburgh & Cincinnati Line packets along with the SWIFTSURE NO. 3, HIBERNIA, REVENUE CUTTER, MAIL, UTICA, JAMES ROSS and the ALIQUIPPA.



The Cincinnati Directory for 1848 lists eight concerns making photographs. Fontayne and Porter was one. Charles Fontayne had his training at Baltimore, 1841. He appeared in Cincinnati in 1845 and was joined several years later by W. S. Porter. Presumably both had shares in the making the daguerreotypes reproduced here. In 1854 Fontayne was making "life size" portraits, and next year he made two of them 5½ by 7 feet. The two were partners approximately 1847-1854 and had branches in Chillicothe and Covington. Fontayne lived in Newport, Ky. most of his career, although later in Cincinnati. W. S. Porter was the reverse; first in Cincinnati, then about 1860 into Kentucky. Porter maintained a Cincinnati studio until about 1873 then had others in Covington and environs later, 1880-1887. In the words of Carl Vitz, "much needs yet to be done to dig Charles Fontayne and his partner W. S. Porter out of the obscurity into which they have fallen." W. S. Porter's name appears in Cincinnati Directory for the last time in 1889, 41 years after taking the famed panorama.

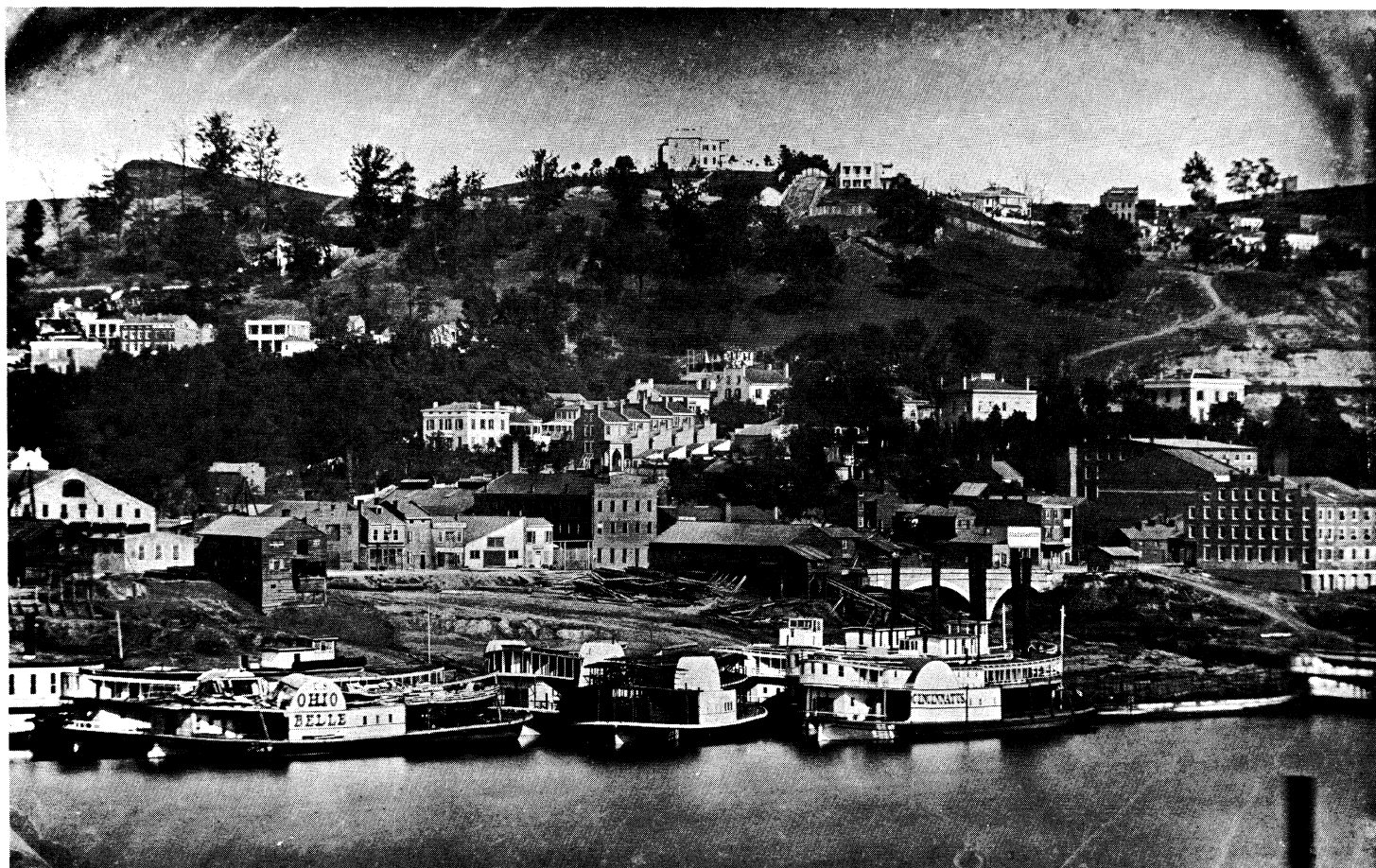
VIEW NO. 5. The most prominent building is a large church to the left. This is St. Philomen's under construction in 1848 on the north side of Congress, now Pearl Street. Its tall spire had not been begun, long a landmark. During a tornado on Wednesday, July 7, 1915 the huge spire was toppled. This same storm capized the towboat CONVOY in the Cincinnati area causing several drownings, and also the towboat FULTON which was passing under the Central bridge, with further life loss. On New Year's Day, 1923 the

church caught fire and was completely gutted.

Surprisingly the more disreputable buildings seen here seem to be still standing, the two with the rear porches on the left. Pike Street runs to the river at the left and Butler on the right immediately above the two-deck mill boat partially shown. Most of the business buildings in the foreground serve the steamboats; we see Jenks & Cline, Flooring Mill, Steamboat Joiners; also a tacky shack in mid-center designated Yawl Shop. The boarding house of Daniel W. Long is at the left.

A peculiarity of these scenes is no evidence of ferryboat slips nor of ferryboats themselves, although there was service between Cincinnati and Newport, Covington and Dayton. Another oddity is (at least to the novice) the preponderance of side-wheel steamers. There are two sternwheelers in View No. 1 not identified although one of them has a pilothouse nameboard suspiciously like NEW XXXXXXXX. She might be the NEW ALBANY built in 1848 at New Albany. Such "wheelbarrow" boats did not have social standing in 1848, and the stern-wheel towboat had not been perfected.

Another cause for remark is that various of the boats have hinged smokestacks to get under bridges in high water. What bridges? The first Ohio River bridge was being built in the fall of 1848, that at Wheeling. But ah ha! there was a stone arch bridge spanning the Louisville-Portland Canal. The JOHN HANCOCK in View No. 4 has stack hinges and also "shears" forward of each stack to facilitate dropping them. The common shear, an A-frame for dropping both stacks at the same time, was invented in 1849, one year after these pictures were taken.



VIEW NO. 6. The new looking bridge at the right, partly concealed behind steamboat smokestacks, crosses Deer Creek where the water from the Miami and Erie Canal entered the Ohio River. Eggleston Avenue now follows the route of this canal. Industry was attracted here because of water power as well as transportation advantages.

When Carl Vitz described this scene in an address before The Literary Club on Monday, October 20, 1947, he said: "Here again we note fine old buildings further back and up. Of these, two have been identified as still existing. One is the Kilgour house, in the middle of the picture and above the bridge: It still shows up from Kentucky and can be recognized, line for line, except that the Captain's walk on the roof is gone and it is now topped by a flagstaff on which flies the U.S. flag to indicate ownership by the U.S. Public Health Service. It is at East Third and Kilgour. Thousands whiz by it daily without thought of the beautiful building that has seen the Ohio River from this vantage point for more than a century. It is as deserving as the Taft Museum of honorable preservation to recall for us a time in Cincinnati when stately beauty and dignity were the order of the day. To the left, at the edge of the woods, is the Baum mansion which had to be sacrificed in the building of the Columbia Parkway. Two other buildings, with two-story porches, seen in the picture, are perhaps still standing. If so, I have seen them on Baum Street, but definite verification is still to be made.

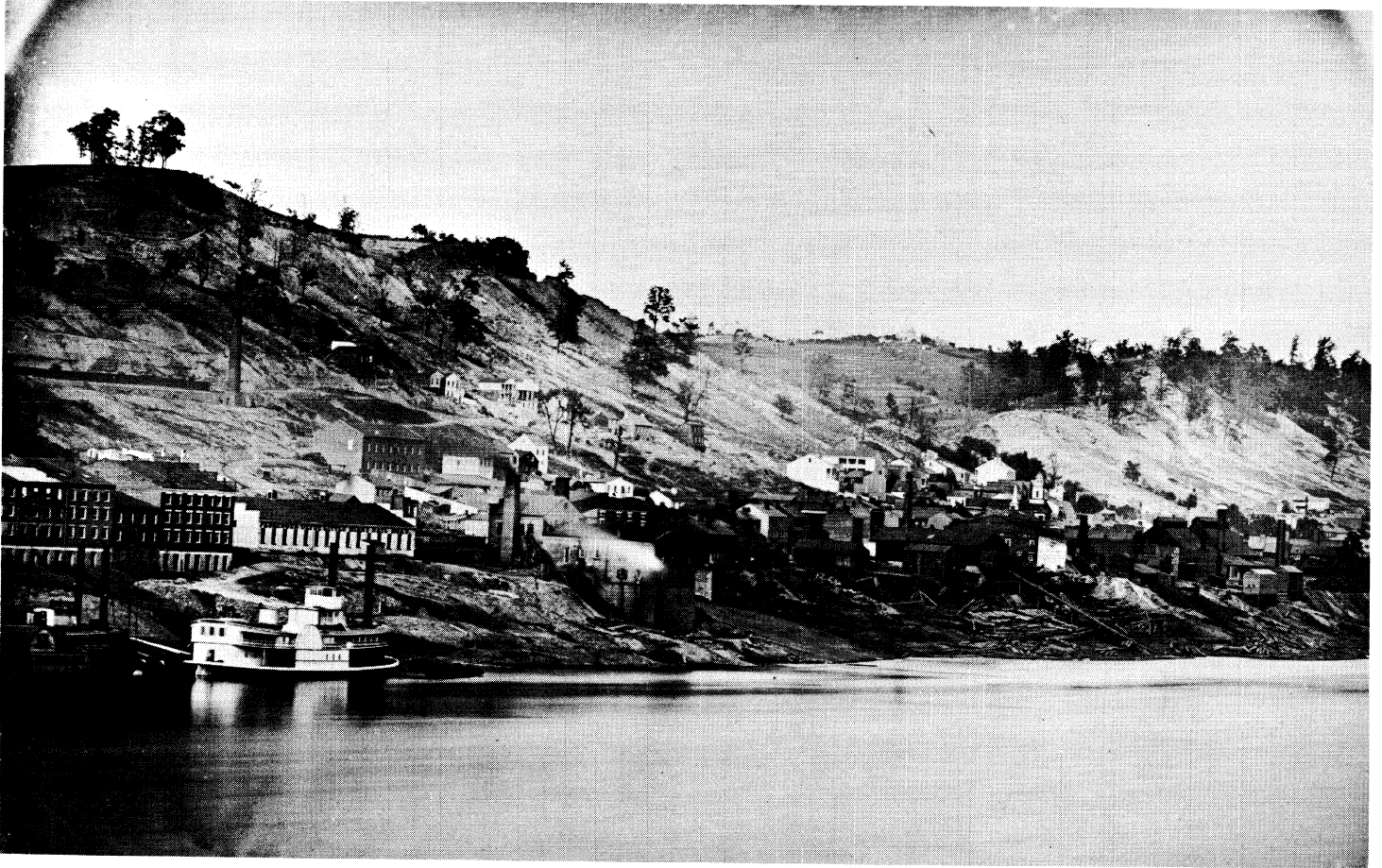
"In the background is Mount Adams, and silhouetted against the sky in the center is the Observatory at whose cornerstone-laying John Quincy Adams was present to give an address befitting

the occasion. The observatory, its telescope and especially its indomitable director General Ormsby McKnight Mitchell, brought great fame to Cincinnati. The observatory was later moved. On its old location today is the Monastery of the Passionate Fathers."

The foreground steamboat scene suggests an 1848 Zubik fleet, a boneyard for ancient craft. The old OHIO BELLE, left, is in process of being dismantled. She was built at Cincinnati in 1843 for Capt. Henry A. Jones who operated her from Cincinnati to New Orleans. He sold her two years later to a Capt. Irwin of Pittsburgh who ran her in the trade until she wore out. Clerk on the OHIO BELLE was Matt L. Virdin who later owned and commanded the side-wheeler THOMAS SHERLOCK. Shoreward of the OHIO BELLE is the PALESTINE built at Pittsburgh, 1844 with a "Clipper" compound engine in her, one of the first. Downbound on her first trip she caught fire near Cairo and fourteen persons crowded into her stern yawl. It capsized drowning twelve of them. The fire was extinguished. In this scene she is about to be dismantled although but four years old.

Two side-wheelers are under construction in the center of this view, neither of which is identified. To the left is the CINCINNATUS built at Cincinnati in 1845 for the Cincinnati and New Orleans trade. Her master for a time was Capt. Richard M. Wade who was in charge of the UNITED STATES the night at Warsaw, Ky. when she collided with the AMERICA.

It would appear the rule in 1848 that the pilothouse more frequently than not was placed ahead of the texas, and not on top of it. This scheme persisted on side-wheelers operated on the Monongahela River until about 1912.



VIEW NO. 7. Shortly before this photo was taken, perhaps on Saturday, September 2, 1848, the first through railroad service from the Ohio River to Lake Erie was commenced. The low building with two small cupolas on top, directly over the white steamboat in this scene, is marked on its side just under the roof: PASSENGER DEPOT LITTLE MIAMI RAIL ROAD. The Cincinnati "Times" of Sept. 2, 1848 carried this notice:

RAILROAD COMPLETED FROM CINCINNATI TO SANDUSKY CITY - Little Miami Railroad---change of hours connecting with the Mad River and Lake Erie R.R. at Springfield. On and after Saturday, Sept. 2, 1848 until further notice, passenger trains will run as follows: Leave Depot East Front Street, at 7 and half o'clock A.M. and 2 o'clock P.M. for Milford, Foster's Crossing, Deerfield, Morrow, and Waynesville, Spring Valley, Xenia, Yellow Springs and Springfield. Returning leaves Springfield at 4 and half o'clock, A.M. and 3 o'clock P.M.

The "Atlas" commented next day: "Travelers to the North are rejoicing over the completion of the Railroad through to Sandusky City. The stages that supplied the broken link of road are laid up in ordinary, and the horses that used to tug and toil in the traces have been either turned out to pasture or taken away to trot on some other turn-pike."

The Little Miami depot later was moved down to Pearl and Butler and indeed the new bridge seen in the last view (No. 6) may have been built in preparation for this extension.

The extension to Sandusky City promised 37 hour service Cincinnati to Buffalo, including a

two-hour lay over at Sandusky. All-rail connection for the first time was possible Cincinnati to New York by way of Buffalo and Albany, total time enroute optimistically 71 hours.

Pretty fancy railroading, considering that no other city on the Ohio or Mississippi had yet seen a train. Just beyond the railroad depot, to the right, are two cars. One seems to be a flat-car loaded with crates and the other, so say our railroad experts, is a primitive passenger coach. This well may be the first photograph ever taken showing railroad equipment west of the Allegheny Mountains.

The packet at the extreme left is the steamer NEW ENGLAND built at Pittsburgh in 1844 with a compound "Clipper" engine similar to that on the PALESTINE described in View 6. She operated in the Pittsburgh-St. Louis trade, Capt. Samuel B. Page, until sold two years later to Capt. William J. Kountz. He loaded her with soldiers bound for the Mexican War. On the wheelhouse is lettered U.S. PACKET, perhaps a hangover from that event. In March, 1847 she entered the Pittsburgh-Wheeling trade and ran there most of that year. Soon after this picture was made she went to the Upper Mississippi. If we could walk aboard you would discover that her staterooms actually were named for states--this fact was noted in a Wheeling newspaper of the period.

The nicely painted side-wheeler with no name has bothered your Editor since he first saw it, for it looks decidedly like one of the early boats of the original Pittsburgh & Cincinnati Packet Line. The fact that it has double rudders may someday lead to its identification.



VIEW NO. 8. The neat town 'neath the hills is Fulton, then a neighbor of Cincinnati, a long one-street village that began at the Cincinnati corporation line  $1\frac{1}{2}$  miles above the Public Landing and continued to Columbia. Its 1848 population was about 3000 and its chief industry steamboat building and repair.

A contemporary account of Fulton may be of interest:- "Fulton, in Hamilton County, Ohio, and adjoining Cincinnati, is a very flourishing town, principally devoted to the building of steamboats and ships. Some of large tonnage have been built here, and found to be equally serviceable, and at a lower expense than those built in the Atlantic cities. During the year 1847 thirty-four steamboats, four steamships, two barges, one brig and one ship were built here. The town extends along the bank of the Ohio a distance of about  $2\frac{1}{2}$  miles, to the corporation of Cincinnati. It has a population of about 3000--four churches, two public school houses, ten ship yards, nine steam saw mills, one dry dock, one foundry, one planing machine, a large number of mechanical shops, and a number of stores and groceries. The Little Miami Railroad passes through a great portion of it by its principal street."

Some twenty steamboats are in sight and alas we know not one by name. Of interest are two of the larger class with white collars around their smokestacks, dating this custom earlier than has been supposed heretofore. There is a steamboat hull under construction about in the center of this scene, on a slope, aimed at the river end-on. Shipbuilders in 1848 included the Litherbury Company, the Marine Railway Dry Dock Co., Burton Hazen and James Mack. The latter two were up the

river farther than this view extends. The Niles Engine Works, producers of machinery, were in the location on View 4, extreme right, where may be seen a big three-floor white building. This may be it.

This discussion of these daguerreotypes is an accumulation of information, some of it tentative and some possibly dated (as example we have a feeling that the Kilgour house was torn down but maybe not). Research on the various steamboats commenced in 1947 with aid from the late Capt. Donald T. Wright and Capt. Roy Barkhau. To Carl Vitz, Librarian Emeritus of the Cincinnati Public Library, we owe most of all; first for arranging to have the original plates photographed and then also for providing a great deal of the discussion about the homes, streets and details. Andy Anderson and Clyde Bowden at the Library provided for us a stat copy of a paper Carl Vitz read before The Literary Club in 1947 on the subject "A Cincinnati Daguerreotype." The excellence of the photo reproductions is no trifle, a tribute to painstaking work of the Longley studios. Anyone who has attempted copying a daguerreotype knows the tribulations that go with it even under controlled conditions.

The imperfections, scratches and aging around the edges of these pictures have not been tampered with nor has any retouching been attempted. Such imperfections are a natural result of age, just as people age, and the wonder is that the original artists, Fontayne & Porter, accomplished so excellent a work that their original plates have endured even to the minute details all of these years.

## Along the Indiana Shore With a Camera



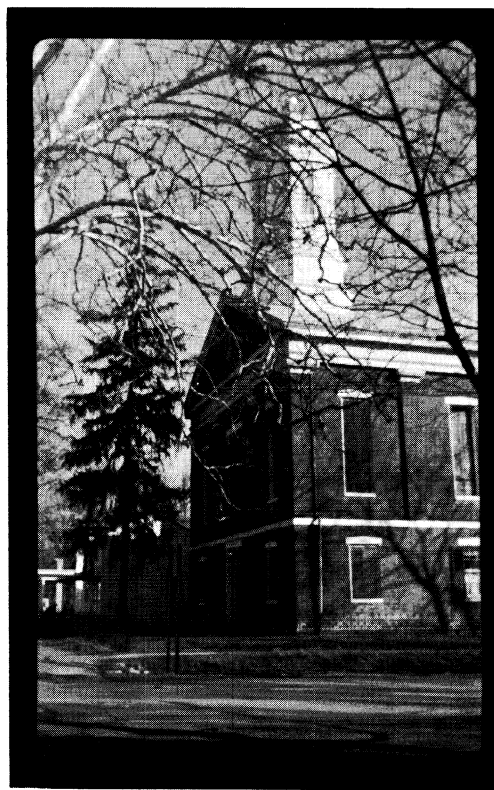
THE U. P. SCHENCK homestead along the river at Vevay, Ind. as seen last November 25, 1967 by the sharp-eyed camera of Clyde Bowden. According to Doc Hawley the home is not occupied save by a caretaker. Built in 1844. The Schenck family built various steamboats, most famed being the side-wheel SWITZERLAND, 1854, which became one of Ellet's rams in the Civil War; also the sternwheel U. P. SCHENCK, 1876, an enormous carrier.



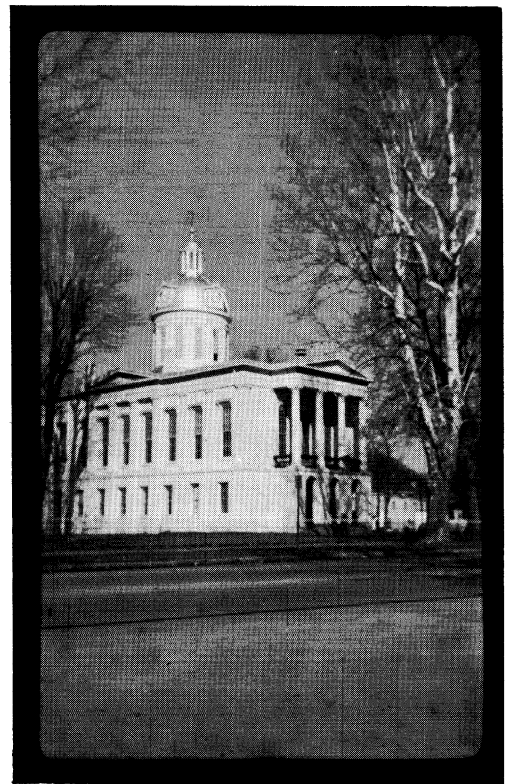
THE ASH FAMILY HOMESTEAD at Lamb, Ind. (opposite Carrollton, Ky.) said to have been built of bricks made on the premises, 1815, the oldest home in Switzerland County. Mrs. Ash continues to make this her home since the death of her husband Capt. Leon Ash.



AN OLD STONE HOME overlooking the Ohio River at Lonesome Hollow, above Madison, Ind. Origin unknown. It is said to have been built prior to 1809 with stone brought down the river in flatboats.

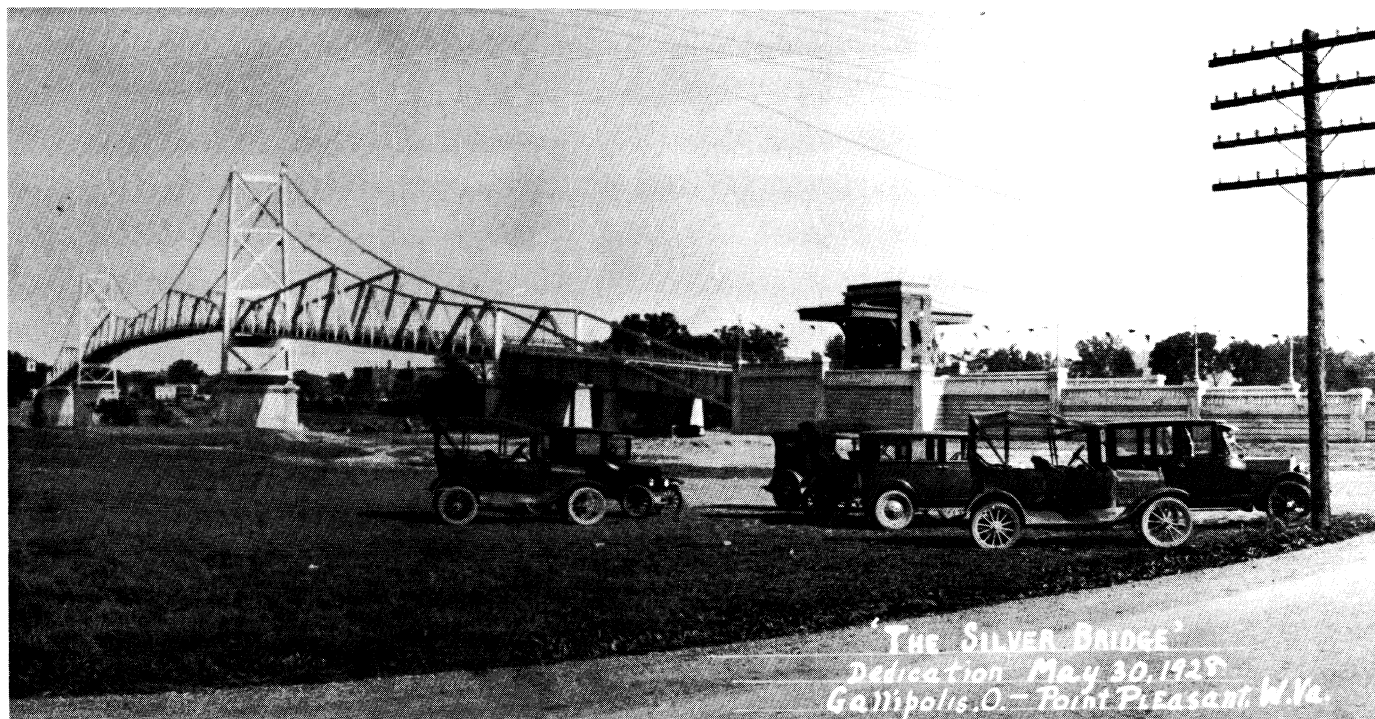


RUTER METHODIST CHAPEL at Vevay, Ind., built in 1859. The tower is a prominent landmark from the Ohio River. The chapel was made a Methodist shrine in 1957.



SWITZERLAND COUNTY COURT HOUSE at Vevay, Ind. The dome has been a landmark for river travelers since 1864. All of these pictures were taken by Clyde Bowden of the Cincinnati Public Library in November, 1967.

# The Silver Bridge



-from the S. Durward Hoag collection

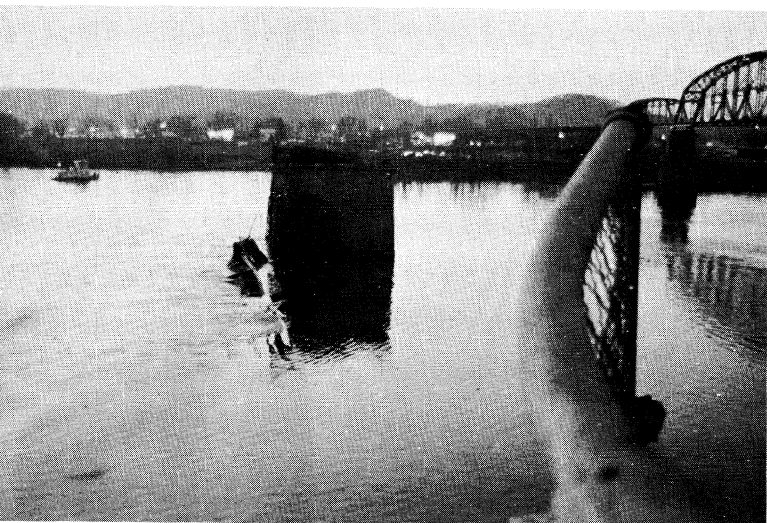
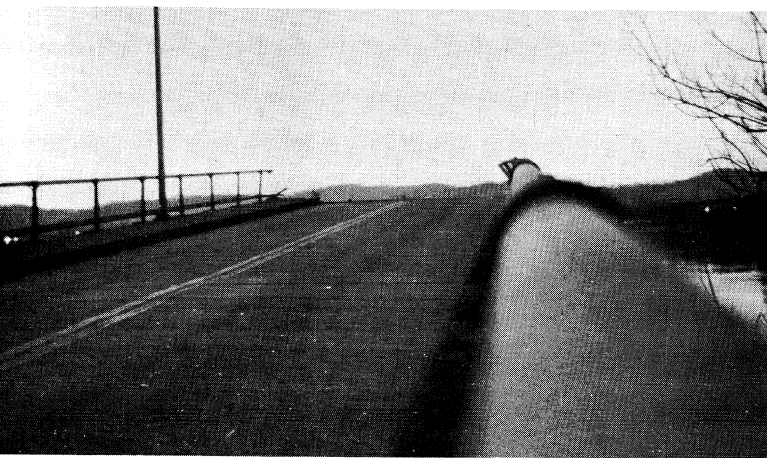


See page 19, lower right.

-Safford's Professional Photography

The great storm always comes at harvest time, and so it was with this catastrophe. The "Silver Bridge" at Point Pleasant, West Va. was loaded bumper to bumper with traffic about 5 o'clock p.m. on Friday, December 15, 1967. Moments later a fracture apparently occurred on the upriver, Ohio side, the noise described as something between a sonic boom and a shotgun volley. Then the upstream side of the roadway tilted in surreal slow motion, spilling sparks from a parting power cable into the dusk and an estimated 60 vehicles onto the riverbank and into the river's current beneath. "It looked like a snake wriggling across the water," said one in disbelief. "It just keeled over, starting slowly on the Ohio side and then folding like a deck of cards to the West Virginia side."

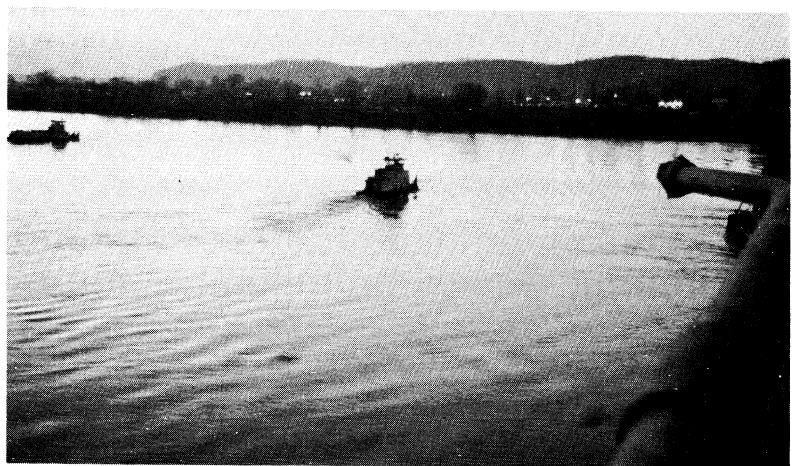
"That evening I worked a couple of minutes late, making some furniture photographs. Otherwise I would have been on the bridge myself. Our camera crew got to the scene a few minutes after the spans fell. Daylight had about gone; the evening was overcast; so the pictures we took were on time exposure with cameras hand-held.



"When our crew arrived at the bridge all there was showing was a mass of twisted steel protruding above the water. One lone semi-trailer was floating downstream. The sky was blackened with literally thousands of pigeons and other birds flying aimlessly in circles.

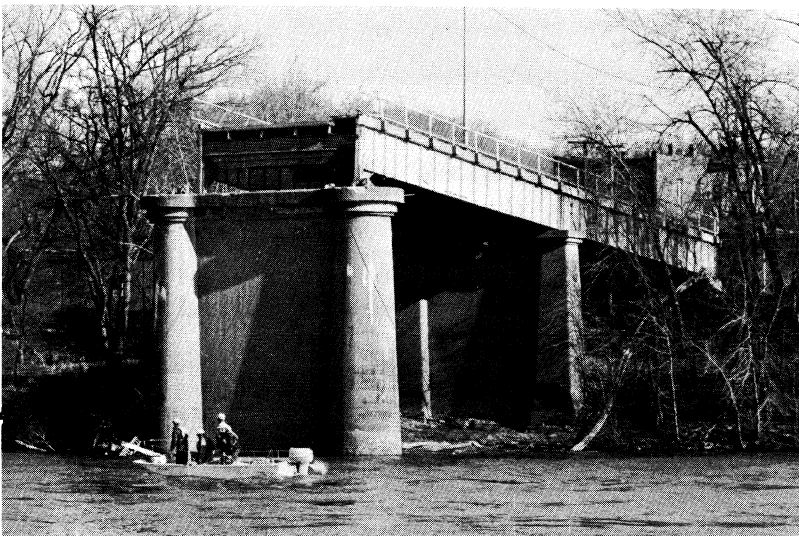


"Other than the screech of sirens from the distant Ohio shore the thing that impressed me most was the otherwise total and complete silence. I have heard of 'the silence of death' and perhaps this was what's meant.

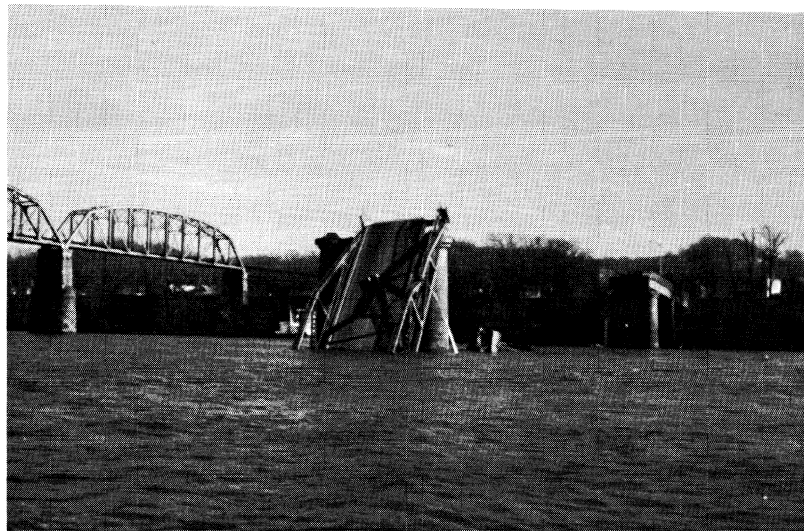


"The pictures reproduced on this page were taken within ten minutes after the Silver Bridge fell, and it is my belief that these were the only ones taken until next day. I knew several of the victims personally and still now find it hard to believe that such a thing could happen."





The approach on the Point Pleasant side remained intact.



The only visible remainder of the bridge's roadway was draped on the West Virginia pier.



The double-spaced description on the opposite page was written by S&D member Bob Erwin and the photographs on these two pages plus the superb one of the Silver Bridge in summer are from Safford's Photography. The accident pictures were taken by Bob and his photo partners Ken Grover and Jim Roach. Bob says: "Ken Grover and I both live in Ohio and so most of the photography of the salvage work and recovery was the job of Jim Roach who worked with the Civil Defense."

A peculiar aftermath overlooked in news accounts happened on the Allegheny River. After the salvage work at the Silver Bridge was completed the Kinzua Reservoir had piled up 27 feet above program. The normal discharge of 500-600 sec. ft. was upped to 7,000. This, plus a similar situation at Tionesta Dam, caused a "green water rise" in early January. There came a frigid spell while this excess water was being released. Instead of the Allegheny jamming with ice gorges for which it is notorious the "native" section flowed placidly for perhaps the first time in history. A big gorge did form between Parker and East Brady later on not related to the above circumstance. "Maybe we've got something going here," said one commercial operator of Franklin and Oil City.



Rescue operations were hampered by the current. River stage that day at Pt. Pleasant was 25.4 S. Pomeroy reported 23.33 R and the Gallipolis Dam was running 37 feet. The U.S. Engineers closed off upriver navigation and flood control dams clear to headwaters, including Kinzua and Tionesta on the Allegheny.



And so the Silver Bridge disaster may become a point of reference even to the headwaters of the Allegheny.

-For the most complete selection of Silver Bridge photographs we commend the firm noted below.



*Safford's Professional Photography*

*Fine Portrait and Commercial Photography*



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PT. PLEASANT, W. VA. 25550

## THOSE CALLIOPE BLUES

Letter to the Editor of the  
Cincinnati Times-Star in 1928

Sirs: Help! Isn't there anything to be done about the ceaseless, maddening din of the calliope on the ISLAND QUEEN? Directly across the river from the boat landing is a residential section, the members of which would like nothing better than to be able to spend just one quiet evening during the summer months. This might be possible were it not for the overdeveloped (or underdeveloped) musical sense of the Coney Island press agent.

No sooner is dinner over in

the evening and we are looking forward to "Popeye and the Bungles," than the clatter across the river starts. The program of the evening is then all laid out for us, whether we like it or not. First comes "My Darling," as wheezy as the old grey mare with the asthma, followed by "In the Valley, Yoo Hoo." And you never heard such a "Yoo Hoo" in your life!

The doors and windows of our homes must be shut tight but that doesn't help much. Even going to the farthest room of the house brings no peace. The din penetrates there, too. If you undertake a letter you find yourself writing the words of some silly

song right into the middle of your account of the new upper set Cousin Emma just had made.

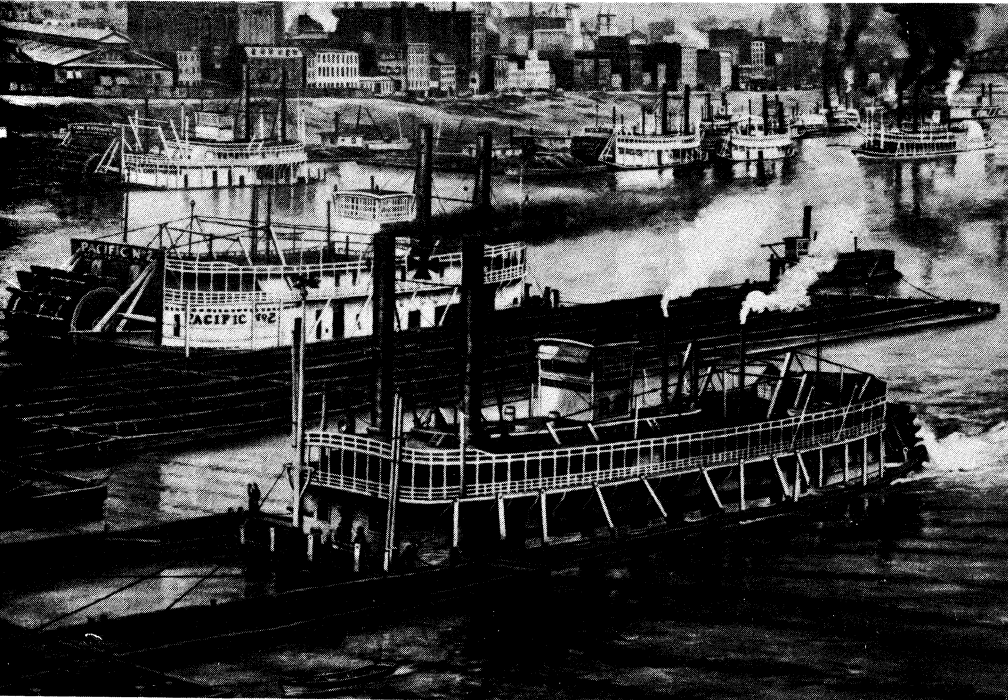
It's a physical impossibility to entertain guests between the hours of six and nine. We have to sit and shout even the most commonplace remarks. I'm sure that people passing outside think we are a community of Holy Rollers. We get so accustomed to yelling that we do it after the boat leaves the dock. We even shout our prayers, fearing God will hear only the calliope.

Read? Impossible with that tinpanny wheeze seeping through every printed sentence. Radio? The calliope is being broadcast. Honestly, we couldn't even have a respectable death on our street. Our loved ones would have to depart this life (gratefully, if there are no calliopes in Heaven) to the lilting strains of "Two Tickets to Georgia."

I'm not in my dotage. I'm in the early twenties and I love music. Music, understand. I'm sure that a week spent in any home on our street would cure even the most avid calliope fan.

Oh, yes, we have floods but floods may come and floods may go but that damnable calliope never ceases. Puhlease, Mr. Editor---- can't you DO something?

J. E. Smith.



PITTSBURGH HARBOR - 1900 is the title of this oil painting by river artist William E. Reed. The original canvas is about 30 by 45 inches and hangs in the Dormont (Pa.) High School. It was painted in 1957. Arrangements have been made to reproduce and make available full color prints approximately 14 by 22 inches by Mode-Art Pictures, Inc., 1022 Forbes Ave., Pittsburgh, Pa. 15219. The towboat in the foreground is the COAL CITY built in 1864. In left center is the PACIFIC NO. 2 and moored at Gray's landing beyond is the TOM DODSWORTH. The IRON AGE and JIM WOOD are in the cluster of towboats at upper right. The side-wheel packet CITY OF PITTSBURG, featured in this issue, is making her departure at upper right. The one-stack craft at right center partly concealed by steam is the pumpboat I CAN PUMP, long part of the Pittsburgh scene. Bill Reed has faithfully portrayed the details of these steamboats and also he researched the actual appearance of the buildings shown. The scene is made in the Monongahela River with the artist facing upstream from the old Point Bridge. The Smithfield Street bridge, still in business 1968, partly shows at the extreme right. The Wabash Railroad bridge had not been built in 1900--not until 1904--or it would have intercepted the upper right of the picture; now it is gone and only the piers remain. The COAL CITY, please to note, is hitched "duck pond style" to her loaded coal barges. The maltese cross between her stacks was the emblem of the Walton Coal Company. Recently the principal of Dormont High School saw this cross, almost did a flip, thinking a gestapo-hepped pupil had added it as a protest symbol.

Mrs. Edith Stanley Reiter who served twenty-six years as curator of Campus Martius Museum was honored on Saturday, October 21, 1967 by the Martha Kinney Cooper Ohioana Library Association at its thirty-eighth annual meeting and luncheon at the Columbus-Sheraton Hotel, Columbus, Ohio.

She received a citation for distinguished service to Ohio in presenting the state's history in her writings and stimulating interest in it. Mrs. Reiter is a Marietta native, descendant of pioneer settlers in the Northwest Territory and a graduate of Marietta College.

C. Burr Dawes, Marietta native, is 2nd vice president of Ohioana. Following the afternoon meeting, he invited members and friends to a reception in honor of Mrs. Reiter at Daweswood, the home of his late parents, Mr. and Mrs. Beman G. Dawes, located in Dawes Aboretum near Newark, Ohio. Mrs. Reiter was accompanied by her son-in-law and daughter, Mr. and Mrs. William Brashear; grandson, Stanley Brashear, and her friends Mr. and Mrs. Ralph Barnett, all of Columbus.

## Business Cards Discovered

The story of Gray's Iron Line in our December, 1967 issue has turned up the fact that the McConnell family, associated with that firm, still resides in the Beaver Valley. W. P. McConnell was noticed in the story as secretary of the Iron Line. His grandson, Stuart McConnell, Esq., now lives in Patterson Heights and has his attorney's offices in Beaver, Pa. At the instigation of Capt. William S. Pollock, also of Beaver, Mr. McConnell produced old family records, among which were two business cards printed on both sides. These are reproduced below and to the right.

R. C. GRAY, GENL. MANAGER.  
W. P. McCONNEL, Sec. AND TREAS.

J. H. DUNLAP, SUPT.  
W. B. DUNLAP, ASST. SUPT.

# GRAY'S IRON LINE

94 Water Street, Pittsburgh, Pa.

IRON DUKE, IRON AGE, \*STEAMERS\* IRONSIDES, RESOLUTE  
With Sixty Model Barges.

Special attention given to the Transportation of STEEL and IRON RAILS and RAILROAD SUPPLIES and Pittsburgh Manufactures generally, from PITTSBURGH to all points South and West.

THIS BUSINESS CARD was used after 1882 and until the time of Capt. R. C. Gray's death in 1888. The fleet now boasts 60 model barges as compared to the 45 on the earlier card.

R. C. GRAY, Gen'l Manager. W. P. McCONNEL, Secretary. J. H. DUNLAP, Superintendent.

## GRAY'S IRON LINE

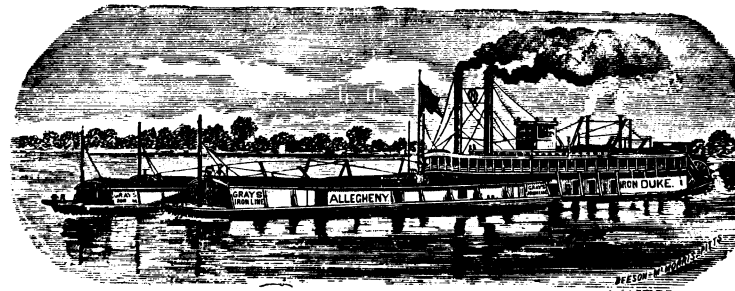
OFFICE.

94 Water Street, Pittsburgh, Pa.

STEAMERS

IRON DUKE, IRON AGE, IRONSIDES, FEARLESS,  
WITH 45 MODEL BARGES.

Special Attention given to the Transportation of STEEL and IRON RAILS and RAILROAD SUPPLIES, and Pittsburg Manufactures generally, from PITTSBURGH to all points South and West.

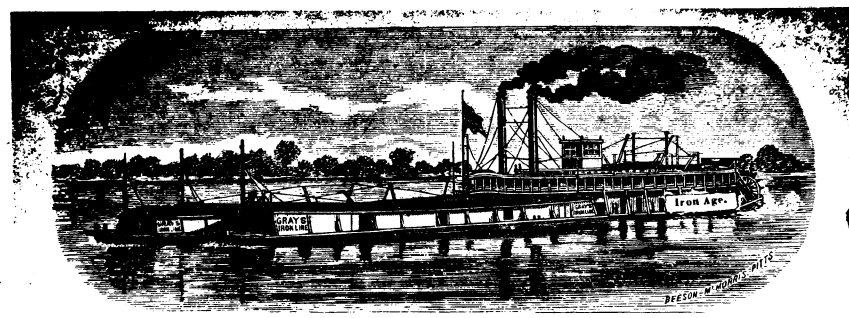


THE REVERSE SIDE of the above card displays the same IRON MOUNTAIN cut as the earlier one, and the printer has again altered it IRON DUKE. The name of the model barge in both instances is IRONCLAD but for some reason has been changed by the engraver to ALLEGHENY.

THIS BUSINESS CARD, reproduced full size, was used in the latter part of 1880 just before the FEARLESS was sold and while the IRON DUKE was under construction. The IRON MOUNTAIN had been sold the year before.

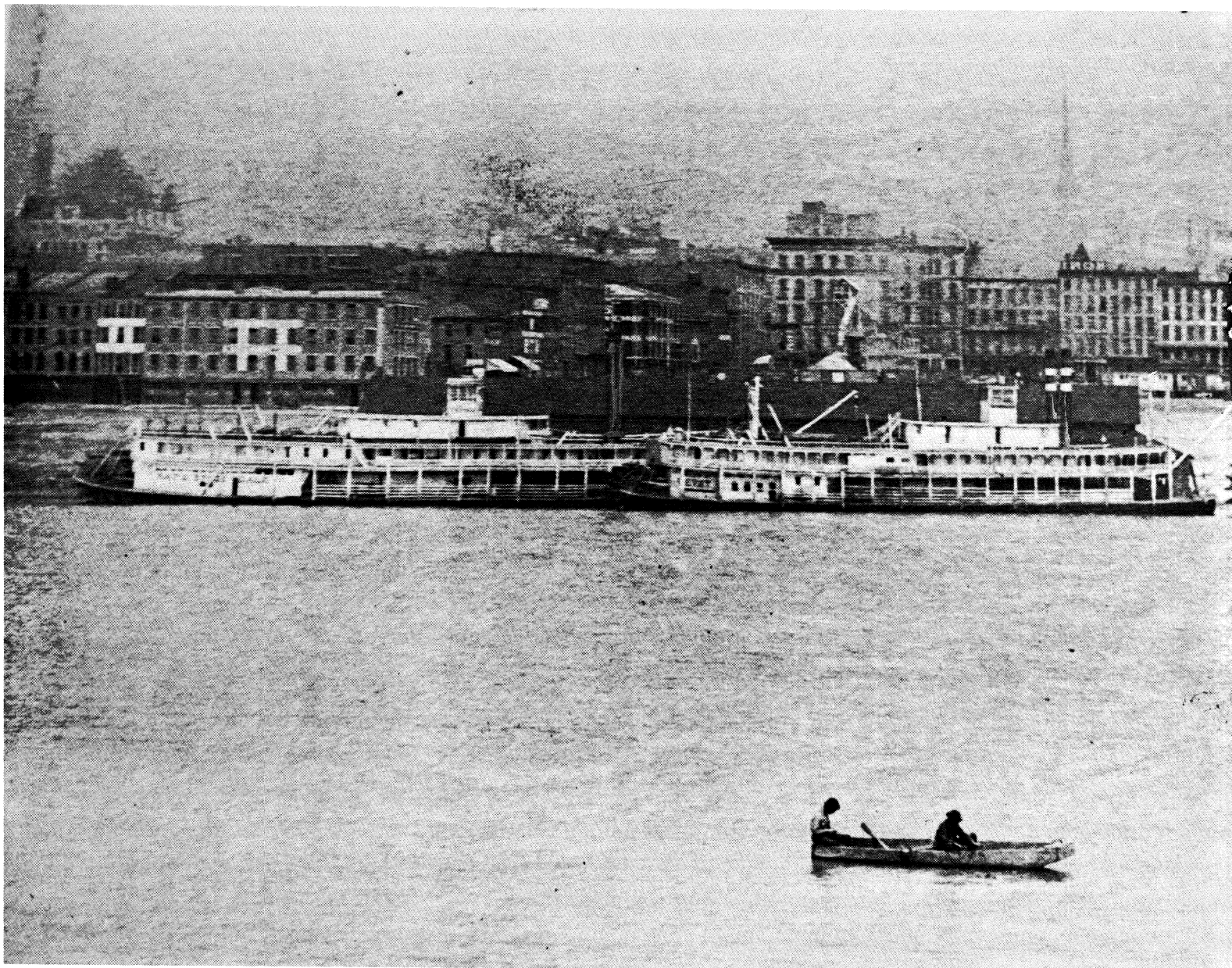
FULL COLOR ACTUAL PHOTOGRAPHS of the Silver Bridge, Pt. Pleasant, W. Va., are available from Safford's Professional Photography. The address appears in this issue at the bottom of page 17. These actual color photos are the same as the one in black-and-white at the bottom of page 15. The prices are \$10.95 each for 8x10's; \$13.95 each for 11x14's; and \$19.95 each for 16x20's.

We asked photographer Bob Erwin how he got home after the bridge fell. His answer: "I didn't. I went up to my boss's home in Pomeroy, got a bite to eat, a few hours sleep, then took off to cover operations on the Ohio side." He added another comment: "I don't think that enough can be said for the residents of Point Pleasant, Gallipolis and the surrounding area. The response was unbelievable. Within an hour after the bridge fell housewives were there with coffee and sandwiches and worked all night to help out. I guess you never realize how good people can be until the need arises."



Steamer .....  
Master .....  
Leaves for .....  
Date .....

THE REVERSE SIDE of the above card displays a picture of the IRON MOUNTAIN made from the photo shown in our December issue, page 38. The printer has sawed a hole in the cut to change the towboat's name to IRON AGE.



KATIE STOCKDALE

CITY OF VEVAY

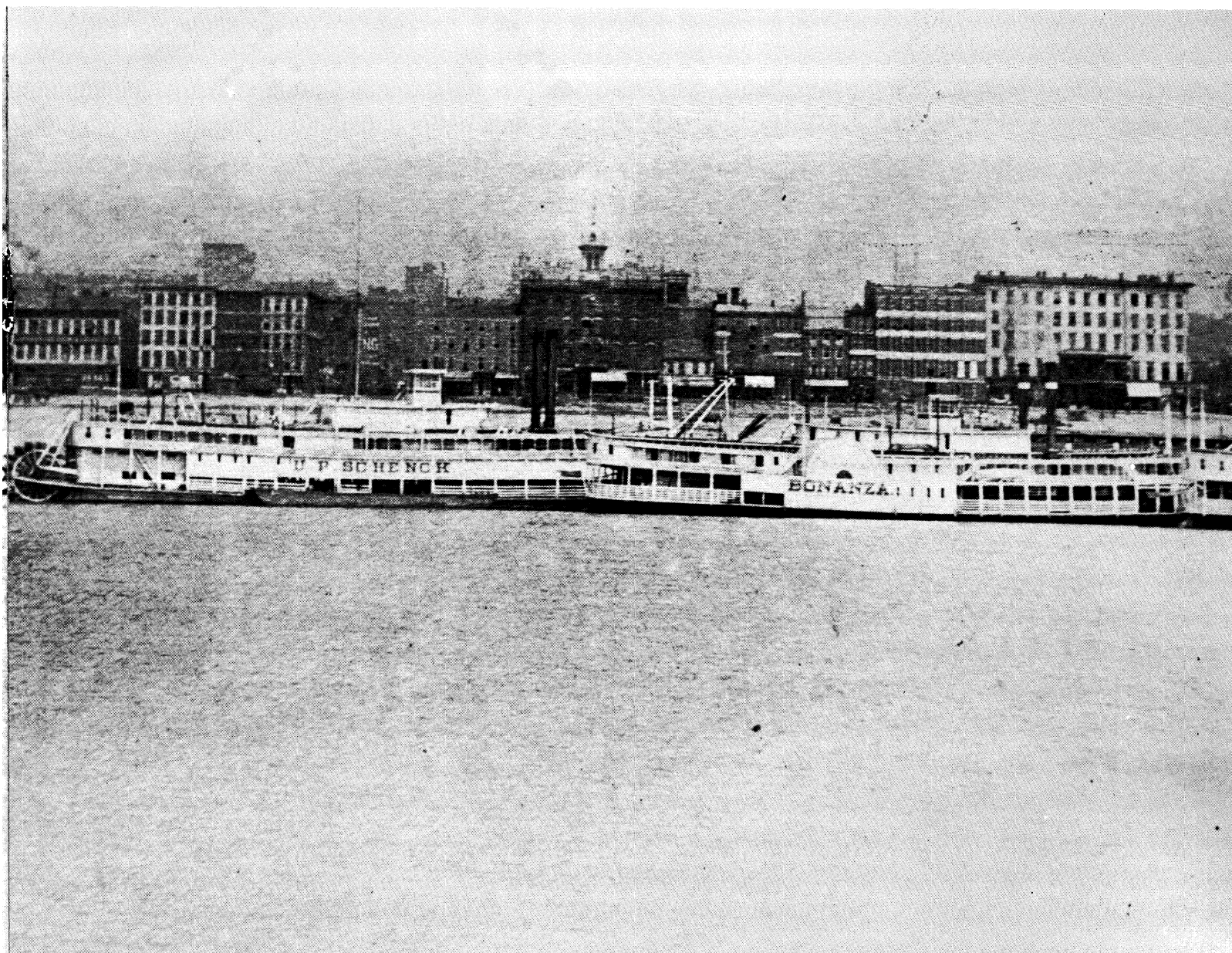
CINCINNATI, OHIO

THE CINCINNATI WATERFRONT ON THURSDAY, MAY 10, 1888. Photographed by Jacob D. Cox, Major General of the Ohio Volunteers and son of Gen. Jacob D. Cox who was governor of the state of Ohio just after the Civil War. The original of this view was sent recently to the Public Library of Cincinnati by F. Gordon Merrill, Manchester, Mass.

Steamboats from the left: KATIE STOCKDALE, CITY OF VEVAY, U. P. SCHENCK and BONANZA. The KATIE STOCKDALE is loading for Pittsburgh, Capt. Thomas S. Calhoon, master. The purser who had just stepped aboard is Charles W. Knox of Harmar, O., succeeding A. J. McConnell. She is operating on the "huckster" day and will arrive at Pittsburgh early Monday morning with a cargo of eggs, chickens and butter. Built in 1877, she is seen here in her last few years of operation. Late in 1889 she was retired, dismantled, and much of her equipment went over to the new KEYSTONE STATE which looked quite similar and was so named because much of her silverware, etc. was marked K.S. from the old KATIE STOCKDALE.

The CITY OF VEVAY is operating between Cincinnati and Madison, Ind., having recently been acquired by the White Collar Line. Originally she was built at Madison as the CITY OF FRANKFORT in 1881 for the Kentucky River trade. In 1884 she was greatly "elongated" and renamed.

The U. P. SCHENCK is the oldest of the lot, built in 1876 for the Schenck family at Vevay, Ind. She operated between Cincinnati and New Orleans and had a hull length of 251 feet, about the same as the DELTA QUEEN, but much narrower beam (42 feet). Her long-time skipper was Capt. J. Lawrence Carter, and the purser was Richard C. Burns. Soon after this picture was taken the SCHENCK was lengthened to almost 315 feet, renamed LONGFELLOW, and was the largest sternwheeler on the Mississippi System. She loaded 500 tons at Cincinnati to depart for New Orleans on Thursday, March 7, 1895 but at leaving time a dense fog had cloaked the Ohio River. Capt. John Kirkner waited until daylight next morning, became impatient, and departed with the fog still thick.



THURSDAY, MAY 10, 1888

U. P. SCHENCK

BONANZA

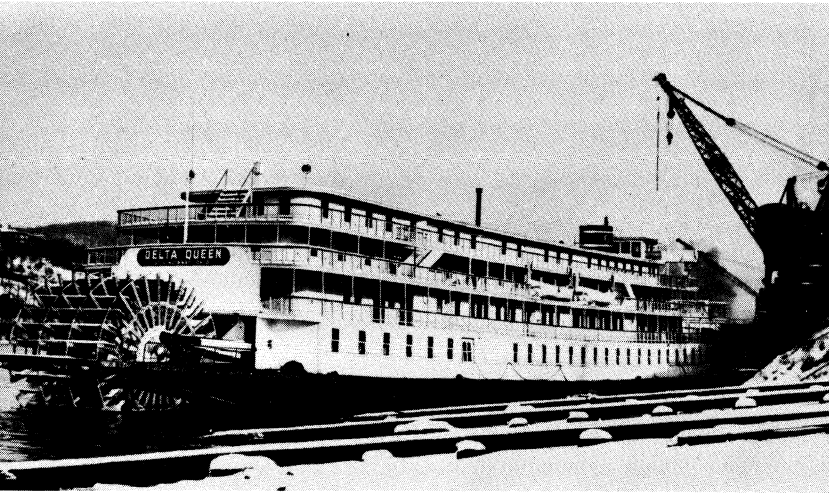
Although assisted by the HERCULES CARREL, she swung down broadside on a pier of the C&O bridge and was demolished. Her former commander, Capt. J. L. Carter, who then was purser, lost his life in the catastrophe. Several others, including passengers, were drowned. The HERCULES CARREL took off survivors. The fog cleared off and the towboats AL MARTIN, JIM MONTGOMERY, J. H. McCONNELL and the tug ALICE L. BARR landed the wreckage along the Kentucky shore near Anderson's Ferry.

The BONANZA is loading for upriver points to Pomeroy, O. and had just been purchased by the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co., augmenting their fleet to include the BONANZA, BOSTONA, BIG SANDY, TELEGRAPH, ST. LAWRENCE (all side-wheelers) and the LOUIS A. SHERLEY. The BONANZA was built at Cincinnati in 1885 for the Moore family at Portsmouth, O., replacing an earlier side-wheeler of the same name in the Cincinnati-Portsmouth trade. This is the sixth time she has appeared in the S&D REFLECTOR. In

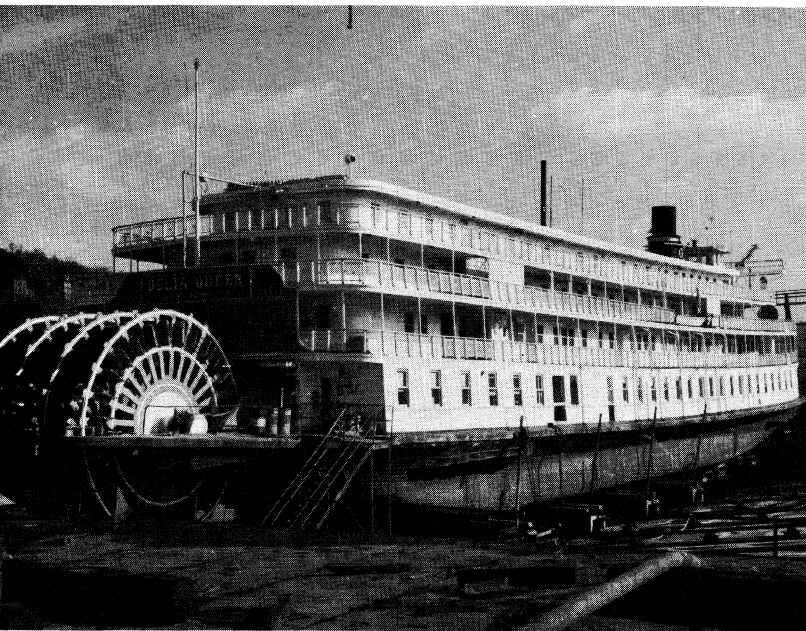
the March, 1965 edition is a double-page feature about the BONANZA. This view is the only one we have seen with U. S. MAIL lettered on the wheelhouse (perhaps not visible in the above reproduction).

Making a photo reproduction of the original of this photograph required special treatment. The old print was made on blueprint paper, blue image on white background. We tried various types of film and succeeded finally with Eastman's Photo-mechanical Ortho Type 3, Estar Base. No lens filter was used. After thirty years of photo copying, this is the first successful blueprint reproduction from our shop. The picture above is approximately 50% enlarged from the size of the original. To achieve it, we enlarged about 100% and allowed the usual 50% offset reduction used in making up this magazine.

Although they don't show plainly, there were four wharfboats at Cincinnati between Main and Broadway when this picture was taken.



DELTA QUEEN in early 1948.



DELTA QUEEN in latter 1967.

Presented here are two pictures of the DELTA QUEEN taken twenty years apart. The older one was taken in latter February, 1948 at the Dravo Marine Ways, Neville Island, Pa. before the boat went into tourist service and upon the completion of alterations after being brought from California. The latter one was snapped at Dravo's Ways by William E. Reed last November 26, 1967 while Her Ladyship was undergoing repairs.

Various changes are apparent. Twenty years ago the big boat carried two lifeboats on each side of the texas deck (the "texas deck" on the DQ is the middle cabin deck). There was no calliope in 1947 and a wide stairway led from the aft roof of the sun deck below. The nameboard was painted on the stern bulkhead in 1947; today it is detachable and the art work of Doc Hawley. The smokestack shows change; in 1947 it had no detachable top. The wing bridges leading out from the pilothouse in 1947 were built of wood; today's are steel. The "mint gardens" near the paddlewheel where mint julep sprigs are cultivated weren't invented in 1947. Stairways at the sides leading to the sun deck were not enclosed as they are now. Interior alterations not shown are even more striking.

## WHAT PEOPLE THINK ABOUT IN CINCINNATI DEPT.

This one-column advertisement appeared in The Waterways Journal, issue of January 20, 1968.

## HELP WANTED

1

SHIP OUT ON THE DELTA QUEEN  
STEAM LICENSES

Pilots-Mates-Chief Engineer-Ass't Engineers-Strikers-Pursers-Watchmen: 37 weeks of inland waterways steamboat vacation cruises. Send qualifications to: Personnel Dept., Greene Line Steamers, Inc., Cincinnati, Ohio 45202.

The River Museum at Marietta was spot-lighted in the Sunday Pictorial section of the Cincinnati Enquirer, December 17, 1967. The front cover was a head-on of Bob Thomas's model of the GREENLAND in full color. Four inside pages were devoted to other Museum shots, one of them, in full color, a good broadside of Bob's model of the GUIDING STAR. The Eisenbarth-Henderson poster was shown in color, as were the nameboards from the DELTA QUEEN, LOOKOUT, COURIER and GORDON C. GREENE. The model of BETSY ANN by Joseph H. Shields rated a half-page. The first copy to reach S&D REFLECTOR came from Jack and Joan Strader.

THE STEAMBOAT MATERIAL COLLECTED BY THE LATE CAPT. DONALD T. WRIGHT. The item which follows is reprinted from a "billet" mailed with the Nov. 1967 issue of Steamboat Bill:-

"The steamboat material collected by the late Capt. Donald T. Wright has been purchased by Tulane University (New Orleans). Said to include 9,000 steamboat photos; 3,000 freight bills; and a complete bound file of The Waterways Journal from 1894. Shipping weight was two tons (mostly those WJs we suppose). The collection 'is now in storage..in 82 large cartons..will not be available for use until the new library is completed.' How often we read something like that last phrase! Pardon us for bragging, but SSHSA's library material weighed ten tons (in 1961) - the books alone occupied 137 sixty-four-pound cartons --and it is available to members and the public RIGHT NOW at the Society's Library. Incidentally is this why there is now a move under way to establish a marine museum in New Orleans?"

-----

It had not occurred to us that sheer tonnage of library material is a measure of its intrinsic worth. We salute SSHSA for their ponderous weight of books et cetra as of 1961, and we suppose ere now that their draft line is considerably deeper. The collection in the Inland Rivers Section at the Cincinnati Public Library has not been weighed, but also is available RIGHT NOW and a move is afoot to have the material completely indexed in catalogue form. We pardon SSHSA for bragging--who doesn't once in a while?--but when S&D lets off steam it's to blow whistles. -Ed.

## Wharfboat Facts Disclosed

Raymond I. Scott, Box 176, Bloomingburg, Ohio, is son of the late Capt. Dana Scott. Mr. Scott has presented to S&D an old account book his father kept while he was in the employ of Neare, Gibbs & Company, marine insurance underwriters at Cincinnati. Practically all floating equipment on the Ohio and Mississippi is tabulated, evaluated and described in the period 1900-1913.

The most interesting feature, perhaps, is the inclusion of various "non-propelled" craft which are not recorded in Lists of Merchant Vessels. Wharfboats, showboats and model barges get minute attention.

The wharfboats described are these:-

ASHLAND, KY. Owned by J. H. Pogue, wharfboat was built at Kenova, W. Va., 1892. 140 x 42 x 6.

ANCHOR WHARFBOAT at Pittsburgh, owned by the Monongahela River Consolidated Coal & Coke Co., moored at the foot of Market Street in the Monongahela River, was built 1864. 190 x 46 x 4.

AUGUSTA, KY. Owned by John O'Neil, wharfboat was built at Portsmouth, O., 1885. 90 x 24 x 4½.

AURORA, IND. Owned by A. Hill & Son, wharfboat built at Levanna, O., 1902. 130 x 29 x 4.

EAGLE PACKET CO. wharfboat at St. Louis, built on the hull of former model barge MAMIE BARRETT, built at Madison, Ind., 1899. 225 x 40 x 7.5.

RIVER & RAIL WHARFBOAT, Memphis, is built on the former model barge JIM BARRETT, built at Levanna, O., 1914. 200 x 36 x 7.

CAIRO, ILL. Owned by the Cairo Wharfboat Co. and was built at Mound City, Ill., 1874, rebuilt in 1908. 320 x 48 x 6.

CAIRO, ILL. Owned by the Barrett Line, this wharfboat was built at Levanna, O., 1905. 185 x 36 x 6½.

BELLAIRE, O. Owned first by Crockard & Booth, and later by Manley & Co. Built at New Martinsville, W. Va., 1896. 110 x 20 x 4.5.

CANNELTON, IND. Wharfboat built at Cannelton in 1897. 128 x 24 x 5.

CATLETTSBURG, KY. Wharfboat is the former packet CARRIE BROWN built at Harmar, O., 1890. M. H. Brown, owner. 120 x 24 x 3.5.

CATLETTSBURG, KY. Owned by Charles Ritchie & Co., then by J. Koehler. Built at Pt. Pleasant, W. Va., 1889. 127 x 36 x 5.5.

CARROLLTON, IND. Owned by Jett & Cox. Built at Madison, Ind., 1901. 150 x 30.

CINCINNATI, O. The Big Sandy wharfboat was built 1880, and measures 300 x 100 x 8.

CONEY ISLAND CO. At Cincinnati, built in 1871, rebuilt in 1904. 226 x 50 x 5.

CARRSVILLE, KY. Owned by F. E. Davis. 90 x 22 x 4.5.

CHARLESTON, W. VA. Owned by A. B. Donnally and measures 200 x 34 x 6.

CLARKSVILLE, TENN. Wharfboat built at Jeffersonville, Ind., 1898. 165 x 36 x 4.5.

ELIZABETHTOWN, ILL. Owned by J. P. Gaines. Built in 1913 at Elizabethtown. 112 x 24.5 x 5.

EVANSVILLE, IND. Owned by Louisville & Evansville Packet Co. Built in 1863 and rebuilt 1905 and originally came from Cincinnati. 285 x 40 x 5.

EAST LIVERPOOL, O. Owned by Gus Martindall. Built on hull of packet EUGENE in 1897. 170 x 34.

GALLIPOLIS, O. Owned by Jevins & Co. and then by Greene Line. Built at Pt. Pleasant, W. Va. in 1894. 170 x 40 x 5.5.

GOLCONDA, ILL. Wharfboat owned by Lyons & Co. Built at Evansville in 1894. 118 x 32 x 5.

GREENE LINE at Cincinnati. Wharfboat has a double hull, built Pt. Pleasant, W. Va., 1911. The pontoons are 200 x 20 x 5.

GALLIPOLIS, O. Owned by Greene Line. Built at Pt. Pleasant, W. Va., 1907. 110 x 22 x 4.

HENDERSON, KY. Owned by Capt. Shelby. Built at Levanna, O., 1890. 125 x 22.

HIGGINSPOUR, O. Owned by the city of Higginsport. Built there in 1902. 110 x 26.

HUNTINGTON, W. VA. Owned by Huntington Wharf & Storage Co. Built at Antiquity, O., 1890. 150 x 36 x 5.

IRONTON, O. Wharfboat built by Bay Bros. at Ironton in 1895. 155 x 36 x 5.

LAWRENCEBURG, IND. Owned by F. W. Wolf. Built at Levanna, O., 1911. 110 x 28 x 5.5.

LEE LINE at St. Louis. Wharfboat built at Metropolis, Ill., 1864; rebuilt in 1902. 304 x 42 x 7.

LOUISVILLE & EVANSVILLE PACKET CO. Wharfboat at Louisville. Built at Jeffersonville, Ind. in 1884. 240 x 48 x 9.5.

L&N WHARFBOAT at Henderson, Ky. Built at Jeffersonville, Ind., 1892. 203 x 40 x 6.

LOUISVILLE, KY. Owned by Louisville & Cincinnati Packet Co. Built at Higginsport, O., 1909. 202 x 50.5 x 4.

LEE LINE at Memphis. Wharfboat built at Jeffersonville, Ind., 1909. 300 x 50.6.

MADISON, IND. Wharfboat owned by M. F. Laidley. Built at Levanna, O., 1905. 150 x 34 x 5.

MANCHESTER, O. Built at Wrightsville, O. in 1894, owned by Brown & Nailor. 106 x 24.5.

MARIETTA, O. Wharfboat built at Clarington, O., 1905. Owned by Hornbrook & Best. 164 x 34 x 5.

MAYSVILLE, KY. Wharfboat built at Manchester, O., 1878. 120 x 26 x 5.

MEMPHIS, TENN. Wharfboat owned by Memphis & Arkansas City Packet Co. until 1909. Built at Mound City, Ill., 1874. 320 x 46.

MIDDLEPORT, O. Owned by Charles Corbin. Built at Antiquity, O., 1893. 110 x 26.

MANCHESTER, O. Wharfboat there 1907-1914. Was built at Rome, O., 1892. 100 x 24.

MATAMORAS, O. Owned by Brown Bros. and was brought from New Martinsville in 1908. Built at Clarington, O., 1905. 130 x 28 x 4.8.

MOUNDSVILLE, W. VA. Owned by J. D. Bachaus in 1907-1908. Built 1903 at Clarington, O. 120 x 22 x 5.

MEMPHIS, TENN. Owned by Memphis & Arkansas City Packet Co. This steel wharfboat was built at Ambridge, Pa. by American Bridge Co. in 1909. 220 x 48 x 6. Valued \$40,000.

NEW ALBANY, IND. Owned by Louisville & Evansville Packet Co. 1908-1913. Built at New Albany in 1878. 120 x 26 x 5.

NEW MARTINSVILLE, W. VA. Owned by Henry Shutter. Built at Clarington, O., 1908. 130 x 26 x 4.5.

N.C. & St. L. WHARFBOAT at Paducah. Rebuilt at Paducah in 1910. 200 x 40 x 6.

OWENSBORO, KY. Built at Evansville, 1907. 140 x 40 x 5. Owned by Owensboro Wharfboat Co.

PADUCAH, KY. Owned by St. Louis & Tennessee

River Packet Co. Built at Jeffersonville, Ind., 1893. 250 x 48 x 6.5.

PARKERSBURG, W. VA. Owned by Jos. Good and then by Phil Hornbrook. Built at Murraysville, W. Va., 1892. 165 x 30 x 6.

PATTERSON WHARFBOAT at Pittsburgh. Owned by S. R. Patterson. Built at Clarington, O., 1899. 160 x 32 x 4.5.

PITTSBURGH, PA. Owned by Pittsburgh & Cincinnati Packet Line. Constructed at Pittsburgh in 1898. A double hull. Over all, 230 x 54 x 6.

PITTSBURGH, PA. Owned by Pittsburgh & Brownsville Packet Co. Built at Brownsville, Pa., 1901. 165 x 42.

PT. PLEASANT, W. VA. Owned by S. G. Gardner and operated by him about 1906-1911. Built at Pt. Pleasant, W. Va., 1903. 130 x 26 x 5.

POMEROY, O. Wharfboat built at Murraysville, W. Va., 1895. 130 x 30. Owned by Downie & Co.

PORTSMOUTH, O. Owned by Donnelly & Hornbrook. Built at Clarington, O., 1908. 150 x 30 x 4'10".

RIPLEY, O. Built at Levanna, O., 1895. Owned by T. J. Donald. 120 x 26 x 5.

RIVER & RAIL TRANSFER at Cincinnati. Owned by B. & O. Southwestern RR. Built at Marietta, O., 1900. 216 x 40.

ROCHESTER, PA. Owned by Jerry Brown. Built at Rochester, Pa., 1897. 160 x 32 x 6.

ROSICLARE, ILL. Owned by Sam Joiner. Built at Elizabethtown, Ill., 1911. 90 x 20 x 4.

SISTERSVILLE, W. VA. Owned by Wm. Bedillion. Built at Clarington, O., 1896. 132 x 30 x 5.5.

ST. MARYS, W. VA. Owned by Bob Hornbrook. Built at Marietta, O., 1902. 110 x 22 x 5.

STEBENVILLE, O. Built at Pittsburgh, Pa. in 1878. 130 x 32.

SHAWNEETOWN, ILL. Built at Schooner's Point, 1894. 90 x 20 x 4.

TELL CITY, IND. Owned by Clay Switzer. Built at Tell City in 1898. 175 x 36 x 5.

VANCEBURG, KY. Owned by G. P. Adams. Built in 1906 at Rockville. 101 x 24 x 5.

WALTER J. HILL, JR. WHARFBOAT at Paducah. Owned by N. C. & St. L. RR. Built at Jeffersonville in 1893. 170 x 32.5 x 6.

WHEELING, W. VA. Owned by Crockard & Booth. Built at Moundsville, W. Va., 1892. 170 x 35 x 6.

STRECKFUS LINE Wharfboat at St. Louis. Built at Metropolis, Ill., 1896. 308 x 50 x 6.

RAIL & RIVER WHARFBOAT. At Memphis, built in 1914 at Levanna, O. 160 x 32 x 7.

TELL CITY, IND. Owned by Fuchs & Little. Built at Tell City in 1898. 175 x 36 x 5.

## Announcement

The Waterways Journal and Inland River Record were merged in January, 1968. Both retain their separate identities. Correspondence to The Waterways Journal should be directed as usual to 701 Chemical Building, St. Louis, Mo. 63101. Correspondence to Inland River Record should be directed as usual to 121 River Avenue, Sewickley, Pa. 15143.

H. N. SPENCER, JR.  
CAPT. FREDERICK WAY, JR.

## STORY OF THE R. L. AUBREY - PLYMOUTH (see pictures on the opposite page)

1. A sequence picture-story has not been possible because of the lack of a photo of the R. L. AUBREY. Now we have it, thanks to Alfred S. Patrick from the collection of the late R. K. Wells. Built at West Brownsville, Pa., Axton Yard, 1899, this towboat was owned by Capt. W. C. Jutte of the Peoples Coal Co. On July 7, 1906 she sank at Louisville, Ky. with an excursion of employees and friends on board. Nobody hurt, but quite some rhubarb when the U.S. Inspectors came to the scene. The Surveyor of Customs slapped \$500 fine on the owners for carrying passengers on a towboat. Later the U.S. Dept. of Commerce and Labor remitted the fine as no fares had been collected. The boat was raised.

2. On March 14, 1910 the R. L. AUBREY hitched to empties and started upriver from Louisville. Just above Jeffersonville, at Arctic Springs, the boilers exploded. Capt. Lyman Varble (brother of Capt. Graham Varble who later was drowned on HENRY A. LAUGHLIN) was killed. Capt. John Buttonfield was master at the time.

3. This end-on view looking aft shows how the front portion of the R. L. AUBREY was torn to shreds. The pilothouse vanished. The cabin was not harmed save for broken glass. Odd as it may appear this wreck was rebuilt. Both engineers had their licenses revoked by U.S. Inspector Capt. J. E. Abrams.

4. When rebuilt, she was owned by the E. J. Hickey Transportation Co., Covington, Ky., an offshoot of the Hatfield coal interests. She was renamed PLYMOUTH for their town and mines at Plymouth, W. Va., Kanawha River Mile 36.0, just below and opposite old Lock 8. She was given arch hogchains, one of the very few pool-type towboats to have the style.

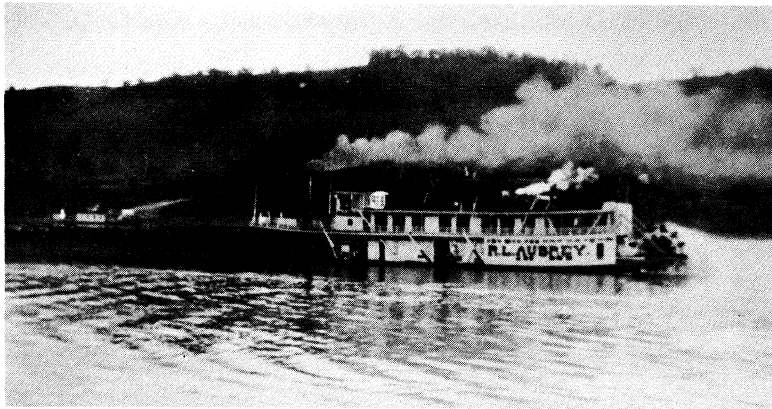
5. On March 25, 1917 she sank below Lock 3, Kanawha River (the lock is visible at the left) located at the foot of the bend below present-day London Locks and Dam. She looked worse wracked-up than after the boiler explosion. The cook was drowned.

6. --But she was raised and taken to the Pt. Pleasant Dry Docks where this view shows her. Note that the distant Ohio hills are topped with snow, some off-beat April weather in 1917 for that region. The boat was rebuilt and went back to work.

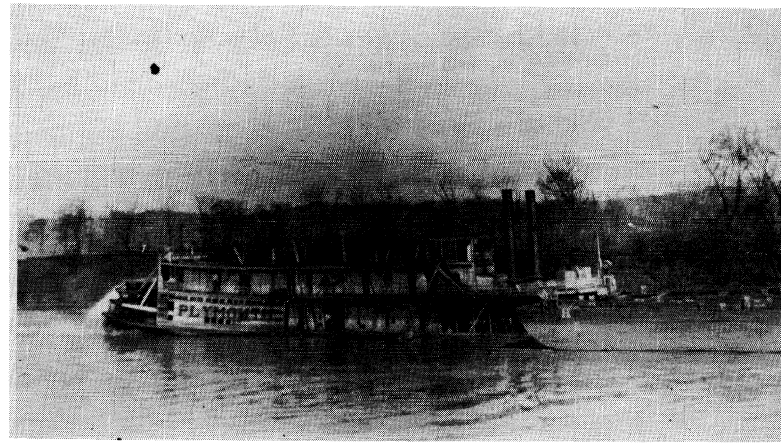
7. The American Barge Line Co. bought her, pulled her out at Paducah, and again rebuilt her in 1926. The original engines were taken out and she got a new set of uniflow engines, uniquely designed, with principles unfamiliar to your present scribe. Capt. Alfred A. Schipper was master of her quite a while, and if memory serves right Capt. Lewis B. Reade was her pilot for a time. This view was made in the Pittsburgh harbor with the old Wabash Railroad bridge in the background (the piers still stand). Photographer was Kinnaird Hall of Williamstown, W. Va. Finally the boat was retired at Jeffersonville, Ind. where she got tired and sank, January 14, 1945.



# PHOTO STORY OF R. L. AUBREY AND THE PLYMOUTH



-1-



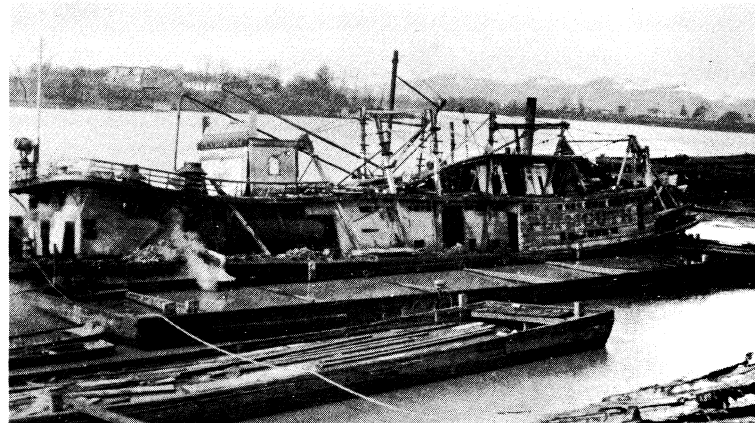
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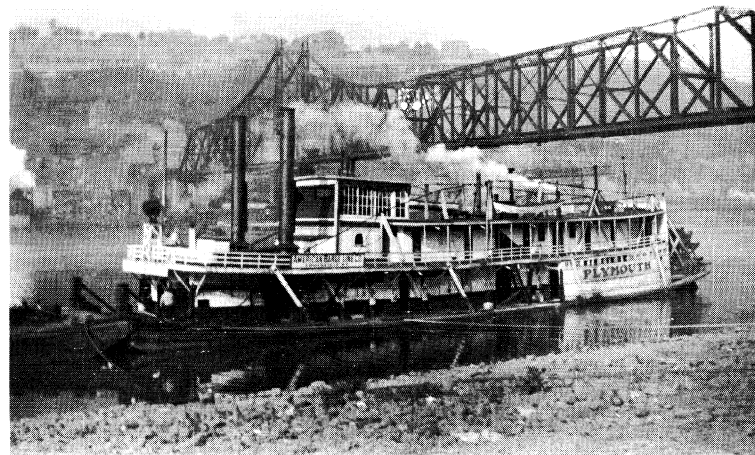
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PITTSBURG, CINCINNATI AND LOUISVILLE WEEKLY PACKET.

NEW AND ELEGANT SIDE WHEEL STEAMER



# CITY OF PITTSBURG.

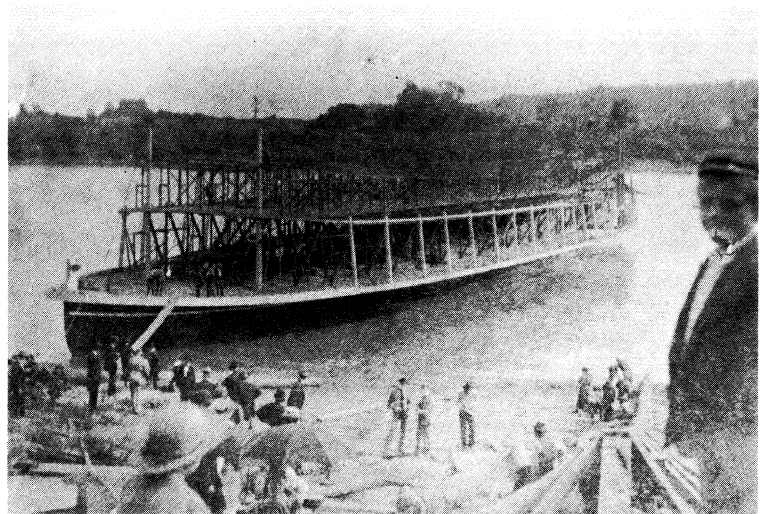
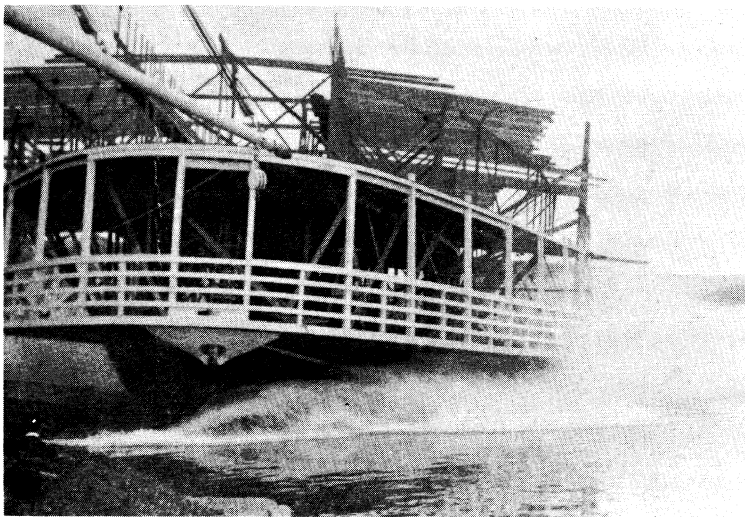


THE MOST MODERN FINISHED AND EQUIPPED  
STEAMER ON WESTERN OR SOUTHERN WATERS.

JOHN M. PHILLIPS, Master.  
DANA SCOTT, Purser.  
ALVA L. VOEGTLEY, Clerk.  
OLIVER D. PHILLIPS, Clerk.

*On Board*

1899



The sodden old timbers of the CITY OF NEW ORLEANS were beyond recall and it was necessary first of all to build an outright new hull. The Knox Boat Yard, Harmar, O., undertook the contract largely on credit. As work progressed it seemed advisable to build a new boiler deck, roof, and cabin framing. The spacing from the main to the cabin deck was to be considerably reduced. As consequence very little of the wooden superstructure of the CITY OF NEW ORLEANS found its way aboard the new CITY OF PITTSBURG. About the only carry-overs were the cabin bric-a-brac, stateroom panels and doors, texas and pilothouse. There are no surviving cost sheets, but the wonder is whether an entirely new superstructure might have been better economy.

The above photographs were taken by Col. Harry D. Knox of Marietta who was chief designer at the Knox Yard. They clearly show the new hull and new superstructure up to roof and skylights. The launching was in progress as the pictures were snapped. This was the biggest hull launched at the Knox Yard although the TELEGRAPH (1891) was the same length and narrower. The shape of the CITY OF PITTSBURG hull suggests that the patterns from the TELEGRAPH were used in building it.

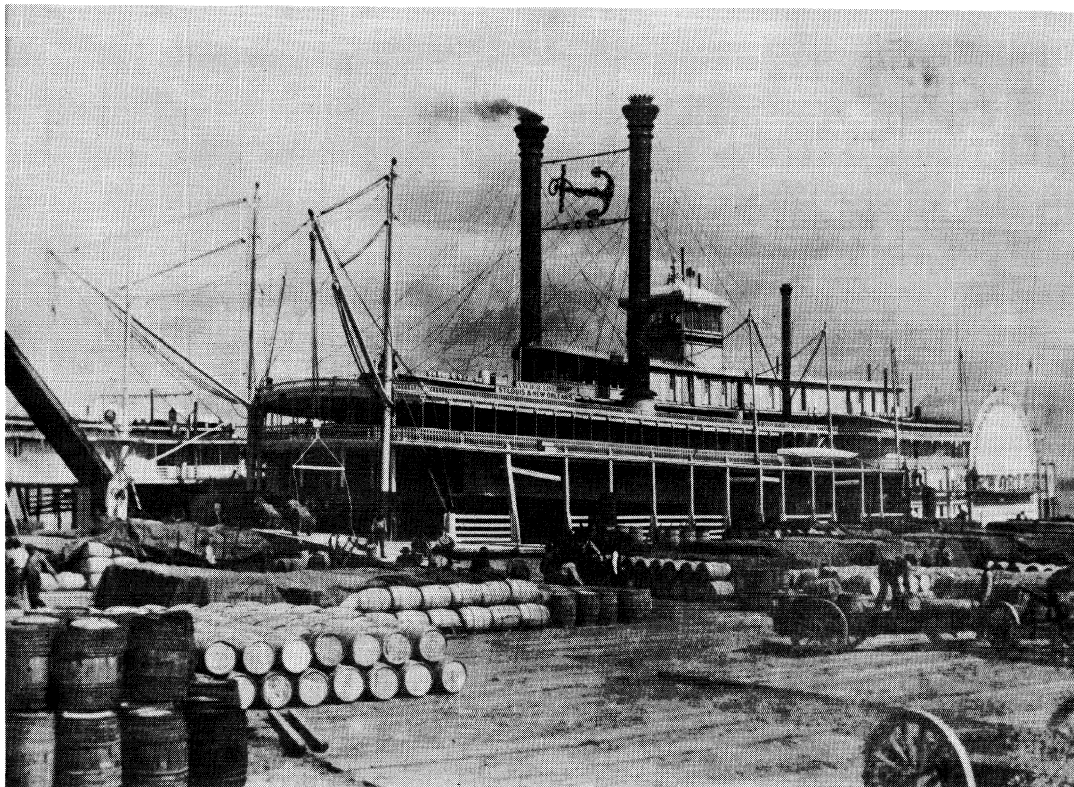
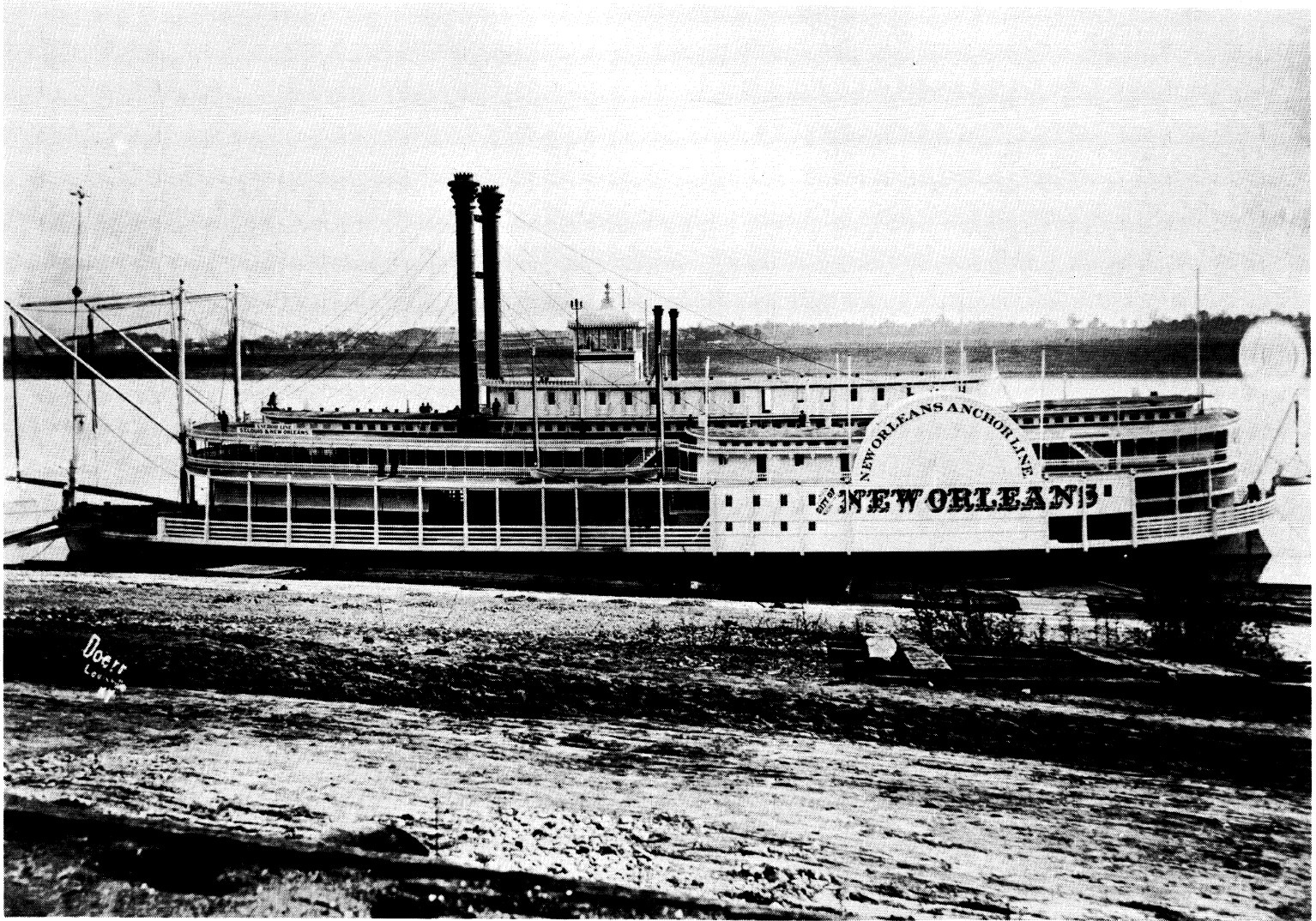
The old engines were refurbished and used but various auxiliaries were scrapped and replaced. The "doctor" pump was discarded, and in its place came aboard a new-fangled "injector" for the boiler feed water supply. The boilers from the CITY OF NEW ORLEANS were scrapped. The replacement boilers, built new, never came aboard. A U.S. law was changed during their construction outlawing single-riveted seams, which these had, and they were useless before placed aboard. A second

set was built and here again calamity befell as their rivet holes were punched instead of drilled and hence very illegal. Most incredible fact of all is that Capt. John M. Phillips had been a U. S. Inspector in the Pittsburgh District prior to these bloopers.

The third and final boilers, the ones which ultimately supplied the steam, were of the Scotch Marine type, popular on lakes and on the seaboard vessels. A bit of experimenting had been done with them aboard river boats; the HIGHLAND MARY built at the Knox Yard in 1894 had them, and the Streckfus Line's QUINCY got a set when built in 1896. Boiler innovations were being tried in 1899 at Dubuque, Iowa, where the BETSY ANN was supplied with a multi-flue single boiler in the interests of fuel economy. The trend was in that direction, and Capt. Phillips cannot be criticized unduly for using Scotch Marines, save that he had scant proof they would work.

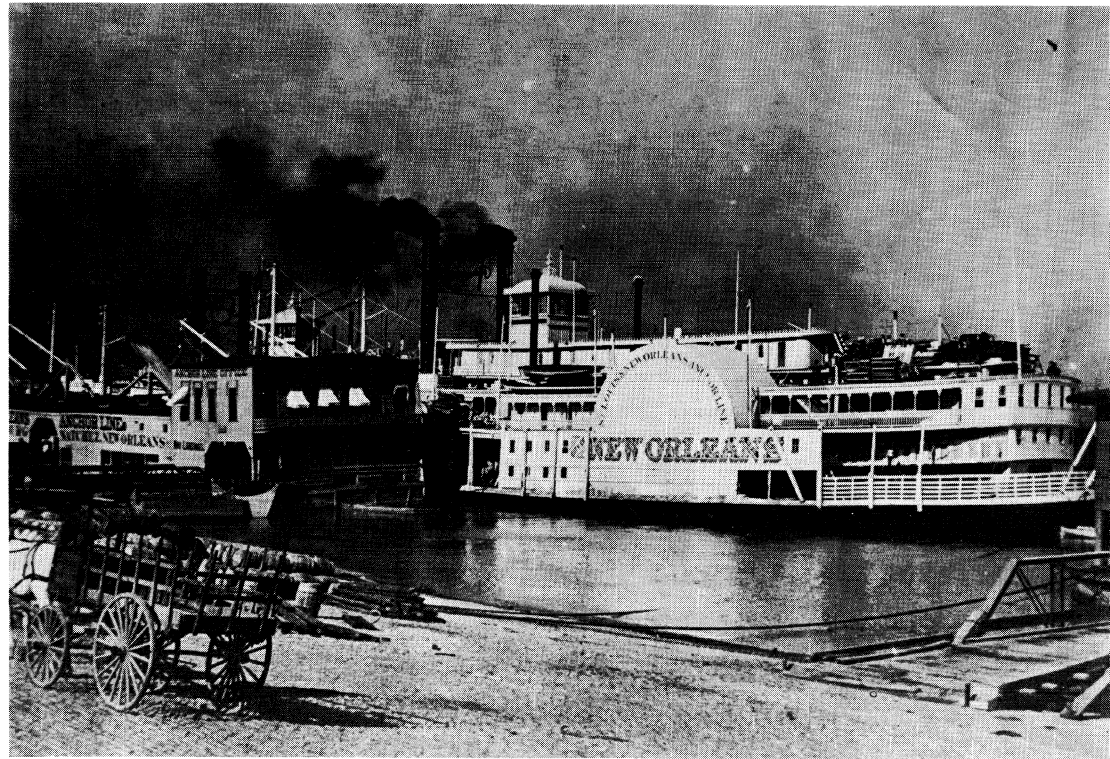
The main cabin of the CITY OF NEW ORLEANS was heated with steam radiators and boat buffs may already have noticed the absence of stove pipes leading into the main smokestacks in her photographs. These steam radiators were also used on the CITY OF PITTSBURG. The original roof bell from the Anchor Line also was placed over complete with the ornate cast metal stands in the shape of dolphins or fish. The original whistle seems to have been used also. The original double stages were changed to a center single one, using one of the old masts, cut lower, and a boom with its yoke fit. The pilothouse was reduced in height and the original fancy-domed Anchor Line top and spire retained, although soon removed due to high water and bridge problems with it.

Continued on Page 29



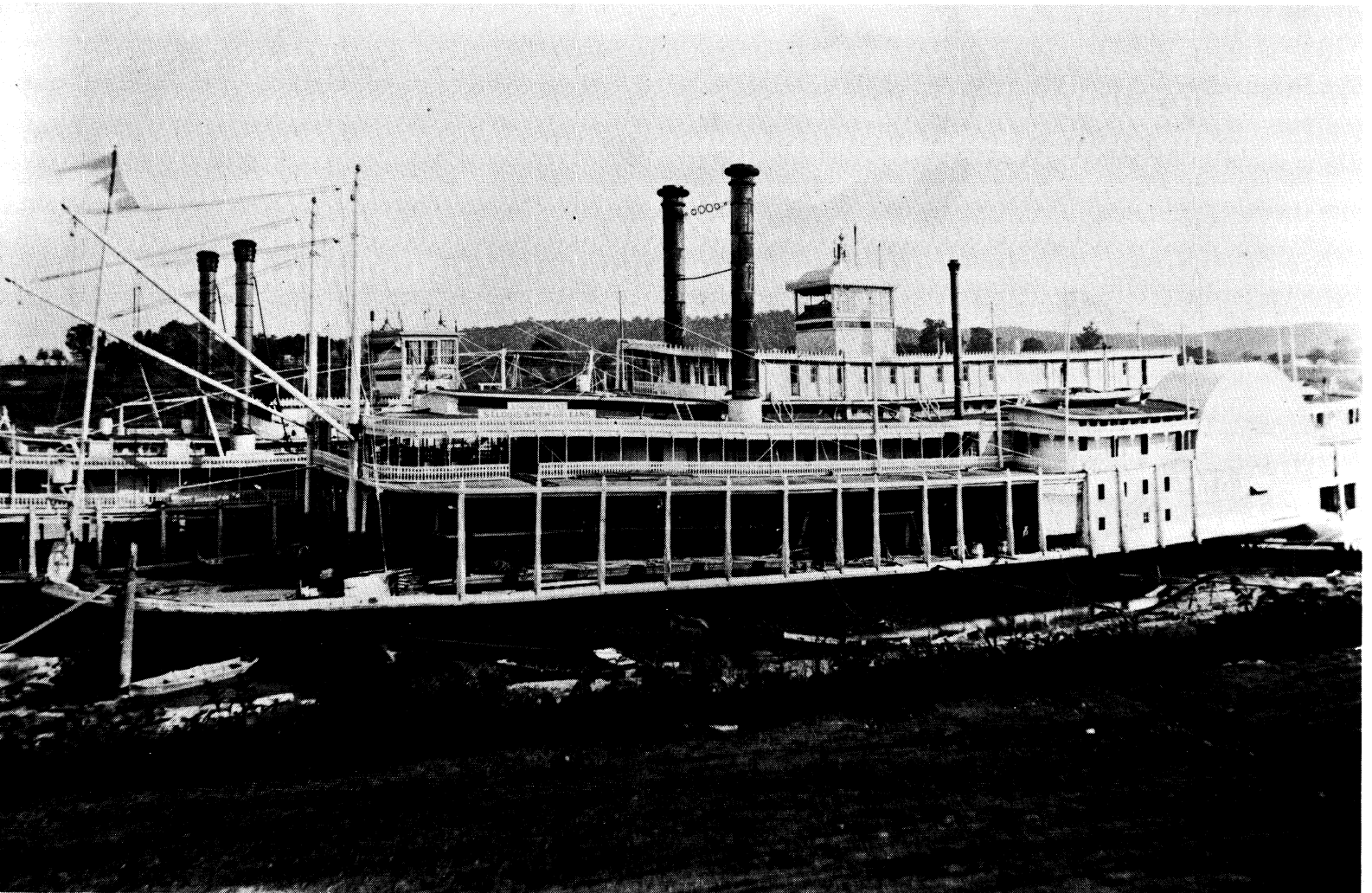
ABOVE: The Anchor Line's new CITY OF NEW ORLEANS photographed in 1881 on the Ohio River, ready for delivery from the Howard Ship Yard. Photo made by Doerr of Louisville, Ky.

BELOW: CITY OF NEW ORLEANS posed at New Orleans in her youth. Note that an observation circle, glass-enclosed, has been added to the forward end of the texas. This same feature was transferred to the CITY OF PITTSBURG in 1899.



ABOVE: CITY OF NEW ORLEANS in her declining years pictured at the Anchor Line wharfboat, St. Louis. This view has been widely reproduced and once was used on a decorative tin beer tray with the boat renamed ROBERT E. LEE. Note how the smokestacks have been shortened.

BELOW: An outstanding view of significance; the old CITY OF NEW ORLEANS at the Knox Boat Yard, Harmar, O., 1898, just in from New Orleans. No Anchor Line side-wheeler ever before (or after) got so far up the Ohio River. Lying outside is P&C Line's new VIRGINIA laid up for low water. Note how small she looks compared to this ancient leviathan of the Mississippi River.



Continued from Page 26

### THE "DELAYED MARDI GRAS" TRIP

Due principally to these boiler complications the new CITY OF PITTSBURG was not completed on schedule. She was supposed to run a Mardi Gras voyage to New Orleans from Pittsburgh departing about the first of February, 1899, but what with delays, she didn't leave Marietta, O., upbound for Pittsburgh, until Tuesday, March 21, 1899, by which date Mardi Gras was over and forgotten. But many persons had made reservations, anxious to be aboard on the first voyage, and the "delayed" Mardi Gras was to go forward anyhow. The "delayed" voyage was slated to commence March 21 but, as pointed out, that was the date she left Marietta.

After departing Marietta at 9 o'clock in the morning, the superlative new steamboat went to the bank above the mouth of the Little Muskingum, a scant four miles, and remained there all day repairing machinery. She was in Wheeling before dark next evening, landed, and an estimated 3,000 persons stormed aboard for a period of sight-seeing. Next day she was at Safe Harbor, Pa., tied up with burned boilers, and could not proceed. Two towboats hitched alongside and shoved the new floating palace to Pittsburgh where a gala reception had been planned. She arrived unconscious, without steam, supported by her lieutenants. The incessant delays had extinguished the enthusiasms of her well-wishers and only a few pumpboats tootled salutes.

Rescheduled to depart for New Orleans on Saturday, March 25 at 1 o'clock p.m., the repairs to her Scotch Marines dragged on and on, and her departure was finally made on Tuesday, March 28. Nevertheless she had aboard a heavy freight cargo and a liberal complement of passengers.

Her crew on this inaugural voyage was composed of Capt. John M. Phillips, master; James Sanford and William F. Brookhart, pilots (to Cincinnati); Charles Nichols and James Pell, pilots (Cincinnati to New Orleans); Dana Scott, purser; A. L. Voegtley and Oliver D. Phillips, clerks; William Stapleton, mate; William Bollinger and William L. Garrison, stewards; S. Kinnaid and George E. Berry, engineers, and Barton Baker, carpenter.

George E. Berry, later U.S. Boiler Inspector at Pittsburgh, later told this scribe that the patent Scotch Marine boilers didn't make enough steam and on the voyage only popped the safety valves once. That happened while landed at Evansville on the return trip and caused near panic among the passengers who thought the boat had exploded.

Passing New Richmond, O. upbound she knocked out a cylinder-head and was forced to return to Cincinnati for repairs. Because of this delay, plus the low steam, the round trip took 28 days to complete, normally made in 21.

### ENTERS PITTSBURGH - LOUISVILLE TRADE

The proper caper, so figured Capt. Phillips, was to offer a longer one-week vacation at a slight increase in fare. He proposed that his remarkable new boat would depart from Pittsburgh

each Tuesday noon and go through to Louisville and return, 601 miles one way, 1200 miles round trip. His passenger fares, widely advertised, were these:- Pittsburgh to Cincinnati, one way, \$7.00; Pittsburgh to Louisville, one way, \$9.50; Cincinnati-Pittsburgh, round trip, \$14; Louisville-Pittsburgh, round trip, \$16.

These rates were not competitive with the fare on the QUEEN CITY and VIRGINIA, which were handling passengers at the same prices. The Pittsburgh & Cincinnati Packet Line advertised widely that they accepted vacationists Pittsburgh-Louisville and return for \$16 also. They accomplished this by prorating with the Louisville & Cincinnati Packet Co, As example, the QUEEN CITY took you Pittsburgh to Cincinnati where you made a ship-side transfer over to the CITY OF LOUISVILLE and round-tripped on her back to Cincinnati, then caught the VIRGINIA back to Pittsburgh--all for \$16 including meals and berth, and about nine days on the river.

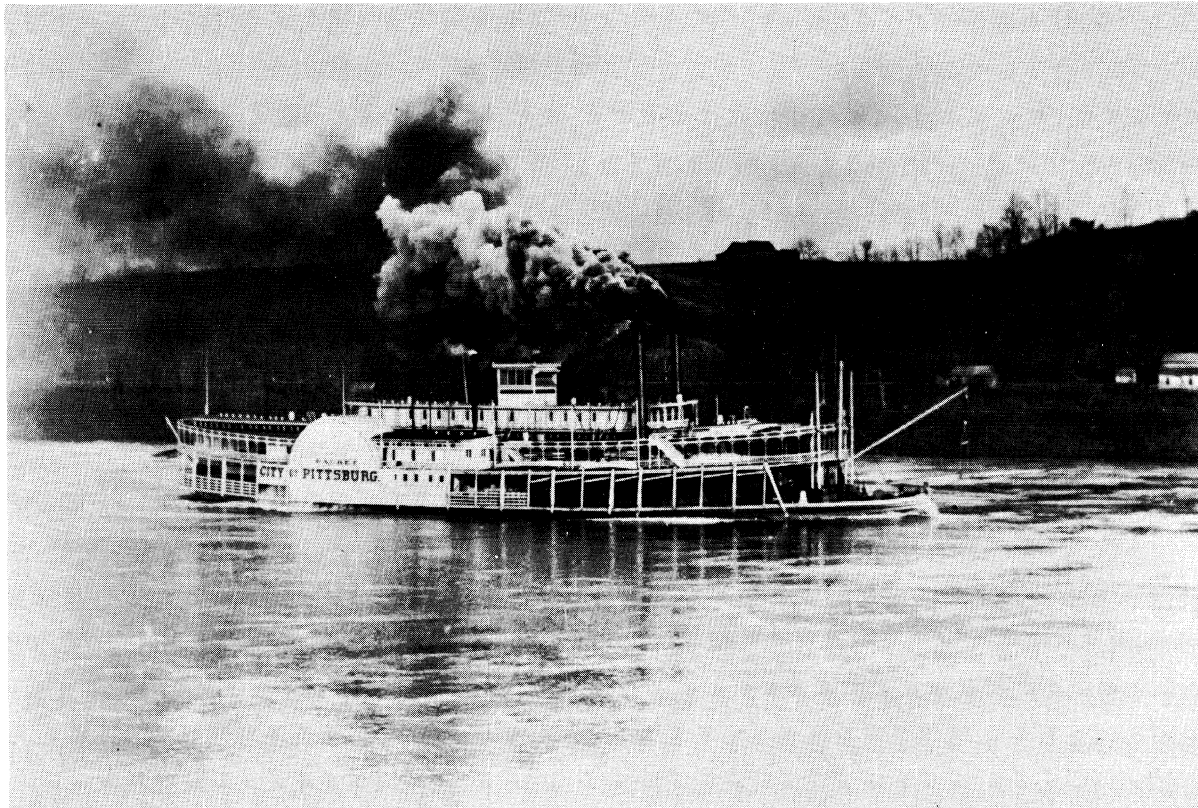
So the choice actually was this:- Did you wish to spend nine days afloat for \$16 with the bother of transferring at Cincinnati? Or did you wish to spend seven days afloat, same price, without inconvenience of transfer, aboard the latest luxury steamboat?

The audacious Capt. Phillips was sure of his passengers. He had been captain on P&C's IRON QUEEN (see S&D REFLECTOR, Sept. 1964) and had married Hattie Johnston, originally of Cincinnati and sister to Mrs. James A. Henderson--and James A. Henderson was president of the P&C Line. Such commercial rivalry within family ties easily could have caused bitterness but in this case, odd as it may be, there was none. At least no member of the family admitted to it.

Undaunted, Capt. Phillips now entered his new CITY OF PITTSBURGH in the trade he intended her for, between Pittsburgh and Louisville. On the first voyage, through a misadventure, she injured her hull and had to be pulled out on the marine ways at Madison, Ind. All passengers were kept aboard. It isn't every day that passengers go up-and-down a marine ways. This may be the first and only time such a thing happened.

A telegram to the Pittsburgh Gazette, dated May 25, 1899:- "Marietta, Ohio:- Up, QUEEN CITY at 5:30 p.m. The QUEEN CITY this trip has the largest passenger list ever carried in the trade." It would seem that the P&C Line was feeling no pain. One accident to the VIRGINIA was unfortunate; she "ran through herself" near Brothers Islands, but using one engine and being assisted by the towboat ELIZA she came on to Pittsburgh and was moored at the James Rees shop for repairs. She had to miss a trip.

On Wednesday, June 7 the elegant side-wheeler couldn't get to Pittsburgh because of low water. She came up to Sewickley and reshipped her freight. The KANAWHA brought down her passengers and a lighter loaded with southbound freight. On the next June trip the river had fallen lower yet and the up-trip ended at Wheeling. Capt. Phillips came in ahead and escorted a large number of passengers to the B&O depot, Pittsburgh, and took them to Wheeling to board the boat. Her freight was reshipped on the BEN HUR. She was forced to lay up at Cincinnati on Tuesday, June 20, 1899.



THIS PICTURE WAS TAKEN just a few moments before the one on the front page of this issue. Both came from the collection of the late Harry D. Knox, Marietta. Our belief is that the date is in early April, 1900. Pictures taken in 1899 show the original fancy-topped Anchor Line pilothouse, and also show the whistle mounted on the pilothouse. Apparently the whistle was changed when new boilers were placed at Portsmouth, O. early in 1900; thenceforth it was forward of the pilothouse. The fanciful Anchor Line pilothouse-top was probably removed to get the boat under bridges during high water, and our guess is that this happened in anticipation of an early start, 1900, in the Pittsburgh-Louisville trade. Capt. Phillips hoped to enter the trade in March but the Portsmouth boiler program delayed matters until early April.

#### COMPETES WITH CITY OF CINCINNATI

Low river stages laid the boat up at Cincinnati on Tuesday, June 20, 1899. On July 31 she was entered in the Cincinnati-Louisville trade in competition to the new CITY OF CINCINNATI, save that the PITTSBURGH departed each port at 8:30 in the morning and the round trip was 50¢ without meals or berth. Up one day, down the next. This same strategy had been worked in 1890 when the NEW SOUTH contended with the Mail Line's FLEETWOOD. In this present instance, low water forced both contenders to the bank within a month.

#### FOURTH SET OF BOILERS ORDERED

By now the Scotch Marine boilers had failed so many times Capt. Phillips contracted with the Portsmouth (Ohio) Foundry & Machine Co. for six standard Western boilers, each 22 ft. long and 44 inches diameter. He also jettisoned the patent water-feed injectors and placed aboard a "doctor" pump ordered from Marietta Manufacturing Co. In later years Albert L. Brahm, who headed a wholesale meat and grocery firm at Pittsburgh, related

that he had been persuaded to take stock in the CITY OF PITTSBURGH by Capt. Phillips. "If I had converted that money into silver dollars and had hired roustabouts to shovel it overboard into the river, I couldn't have lost it any faster," he ruminated.

#### IN 1900 AGAIN RUNS OUT OF PITTSBURGH

The boat was taken to Portsmouth to receive the new boilers in the early spring of 1900 and again entered the Pittsburgh-Louisville trade where she did a whopping passenger business during April and May. Low water laid her up at Cincinnati by the first week of June. Several weeks later she was again put in the Louisville-Cincinnati run, 50¢ the round trip, and caused so much agony to the L&C Line that Capt. Robert W. Wise, superintendent of the Memphis & Cincinnati Packet Co., conceded by giving Capt. Phillips a regular run for the CITY OF PITTSBURGH in the Cincinnati and Memphis trade teamed up with the SUNSHINE and HUDSON.

In this trade Capt. John M. Phillips continued to command with Dana Scott as purser. The chief

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PROSPECTUS OF

# Steamer City of Pittsburg.



THE STEAMER CITY OF PITTSBURG was built at Marietta, Ohio, 1899, and is of the following dimensions: Length of keel, 294 feet; length over all, 300 feet; breadth of beam, 48 feet 6 inches; width over all, 79 feet 5 inches; depth of hold, 6 feet 2 inches in lowest part. Side wheels, 32 feet in diameter, 14 ft. 6 in. bucket. She has full length cabin, with promenade guards all way round, sixty staterooms in main cabin, twelve on intermediate deck, thirty-two in texas; total number of berths, 228. Also observation room forward of texas; pantry and kitchen with most approved modern outfit; barber shop, bath rooms and sanitary closets for gentlemen; bath rooms and sanitary closets for ladies' toilet; hot and cold water stationary wash-stands, electric lights and call bells in each stateroom.

This boat has Scotch marine boilers, the same as used on ocean and lake vessels. There are three of them, each of the following dimensions, 106 in. diameter, by 14 feet 6 in. long, with two furnace flues of 46 in. in diameter, and ninety 3½ inch return flues; they are constructed of Marine 65,000 T. S. Steel. Two high pressure engines, 26¾ in. diameter, and 10 foot stroke.

Also has steam laundry on lower deck; no linen on promenade deck flaunting in face of passengers, and shutting off view, as is the case on most all other steamers. The cuisine is complete in all respects. Meals furnished *a la Carte*.

Each and every stateroom is fitted with stationary wash stand, hot and cold filtered water, electric lights, and return call bells.

Main Saloon is lighted with seven very fine Electric Chandeliers, with Japanese trimmings, and is ventilated and kept cool in warm weather with electric fans.

All carpets in cabin and staterooms are of very high grade Axminsters. The selection of Bed Springs, Mattresses and Bed Coverings have been looked after with great care, and will be found equal to those of the best hotels in the cities.

In fact, the whole argument, condensed to a few words, is simply this: If you wish to travel, either for business or pleasure, and desire the accommodations and conveniences of a modern hotel, do not fail to embark on the new side-wheel steamer, "CITY OF PITTSBURG."

THE PRINTED MATERIAL ABOVE AND BELOW was on the reverse side of letter paper supplied to passengers while the boat was in the Pittsburgh-Cincinnati-Louisville trade, spring of 1899.

## INFORMATION DESIRED.

When comparing rates of this line with rates by rail, please add to the latter sleeping car charge and cost of meals. We include Meals and Berths with all First-class Tickets.

Return tickets, good at any time during the year, sold. Boats stop at all the principal cities from one to three hours, when passengers can go ashore and see the sights in the meantime.

Round Trip Tickets include berth and meals while in port, the boat usually remaining at either terminus one day, thus giving ample opportunity for visitors to gain a knowledge of each city; and not only this, but stops are made at all the principal cities en route from 1 to 3 hours, giving passengers an opportunity of going ashore and getting a general idea and outline of the important centers on the whole route.

We also make rates to Nashville, Tenn., St. Louis, Mo., and to points on the Upper Mississippi, St. Paul, etc., also to Vicksburg, Natchez, New Orleans, and points in the Southwest.

Children under 5 years of age, accompanied by adults, will be taken free of charge; over 5 and under 12 years of age will be charged half fare; over 12 years, full fare.

When requested, trunks will be placed near stateroom, convenient for access when en route.

Bicycles may be placed in care of porter, and used en route.

Passengers arriving on trains at point of embarkation, same day, can go direct to boat and secure their room, and be at no further trouble regarding their baggage and hotel expenses.

The advantage of securing stateroom accommodations in advance will commend itself to the thoughtful traveler. The staterooms are all located on the upper deck, are wide and roomy, giving ample light and air.

A cabin passage includes meals and berth in a stateroom, but not an entire room where there are other passengers to be accommodated.

The stateroom berths will not permit of a steamer trunk being placed under them. All baggage, except hand-baggage, is checked by the porter, and is easily attainable. Each passenger is entitled to 150 pounds of baggage free on each full ticket. All baggage weighing over 150 pounds, and excess baggage to local points, is charged at tariff rates per 100 pounds.

Dogs and guns must be given in charge of the porter, and under no circumstances will they be permitted on the guards or in the cabins.

The people like to travel on the boats when they are well taken care of, as there is no crowding, no dust, good music, good meals, and almost all the comforts of a home.

The beautiful scenery along the route is one of the most delightful features of the trip.

## MOST TERRIBLE STEAMBOAT DISASTER

THAT HAS HAPPENED IN YEARS

### THE CITY OF PITTSBURG BURNS AT WATERS' EDGE

Half a Hundred Men, Women and Children  
Perish in the Flames.

The Terrible Disaster Occurred Thirty Miles Below Paducah—Only a Few Bodies From the ill-fated Steamer Were Recovered.

One of the most awful river disasters that ever occurred was the burning of the steamer City of Pittsburg early yesterday morning at Turner's Landing, near the mouth of the Ohio river. The steamer was carrying a large number of passengers, including a number of women and children. The disaster occurred about thirty miles below Paducah, and the scene was a most heart-rending one. The steamer was seen to be on fire, and the flames were seen to be spreading rapidly. The passengers were seen to be in a state of panic, and many of them were seen to be jumping overboard. The steamer was seen to be sinking, and the passengers were seen to be struggling in the water. The disaster occurred at a time when the river was in flood, and the water was very high. The steamer was carrying a large number of passengers, including a number of women and children. The disaster occurred about thirty miles below Paducah, and the scene was a most heart-rending one. The steamer was seen to be on fire, and the flames were seen to be spreading rapidly. The passengers were seen to be in a state of panic, and many of them were seen to be jumping overboard. The steamer was seen to be sinking, and the passengers were seen to be struggling in the water.

As had no one to steer the boat, and the men used their hands for oars. There were people in the river all about the wreck. After the men managed to get to the shore, the scene was a most heart-rending one. The water was very cold, and the passengers were in a state of panic. Many of the passengers were seen to be jumping overboard, and the scene was a most heart-rending one. The steamer was seen to be sinking, and the passengers were seen to be struggling in the water. The disaster occurred at a time when the river was in flood, and the water was very high. The steamer was carrying a large number of passengers, including a number of women and children. The disaster occurred about thirty miles below Paducah, and the scene was a most heart-rending one. The steamer was seen to be on fire, and the flames were seen to be spreading rapidly. The passengers were seen to be in a state of panic, and many of them were seen to be jumping overboard. The steamer was seen to be sinking, and the passengers were seen to be struggling in the water.

When we reached shore we were unable to stand, and had to be helped out of the water. It seemed as though we were crazed by fright, for we were screaming with fright even after we were safe ashore. The first news of the disaster was sent out from Cincinnati, the nearest telegraph station. The steamer was three miles down stream to Caldwells and then turned to Cincinnati. Help was asked for from Paducah, the first being that the steamer was

### HEART-RENDING SCENES WITNESSED AT WRECK

Many Unfortunates Sank Into the Chilly Waters to Rise No More.

Women and Children Beg in Vain to Be Saved as Flame and Flood Envelop Them—Most Terrible Catastrophe on the River in Many Years.

When all the people had in the way of amusement from 7 o'clock until 10:30 p. m. The origin of the fire. Capt. Phillips saw the fire caught in the hold. The night watchman later on been seen in the hold of

MOST TERRIBLE CASE. The son of Mrs. Ferguson McGill



JOE FOWLER TO THE RESCUE.



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engineer was Clayton Crawford who lived in an attractive riverfront home, "Maplewood," just below Chesapeake, O. and opposite Huntington. In his front yard he had the flagpole of the old Cincinnati-Memphis packet SILVER MOON. The pilots were Harry W. Doss of Cincinnati, and Al Pritchard. Cub pilot was Tom Smith of Memphis. The mate was Art Shriver who later lived at Augusta, Ky. The steward was William Bollinger.

While loading at Cincinnati for a Memphis trip at 2:30 p.m. on Wednesday, March 6, 1901, the big pilothouse of the CITY OF PITTSBURG caught fire and was totally consumed. Before the flames were extinguished part of the texas was gone. Repairs were made and on the next trip the boat struck a pier at Louisville and did considerable damage.

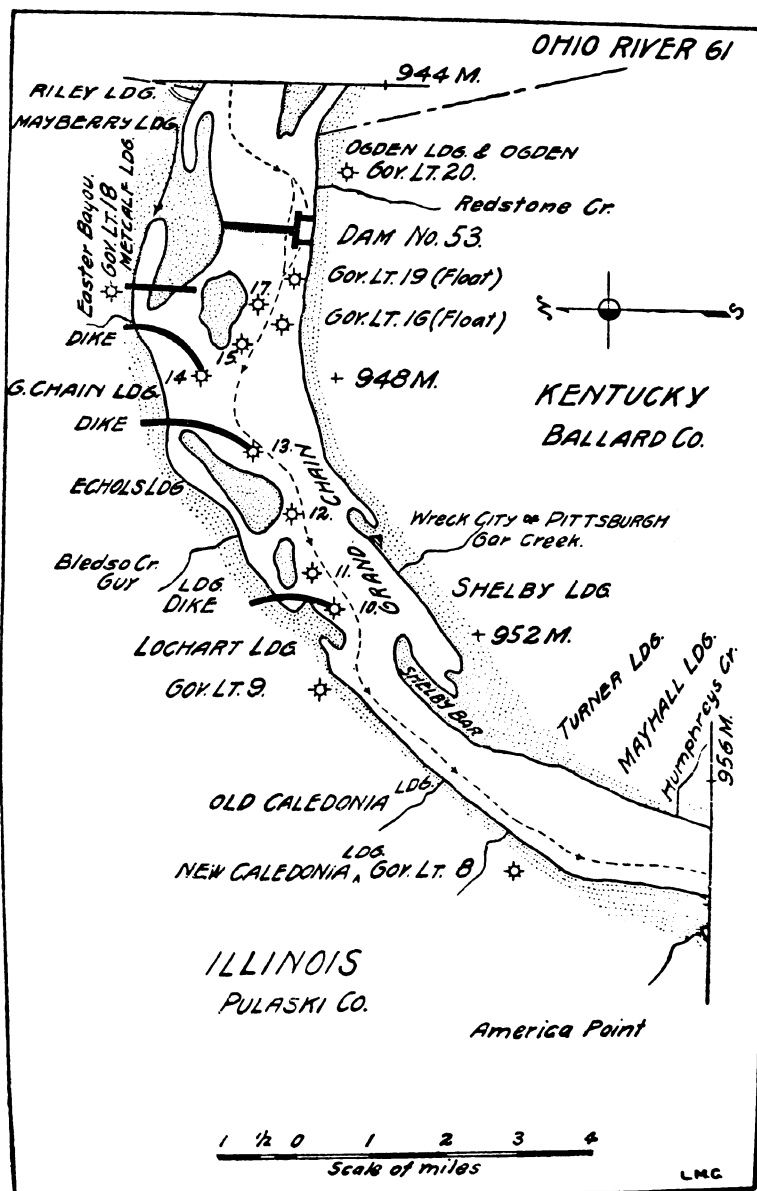
**EARLY MORNING BLAZE DESTROYS  
BOAT AND CAUSES GREATEST LOSS  
OF LIFE ON OHIO RIVER IN THE  
TWENTIETH CENTURY.**

One year later, still in the Memphis trade, she was downbound and on the early morning (4 o'clock) of Sunday, April 20, 1902, fire was discovered in her hold. Harry Doss was on watch in the pilothouse and he drove the boat for the Kentucky shore and got her landed, head upstream. The off-watch pilot, Al Pritchard, came to the pilothouse during the landing operation to be of assistance. Harry told him to see about his folks, so Pritchard departed, as his wife and 6-year old daughter Sadie were among the passengers. Cub pilot Tom Smith also was on hand. Harry Doss never rang the stopping bells; he left her coming ahead on both wheels to prevent the boat from drifting out into the river.

The blaze without much doubt originated in hay bales stored in the forward compartments of the hull. The forward hatches were opened to fight the flames and within moments the show was out of control. The fire advanced upward, consuming the forward main stairway, and thus cutting off escape to shore over the forecastle. Apparently there was not time to swing the stage around and get it lowered, of small matter as events proved, for nobody could have used it anyhow. Later it did swing around as the mast fell and landed in position on shore just as though the mate had directed it. Then it burned.

Capt. Phillips directed the fire-fighting until a hose burst and sent a spray of water over the firefighters. Then he jumped overboard and grabbed a feed trough floating by, used for feeding six horses among the cargo which were lost. He got a leg-cramp and best he could do was hold on. Fortunately the wooden trough went ashore and so the Captain saved himself.

Everybody aboard had to go aft along the starboard guard and either jump for it or await their turns in two yawls which were ferrying back and forth. Engineer Crawford felt that he could get the stern of the boat closer in by shutting down one engine, or both. Early accounts said he shut down one of them, on the outboard side, and the boat did swing in lessening the distance. Doubtless some lives were saved thereby. Pilot Al Pritchard's young daughter Sadie was tossed to one of the yawls, missed, and she went under the shore paddlewheel which then was working up. It

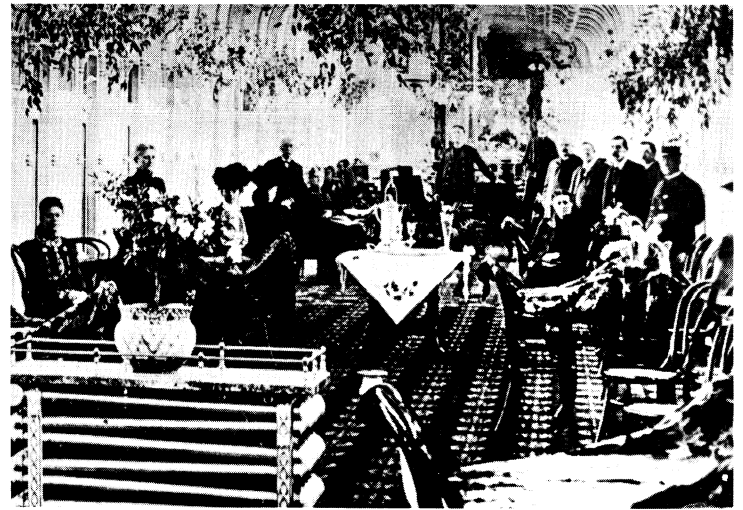


LOCATION OF CITY OF PITTSBURG WRECK as shown on Ohio River chart. This is reproduced from the first edition of "The Ohio River," 1916, compiled by R. R. Jones of the U. S. Engineer Office, Cincinnati. Also notice the proposed location of Lock and Dam 53 which later was built above Shelby's Landing, Ky. at the foot of the Grand Chain.

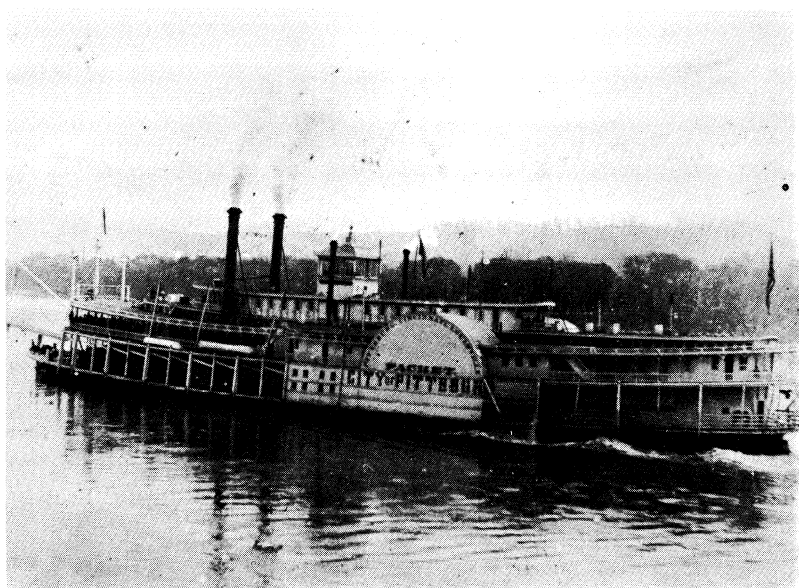
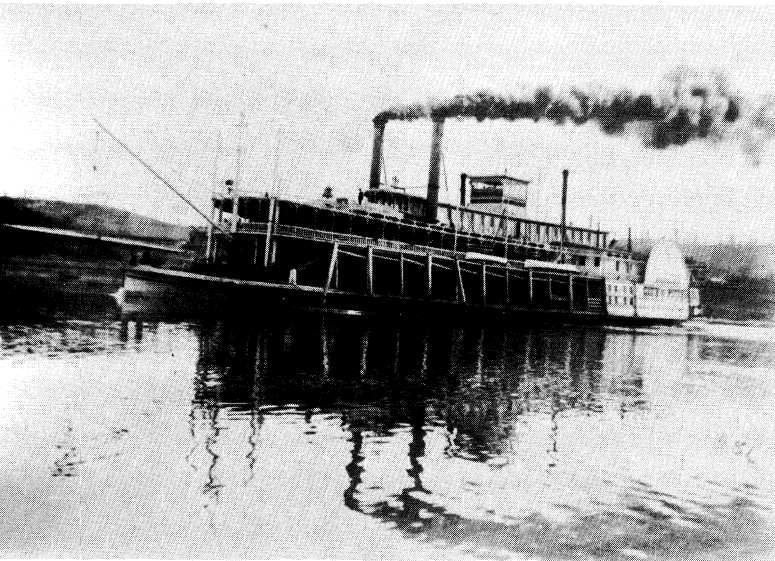
was said afterward that many persons who jumped in forward of that wheel met the same fate.

Pilot Harry Doss's father, Sylvester Doss, of Cincinnati, 76, was aboard taking a vacation trip with his son. He jumped from the stern, swam well, then began to tire. Miraculously he reached shore, dug his fingers into the mud, went limp and died of a heart attack. The old gentleman, known on the river as "Wes" Doss, was an expert river pilot, retired. Son Harry made it successfully to shore and lived to be the well-regarded pilot for many years on the side-wheelers running between Cincinnati and Coney Island. Harry retired one year before the second ISLAND QUEEN exploded at Pittsburgh and thus missed that calamity. Young Tom Smith, the cub pilot, lost his life in the flames saving others. Al Pritchard

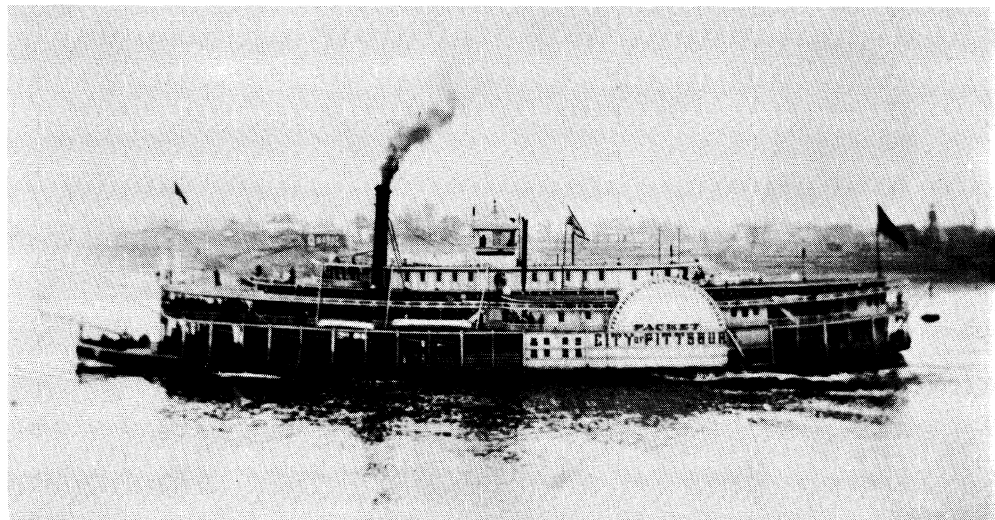
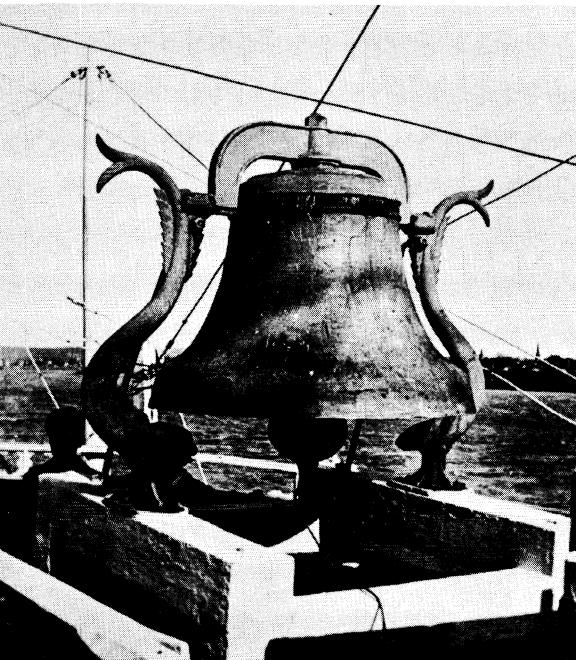
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UPPER LEFT: Cabin of CITY OF PITTSBURG looking forward.  
 ABOVE: Group of officers and friends in ladies' cabin.



LEFT: In Pittsburgh-Louisville trade, 1900.  
 -Photo by Thornton Barrette.  
 ABOVE: In Pittsburgh-Louisville trade, 1899.  
 -Photo by Louise W. Dippold.



Upbound near Pomeroy, O. in 1899.

The ornate roof bell from CITY OF NEW ORLEANS

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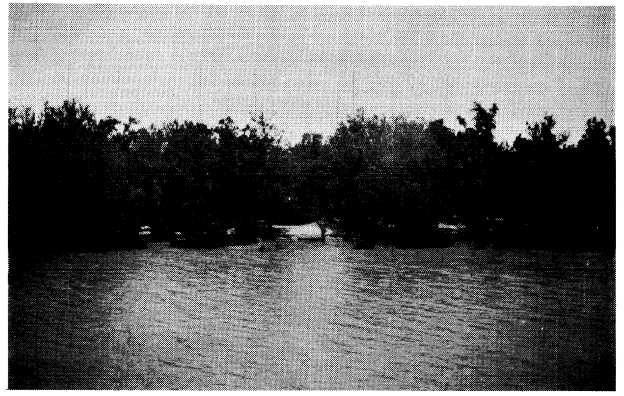
the off-watch pilot, saved his wife and himself, after losing daughter Sadie. Pilot Pritchard had been aboard the DE SOTO as pilot when that large sternwheeler, also in the Memphis trade, burned at Owensboro, Ky. in 1890.

The location of this disaster was along the Ohio River in Ballard County, Kentucky, best described these days as a mile or so above Dam 53 in the Grand Chain, about 19 miles above Cairo, Ill. It was remote from any habitation, and the boat's second clerk, Phillips, went by skiff down and across the river, then walked to the small settlement of Olmstead, Ill. where there was a telegraph station. One of the first notified was Capt. Joe Fowler who promptly got steam on his namesake sternwheel packet JOE FOWLER at Paducah and sent her to the scene. The small steamer MAUDE KILGORE, Capt. J. L. Kilgore, came up from Cairo, and was the first to arrive to pick up survivors, and also took away the first bodies, that of Capt. Wes Doss among them.

In 1958 a storekeeper at La Center, Ky. (on the railroad between Cairo and Paducah) remembered the CITY OF PITTSBURG tragedy. He was Walter Peal, then 84. The night of the fire Ballard County coroner Dick Bobo was sick and County Judge Sam Moore called Peal as deputy coroner to go to the scene. He got there at 9 o'clock Sunday morning, April 20, a few hours after the tragedy. He conducted what he later remembered as "70 or 80" inquests. "I know they set the death toll at 60," he recalled, "but I saw more bodies than that. I don't believe they counted the Negro workers on the boat." Acting Coroner Peal had three coroner's juries working at the same time. One day 19 bodies were found; another day 25 were brought to shore. Separate inquests had to be held for each one.

An odd circumstance was that at 6 o'clock p.m. the day of the fire, the charred hull and wreck of the big boat started to swing. The stern worked its way upstream and the hulk finally came to a 90° with the shoreline, and kept on moving until the stern was aimed upriver. There it again settled.

As an aside, in January, 1941 this Editor came up as pilot-partner with Harry Doss aboard the ISLAND QUEEN (second) enroute from Cincinnati to the Dravo Marine Ways, Neville Island, Pa. Harry Doss said then that the total death roll in the CITY OF PITTSBURG burning was 81. Later in 1941, at Louisville, your scribe was talking with Capt. A. J. Schletker of the U.S. GREENBRIER and Harry Doss was mentioned. This reminded "Red" Schletker that he had in his wallet an old newspaper clipping which he gave me. It was an obituary written in 1902 with no clue of what paper or date. "The best obituary that can be written of this grand old man, Capt. Sylvester Doss, is that he gave the world a son," it said. "...A boy with a stout heart and a strong body, and he, too, ran the river, for it was in the blood..And the young man was the old man's pride..They were both there on that fatal morning when the vessel burned..and son Harry had often been told by his father: 'Keep cool and never show a white feather.' The father for 35 years had lived the admonition. Now the river he had sailed so long had gathered him in. His son in the moment of trial had done his full duty. There can be no finer tribute to the father than the performance of the son who

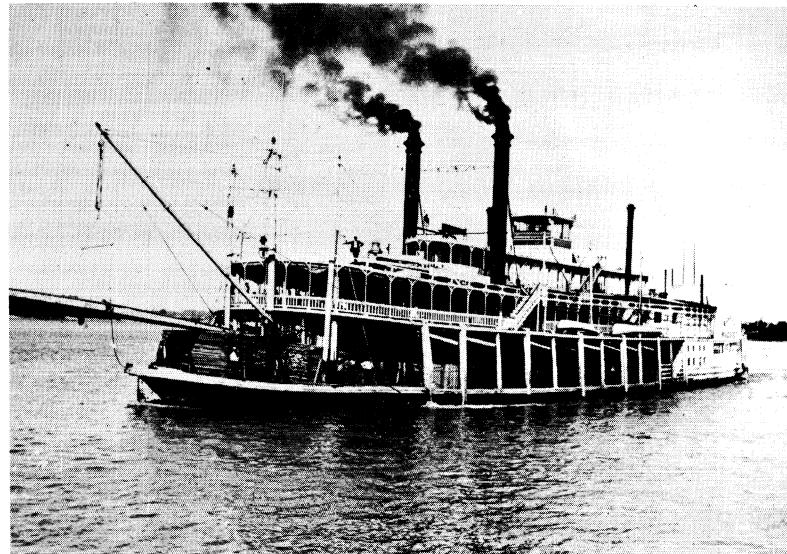


LOCATION OF THE FATAL WRECK viewed from the DICK FOWLER not long after the fire as pictured by Capt. Jesse P. Hughes.

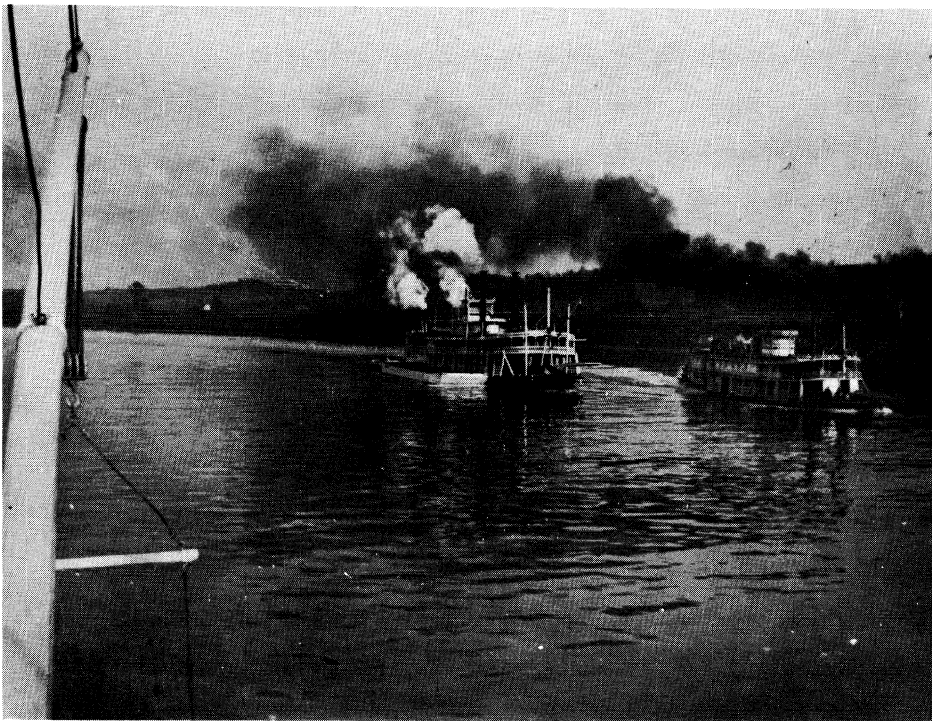
through the ordeal 'kept a cool head and never showed a white feather.'" Harry Doss in 1941 when he spoke with your Editor of the calamity of 1902 was 77, one year older than his father was that night the CITY OF PITTSBURG burned. Harry did not retire until he was 82.

On the Sunday following the fire the packet DICK FOWLER ran a special trip from Paducah to the scene, putting ashore 500 passengers to view the wreck. The packet proceeded to Cairo, picked up 500 there and brought them up. These Cairo people were returned, and then she took the rest back to Paducah.

Unclaimed bodies--mostly of the Negro roustabouts--were buried on shore at the scene. Boards with identifying names were attached to posts over each one. Later that summer the river staged a flood and when it receded the boards and posts were gone, and the ground showed no trace.



LAST KNOWN PHOTOGRAPH OF THE CITY OF PITTSBURG. This was taken by Capt. Jesse P. Hughes while the big side-wheeler ran in the Cincinnati-Memphis trade. The pilothouse in this view is the replacement following the fire which destroyed the first one at Cincinnati. Note the calliope between the stacks on the texas roof. The wooden signboard on the roof rail still reads PITTSBURG-LOUISVILLE and the wheel house still is lettered PITTSBURG-CINCINNATI-LOUISVILLE although the word MEMPHIS has been added above the word PACKET.



ment for MARY WOODS NO. 2.

R. H. Wooley, Supt.,  
White River Operation,  
Potlatch Forests, Inc.,  
Clarendon, Ark. 72029

John Doub, plant manager of Union Carbide's silicones division at Long Reach, W. Va., was transferred January first to the company's plant at Institute, W. Va. where he became first assistant to the manager there. His cooperation made possible the two Whistle Blow sessions staged by S&D under the direction of Walter W. McCoy and staff.

George M. Fowles, plant engineer at Union Carbide, Long Reach plant, also instrumental in S&D's Whistle Tootenanny doings, was in the river news lately. He and two Sistersville boat buffs, Lester Kuehne and Barney McDouggle, hailed down the DELTA QUEEN downbound from the Dravo Marine Ways to Cincinnati. Easing a motorboat alongside the engineroom door, port side, they heaved aboard a wooden acorn, complete with bill of lading.

This acorn was pictured in S&D REFLECTOR in the September issue, 1967, page 9. Walt McCoy long had been its owner, and he shipped it to Lawrence(Larry) E. Walker of Cincinnati, the well-known steamboat acorn decorator.

The "Tyler Star News" front-paged the event in their Dec. 13, 1967 issue at Sistersville, calling it the first packet shipment since the SENATOR CORDILL quit running in 1934.

The DELTA QUEEN's first mate Doc Hawley took a shine to the acorn and said it was perfect for the DQ's stage mast which has none. But Larry packed it home, preferring to take no chances. It isn't every day a man gets a wooden acorn, and delivered by steamboat to boot.

THERE'S MORE TO IT THAN MEETS THE EYE. Front cover picture of the packet AVALON last issue caused conjecture as to what stirred up the wake to the right. Herewith is the complete photograph shown above. The short-trader packet BAXTER is slightly in the lead, and at the left is the stage boom and spreader-bar of the boat from which Capt. Jesse P. Hughes took the photo, and our guess is it is the GREENWOOD. The BAXTER in 1901 was owned by Capt. Lon Ritchie and was operating in the Marietta-Middleport trade on opposite days to the VALLEY BELLE.

mind there lingered overtones of his Ohio River cruise on the occasion of the Grant centennial. So the S&D REFLECTOR scooped me.

Jean B. Hess,  
2308 Scholl Road,  
University Heights, O. 44118

Sirs: In the fall of 1967 the towboat MARY WOODS NO. 2 was donated to the Arkansas State Publicity and Parks Commission. She is being restored and will be a floating museum of steamboating days located at Jacksonport State Park.

If there is any further information you wish, contact Mr. Jack Quail of the Commission at Little Rock.

Our firm, Potlatch Forests, Inc. is having a boat built at Greenville, Miss. to be completed later in the spring, a replace-

Sirs: The December '67 issue was especially interesting to me. For some time I have been at work on research of U.S. President Harding. Somewhere in the back of my

AGENTS FOR STEAMERS  
TELL CITY  
Pittsburg and Charleston  
R. DUNBAR  
Pittsburg and Charleston  
LIBERTY  
of Sistersville and Matamoras

Sistersville, W. Va., Dec 9 1967

Steamer Delta Queen  
To SISTERSVILLE WHARFBOAT, Dr.  
WALTER W. McCOY, Proprietor

Bell Telephone 652-6461

MARKS	TO WHARFBOAT-ON	AMOUNT
<i>Case</i>	<i>"Queen City" Acorn For Walker's Steamboat Acorn Co.</i>	<i>N.C.</i>

"N.C." (no charge) freight bill which got wooden acorn from Sistersville to Cincinnati on the DELTA QUEEN last December. Itemized "Queen City" Acorn, the relic came from the stamer QUEEN CITY recently featured in this magazine (see September, 1967 issue).

## SULTANA's First Trip

Did she or didn't she? When James W. Elliott authored a book called "Transport To Disaster" he started something. On page 12 he reported that the side-wheel SULTANA, new from a Cincinnati shipyard, "dropped down...to receive her first cargo for Pittsburgh." Query: Did she really go to Pittsburgh then, or at any other time? Woody Rutter researched contemporary Cincinnati newspapers and concludes NO (September, '65 issue, page 12). Now Russell M. Lintner has researched the Pittsburgh "Daily Gazette and Commercial Journal" for the period February 9--March 15, 1853 and here are his findings:

FEB. 10: The ARMENIA from St. Louis will arrive here about Wednesday and the SULTANA from Cincinnati is expected during the latter part of the week.

FEB. 12: The ARMENIA from St. Louis will without doubt be found at the wharf this morning and the ECLIPSE from the same port, and the SULTANA from Cincinnati may be expected here during the latter part of the week.

FEB. 14: The SULTANA from Cincinnati and the ECLIPSE from St. Louis are both due today.

FEB. 16: We learn that the river at Wheeling was too high for the SULTANA to pass under the bridge, and that she was consequently obliged to put her freight out there and return to Cincinnati.

FEB. 17: The Wheeling "Intelligencer" of yesterday says:- The river was about at a stand on Saturday with 18 feet in the channel. The huge steamer SULTANA arrived from Cincinnati with about 1000 tons of freight. She intended to go to Pittsburgh but owing to the height of the water and the length of her chimneys she did not like to venture to go under the suspension bridge, so she stuck her shingle up for Cincinnati and returned to that port.

FEB. 18: The only arrival from below since our last was the MINERVA from Wheeling. She was loaded down to the guards and brought up a considerable portion of the cargo of the SULTANA, which boat was unable to get under the Wheeling bridge.

MARCH 7: The Cincinnati "Gazette" of Thursday says:- This morning another requisition was made on boating. The Transportation Office said all the boats lying at the wharf were notified to report at once to Columbus, Ky. The SULTANA in consideration of her being half loaded was subsequently released and permitted to proceed to Pittsburgh with the understanding that she was to report for duty as soon as she discharged her cargo.

MARCH 11: The Wheeling "Intelligencer" of yesterday says:- The river was rising rapidly yesterday with between 18 and 19 feet in the channel. The ST. PATRICK, having been impressed into Government service, has not made her appearance this week. The SULTANA is also behind time.

Russ Lintner concludes: "No further mention is made of the SULTANA after March 11. I guess it is safe to assume that she did not get to Pittsburgh that time either, as the water was higher then than when she first attempted to get up. I think that we now have conclusive evidence that she did not make it on either trip."

While on this subject, your Editor received last Christmas a copy of "Transport To Disaster" from railroad buff Bill Fletcher. Publisher is Holt, Rinehart and Winston, New York, 1962, priced \$4.95 the copy. Author James W. Elliott was, and perhaps still is, program director for an Alabama radio station and his interest in the SULTANA is due to a grandfather who was aboard the night of the disaster above Memphis, and who lived to tell the tale. Mr. Elliott has done a great deal of research on the subject. The SULTANA disaster has often been called "the greatest of marine disasters" which of course is not so, as a cursory glance at the latest World Almanac will tell anybody who cares to look. On page 741 of the 1968 edition, the SULTANA death toll is listed at 1,450 (an estimate, nobody knows) which took top honors until the TITANIC hit the iceberg in 1912 (1,517). In 1940 the LANCASTRIA went down at sea, torpedoed (2,500), and when the British Navy knocked down the BISMARCK on May 27, 1941, they sent 2,300 to Davy Jones. All-time record was set January 30, 1945 when the German WILHELM GUSTLOFF sank off Danzig with a cargo of refugees, life-loss estimated 6,000. Later that same year U.S. aircraft knocked out the Japanese battleship YAMATO with 3,033 deaths.

But for a river catastrophe, the SULTANA still has no peer. Closest approach perhaps is the GENERAL SLOCUM fire at New York, 1904 (1,030). Mr. Elliott says in his book that "the only comparable maritime disaster was the sinking of the TITANIC" (page 225) which in context is perhaps meant to exclude war casualties---if such exclusion applies to a steamboat loaded with 2,400 soldiers and 100 citizen passengers (page 214). The SULTANA was named, says Mr. Elliott, "after a royal consort or favored concubine of an Oriental potentate." Really, now? There had been a succession of steamboats named SULTANA plying from New Orleans dating to 1836 of good repute. The name was catchy and there are not many like it---seven letter names ending in A; BOSTONA, PEYTONA, MINERVA, MONTANA, all popular steamboat titles. The original SULTANA may have been a concubine and also she might have been the legal wife of a Turkish sultan, or even a gallinule (one species of this swimming water-hen is called a sultana-bird). The first rescue steamer to the scene of the SULTANA explosion was the BOSTONA NO. 2, one of this seven-letter-end-in-A tribe which Mr. Elliott in his book persists in spelling BOSTONIA but this is nit-picking. It is a good book.

Sirs: The sample copies of the S&D REFLECTOR came in yesterday's mail. I sat down and read both issues without getting out of my chair. The fascination is beyond word description, or at least I can't properly describe the thrill that comes from it. You see, some of the river was instilled into my bones by my mother. She was born Aug. 28, 1876 at West Elizabeth, Pa. and was next to the oldest of ten children (8 boys, 2 girls). The last place they lived along the Monongahela was in Capt. John F. Dravo's old mansion, about a hundred feet from the river bank and about 300 feet downstream from the Dravosburg end of the old bridge.

Andrew Arbuckle,  
216 East Eugene Ave.,  
Munhall, Pa. 15120

Sirs: Digging up a dead issue is like digging up a dead horse, only that it might show whether the animal was shot or knocked in the head. I do not want to start a "Did she fall or was she pushed?" argument, but I would like to present a few facts and let all draw their own conclusions.

There were facets to the famous D. T. LANE---JAMES RUMSEY pushathon that were not known to the trade journals and the newspapers. While there was a lot of "wheeling" in that push, there was possibly a lot of "dealing" too. It could be that there was the biggest piece of connivance ever in steamboat history. If there is any way to do it I only wish I could vindicate a possibly much maligned and embarrassed old sternwheel boat. Let me recount a few items:-

Ø Eugene Dana, Manager of Mines and Superintendent of Transportation for the Campbell's Creek Coal Co. and Charles Ward, head of the Ward Engineering Works, at Charleston, W. Va., were good friends. Dana had quite a heavy stock investment in the Ward Company.

Ø Gene Dana had been instrumental in having the new Ward Patented water-tube boilers installed on the steamer E. R. ANDREWS. They did not work out satisfactorily and Ward eventually had to remove and repossess them. This entailed a great loss for him.

Ø When the contract for building the JAMES RUMSEY was awarded to Ward the company was in financial difficulties. The only stipulation in the contract that Ward feared was the one insisting that the new boat must hold or outpush a sternwheel boat of approximately the same power. To meet this term of contract was a must.

Ø Was it an accident that the RUMSEY's power was figured and designed to be the same as one of the Campbell's Creek boats?

Ø Never again did the RUMSEY show any tendency to equal the performance of the D. T. LANE. I knew them both and I do not think that Frank Johnson (the RUMSEY's master) ever even hinted he would take 18 loaded barges down the Ohio in high water and land them, or rub the bottom all the way up from Cincinnati with 14 empties.

Enough items.

If anyone has the proof that the above is incorrect let him come forward now or forever hold his peace. I am not "agin" propeller boats per se, but I have always felt that an injustice has

been done. Did money pass hands to firemen and engineer to hold the LANE down a bit? I don't know. All I do know is that as far as the contest goes I am absolutely impartial--I'm sure that the LANE was the better boat.

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

Sirs: I respectfully call your attention to the Indiana State Memorial Restoration of the Whitewater Canal from Laurel to Brooksville, Ind. This 15-mile stretch starts at the feeder dam at Laurel. The project included the "cleaning up" of about five locks; the restoration of the old lock and old mill at Metamora; the restoration of the Millville Lock complete with wooden lock gates (just east of Metamora) and the clearing of the canal.

A hiking trail, most of it along the old towpath, now a railroad branch line, is used by individuals and various groups, frequently Scout expeditions. Most spectacular item in the restoration is the Duck Creek Aqueduct, restored 1949, which carries the canal over that stream.

About five years ago the State of Indiana constructed a powered "canal boat" which provides rides for tourists during the summer, including passage through the Millville Lock. The State consulted Alan L. Bates about constructing a canal boat, but the resulting craft leads me to believe that their concern was more pragmatic than Alan's always carefully researched authenticity.

This letter is prompted by the item on page 27 of the December issue claiming that the State of Ohio is pioneering canal restoration in the Midwest. Let me urge S&D's taking U.S. Route 52 to get off the road and drive into the old canal town of Metamora, Ind. It has an other-worldly charm that has to be seen to be believed and appreciated.

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

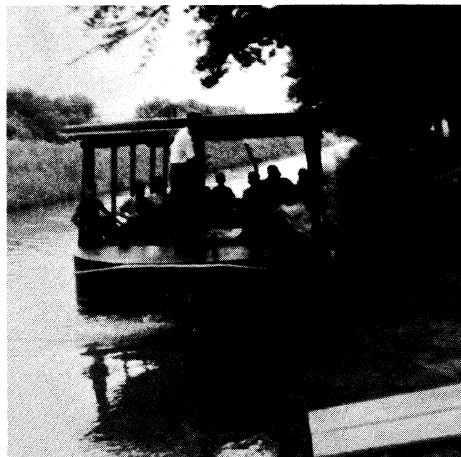
=The restored portion of Whitewater Canal is not far from Cincinnati, due west from Hamilton, O. A scoop of canal water down the neck of editor Winifred Smith of Ohio Historical Society's magazine ECHOES for leading us into error. -Ed.

Sirs: In the December issue, page 27, the item about canal restorations in Ohio ends up by saying these projects "will mark the first such restorations in the Midwest."

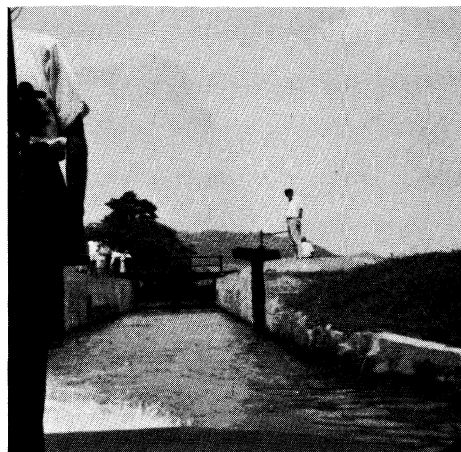
Did you know that the state of Indiana has restored a lock and a segment of the Whitewater Canal near Metamora, and is running a canal boat on this restored portion, including round-trip passage through the lock? There is talk of opening more of the canal including passage over an aqueduct and into the town of Metamora.

My wife Ethel, Dorothy Frye and I rode on the canal boat last summer and enjoyed it very much.

Larry Walker,  
10552 Breedshill Drive,  
Cincinnati, O. 45231



Whitewater Canal landing, 1967.



Leaving the lock on Whitewater Canal.

=Last summer, so say our scouts, a trim lass in shorts handled the lines as the canal boat tied up. Our compliments to the PR crew updating history. -Ed.

Sirs: I am great grand-daughter of John Scott Elder, an early Ohio and Mississippi pilot. He kept a diary and the last person known to have it was Mrs. Emma Carleton, poet of New Albany, Ind. who died in late 1924.

John Scott Elder was born in Lexington, Ky., 1802, and died at his home near Middletown, Ky., 1887. An excerpt from his diary was published in the Indianapolis "Star" in 1935, followed by others in a column written by Kate Milner Rabb.

Anyone having information of the whereabouts of this diary will assist me greatly if they will write.

(Miss) Ethel Wood,  
221 South Madison Ave.,  
Middletown, Ky. 40243

=We don't know the whereabouts of the diary but know John Scott Elder was pilot on the side-wheel GEORGE WASHINGTON built at Cincinnati by Henry Shreve 1824-1825 for Kilgour, Taylor & Co. Years later he wrote an immortal observation. Said he:-

"I will tell you what sort of men steam-boat pilots are.

"in the first place, they do not allow anyone to dictate or give them any advice when on duty, not even their pardners. If their pardner should say 'if you run this way or that way you will run aground' they would reply: 'it is my watch now; when you come on watch you can run wherever you please.' I have known pilots that would run a boat into jeopardy before they would condescend to take advice from their pardners. If there was a very bad dark night for a boat to run, and you should be called up to go on watch, and you should say 'this is a very bad night, or a very black night' your pardner would reply--'oh, no, it is a very fair night to run' and at the same time it was as much as he could do to keep the boat in the river.

"Then again, if a parcel of pilots met together on shore, who had just come up the river, when it was a bad stage of water for boats to run, they would commence talking about certain places where there was shoal water, and one would say--'how did you run at such a place? as I came up I did not find much water.' And the other pilot would answer, 'Oh I came along there in the night and I had no trouble, found plenty of water.' And at the same time he had probably butted the sand bar half the night, trying

to get over.

"On one occasion I was coming up the Ohio River and my watch came off at the foot of Anderson's farm just below Troy (Ind). It was 12 o'clock at night and the fog was raising and getting thick. I said to my pardner, 'you will have to lie by tonight' 'What for?' he replied. I told him the fog would stop us and he answered, 'Oh, I never lay a boat by; I run her until she lays herself by.' So, in a short time, he ran her hard and fast aground and it took the balance of the night to get her off.

"So in a general way pilots are men, very consequential and self-conceited in their way; they think they know it all--which they cannot deny and tell the truth. I say this with all due respect to them as I have been a pilot for nearly fifty years myself." -Ed.

Sirs: My mother knew Richard Armstrong who was among those injured on the ISLAND QUEEN when the decks caved in (Dec. '67 issue, page 20). Richard was one of four sons in the Armstrong family. His mother, of Bethel, O., was known for her generosity and my mother considered her one of the finest women on earth.

Dorothy Frye,  
520 Probasco Ave.,  
Cincinnati, Ohio 45220

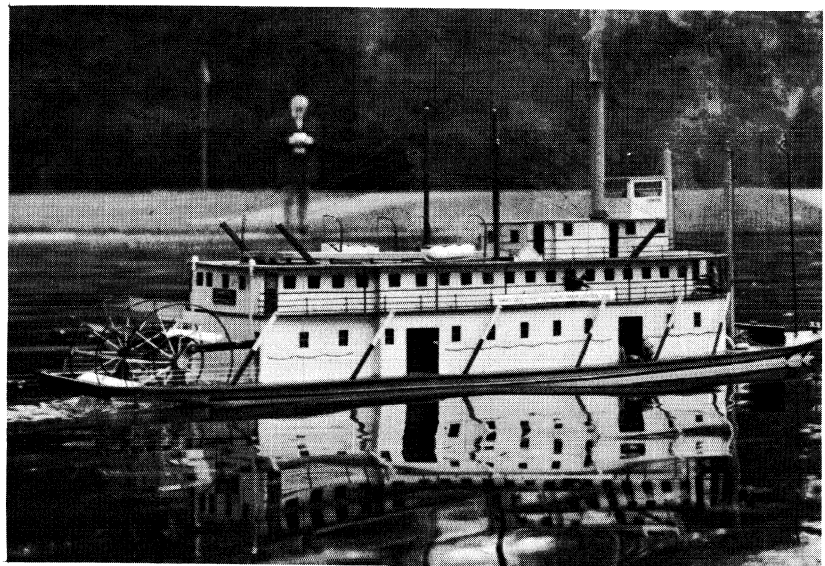
Lou Seshier tells us that the towboat J. C. McClain pictured in the September, '67 issue, page 27 never was a real steamboat. She came out new with a Fairbanks-Morse engine, but had aboard a small boiler for pumping and blowing the whistle.

Sirs: For such a small magazine, the S&D REFLECTOR can sure stir up a channel full of nostalgia and mixed feelings. Surely, somewhere, there must be a Happy Hunting Ground "just 'round the bend" where the faithful and half starved can find a ghostly QUEEN CITY gliding serenely forever--or where the fast side-wheel QUINCY can come on home with her stacks and whistle working magic.

Or how about the never-to-be-forgotten moment when the GORDON C. GREENE came around in mid-channel full-ahead for the Mardi Gras? I for one am glad I did not miss THAT!

Dick Carmell,  
207 Arborcrest Drive,  
Route 2,  
Loveland, Ohio 45140

=The Hereafter will be a practical joke without some such goings on. Our application is on file to become 3rd ass't ferryman on the Styx. -Ed.



ON THE BOILER DECK RAIL of this Yukon steamer DAWSON is a signboard: XMAS GREETINGS TO S&DPR FROM LONDON, ENG. Builder of DAWSON is our British friend S. Coventry, 83 Sotheby Road, Highbury, London N. 5. who also painted the sign, so we suppose, and who sent the picture. Although we have no details, it appears DAWSON is self-propelled and there is a wisp of smoke from her stack. Our compliments to S. Coventry for his very fine model.



LAST WINTER WAS the fiftieth anniversary of the worst cold spell the Ohio Valley has experienced in the 20th century. The above picture was taken at Cincinnati in mid-January, 1918. A few statistics:- Winter began in November, 1917 with Cincinnati weather below freezing nearly every one of the month's last ten days. Then on December 8 the thermometer went to 2 below and hovered in those lows for nine days. On December 10 the Ohio River was filled with ice. There was no boat traffic until late January, 1918.

The Ohio River was closed at Pittsburgh 42 days; at Wheeling, 70; Parkersburg, 64; Huntington, 40; Cincinnati, 67; Louisville, 68; and Paducah, 44. Nearest approach to such frigidity in this century were two consecutive winters in January and February 1904 and 1905. There since have been ice gorges but none comparable with those earlier ones. Ice was piled deep from one shore to the other in January, 1918, and there was a major gorge between North's Landing and Patriot, Ind. This obstacle, estimated 30 feet thick, formed an effective dam. When the thaw came and rain fell, the river at Cincinnati went to 61 feet within 48 hours, about 20 feet of which was backwater from the gorge. Then the gorge broke.

This picture was made prior to the great destruction. The side-wheel CITY OF CINCINNATI's stern is at the left and the one-stack ferry in the foreground is the SHORT CUT built 1880 in Pittsburgh for the Manchester-McKees Rocks run. She had been bought by boat broker John F. Klein and was enroute to the Louisville, Ky. area when

the ice got her at Cincinnati. The houseboat adrift in picture's center is called NO PLACE and that's where she's bound to.

It's a fair estimate that dozens of pictures were taken at Cincinnati after the ice had demolished the CITY OF CINCINNATI, CITY OF LOUISVILLE, GREENLAND, LOUCINDA and the big towboat CHARLES BROWN. But this one is our nomination for accurate portrayal. It's all in the scene; sixty-odd days of congealed boredom; too late to do anything; nothing anyone can do; abandonment of all enterprise, hope and charity--gray sky, gray and gray noises from the bridge's halti- fic.

### Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



*Campus Martius Museum  
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