

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 5, No. 4

Marietta, Ohio

December, 1968



The steamboat above is the TARASCON, and that is a pretty name, French, and the Tarascon family built sailing ships at Pittsburgh starting in 1801. Soon after that they were making flour, and had a rope-walk and other interesting affairs at the foot of the Louisville Falls. The Tarascon Mill was a landmark at Shippingport for years after. William E. Reed painted this picture just a month ago for Bert Fenn.

The TARASCON was built in 1895 at the Howard Ship Yard and for about twenty years ran in the packet trade between Louisville and Evansville. That's why Bert Fenn cherishes the boat; he re-

members seeing her at Tell City, Ind. Bill Reed was generous to allow us to reproduce this, and Bert Fenn moreso. While we messed around three weeks getting this color picture made, Bert was biting his fingernails, maybe not literally, for he hadn't yet seen the original oil.

So this is a special Christmas present to all S&D members particularly from Bill Reed and Bert Fenn. They join with S&D's editor and wife, and with the S&D officers, in wishing each and all a steamboat-load of joy delivered aboard the Str. TARASCON waiving the usual bill of lading exceptions.

Sirs: I live about two miles from Green River, but have a house on Kinchloe's Bluff with a million dollar view. When we were young we used to live there all summer. Now I use it only occasionally. Porter Hines was an old friend of mine who used to come down from Bowling Green and we'd watch the high-powered diesels towing coal barges by. There are not too many of the old-timers left who remember seeing and riding those old paddlers.

If you have anything on the packet BOWLING GREEN of 1855, where she came from and where she wound up, I'd appreciate it very much.

(Mrs.) Agnes S. Harralson,
104 North Fourth St.,
Central City, Ky. 42330

=Speaking of Central City we rode a Central City gentleman from Franklin, Pa. to the Greater Pittsburgh Airport last Sept. 14. He is R. W. (Dub) Wilkins, director of member relations of the Mississippi Valley Association. He was raised in Central City but now lives out of Louisville. Coming back to the question:- The 1855-built BOWLING GREEN came from a Cincinnati yard, operated by Capt. William McLean who traded his farm for the boat, and afterwards wished he hadn't. After a couple of years of poor luck he sold her. The new owners, Capt. Vanmeter and his brother and Capt. Adam Liter of South Carrollton, Ky., rebuilt the boat at Madison, Ind. 1860, and renamed her MATTIE COOK to honor Miss Cook of Bowling Green. The Civil War hampered her on Green River and she was sold to Memphis, later to New Orleans. Sank in 1867 down there somewhere. -Ed.

Sirs: Regarding the WABASH mentioned in the last issue (page 12) when I was a little girl I had a ride on it. Went from Morgantown to Greensboro or Rices Landing. It was painted light green trimmed in black. Where could I get a picture of this boat?

Hazel Huffman,
631 S. Negly Ave.,
Pittsburgh 32, Pa.

=Never have seen a picture of it. The WABASH was a steam tug built 1902 at Allegheny, Pa., 85 by 10. Capt. William H. Lloyd bought her in 1910, ran her Martin, Pa. to Morgantown. Martin was the terminus of the Monon Div. RR. Frank L. Ganoe was her engineer when a mud drum exploded at Morgantown

on Aug. 12, 1910. Ganoe was badly scalded but recovered. -Ed.

Sirs: The excellent coal fleet picture on page 9 of the September issue showed up something I had never noticed before. Down the middle of those coalboats, lengthwise appears a path of what I would assume to be slack or fines, doubtless so the deckhands could get over the tow with dispatch.

I am sure this is readily understood and assumed by those familiar with the Combine days (despite Sandbar Zenn's protests over the name), but to one raised in the era of gunwale barges this was a novel, if reasonable discovery.

Am I correct in assuming the purpose and constitution of the path, or walkway?

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

=To make a long story short, we do not know the answer, nor did we notice the pathways until now. They show plainly. -Ed.

Sirs: Stanley B. (Pud) Huntington of Gallipolis, O. who recently passed away was my uncle. I didn't know S&D existed until my aunt Virginia Huntington gave me most of uncle Pud's back issues. I am requesting membership and my check was sent today to Mrs. Rutter.

Otis B. Flinchpaugh, Jr.,
3436 Cheviot Ave.,
Cincinnati, Ohio 45211

Sirs: The Cincinnati Boy Scouts chartered the KENTUCKY of the Louisville & Cincinnati Packet Co. for a trip to Portsmouth, O. about 1927 and I had my first overnight boat ride at that time. My buddy and I were assigned to a ladies' cabin room with a hog chain brace blocking the outside door. Instead, we slept on the boiler deck with our feet against the stack and our heads propped on the cabin bulkhead. Capt. English (Harry, maybe?) was master and he taught a group of us to splice manila rope, a skill which has come in handy many times since that. The next day the engineer gave us a shower bath with the fire hose on the port guard.

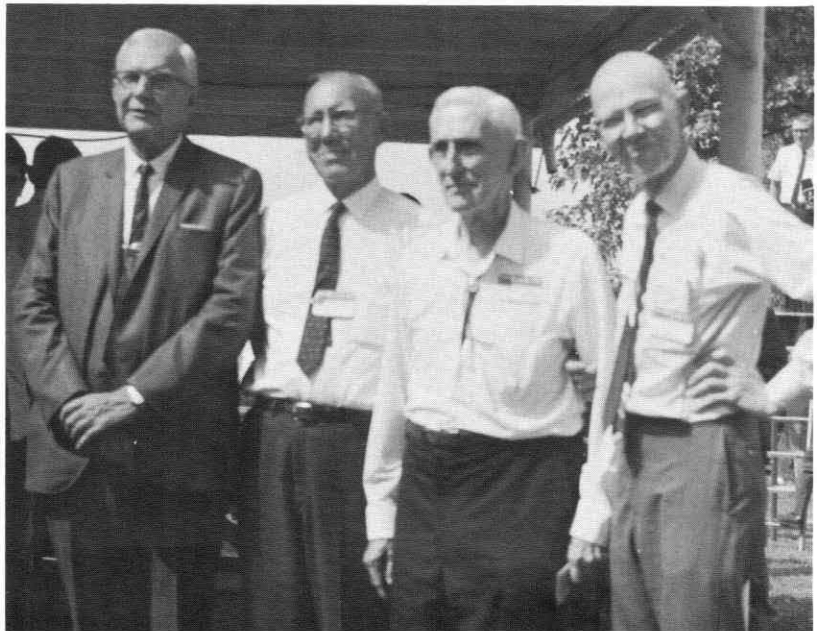
Seems to me the KENTUCKY had the roof bell at that time from the MONTANA. Could this be so?

Ernest J. Wilde,
914 Race St.,
Cincinnati, O. 45202

=Hardly. Might have been from the FRANCIS J. TORRANCE but that is a wild guess. -Ed.

We are grateful to Mrs. Roy B. (Jane Hines) Morningstar, 621 E. 13th Street, Bowling Green, Ky. 42101 for many newspaper clippings and items. Nothing seems to escape her eagle eyes as she scans for past and present river news.

THE PICTURE BELOW: Taken at the S&D meeting, Sept. 21, by J. W. Rutter. From the left: J. Mack Gamble, "Pop" Farley, Jesse P. Hughes and F. Way, Jr.

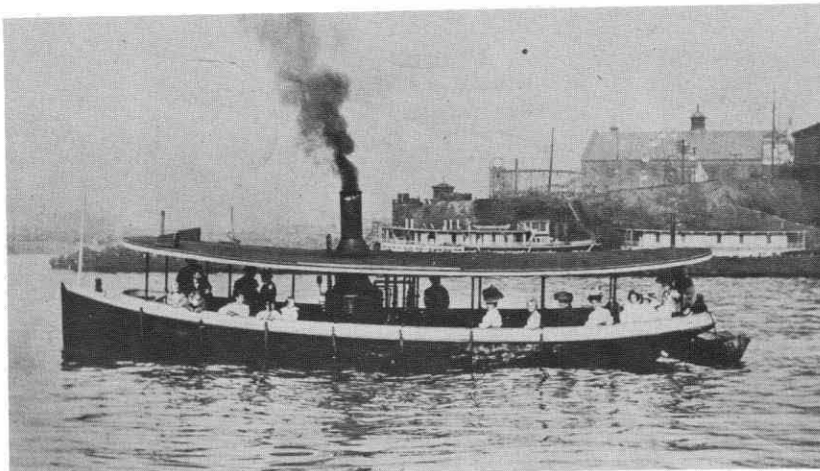


Sirs: Recently I called on Mrs. Maude B. Ellis. She and her husband Guy W. Ellis live in the old Putnam House, 517 Fort Street, here in Marietta. Mrs. Ellis's father was Martin Boughner who did considerable boating on the upper Ohio. Fact is, Maude Ellis was born on a houseboat at Bellaire, Ohio, 1886.

The accompanying picture was taken near Lock 16, Ohio River during the heavy ice winter of 1917-1918 and shows the Boughner houseboat in precarious shape. Capt. Boughner retired at that time from river life and bought a farm in that area. He had a gasboat, a sternwheeler, named ALICE (for his wife) built at Clarington, O., and towed under contract during the construction of Ohio River locks 7, 8, 16 and 17.

There were four children in the Boughner family. Two survive today, Mrs. Ellis and her sister Alice Neely who lives also in Marietta on Harmar Hill.

The houseboat with its church-type windows and glassed transoms is interesting. Note, please, on the aft end of the roof is a callopioe.



S. Durward Hoag,
Motor Hotel Lafayette,
Marietta, Ohio 45750

=Gasboat ALICE was built 1914 at Dravosburg, Pa. while Martin Boughner lived at Raven Rock, W. Va. He owned a prior ALICE built about 1907 lost by fire at Lock 17, Ohio River, May 17, 1914. Old records show a craft known as BOUGHNER'S GALLERY was built at Parkersburg in 1894, which may be the same houseboat shown in the accompanying photograph. -Ed.

Sirs: After miserably failing an electronics test I went to the school library to lick my wounds. There I found a new book, viz:-

THE SHIP
by
Bjorn Landstrom
Printed in Holland
Smeets Lithographers

This book is the most comprehensive, authoritative, well written and beautifully put-together book on ships I've seen. It has no photographs in it. The author drew all of the pictures himself. You wouldn't believe the water colors and pens & inks this cat comes up with. Every nail head in the hull of a boat is there; manila lines have twist to the fibers.

His coverage of American clipper ships is sparse (he reasons that the subject has been well covered) but later he comes up with a real surprise.

"Perhaps the most colorful of steam paddlewheel vessels are those found on the Mississippi.." he says. I turned the page and there on a full-page spread is a detailed and most beautiful water color of a steamboat I have seen. It's the Green River packet CHAPERON. For someone in Sweden to pick a steamboat built in our stomping grounds by great-grandfathers possibly of our own S&D friends to show to the world is, to my thinking, amazing.

I doubt that this book will go ½ price by Marlboro Books, so I'll have to keep the ol' eagle eye open for it in the new book stores.

It is kind of neat to think that not only the U.S. but the whole world knows about and enjoys steamboats.

Richard W. Rutter,
252 Scott Hall, Box 92,
Miami University,
Oxford, Ohio 45056



Steam yacht RAMBLER
She rambled in the pre-astronuclear era.

The RAMBLER, a very rakish and trim steam yacht, is pictured at the Point, Pittsburgh, emerging from the Monongahela. This was taken in 1902 or 1903 when Arthur E. Moren, Jr. owned her. The boat was built at Pittsburgh in 1891 with a hull 37 by 6.7. During the 90s she was the private yacht jointly owned by the principals of the Large (Pa.) Distillery where today the Westinghouse Electric Corporation operates its Astronuclear Laboratory.

The names of the Large persons with financial investment in the

RAMBLER in 1898 were Henry Shutz, Jr., Frederick Renziehausen, Wm. H. Jacob, Henry Studoe with, Frederick Fischer and George Bolland. Prior to that time the yacht was owned by J. Conrad Hahn and Joseph H. Hahn of Wilkingsburg, Pa.

The towboat moored at the Point is the TIDE, and beyond her you see the roller-coaster and Music Hall of the Exposition buildings.

We don't know what happened to the RAMBLER---maybe somebody will tell us. The Pittsburgh area had a noteworthy fleet of such steam yachts about 1885-1905.

S&D REFLECTOR

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VOL. 5, No. 4 MARIETTA, OHIO DECEMBER, 1968

S&D was hatched 29 years ago to light up the past, present and the future of our rivers. Such a maxim demands exceptional versatility. Those members who attended the annual meeting at Marietta on Saturday, September 21, 1968 witnessed how this works.

The past was attended to by board chairman J. Mack Gamble. Mack produced from his coat pocket a lengthy typewritten speech, complained that the light was too dim to read it, cast the pages on the desk. To the sheer delight of his audience Mack then looked over his glasses and took off solo. Fifty years ago in 1918 J. Mack Gamble aged 15 commenced sending in river news to The Waterways Journal. Nothing has changed since; he still does that. Somehow he compressed those 2500-plus weekly contributions into 35 minutes of rolling, rumbling, laugh-studded recollections. His listeners gave him an ovation that rattled the rafters.

For the looking ahead part, Richard C. Simon-ton flew from L.A. to the Greater Pittsburgh Airport lugging along baggage and slides, thence by Greyhound and rented car to Marietta for a near deadline arrival. On his feet at S&D he became a boy dedicated to win a soapbox derby. Dick's illustrated soliloquy was an appraisal of his prat-falls and triumphs in the steamboat business. Here stood a man determined to provide and expand tourism via river boat. Washington lawmakers have forced his hand so whether or no Dick Simon-ton is about to build a replacement for the DELTA QUEEN. This decision has required discard of all preconceived notions. In Germany on the Rhine Dick found out in the nick of time that American know-how of building shallow water passenger boats has been blanked out for 42 years. His quest for truth has been a Pilgrim's Progress, but no allegory is the hard-rock fact that river steamboat days are over. The New Look in tourist boats Dick unveiled at S&D bears--yes it does!--family resemblance to its steam progenitors, an artificial make-up applied, presumably, so its own mother won't peck it to death.

Outside of the Hotel Lafayette, while these perorations were progressing, in the mouth of the pretty Muskingum was this great big steam dredge SAINTE GENEVIEVE with a bullhorn whistle. Capt. Paul Baxter had paddled with his boat's real paddlewheel, using real steam engines, some 160 upstream Ohio River miles to be there. Thus S&D thanks to the U.S. Engineers was treated to a vivid slice of the present-day. For further details see another page of this issue where the dredge is described and still another page where Captain Baxter is pictured.

Capt. William C. Dugan, Vanceburg, Ky., has been heard from regarding the daguerreotype shown in our last issue, page 22. The picture, taken in 1850 at New Orleans, depicts Nick Witten and a friend of his, one "Bill" Dugan.

Now it turns out that our Capt. Bill Dugan of Vanceburg had a great-grandfather William Dugan (1807-1871) who lived at Higginsport, O. In early

days he flatboated to New Orleans and then became a merchant at his home town with a considerable warehouse. In 1835 he wedded with Rebecca Porter McKinley, eight years his junior, and of this union were born five sons and four daughters.

William Dugan had great admiration for Capt. Grafton Molen, a prominent steamboater of that era. The five sons were named names with "on" or "en" in Captain Molen's honor. They were Grafton, Molen, Thornton, Wm. Weldon, and Ashton.

Grafton Dugan became Capt. Bill Dugan's grand-father. Capt. Bill's father's name was William Weldon Dugan who, aged six years three months, remembered the funeral in 1871 when his grandpa William Dugan died of "gravel" at his home in Higginsport. He recalled the Masons, clad in white gloves and aprons, carrying the casket out of the house, singing their funeral dirge, "Sol-emn strike the funeral chimes/notes of our departing time."

Says Capt. Bill: "The 'Bill' Dugan in the old daguerreotype looks remarkably like my father when he was around 35 to 45; the nose, the deep-set eyes, the expression; it all adds up. My cousin and I are of the opinion that the William Dugan in the old picture is our great-grandfather."

"Steamboating On the Upper Mississippi" is the title of Dr. William J. Petersen's 576-page book just released with 64 slick-stock pages of illustrations in addition. There are no text changes that we can spot. In effect this is the same book originally published in 1937 with pictures added.

There were 2,000 copies made in '37, and 1,500 of these went to members of the State Historical Society of Iowa, depositories and exchanges. At best only a meager 500 went on the market. These were sopped up within nine months and since then stray copies have brought \$25 to \$60 per. The new edition sells at \$10.

There was plenty of excitement in those very early steamboat days. They had side-wheelers, sinkings, fires, explosions, fights, storms, floods and ice-jams in huge servings. "Steamboating On the Upper Mississippi" is a book you can open anywhere, at random, and start reading. Dr. Petersen's pungency never peters.

-- S&D REFLECTOR --

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa., printed at Marietta, O., and mailed at Canal Winchester, Ohio. Membership in S&D entitles each \$5 member to one copy per issue. Applications to join should be accompanied with a check for \$5 (individual) plus \$1 additional for each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$5; if you and wife join send \$6; if you and wife and one child enroll send \$7, etc. Remit to Mrs. J. W. Rutter, secretary, 89 Park Street, Canal Winchester, Ohio 43110. Membership cards may be used for free access aboard the steamer W. P. SNYDER, JR. at Marietta, Ohio.

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.

The CHARLEY BOWEN's Cannon

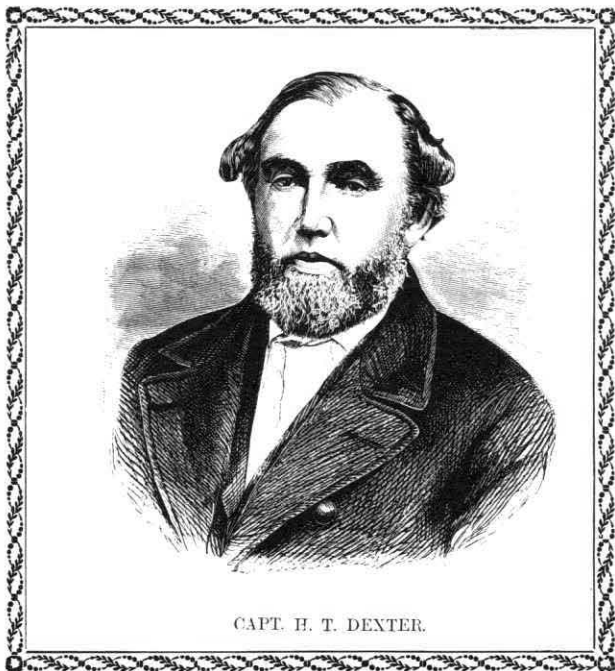
"Shoot if you must, this old gray head,
But spare your country's flag," she said.

Barbara Frietchie at Fredericktown was immortalized by John Greenleaf Whittier as she leaned far out upon the sill and shook forth Old Glory with a royal will over the heads of Stonewall Jackson's marching soldiers.

A similar event happened at Paducah slightly prior, in the summer of '61. Capt. Henry T. Dexter was no 90-year-old Frietchie (he was 43) but he was stubborn and hard-headed and inclined to take long-shot chances. Later in life he lost a fortune betting on wrong Kentucky race horses.

Cap'n Dexter was principal owner and skipper of a little packet named CHARLEY BOWEN in '61 which he had brought to Evansville from the Muskingum River. He was carrying U.S. Mail in the Cairo trade under considerable difficulty due in no small part to his U.S. flag on the jackstaff, all very fine on the Indiana and Illinois shores but poor politics among the divided opinions of Uniontown, Caseyville and Paducah in strife-beset Kentucky.

The show-down came at Paducah one day when he came there, downbound, to throw off the mail at the wharfboat. A mob with southern sympathy demanded the flag come down. Dexter held them off with his four-pounder on the forecastle loaded with slugs. He manned the gun himself and brandished the flaming torch near the fuse. The net



CAPT. H. T. DEXTER.

result was that the U.S. Mail went ashore safely and the boat went about its way without a shot being fired.

Now, over a century later, the Museum of Arts and Sciences overlooks the Ohio River at Evansville in Sunset Park. The chief outdoor attraction is a locomotive and tender built 1908 for the C.M. St. P. & P. Railroad. Nearby is an old cannon on a weather-worn stone pedestal. On the sides of the pedestal are these words:-

CAPT. HENRY T. DEXTER
1818-1872

ONE OF THE BRAVEST AND MOST DISTINGUISHED
COMMANDERS ON THE WESTERN WATERS

ERECTED BY HIS FRIENDS AND
ADMIRERS

CANNON USED IN CIVIL WAR ON
STEAMER CHARLEY BOWEN BY
CAPT. DEXTER

Also carved on the pedestal are some high water marks:- Apr. 5, 1913 - 48.45 ft.; Feb. 19, 1884 - 47.82 ft. and Feb. 19, 1883 - 47.60 ft.

Your scribe first discovered the old cannon on its pedestal while prowling on the Evansville wharf, July 23, 1919. The packet BOWLING GREEN was at the wharfboat fresh in from Bowling Green and down below a piece were the NETTIE JOHNSON and the RELIANCE. On down in the bend was the odd-looking KANKAKEE, U. S. Coast Guard cutter which later became the RICHARD BARRETT.

Some years later the entire Evansville wharf was modernized. In Sept. 1941 we again prowled the Evansville wharf upbound on the GORDON C. GREENE. After midnight, and armed with a flashlight, we searched for Cap'n Dexter's old cannon. It wasn't there.

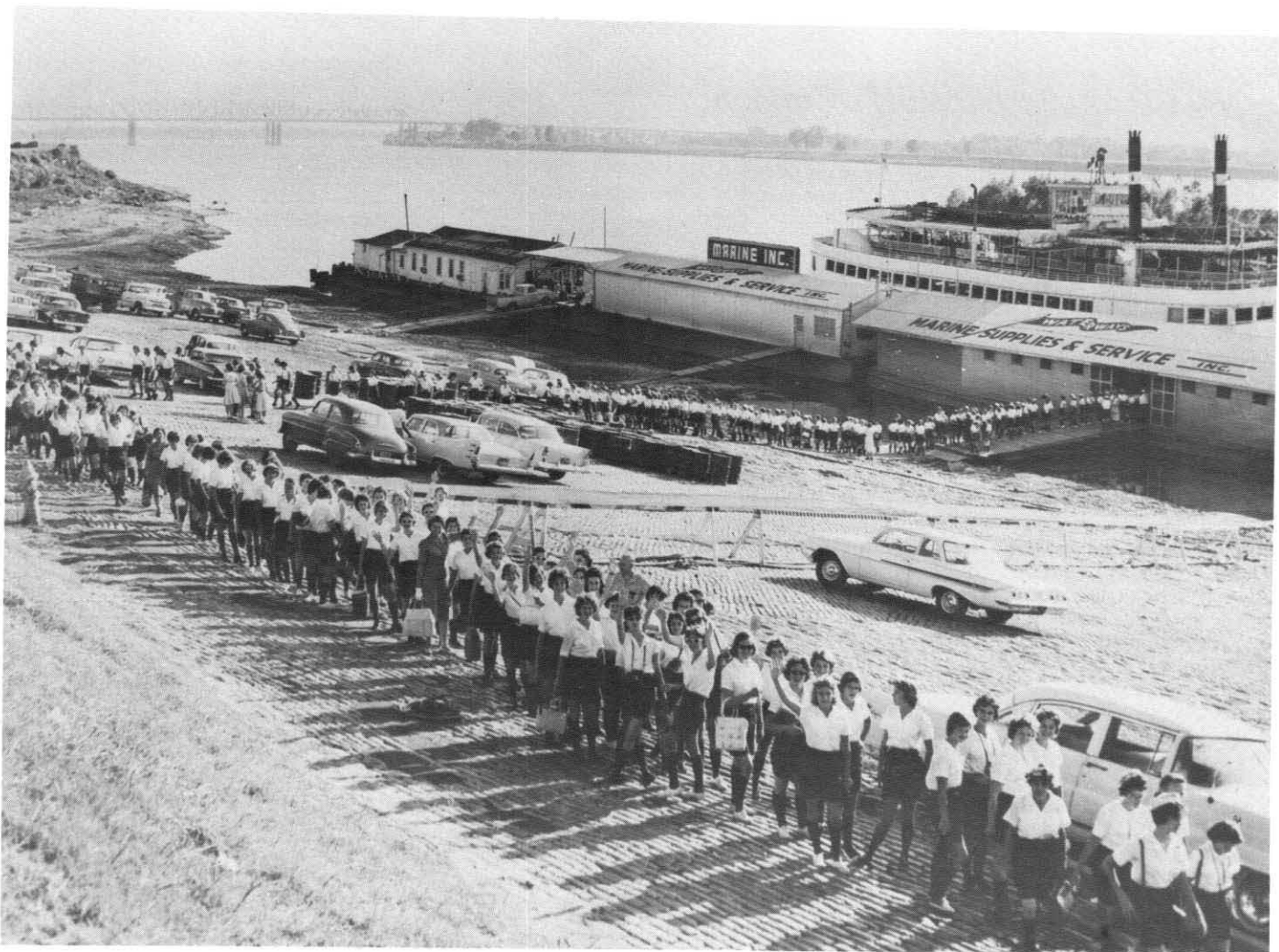
Only last week did we learn what happened to it. Dr. Charles F. Leich sent us the accompanying picture snapped in Sunset Park.



The cannon of the CHARLEY BOWEN
Not a shot was fired.

When asked to identify the boys, Dr. Leich said "Don't know--they were just passing by, among about 700 who came to see the train that Sunday."

Maysville, Ky., pop 8,484, has two daily newspapers, The Daily Independent and the Public Ledger. In September, 1968 both were sold South, the new owner being the Gadsden (Ala.) Times Publishing Corp. Long associated with the evening Public Ledger (45 years) have been editors William and Mary Donald Mathews, a husband-wife team, who both now retire. Mrs. Mathews is daughter of the late William Donald who long operated the Maysville wharfboat in packet days. "The new owners asked me to stay on as editor," she writes, "but four and a half decades is a long time to follow one plow."



The AVALON disgorges 500 Girl Scouts
..the crew was dubious about the whole business

The AVALON's Most Famous Trip

The staff members of the Mississippi Girl Scouts had an original brainstorm. Mrs. Glen P. Clasen put it this way: "We'd like to take the



GIRL SCOUTS HOUSEKEEPING ON THE ROOF of the excursion steamer AVALON. From the left: Ann Herald, Dianne Edelen, Sue Allen Mock and Jane Alden. One night they got rained out.

girls on a steamboat ride down the Mississippi to develop their appreciation for our Southern heritage, and to teach them something about the river."

The plan snowballed, if that's the proper word for humid summer in Mississippi. On Thursday, June 22, 1961 the excursion steamer AVALON came to Memphis. She took aboard Girl Scouts--not for a rainy afternoon harbor cruise. These girls were booked for the whole works; a cruise clear to New Orleans. Aboard came five hundred girls in short green skirts and white blouses.

The dear little AVALON being what she was, an excursion boat, lacked stateroom accommodations for any of her sudden population. Nor did the boat have cooking or dining facilities. Just that big dancefloor, decks, roof space, a powder-room of sorts, and a crew of experienced (in navigation) officers who at best were dubious about the whole business.

Some of the girls were asleep when the AVALON left the foot of Beale Street at 4 a.m. next morning, tucked in rows down the length of the dancefloor zipped in sleeping bags. The roar of the whistle ended all of that. "Oh look here!" cried one, "the paddlewheel is going around!" There was a rush for the stern to witness this priceless novelty. Rain was coming down, but gently.

Baskets of hot fried fish came aboard at Rose-dale. The hour was late at Greenville but 500 cheering Boy Scouts were on the shore. The girls

weren't allowed off and the boys weren't allowed on.

At Vicksburg next afternoon the AVALON landed alongside the SPRAGUE. The girls marched to the YMCA for showers, most of them a bit damp anyhow, for the rain couldn't stop. They visited the Experimental Station of the U.S. Engineers, and saw "Gold In the Hills," the SPRAGUE's theater play.

By the time they got to Natchez it was Sunday and they attended services at the First Presbyterian Church and St. Mary's Cathedral. They toured the mansions, Bontura, Rosalie, Stanton Hall and Connelly's Tavern. What impressed them most was recorded next day in the Memphis papers. The dispatch read:

"First mate Doc Hawley has captured the girls' hearts. 'He's the only good-looking thing around here that wears pants,' one said. 'I just wish there were 500 more like him,' said Diane Smith of Florence, Ala."

Doc was asked for a statement. "Well," he said, "it is gratifying to know that they're paying attention to me."

For this fine speech Troop 1, Patrol 4, made Doc an honorary member. Why? "Beacuse he's cute and handsome and he salutes everybody," chorused Troop 1, Patrol 4.

Rain fell most of the afternoon, lightly, and the girls had lunch in Natchez's City Auditorium and supper at Tops Grill. That night the rain seemed to let up and 50 sleeping bags were occupied on the boat's roof as the AVALON steamed down the Mississippi. Then of course came the downpour.

Souvenir sailor hats were passed out, and every girl wanted hers autographed, a chore that kept Cap'n Ernie Wagner and Doc Hawley and the rest of the crew busy with pens and pencils.

At Baton Rouge late Monday p.m. there was a picnic on the Capitol grounds. Next evening the AVALON floated, somewhat out of breath, to the Governor Nicholas Street wharf in New Orleans. There was no way to get the girls off the boat, so Cap Wagner chopped a section out of the shore bulkhead and laid a gangway. When the Girl Scouts debarked next morning the sun was shining bright. They breakfasted in Jackson Square, and the crew of the AVALON wasn't through yet.

Advance agent Betty Blake climbed down a ladder. Yes, the Girl Scouts had been delivered and would return by rail. BUT there were 490 new Girl Scouts waiting in New Orleans to go back to Memphis. By boat, that is. The AVALON was elected. It would be upstream all the way, fighting the muddy current.

Here we draw the curtain of charity about the scene. But, for the record, seven days later the AVALON did arrive back in Memphis with all 490. On the way, Girl Scout pins were presented to Cap'n Wagner and to Doc Hawley and both were made Honorary Girl Scouts.

By some hook or crook S&D member Jim Swartzwelder was aboard for the complete trip and thanks to news clippings he kept, and pictures, we have concocted for posterity this document of enduring endurance.

Albert Woofter, columnist with the Parkersburg News, occasionally gets into river matters. In his "Town and Country" section, on Sunday, Sept. 8th last, he quoted Marietta's Tommy Windsor on some showboat lore. The subject quickly got to the Parkersburg Dock Company which specialized in

the building of these floating palaces. The people around Parkersburg spoke of "Pope's Docks" inasmuch as Lewis Pope, the founder, passed the firm along to his son Capt. Ben S. Pope.

"This Pope Dock Co. of Parkersburg must have been quite a place," Tommy Windsor is quoted as saying, "and its contribution to history is really quite important....They built the GRAND FLOATING PALACE, SUNNY SOUTH, GOLDENROD, WONDERLAND, EISENBARTH-HENDERSON FLOATING THEATRE and others, but these were the best."

We have done a bit of investigating on the subject and now submit some data taken from old official U.S. records. Hear this:-

FLOATING PALACE, built at Parkersburg in 1901, 152.6 x 38.2 x 3.5. Originally owned by William R. Markle, Steubenville, O. and Mathew O. Swallow, Belmont, W. Va. equal shares. On Feb. 6, 1906 Ralph E. Gaches bought this showboat entire, and also the ANTOINETTE to tow it. On Sept. 11, 1909, Edwin A. Price, New Martinsville, W. Va., bought her entire. He also bought the ROBERT DODDS same time to tow.

FLOATING THEATRE, built at Parkersburg, 1903. 150.2 x 34.1 x 3.6. Owned entire by Elmer E. Eisenbarth, Marietta. He sold her to Walter P. Needham on March 1, 1909. Needham had just bought the MOUNTAIN STATE to tow. Ralph E. Gaches became $\frac{1}{2}$ owner with Needham on March 18 1910. They also shared equally in the towboat WALTER NEEDHAM at that time. Ralph E. Gaches became sole owner on Feb. 2, 1911. Five days later he bought the CALVERT to tow. On April 21, 1914 D. Otto Hitner, Norristown, Pa. became $\frac{1}{2}$ owner with Gaches.

SUNNY SOUTH, built at Parkersburg, 1905. 155 x 38.9 x 4. Originally owned in partnership by W. R. Markle, St. Marys, W. Va. 5/12, and M. O. Swallow 5/12 and A. M. Chucks 2/12 both of St. Marys, W. Va. The showboat was sold on May 24, 1909 to W. C. Quimby, Zanesville, O. who bought the CONQUEST at the same time to tow it. Sold again on Jan. 17, 1910 back to W. R. Markle, Parkersburg, entire. Sold on July 11, 1911 to Menke & Coleman, a firm composed of B. N. Coleman, Pratt, W. Va. and J. W. Menke. They bought the WABASH at the same time to tow. J. C. McConnell of Parkersburg became sole owner on June 19, 1915. At the same time Ben S. Pope, Parkersburg, became sole owner of the WABASH. Sold entire to J. H. Fultz of Millwood, W. Va. on March 7, 1917. Transferred to Blanche Parsons, Millwood, W. Va. on March 14, 1917.

WONDERLAND, built at Parkersburg, 1906. 155 x 38.6 x 4.7. Originally owned in equal shares by James Hagens of Coshocton, O. and J. W. Cooley, New Comerstown, O. They bought the VERNIE MAC at the same time to tow. J. W. Cooley became owner entire of both showboat and towboat, Feb. 4, 1908. Then N. F. Thom was made $\frac{1}{2}$ partner in both, Feb. 20, 1909. Thom sold his $\frac{1}{2}$ share to Walter Pell on April 24, 1913.

The above tabulations are taken from U.S. Custom House documentations in the period 1900-1917, plus a few from Pittsburgh. We insert them to illustrate the complexity of showboat ownership. Only the showboats built at Parkersburg are reported herein.

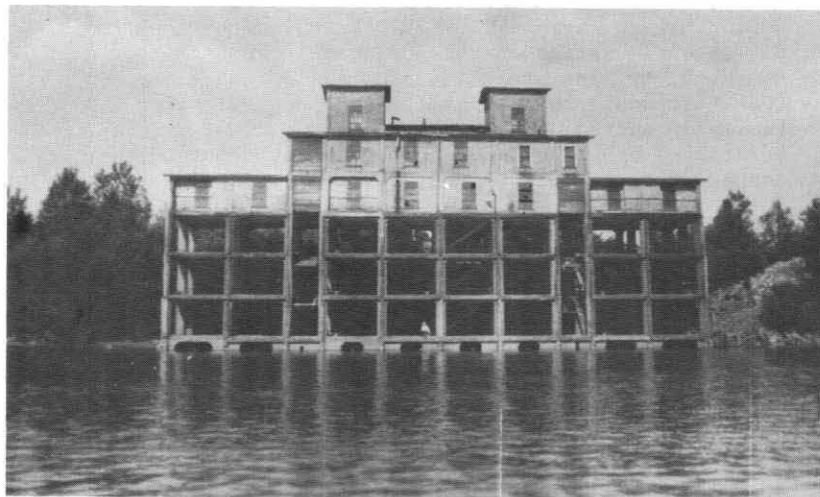
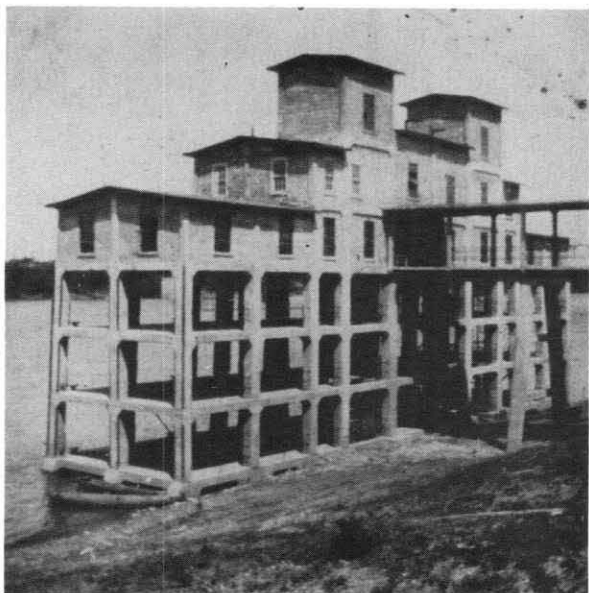
A Sunken Ship Far From Shore



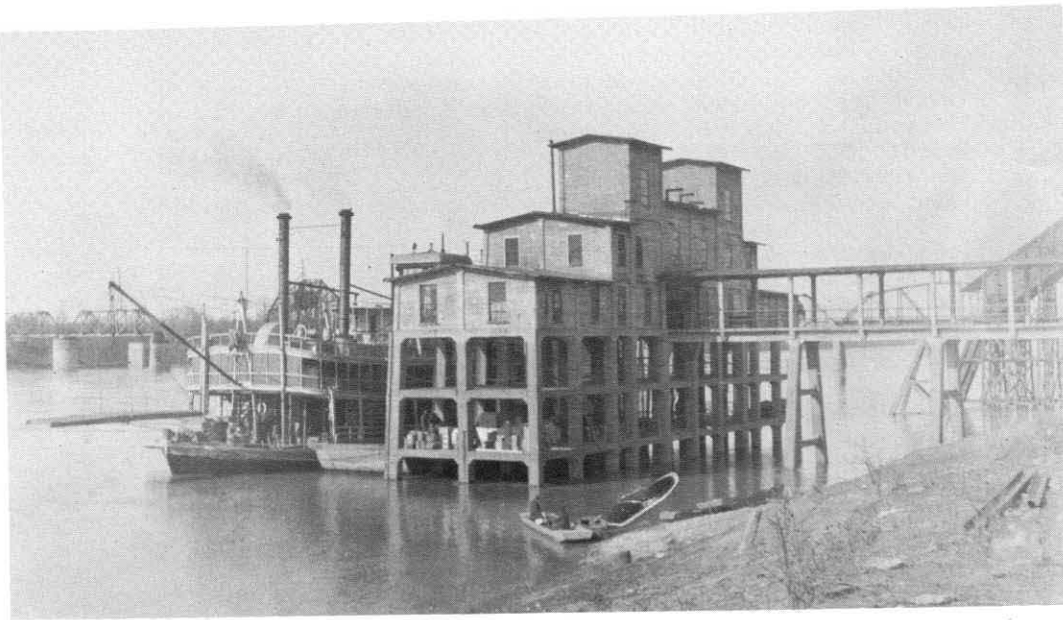
At Mile 78.6 on the Tennessee River near the L&N's bridge is the old concrete-built ruin shown above. This picture was taken while Kentucky Lake was being filled, so today there is six or eight more feet of water and the structure has "sunk" correspondingly. No Hogan's Castle this, nor even an abandoned yacht club. When built by the L&N in 1912-13 it was a most modern river-rail terminal. The St. Louis & Tennessee River Packet Co. those days was a going thing, and Danville was a considerable reshipping point. Lumber, peanuts, wholesale groceries, hardware and

the like were interchanged.

Before the Kentucky Dam days the Danville terminal was, of course, on the river bank. Now it is a sunken ship far from shore. The wonder is that TVA didn't demolish it during their program of clearing the shores. Their engineers looked it over and decided not to; its structure was as sound as rock and "would survive indefinitely." Anyhow it's not a menace to river traffic, and certainly has become one of the noteworthy curiosities of our time.



LEFT: Danville Terminal pictured on Feb. 27, 1915 when fairly new. ABOVE was taken in 1943, the structure long in disuse and about to be flooded by Kentucky Lake. W. V. Parker, engineer, Arlington, Tenn. furnished these two views. TVA supplied the big photo at top of this page.



Packet PADUCAH handling cargo at the Danville Terminal on Tennessee River in 1922. Note that the freight is stowed on the floor of the middle level. There were two elevators (see the twin towers) for transferring between the levels. The PADUCAH then was plying between Paducah and Florence, handling big trips of baled cotton, peanuts, lumber and assorted cargo. She was probably the last packet to use the terminal, along with the ROBERT RHEA.

Taken in 1922 showing the Danville Terminal and below may be seen the coal terminal which then existed. At extreme left is the L&N bridge across the Tennessee, main line Memphis to Louisville.

Danville had a store, and a hotel, and a farm, and the owners were named Outlaw, Gamble and Steele so they say.

This and the picture above were taken while Ye Ed was cruising aboard the PADUCAH to Florence equipped with a handsome new $2\frac{1}{2}$ by $4\frac{1}{2}$ Graflex.



This picture of the Danville Terminal probably was taken from the coal tipple which appears in the view above. It was made about 1934, photographer unknown. We are vastly indebted to Earl F. Olson, Norris, Tenn. for providing most of the pictures shown on these two pages, plus a supply of factual information. The Commercial Appeal at Memphis did a story on the Danville Terminal in 1964 authored by John Knott. Also it was pictured in the L&N Magazine, March, 1968 issue, which also--incidentally--carried a tale by S&D member Alan L. Bates glamorizing the L&N's Cincinnati-Louisville Division and its rugged scenery.

Sirs: I have a set of engines 1" bore, 4 in. stroke, complete with hex shaft, cast flanges (for a 14-arm wheel) built. Also wood-filled pitmans, brasses, gib and keys. For many years I was engineer on the towboat RUSSELL LORD and plan to build a scale model of her. She was a four-boiler boat with Rees 18's- 8 ft. machinery, 295 gross tons. What were her hull dimensions? I have a picture of her loaded on a barge ready to depart from New Orleans to Tampico, Mexico. She never got there. Was lost in the Gulf three days out.

Elmer L. Henderson,
Route 5, Box 197C,
Benton, Ky. 42025

=Hull was 150 by 30 by 5. She

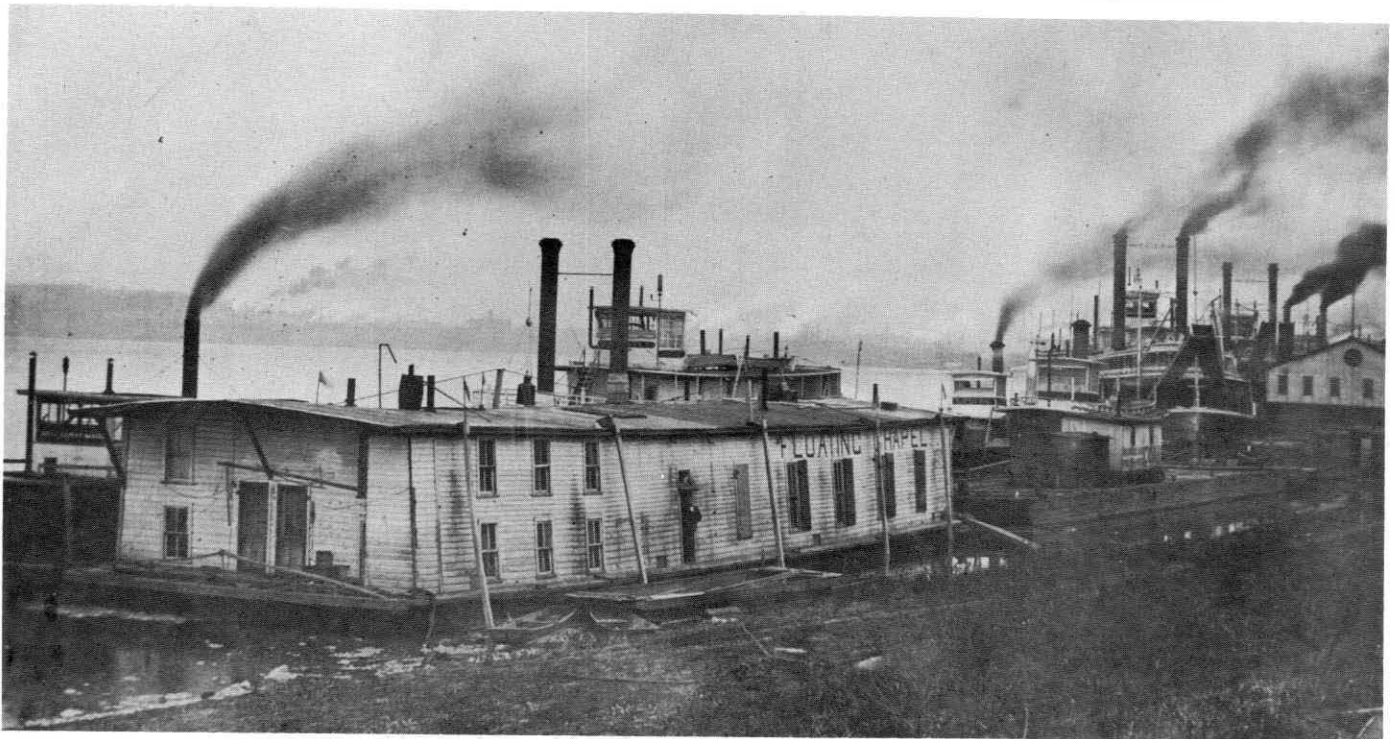
was built at Elizabeth, Pa. at the Elizabeth Marine Ways Co. in 1898. The firm was headed then by Capt. W. W. O'Neil. William Weigel was business manager and construction bosses were John Weigel, Jr. and Philip Weigel. The RUSSELL LORD was named for young son of J. B. Lord of Ayer & Lord Tie Co., Paducah. Russell grew up to become president of the firm, one of the youngest top executives of a major company. He died, 35, at Lake Forest, Ill. in 1925. -Ed.

Sirs: I have set up sort of a museum in my room called "The Texas Deck." In it I have many pictures, several models, some old showboat tickets and a post card from the GOLDEN EAGLE given

me by Miss Ruth Ferris. I visited Miss Ferris this past summer aboard the BECKY THATCHER II at St. Louis and her Midship Museum is excellent.

Keith E. Norrington,
135 Adams St.,
New Albany, Ind. 47150

Voters in Ohio were asked at the November polls to approve a whopping bond issue. If passed, the Ohio Historical Society hoped to have at least \$350,000 to commence the construction of a new and separate River Museum at Marietta, Ohio. This issue of S&D REFLECTOR goes to press too soon to announce the outcome.



The FLOATING CHAPEL at Evansville
Ancient history, Bible geography and reforms.

The above picture shows the FLOATING CHAPEL at the left. Outside, smoking, is a small tug whose identity we know not. At center is the towboat D. A. NISBET. The two steam tugs under the CHAPEL are the LOUISE (outside) and ISABELLA. The twin stage side-wheeler is the NEW SOUTH, and shoreward is the JOE FOWLER. Extreme right is one making smoke we don't know.

Mrs. E. E. (Julia Arnold) Shelhamer lives at Winona Lake, Ind., the last of five daughters who once toured the Ohio River aboard the FLOATING CHAPEL. The father was Professor I. R. B. Arnold. Recently Mrs. Shelhamer wrote a few recollections of those days in the 1890s.

"The FLOATING CHAPEL was 120 feet long and 30 feet wide," she says. "We had an eight-room apartment in one end where our family of seven resided. The chapel part was supposed to be large enough to seat 500 people. We floated down the

Ohio River stopping at all important towns, big and small.

"We five daughters, Mary, Lucia, Jennie, Helen and I, sang. Father lectured on Ancient History, Bible Geography and Reforms. Every lecture was as good as a sermon. The admission fee was five and ten cents.

"In the afternoons, mother held childrens' meetings and ladies' prayer meetings. Sometimes father went by train to give lectures at places inland, not on the river. He did this in winter when the boat was frozen in. In such absences he left an evangelist or two to hold services on the FLOATING CHAPEL.

"We travelled only on the Ohio River with this particular boat. We went down the Mississippi to Vicksburg once in a smaller boat, living aboard. On this trip mother and we girls worked among the colored people when we could."



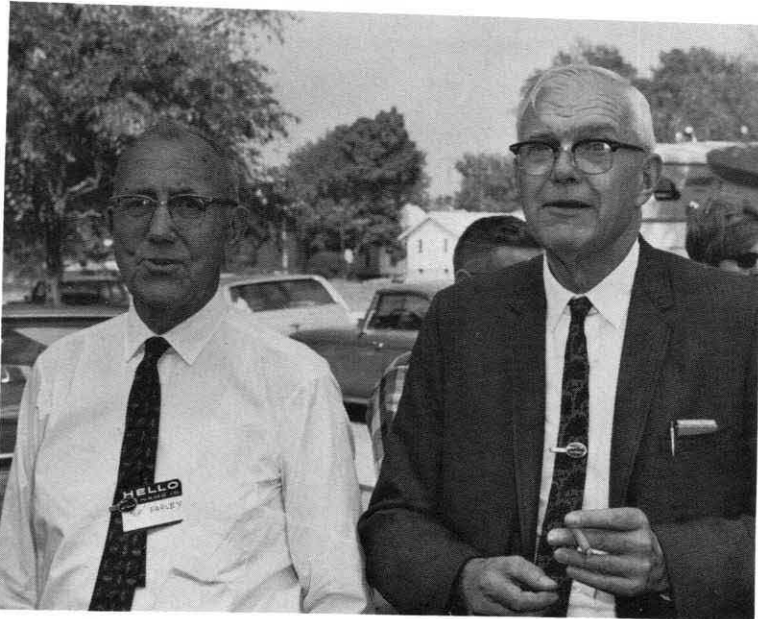
The 29th year of S&D at the Marietta Boat Club on Saturday, Sept. 21, 1968. The afternoon meeting has just convened. Front center is Capt. Paul Baxter, master of U.S. Engineer dredge SAINTE GENEVIEVE who (and which) about stole the show. Front row far left is Ted Pearsall, Henderson, Ky., Capt. Roy L. Barkhau, then Robert H. McCann alongside of Captain Baxter. Between Ted and Roy, second row, is Mrs. Loretta Howard flanked by Claudia and Charles F. Dietz of Louisville. Behind Mrs. Howard is Capt. W. P. Jackson, Memphis, and the young man behind him at the left is Doug Cutler and to the right, behind, is

Tom Cutler, the brothers who collected the money for the noon luncheon--they hail from Dayton, Ohio. To the right of Charlie Dietz, behind, is Dr. Henry D. Wilkins, Monongahela River historian. To the right of Captain Baxter, just behind, is Jessie Hoyt and behind her (chin hidden) is Nelson Spencer seated with his mother and father, Harriet and Ray Spencer. Delly and Johnny Robertson are behind them and off to the right, next the post, is Capt. Harry Kraft, and so on, and so on. With a little squinting you doubtless can pick out and identify dozens more.



THE PHOTOGRAPHS ON THESE FIVE PAGES ARE FROM THE SHARP-EYED CAMERA OF S. DURWARD HOAG, to whom our thanks and appreciation.

A lot of Kanawha River talk here. Standing from the left: Capt. Charles Henry Stone and his father Capt. C. C. Stone; Nelson Gardner, and engineer Charles F. Dietz who has been standing watches on the DELTA QUEEN this summer. Seated is veteran engineer Russell Stone who nearly got his everlasting when the towboat CONQUEROR upset in a windstorm in 1927. He brought to the River Museum a framed Navy discharge dated October 27, 1865 signed by Gideon Wells releasing acting 2nd assistant engineer John T. Stone, his father, from duty with a citation of "having served with fidelity."



"Pop" Farley (left) is Marietta's flood fore-caster de luxe; also he detonated the explosives which demolished part of the outside lock wall at old Dam 18 (see picture another page). S&D's board chairman and champ speaker J. Mack Gamble (right) has just heard the news that Greene Line wants to build five new tourist boats.

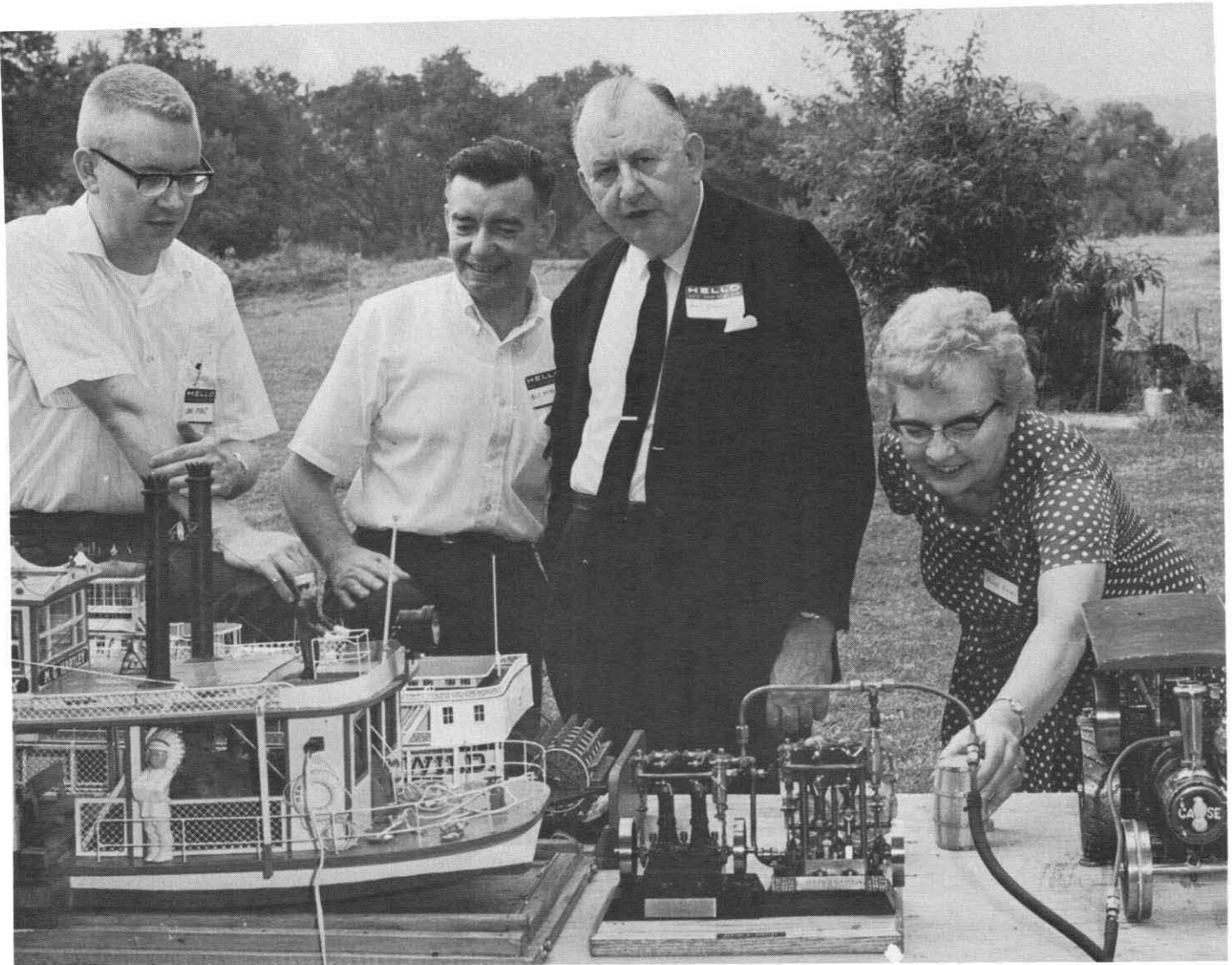


Donna and Harry Reed, daughter-in-law and son of steamboat artist William E. and Mabel Reed.



From the left: Helen Hughes Prater; her father Capt. Jesse P. Hughes; Mrs. Lee F. Dunham and Helen's husband Col. B. E. Prater. Mrs. Dunham re-

sides in Williamstown, W. Va. and is granddaughter of Capt. S. Brady Morgan who ran the KITTIE NYE and other Marietta packets.



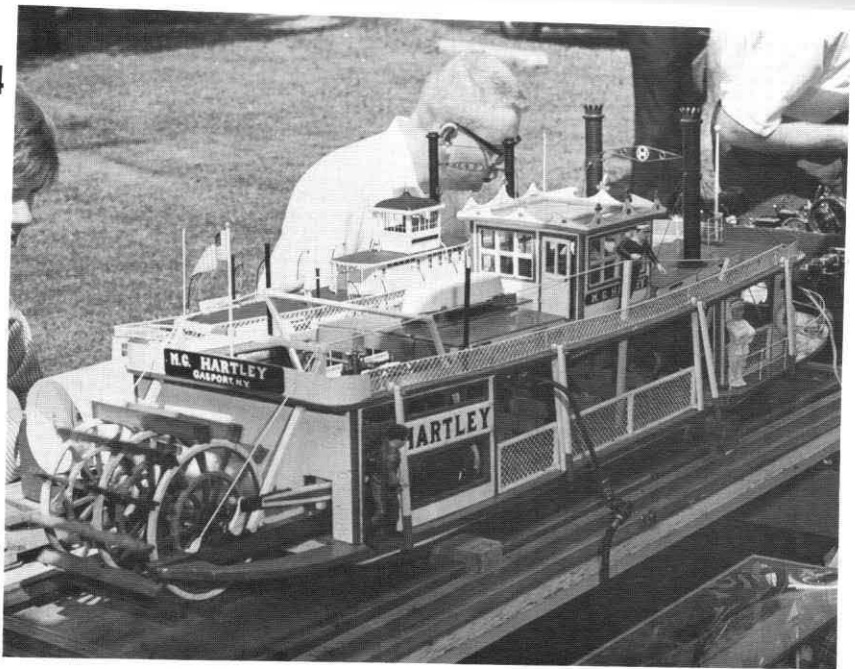
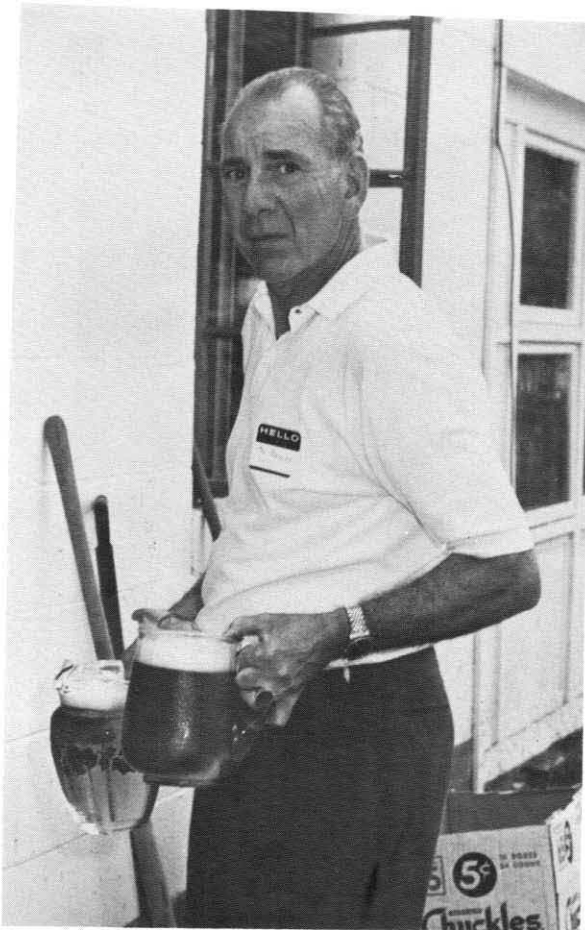
From the left: John L. Fryant, Arlington, Va. who exhibited his model of excursion steamer IDLE-WILD; William McNally, Crafton, Pa., S&D board mem-

ber; Capt. Roy L. Barkhau, St. Louis, circulation manager of The Waterways Journal, and Mrs. C. H. (Alice) Fuchs of Mansfield, Ohio.



Above: Capt. J. W. (Woody) Rutter, S&D's museum chairman. At the right: Dolly and Johnny Robertson of New Richmond, Ohio.





Left: Chuck (Charles G.) Remley, skipper of the W. P. SNYDER, JR. and husband of Catherine Remley, curator of Campus Martius Museum, doubles with two pitchers of suds in hand to wine and dine the multitude at the Marietta Boat Club luncheon on S&D Day, Sept. 21 last.

Above: Steamer M. G. HARTLEY of Gasport, N.Y. built by Marion G. Hartley of that place, an excellent design for persons thinking of building an operative sternwheel pleasure craft. Behind is the beautiful model of the IDLEWILD with its builder John L. Fryant making adjustments.



A toast to S&D and long may she wave. From the left: Mary Putnam, wife of S&D's treasurer H. Chase Putnam, Jr.; Anne Putnam Mallinson and her husband Bill, of Russell, Pa.; Mrs. S. Durward (Della) Hoag of Marietta; "Lady Grace" Way of Sewickley, Pa.; and Mr. and Mrs. Frederick Way III of Cleveland Heights, Ohio. The tenuous web of S&D is here apparent; the two gentlemen don't ply the rivers but

Bill's folks are from Johnstown, Pa. where the mere mention of the name evokes flood-talk. Fred once was night watchman on the DELTA QUEEN. Annie Putnam once helped row a boat down the Allegheny; Lady Grace has rowboated Olean, N.Y. to Zanesville, O. (1949-1950). Della Hoag came from Whipple where there isn't any navigation. What a crew.

S&D Meeting, Sept. 21



Ralph R. Cross, Dayton, O.



H. O. Reynolds, New Cumberland, W. Va.



Jessie Hoyt, Columbus, O.



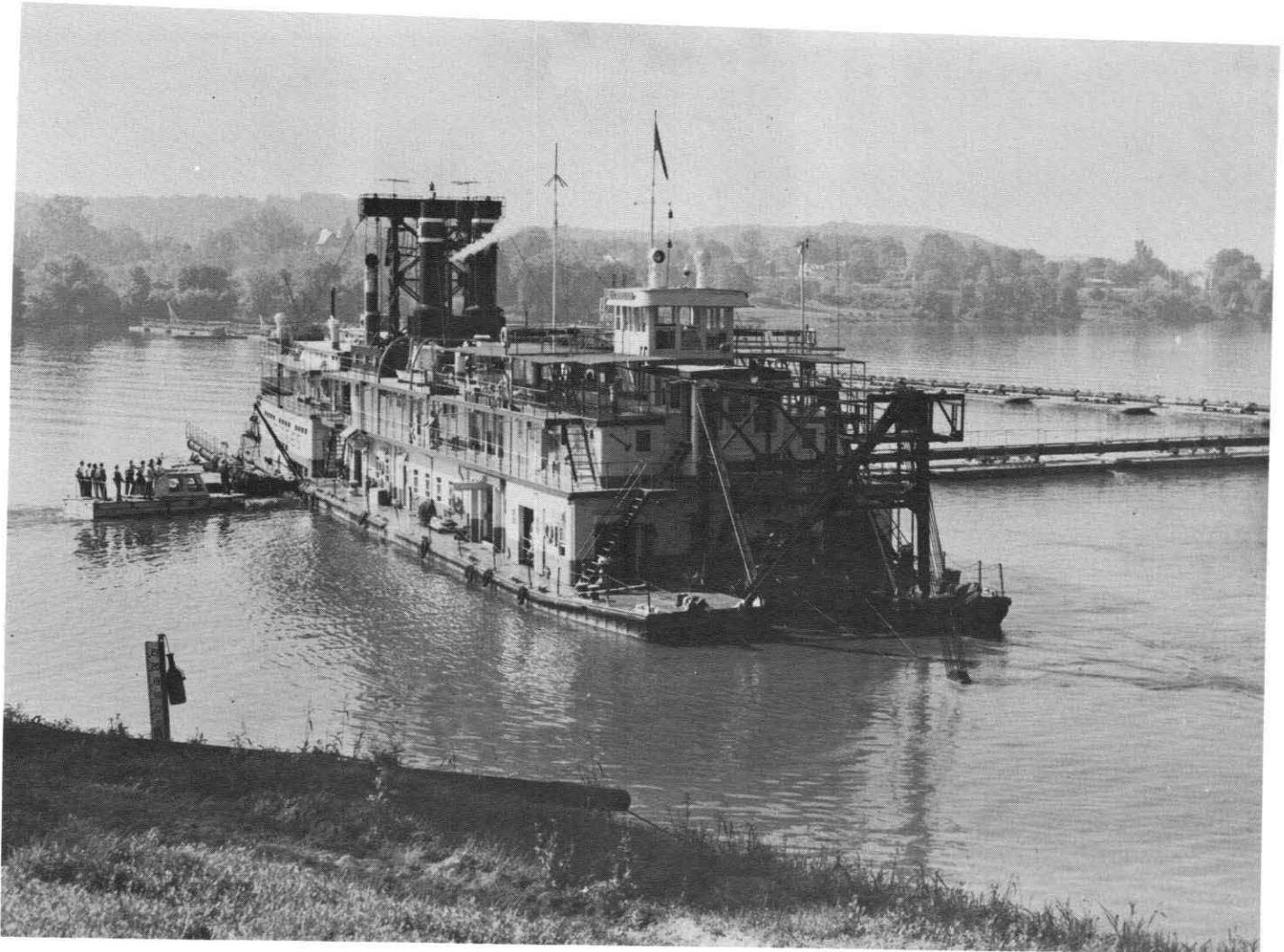
Glenn Seevers, Marietta, O.



Mr. and Mrs. Charles Pratt, Columbus, O.



Doug Wetherholt, Gallipolis, O.



The U. S. Engineer dredge SAINTE GENEVIEVE as she appeared during the S&D convention at Marietta on Saturday, Sept. 21 last. Photo made by William E. Reed. Alongside is one of the tenders which were kept busy ferrying delegates back and forth from the public landing, foot of Front Street. The big dredge arrived Friday night, Sept. 20, from the Greenup Locks and Dam to deepen the mouth of the Muskingum River where the U. S. Engineers maintain a base.

Capt. Paul Baxter, master of the SAINTE GENEVIEVE, attended S&D's afternoon meeting and also the evening affair.

The dredge was built in 1932 by Dravo at Neville Island, Pa., costing \$413,217.03 and a replacement at today's prices would run a millinn and a half. She measures 268'2" long by 47'10" width, and draws 5'6". Equipped with a stern paddlewheel, she is self-propelled. The main engines are Nordbergs, each 16's, 32's- 7 ft. stroke. Two Babcock & Wilcox boilers supply the steam at 330 psi. For the dredging operations steam turbines activate electric generators which in turn operate the main pump motors. The pump is 20" and rated 1200 hp.

There are 58 in the crew. The day is divided into three shifts, eight hours of work and 16 hours off, seven days a week. When dredging, they have on watch 1 mate, 5 deckhands and one leverman on board, plus 2 pushboat operators. Also on watch on board are 1 engineer, 1 striker, 1 oiler, 1 fireman and 2 sailormen. In the kitchen are two cooks, 1 baker, 1 dishwasher and 2 waiters.

There are two types of U.S. dredges used in channel work, the "dustpan" and "cutterhead;" the SAINTE GENEVIEVE is of the latter type. Pictured below is the "business end" showing the cutterhead. This was taken by S. Durward Hoag. Large knives revolve to cut the material on the river bottom, which is then drawn into the suction pipe, through the pump, and discharged through a lengthy pipeline carried on pontoons to the point of discharge. In the above view a wire cable had become tangled in the cutting knives and was being removed. The swing span of the B&O Railroad bridge in the Muskingum shows in the background--this bridge recently was condemned and will soon be torn down.



Capt. Phil C. Elsey, a founder of Sons and Daughters of Pioneer Rivermen, died at Huntington, West Virginia, on Wednesday, July seventeenth, 1968. He was 78. Captain Elsey was a native of Pittsburgh, Pa. and became a master and pilot with the Vesta Coal Company, the river transportation division of Jones & Laughlin Steel. His father, Capt. Warren Elsey, was the river superintendent. During this time Phil Elsey's brother Capt. Robert G. Elsey was drowned while raising the sunken towboat SAILOR at Lock 3, Monongahela River in January, 1920.

Phil's grandfather Capt. E. R. Elsey also followed the river and was operating the towboat MICHIGAN when he died in 1878.

Phil's river career was extensive and diversified. He took his father's place as Vesta Coal superintendent, later formed the Elsey River Transportation Co. which operated the towboats DONALD BIRMINGHAM and W. L. MCKINNEY. During the lean years 1930-1934 he piloted the excursion steamer WASHINGTON and the towboat LEONA, then emerged to reorganize the Raymond City Transportation Co. on Kanawha River. Later he formed a river fleet for the American Rolling Mill Co. with the towboats WEBER W. SEBALD, GEO. M. VERITY and CHARLES R. HOOK, retiring in 1959.

In 1939 Capt. Phil Elsey was dinner host to a group who formed the Sons and Daughters of Pioneer Rivermen at the Hotel Lafayette, Gallipolis, Ohio. He was named the first vice president of S&D.

Col. Paul Howe USA (Ret.) recently called on James A. Dever, aged 87, at his home on Sixth St. in Freedom, Pa. Jim Dever was blinded in one eye when struck by a rock from a slingshot in 1896, and about fifteen years ago lost the sight of his other eye. His father was Capt. William E. Dever also of Freedom, Pa. who was a noted Upper Ohio pilot. Capt. Bill Dever and Capt. W. J. Abrams brought out the new side-wheel ARLINGTON in the Pittsburgh and Cincinnati trade, 1869, as pilots with Capt. Dan Moore, master. Captain Dever lost his life when the towboat HAWK overturned at Jack's Run, near Woods Run, Pa., in a sudden storm in March, 1897.

Despite his blindness, James A. Dever is enjoying good health, says Colonel Howe. It will be remembered that Jim Dever visited aboard the W. P. SNYDER, JR. at Rochester, Pa. when that boat was

downbound on her last trip to Marietta, O. in 1955.

Bert Fenn has been in the bell-fry of the Episcopal Church at Cannelton, Ind. to see the bell. Records show it came from the side-wheel MAJOR BARBOUR which was sunk and burned in collision with the PAUL JONES near Troy, Ind. on Feb. 3, 1848. After the BARBOUR sank her cabin caught fire. The hull later was raised and rebuilt as it was a new one. The boat was in her first season, having been built at Shippingport, Ky. Capt. H. I. Spotts commanded.

Mr. and Mrs. Ray Kincaid of 619 Jennings Lane, Newburgh, Ind. were aboard the DELTA QUEEN on her last Pittsburgh trip in August. Ray Kincaid represents the Colonial Refining and Chemical Company of Cleveland. Both Mr. and Mrs. Kincaid have been S&D members for some years.

Sirs: I really enjoyed the issue describing the CITY OF PITTSBURG. I was a kid on the river bank at Carrollton, Ky. those days. The CITY OF CINCINNATI was a new boat then, but the PITTSBURG was my favorite as she played that callope while rounding to, and I can yet hear "My Old Kentucky Home" coming from it. The CITY OF CINCINNATI was always ahead of her by the time the two got to Carrollton downbound, although the PITTSBURG left Cincinnati on an early schedule. Mr. Langhart told me the PITTSBURG charged 50¢ through, and the CITY OF CINCINNATI cut it to 25¢. He said they both made money because of the big crowds carried, selling them meals and berth. The PITTSBURG had a barker at Louisville with a megaphone calling out: "Take the PITTSBURG, the boat that made the rate!" She landed at Fourth St. and the CITY OF CINCINNATI was at Third St. So Mr. Zenn can add my name to the list of the ones who remember the CITY OF PITTSBURG and I recall seeing her go down on her last trip a couple of days before she burned.

W. R. McKay,
General Delivery,
Madison, Ind. 47250

Bob McCann says he saw a show on the Menke showboat GOLDENROD at St. Louis staged by Billy Bryant. It was billed "Hamlet and Yeggs" by Billy Bryant and William Shakespeare.

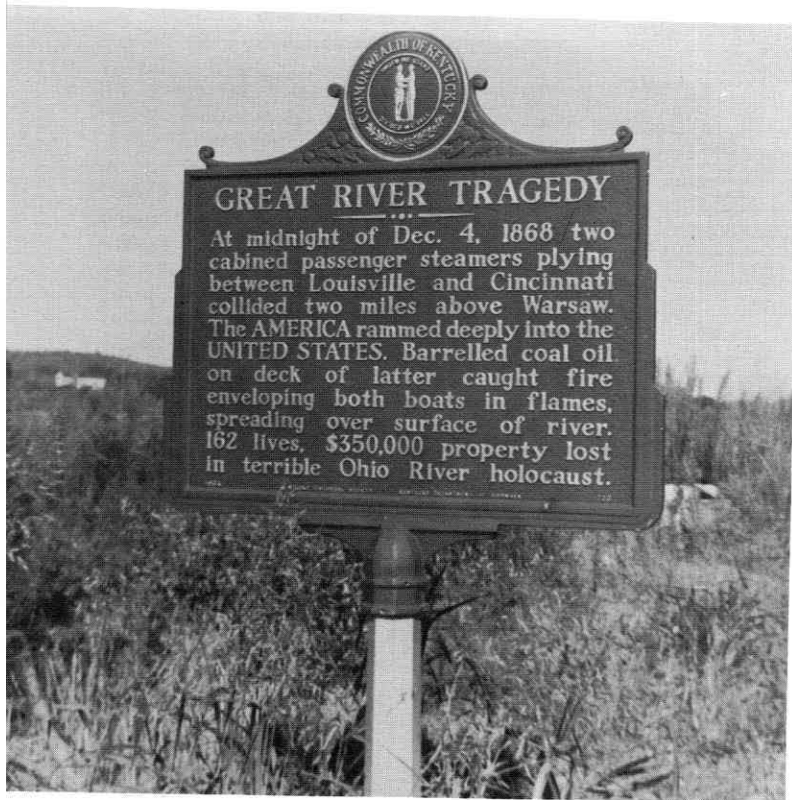
Members of S&D and friends of Virgil E. Bennett were saddened and shocked to learn of the death of his wife Hester H. Bennett on Wednesday, August 21, 1968. Mrs. Bennett had attended many S&D meetings. She had suffered a fall, had undergone surgery at the Rochester (Pa.) General Hospital, and was on the way to recovery when her condition suddenly worsened. S&D extends sympathy to Virgil's family; son Paul V. Bennett and daughter Mrs. Robert Blum. The late Mrs. Bennett was their step-mother. Burial was in the Beaver Cemetery.

We record with regret the passing of Richard Cawood, 86, at his home, Thompson Park Boulevard in East Liverpool, Ohio, on Thursday, August 22, 1968. Mr. Cawood was the former president of Patterson Foundry & Machine Company, and was associated with a number of pottery machinery and paper product firms in the area. He and Mrs. Cawood, who survives him, were frequently in attendance at S&D meetings, being members of long standing. Other than his wife, survivors are two daughters, Mrs. Furman South III of Mt. Lebanon, Pittsburgh, and Mrs. John Roberts IV of East Liverpool, and ten grandchildren. Burial was in Riverview Cemetery, East Liverpool, Ohio.

H. O. Williams, once a contributor to sprightly and now defunct "Ships and the Sea" magazine, now heads up Miami Model Builders, Inc., 1141 S.W. Second St., Miami, Fla. 33130. He reports having had a visit with Robert G. C. Fee of Newport News, Va. who was long connected with the model shop of Newport News Shipbuilding. The model shop has been discontinued and Bob Fee is in another department, something to do with development of atomic research for vessels.

Sirs: One time Lee Anshutz (September '68 issue, pages 27 - 28) was a pilot briefly on the stern-wheel COURIER and ran short of clean shirts. Came to the pantry and asked me to loan him one, which I did, and he was very grateful for it, but I never got it back again. That was before his prosperous days at Pittsburgh when he had the excursion barge HELEN BRIDGES.

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



The reader of this "Ohio River holocaust," to borrow from the highway marker, is apt to get his boats mixed up. Remember these items:-

The AMERICA was upbound, Capt. David Whitten in command, and Napoleon B. Jenkins on watch in the pilothouse.

The UNITED STATES was downbound Capt. Richard M. Wade in command, and Jacob Remlein on watch in the pilothouse.

These were Mike-and-Ike boats, both in the 300 foot class, both built elaborately with double tiered passenger cabins not unlike the CINCINNATI was--if you remember her. Each had two decks of staterooms with a second-floor balcony running around inside the cabin. You could stand on that balcony, your feet deep in red-plush carpet, your hands on a fancifully carved balustrade, and peer down upon the heads of people in the lower cabin, and look upward to the ceiling carlins and the fine crystal chandeliers. There were no other Western boats like these. The UNITED STATES and AMERICA were the brag boats of the rivers. Just as their counterpart towboats are today. Just as the two sister ocean liners were until so lately. All of this explains something of the reason that the collision of these two still is talked about a century later, calling for a historical marker. The life-loss, bad as it was, then as now had but slight impact on public sensibilities; in terms of modern aviation the death toll was about par for the course.

Along U.S. 42 above Warsaw, Ky. and below Sugar Creek is the Kentucky highway historical marker shown above. Across the Ohio River is Bryant Creek and above its mouth a hundred yards or so is Rail Landing--so spelled on Ohio River navigation charts--corrupted from the original spelling of Rayl's Landing. The crash of the two side-wheelers happened between 11 and midnight; not at

midnight as the marker states. The life-loss was placed in official records at 74, a long cry from the figure 162 in bronze. Barrelled coal oil did catch fire, although who in this atomic-computer age knows what a barrel of coal oil is? Kerosene might be more understandable.

What the marker does not say is that the collision was caused by human error. The pilot who caused this destruction had a record of previous collisions. Moreover he committed the unpardonable sin of ignoring an established custom. Both of these boats were owned by the U. S. Mail Line Company and both plied regularly on schedule between Louisville and Cincinnati. Hence Bryant's Creek and Rayl's Landing was a regular meeting spot. The tacit agreement amongst Mail Line pilots was that the upbound boat in such case hugged up the Kentucky shore on the one-whistle side. Pilot Napoleon B. Jenkins blew two. In so doing he set the stage for catastrophe.

Jacob Remlein was on watch in the pilothouse of the downbound boat. He clearly saw the approaching steamer below, heard one whistle and promptly answered it. Too promptly. He didn't hear the second one. It never entered Remlein's head that there would be a second one; the affair was as routine as watch-changing. The night was fair and the river was at a comfortable boating stage--16 feet on the marks--and all was well. Remlein was steering a 300-foot floating palace under full head of steam, making 18 to 20 miles an hour. He'd just steered Sugar Creek Bend without a hitch and was looking down the straight reach toward Warsaw. An excellent place to pass the partner steamer.

Why did Jenkins blow two whistles contrary to custom? The excuse was that he was unaware that such a custom existed. He was pinch-hitting for a regular Mail Line pilot that night. Charles DeFour lived at Ghent, Ky. and he'd gotten off there shortly before. Napoleon was taking his place for the trip. Old records show that three years prior, almost to the day, Jenkins was piloting a watch on the MAJOR ANDERSON of the Mail Line fleet, and was involved in a collision at Cooper's Bar below Madison with the side-wheel ST. CHARLES. Not a great deal is known of Jenkins, save that he was elderly at the time. Also that he was accident-prone.



CAPT. CHARLES DEFOUR

Capt. DeFour was the regular pilot on the AMERICA but was not aboard when the collision happened. He got off at home, Ghent, Ky. He was 32 at the time, and was a Mail Line pilot many years. Died age 85 at Ghent early in 1921. He stood watch on the CITY OF LOUISVILLE's fast trip. The late Capt. Ed Maurer piloted with him, and Capt. Albert Kelly of the DELTA QUEEN remembers him.

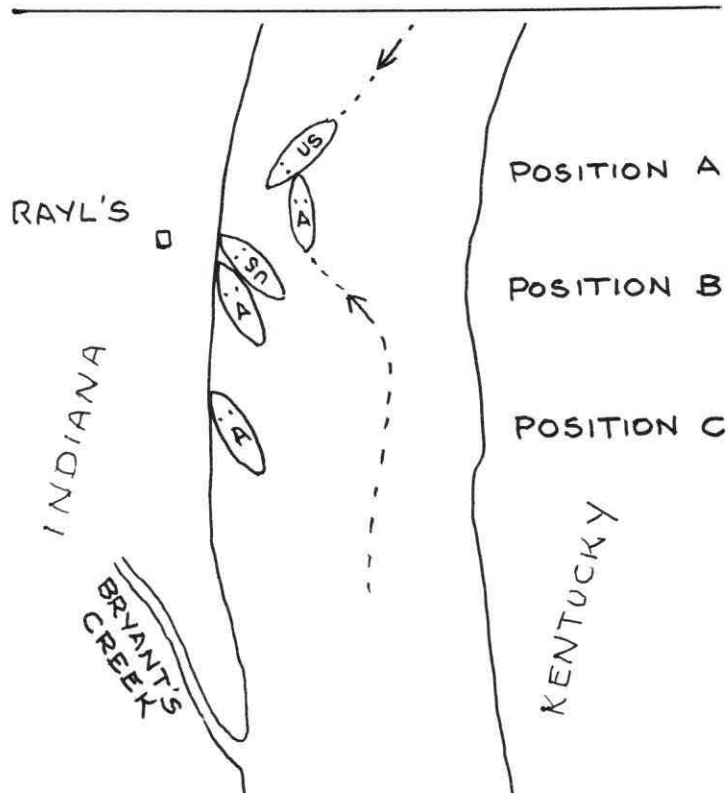
HERE'S WHAT HAPPENED

POSITION A- The AMERICA upbound was crossing to the Indiana side for a two-whistle pass. The UNITED STATES downbound was favoring the Indiana side for a one-whistle pass. The AMERICA's bow struck the UNITED STATES well forward of the boilers and penetrated the U.S.'s guard where barrels of oil were stored.

POSITION B- The AMERICA was driven ashore near Rayl's Landing as the impact was severe and there was danger of sinking. She was not afire. The UNITED STATES, now pointed for the Indiana shore, was landed as quickly as possible and lapped alongside the AMERICA. Fire now had broken out on the UNITED STATES originating on the larboard guard, main deck, among the barrels of oil. A strong north-west wind was blowing up and off the Indiana shore. While the UNITED STATES was still heading into the wind the flames leaped up the front stairway. Rounded to, alongside the AMERICA, her forward section was a mass of flames. The immediate concern was to save the passengers. Many jumped from the burning UNITED STATES over aboard the AMERICA.

POSITION C- Capt. Whitten of the AMERICA to save his boat ordered off-watch pilot Charles Ditman to back away. Ditman did, and landed the AMERICA the second time about 200 yards below, not far above the mouth of Bryant's Creek. It now was obvious the move had been made too late; the AMERICA also was afire. Both boats sank as they burned. The wind blew the UNITED STATES out about 80 feet from shore before she settled in 8 feet of water. The AMERICA was close in shore in about 7 feet of water.

Strangely enough the UNITED STATES, the first



afire, and where most of the life-loss occurred, did not completely burn. Next day viewers at the scene looked upon her port wheelhouse to see the name painted on it as usual, and the emblem of the Great Seal of the United States still there, in all its glory. She was later raised and rebuilt. The AMERICA was a complete loss.

Ole Bornemann Bull (rhymes with spool), Norwegian violinist, came to Potter County, Pa. where the Allegheny River commences in 1852 with this big dream. He laid out four villages and named them Oleona, New Norway, New Bergen and Walhalla. He built a castle about a mile below Oleona on the crest of a bluff. His land titles proved fraudulent and his scheme of resettling Norwegian peasants in the U.S. went glimmering. Today the area is a State Park and the flags of Norway and the U.S. snap briskly over the ruins. To recoup his fortunes Ole Bull and his violin went on tour and a concert was given in Louisville, Ky. The next one was scheduled in Cincinnati, and he and entourage boarded the AMERICA to go there. Accompanying him was famed soloist Mrs. Barton.

Also aboard were three famed rivermen of the time, Capt. Charles G. Pearce, president of the U.S. Mail Line Co., Capt. Dick Fowler of Paducah, and Capt. Milton Woods, skipper of the towboat LAKE ERIE NO. 3.

Another towboat man, Capt. N. J. Bigley of Pittsburgh, that same evening boarded the UNITED STATES headed south. George W. Fahnestock, merchant of Philadelphia, was aboard with his daughter. Harry Brunswick, builder of Brunswick game tables (billiards and pool) registered for Louisville. The Rev. F. S. Rising, president of the American Missionary Society with headquarters in New York was aboard. Two newlywed couples were in the bridal suites honeymooning.

Tradition has it that Ole Bull had been holding discourse at the AMERICA's bar that evening, telling the patrons that he never went to bed on steamboats in nightdress; instead he kept on all his clothes. His opinion was that some night he would be called out on the double. This was the night. Soloist Mrs. Barton held no such scruples and when the AMERICA's clerk knocked at her door she said "Just a moment" and commenced to dress. In the urgency of the occasion the clerk soon shouldered open the door and dragged her out. Both Ole Bull and Mrs. Barton got ashore sans any belongings save the precious violin and the garb they wore.

The night was cold and windy and many who got away from the burning boats were escorted into the haven of the various farmhouses shown on Ashton Craig's map on another page. Rowboats and skiffs came from the Kentucky side and survivors picked up in the water, some at least, were taken over to homes on the Kentucky shore. People were scattered all about; the passage register in the office of the UNITED STATES was burned, and a complete check of casualties never was accomplished.

The first steamboat to the scene was the small sternwheel LADY GRACE, Capt. W. C. Watts. Soon after that the towboat REINDEER, Capt. Henry D. Wilkins, came by. These boatmen did what they could and were instrumental in spreading the news of the calamity, bringing aid. The nearest town of any consequence was Vevay, Ind., 11 miles down river. There was no railroad in the region, and

THE CREWS
On the night of the calamity.

UNITED STATES

Capt. Richard M. Wade, master; Robert Riley, first clerk; Andy Harrington, second clerk; James Jones, third clerk; Oliver Noble, mate; Henry --, second mate; A. Marshall, chief engineer; Charles Marshall, second engineer; John Hamilton and J. Remlein, pilots; James Fennell, barkeeper; John Fennell, steward; Mary Perkins, head chambermaid.

This interesting map is reproduced courtesy of the Inland Rivers Library at Cincinnati, sent to us by Clyde Bowden, curator.

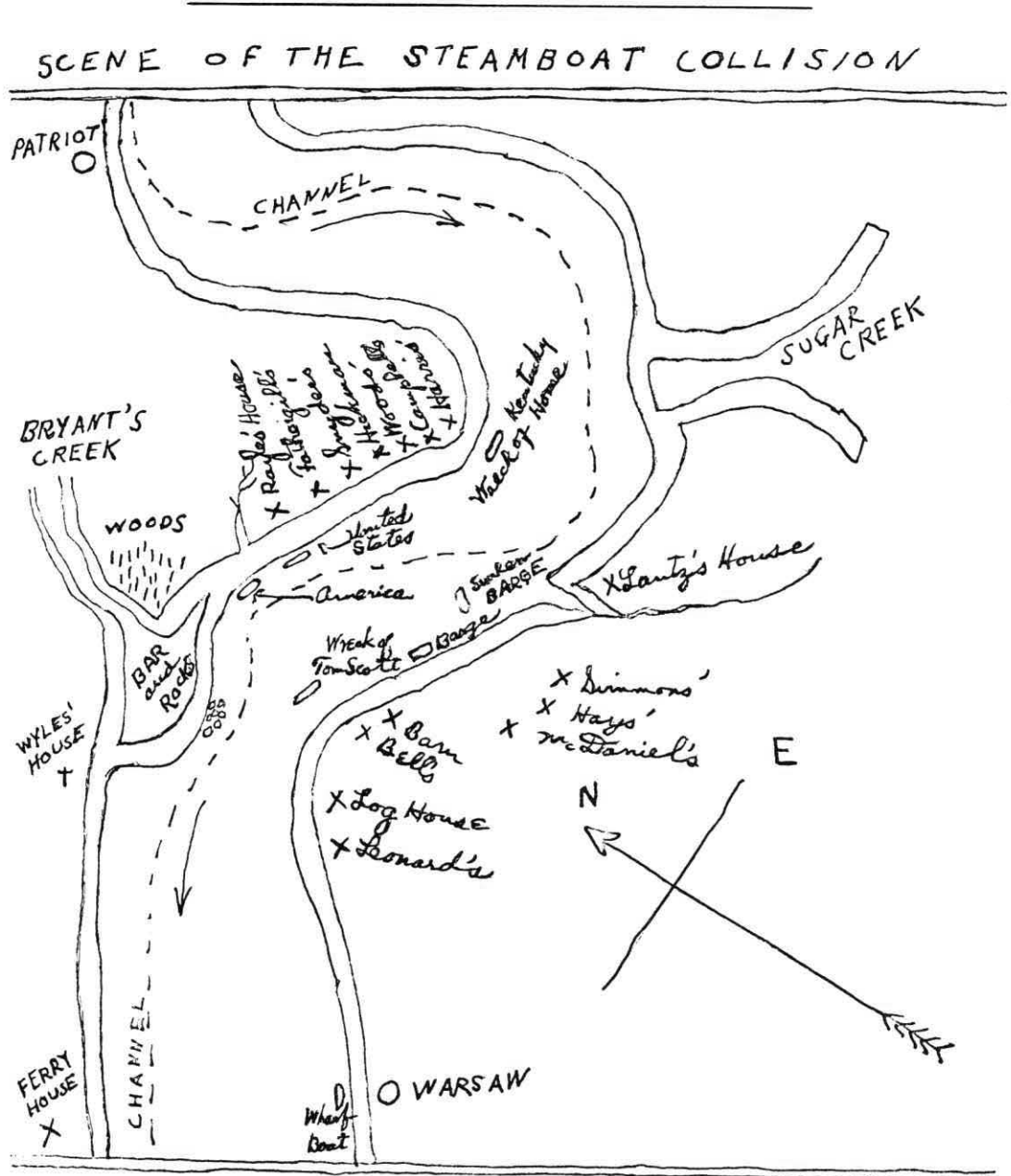
Marked hereon is the lay-out in 1868 when the AMERICA-UNITED STATES collision happened. We do not know anything about Ashton Craig who drew this map, but the C. T. DUMONT, which he clerked, was contemporary in 1868 and was, in fact, stepped into the Mail Line L&C trade to replace the lost steamers along with the ST. CHARLES on a temporary basis.

Craig marks two steamboat wrecks in the area, the KENTUCKY HOME under the point at Sugar Creek Bend, and the TOM SCOTT abreast the mouth of Bryant's Creek. The KENTUCKY HOME downbound collided with the Mail Line's big TELEGRAPH NO. 3 on July 30, 1855 at 9 p.m. She was built at Elizabeth, Pa. that same year and was on her second trip. The collision was caused by a misunderstanding of passing signals. The Cincinnati U.S. Inspectors after hearings observed: "It has frequently happened that pilots have complained on each other for not answering their signals when on investigation it was shown that the answer was made just at the time the sound of one reached the other whilst in the act of giving his own signal." Thus the KENTUCKY HOME was lost for the same cause as the UNITED STATES and AMERICA, 13 years prior, in the same reach.

The TOM SCOTT, built at Freedom, Pa. in 1856, was snagged at Bryant's Creek on July 13, 1863. At one time she was commanded by Capt. Michael Davis (see Sept. '68 issue, page 29).

AMERICA

Capt. David Whitten, master; William Taylor, first clerk; John Mullen, second clerk; William Kinley, third clerk; Lloyd B. Gaff, mate; Charles Steele, second mate; Henry Steele, watchman; Joseph Holmes, chief engineer; Alex. Ewell, second engineer; Napoleon B. Jenkins and Charles Ditman, pilots; J. J. Kelley, barkeeper; J. Light, steward, and Mrs. S. Jones, head chambermaid.



Drawn by Ashton Craig, Clerk on the U. S. Mail Line
Str. "C. T. Dumont"
Certified as correct by several pilots and masters
of Louisville & Cincinnati packets

the country lanes were rough-going in winter.

The side-wheel C. T. DUMONT, running then in the Cincinnati-Madison trade and owned by the U.S. Mail Line, was sent to the scene to gather survivors and take them to Cincinnati. Said a reporter who was on hand upon arrival: "Strewn along the cabin floor on cots the scalded and wounded were lying, groaning under the agonizing pain of their wounds. Men and women but half dressed, with shawls, blankets and bed quilts, were gathered around the stove shivering with the cold. Hatless men with bandaged heads and arms were also there, and the sight that we witnessed upon our entrance into the cabin was one that we shall never forget."

Among those who lost their lives were Mr. and Miss Fahnstock of Philadelphia, Harry Brunswick of Cincinnati and the Rev. Rising of New York. The rivermen riding as passengers all saved them-

selves. Nobody in the crew of the AMERICA was lost. The UNITED STATES lost a good many of her crew, namely; James Jones, third clerk, John Fennell, steward; Sam Smith, striker engineer; James Fennell, barkeeper; Richard Marlow, second steward, seven cabin boys; one decksweep and one coal passer.

The Cincinnati U.S. Steamboat Inspectors reported later to the Supervising Inspector General in Washington, D.C. the following tabulation:

Loss of life:
 On the UNITED STATES
 31 cabin passengers
 5 deck passengers
 34 officers and crew
 On the AMERICA
 4 cabin passengers

At the date of the accident, in December, 1868, the U.S. Mail Line was operating two boats

UNITED STATES

This was the older of the sister boats, built at Cincinnati in 1865. The hull measured 294 x 40 (38 ft. floor) x 6½. High pressure engines, 26's- 10 ft. stroke. She came out new with five tubular boilers, each 42" dia. by 22 ft. long, containing 5" flues. These were on her the night of the collision. She rated 1106.14 tons. Her initial cost was placed at \$240,000 and \$105,000 insurance was carried on her distributed among fourteen insurance companies.

When new, she was the "noon" boat and her partner on the other day was the GENERAL LY-TLE. Other Mail Line boats departed each port (Cincinnati and Louisville) at 5 p.m.

She had been involved in several collisions. Tuesday night, Christmas, 1866, downbound, she connected with the SILVER SPRAY. The SPRAY hit her on the port side at the ash pan. This happened at North Bend. Fortunately the SPRAY had aboard a cargo of cotton bales on the forecastle, buffering the impact. Capt. W. W. Fenton reported that 20 or 30 bales went overboard, others landed on the UNITED STATES. Prior to that encounter the UNITED STATES had been in collision with a towboat.

After the collision with the AMERICA her charred hull was raised. The COAL HILL and UNDERWRITER towed it back to Cincinnati stern first, as the bow was bashed in. She was hauled out on a marine ways and rebuilt, making her six feet longer forward, and a full 300 feet long of hull. The original engines were used, and she was given new boilers, seven in number, Western style, 38" dia. and 26 ft. long, 2 flue. The new cabin was same as other boats, plus texas and pilothouse. This "second" UNITED STATES operated in the Mail Line until dismantled at Madison, Ind. in February, 1884. She was variously commanded by Capt. Richard M. Wade, Capt. Ben Merrielles, and Capt. Charles O. David. Will Taylor, former first clerk of the AMERICA, was in charge of her office many years. She collided with the ANDY BAUM a couple of miles below Aurora one December night in 1877, losing her starboard wheelhouse. Capt. Wade died following exposure while making repairs.

AMERICA

Built at Dan Morton's yard, Cincinnati, in 1867, the AMERICA was the ne plus ultra of U.S. Mail Line side-wheelers. Her hull size was 315 x 44 x 7, considerably larger in all respects than was the UNITED STATES. Her engines were high pressure, 30's- 10 ft. stroke same as the latter day CITY OF LOUISVILLE. Steam was generated in 8 Western-style boilers working water wheels 38 ft. dia. with 13½ ft. length buckets. Usual steam pressure was nominal, about 145 psi. She made 18 rpm. with that pressure.

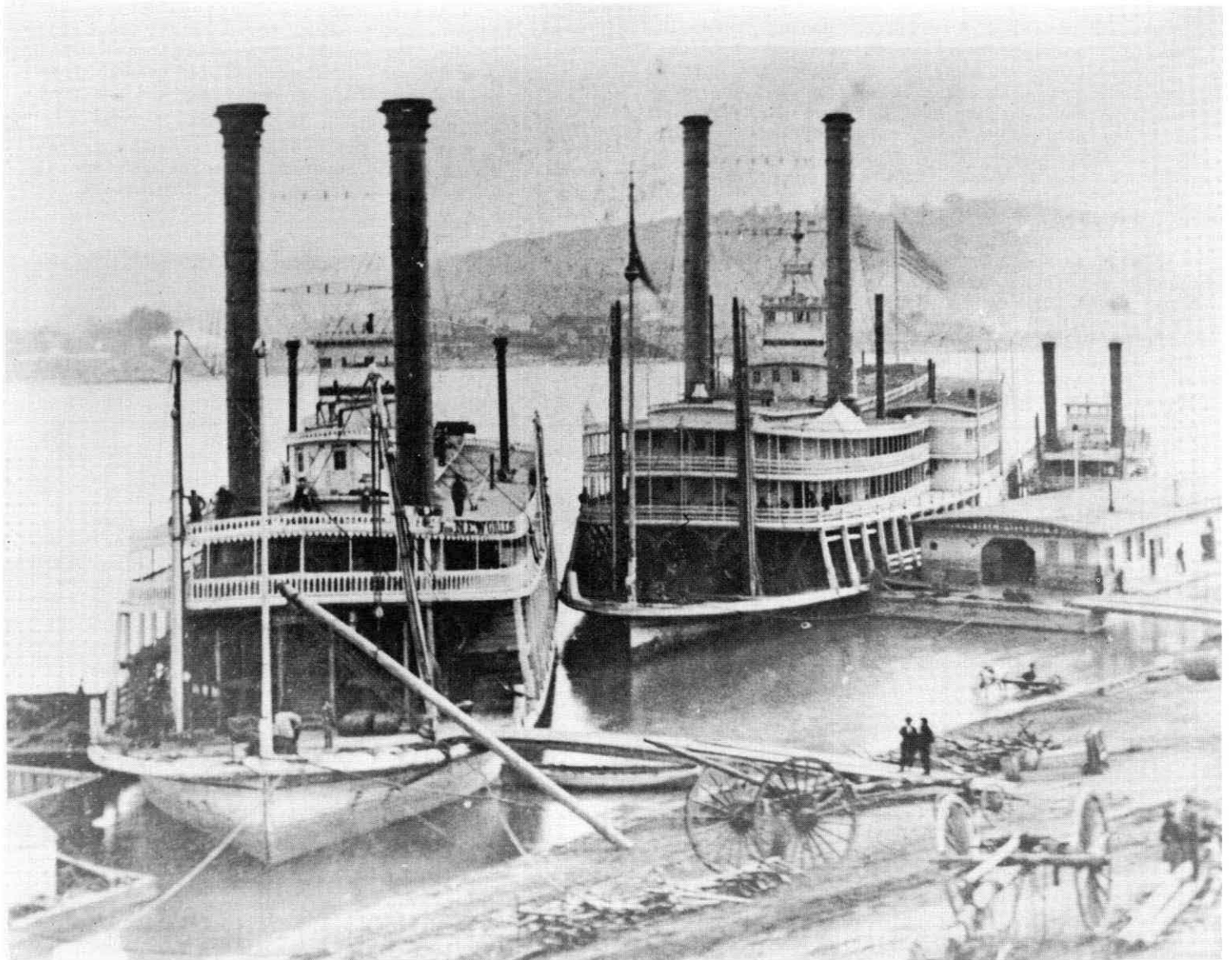
Her trial run was made April 27, 1867 in charge of Capt. Whitten. The crew of the UNITED STATES took her out on this special shake-down leaving Cincinnati at 2:25 p.m. They went down with several hundred invited guests to North Bend, turned, and timed her upstream speed. In one hour flat she was at Sedamsville, doing 13 mph. Returning to Cincinnati the crew went back on their own boat, departing on time (5 p.m.) for Louisville.

The AMERICA had a very short texas for the accommodation of the captain and pilots. The various other officers were roomed on the second cabin deck over the office, and still others in staterooms over the pantry and barbershop.

The U.S. Mail Line operated from the foot of Vine Street in Cincinnati, below the new suspension bridge. Neither UNITED STATES nor AMERICA had means of lowering their smokestacks which were built uncommonly high.

It is said that many old-time families in the vicinity of Rayl's Landing, Ind. have relics and souvenirs taken from the AMERICA's wreck. In low water it came out dry and as late as 1895 was exposed and visited by many persons.

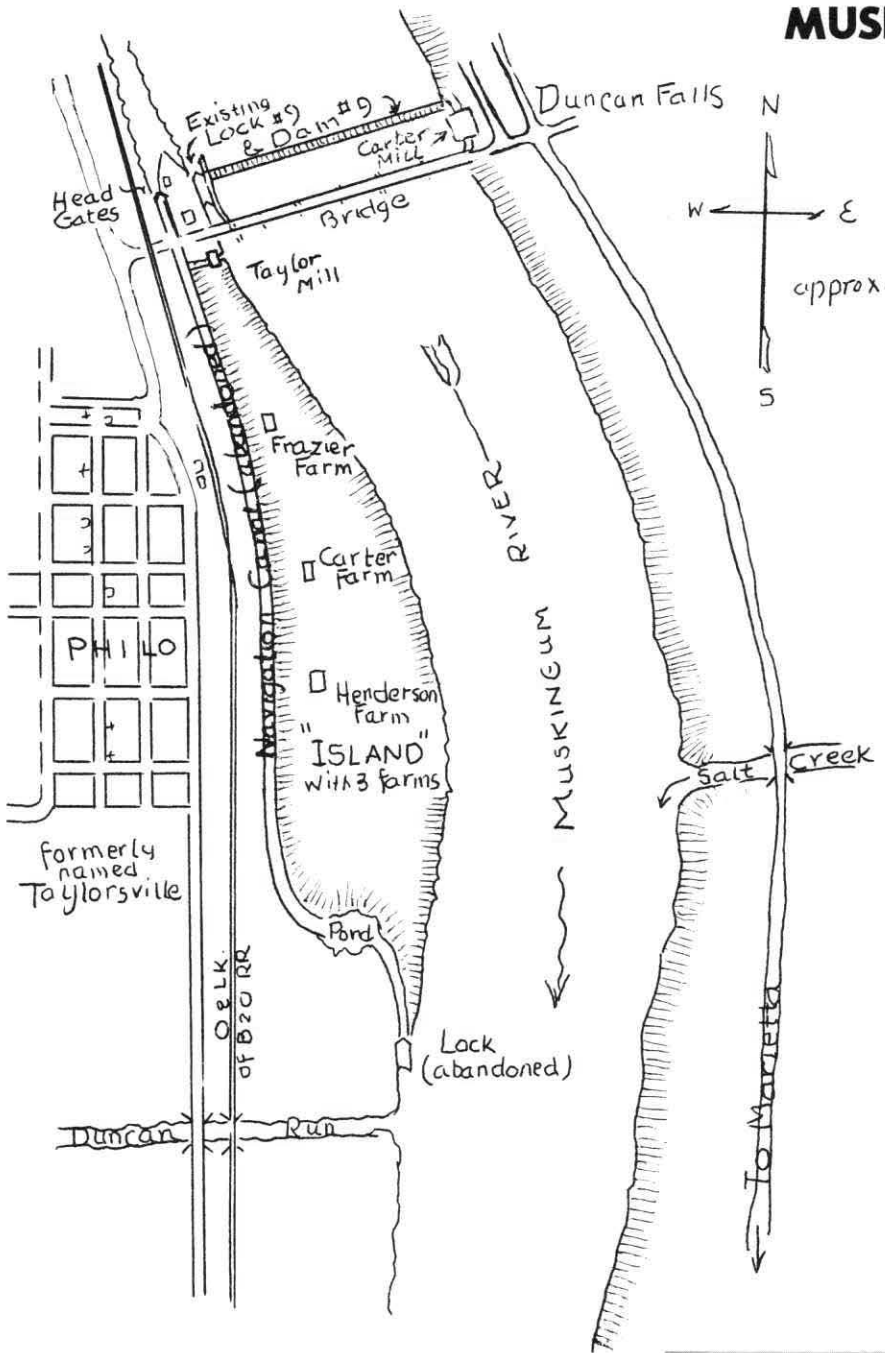
As an aftermath of the collision, Napoleon B. Jenkins received a revocation of his license as pilot. At a later date he appealed and got it back. In 1877 he was piloting a little towboat named CHARLEY BOWEN NO. 2 (on another page this issue there is news of the original CHARLEY BOWEN) and ran into the Anchor Line's CITY OF CHESTER. For this collision Jenkins received a 60 day suspension.



U.S. MAIL LINE LANDING, FOOT OF VINE ST., CINCINNATI. From the left: sternwheel LOUISVILLE, double-cabin AMERICA, and Kentucky River packet DOVE NO. 2. Taken in 1868, just a century ago. The LOUISVILLE was built at Cincinnati in 1866 and was owned when this photo was taken by Godfrey Waterhoff, Cincinnati ($\frac{1}{2}$) and B. F. and F. M. Davidson, Newport, Ky. Capt. A. Q. Ross commanded in the Cincinnati-New Orleans trade. The grace and charm of the double-cabin AMERICA is apparent. The DOVE NO. 2 was Howard-built at Jeffersonville, Ind., 1867, Capt. Sam Saunders, and ran Cincinnati and Kentucky River. After dismantling in 1878 her hull was the wharfboat at Ghent, Ky.

daily from each of its ports, Cincinnati and Louisville. They were the AMERICA, UNITED STATES, GENERAL BUELL and GENERAL LYTLE. The latter two were commanded by Capt. Charles David and Capt. Sam Hildreth, respectively. The two GENERALS departed at noon from each terminal and the big ones at 5 p.m. The side-wheel J. N. McCULLOUGH was sunk above Madison, almost in the channel. The side-wheelers TARASCON and MORNING STAR were running between Louisville, Evansville and Henderson. The famed RICHMOND was running Louisville to New Orleans. The Louisville Courier-

Journal had been publishing barely one month, and ran their river column on the front page. One of the passengers lost on the UNITED STATES was reported as Mrs. Daniel Seabrook of New Albany, Ind. The U.S. Mail Line, established in 1838, in 30 years had carried 30-million passengers and had suffered but one accident involving life-loss prior to the AMERICA-UNITED STATES, that being the boiler explosion aboard the GENERAL LYTLE. Announcement had just been made that dikes in the Ohio River had just been completed at Logstown, Captina, Muskingum Island and Blennerhassett.



Aboard the DELTA QUEEN this past summer we talked with Ralph R. Cross who was vacationing with his wife and daughter, a family who live at 825 Audrey Place, Dayton, Ohio 45406. We got to talking about the reopening of the Muskingum River locks, which reminded Ralph that No. 9 at Philo was not originally at its present location. The old lock was away down the river, connected by a canal similar to those at Lowell, Beverly, McConnellsville and at Zanesville.

After Ralph got back home his uncle drew the accompanying sketch of how the situation looked prior to 1922. It is not to scale, but fairly accurate at that. This uncle (whose name we know not save that he signed the sketch R.H.S.) came to Philo as an engineer with the Foundation Company during the construction of the Ohio Power plant, and then for over forty years worked with Ohio Power. He remembers the DOROTHY ADGATE at Philo during the initial construction.

The old navigation canal at Philo has long since been abandoned, and the lower part is filled in.

When the U.S. Engineers took over the Muskingum project in 1887 the first thing they did was build a new dam at Taylorsville, completed 1888 according to a book "Improvement of Rivers," published in 1909, authored by B. F. Thomas and D. A. Watt. The old canal was abandoned and new lock 9 was opened in April, 1896. The LORENA was the first boat through, and there was much rejoicing as the old canal was a troublesome thing. The photograph shown on this page was taken during the construction of the new lock and it came from the files of the old Zanesville U.S. Engineer office. Note in the foreground the original canal entrance provided with a set of guard gates, marked on the map "head gates."

The Taylorsville lock, under construction in this picture, is at Mile 66.8 on the Muskingum River. The chamber is 160 by 36 feet. The lift is about 11 feet. Most Muskingum locks have clearance over the lower miter sill of about 5.5 feet. Walls are of cut stone. The gates, built of wood, are hand operated. Taylorsville (now Philo) lock was built with two filling valves in the walls and two balanced discharge valves also in the wall.

The dam at Philo, No. 9, is the step type built on rock, made of timber cribs filled with rip-rap. Over all length of the dam is 736 feet, and width at base is 41 feet.

The oldest locks in the Muskingum are those at Devols (No. 2), Beverly (No. 4), Luke Chute (No. 5), Eagleport (No. 8) and Zanesville (No. 10). These date back to construction in the 1836-1840 period.



Nellie Was a Hot Number

On April 20 last a U.S. Steel towboat, the C. F. HOOD, entered Lock 8, Monongahela River upbound with empties, and didn't get stopped in time. Her lead barges collided with the upper lock gates knocking one down and springing the other. Inasmuch as the lower gates were open the water rushed through the chamber and drained the pool above. The water level at Lock 8 fizzled to 0.6 ft.

Rivermen shook their heads in some astonishment and one spokesman said never in the history of the Pittsburgh Engineer District had a pool been lost due to a commercial towing accident.

"Never" is an unsafe word. It was on October 1, 1874 that the towboat NELLIE WALTON, Capt. George Howder at the wheel, entered Monon Lock 4 upbound, failed to stop his tow, hit the upper gates and dislocated them. The water rushed in with such force that the lower inside wall was undermined and a 30-foot section fell that evening. Repairs took seven weeks. W. P. Speakman was the lockmaster, and B. F. Sharpneck and C. B. Copeland were the locktenders.

The NELLIE WALTON was a hot number and probably is better remembered than most other Monon poolboats of the wooden era. Capt. George W. Howder came out on her in 1873 and had charge of her destiny for the next 27 years. He was the father of the late Capt. John L. Howder, the famed flood forecaster of Elizabeth, Pa. and long-time river manager of the Hillman fleet.

NELLIE's hull was built at Freedom, Pa. and measured 124 by 22 by 4.5. The Walton Coal Co. built her and she was named "for the beautiful daughter of Capt. Joseph Walton," to quote a historian. There was talk in 1873 she was to get the engines from the NIAGARA, and mayhaps she did get them.

John W. (Sandbar) Zenn, an uprooted Monongahela River native, has on the livingroom mantel an attractive model of the NELLIE WALTON. He built it himself. Quite a job it was. Only one photograph of the boat was known when he did the work--and not a very good picture at that.

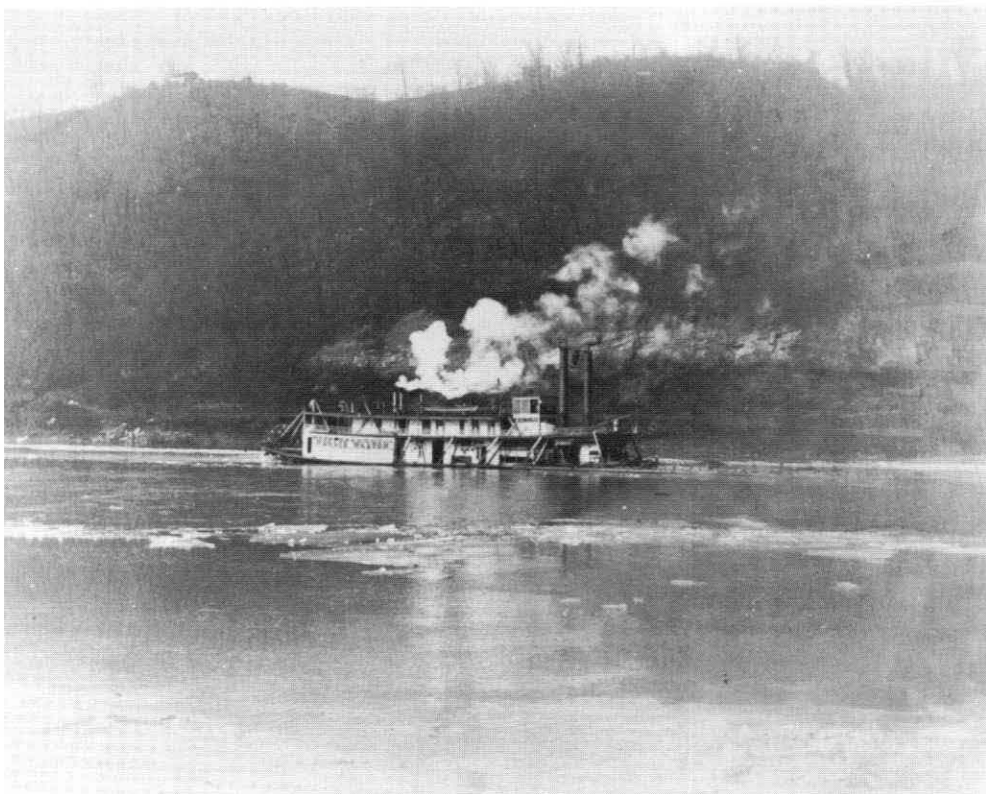
When the Waltons sold out to the Combine at the turn of the century the NELLIE WALTON went along with the deal. She wasn't much of a bargain, about 27 years old, and sadly in need of a new hull. But the Combine putsy'd around with her and one May day in 1903 started her down the Ohio River, light boat, to gather up some empties at Cincinnati. Capt. Charles H. Sloan was her skipper then. She got far as Glen Osborne, Pa., about 11 miles, when she rubbed bottom and sank.

The Combine management shrugged it off, saying they had written her off the books anyhow. The problem of raising her was easy enough, and she was taken on down to Marietta, Ohio.

The Combine in 1903 while all this was going on had contracted with Capt. J. M. Hammett and Bill Sesher for a new towboat. These two were running a boatyard in the Muskingum, foot of Sacra Via, where the W. P. SNYDER, JR. is today. The upshot was that the new boat got the engines and rigging from the old NELLIE WALTON. They named her the RIVAL.

But that wasn't the end of the NELLIE. Not so fast. Stripped of engines and boilers, and of her wheel shaft and so on, she was sold to a Boat Club outfit. They moored her below Lock 1 at the mouth of the Muskingum--anchored is a better word; she was away from shore. This lasted until one fine August day in 1905 when the Boat Club caught fire and burned "to the water's edge" to use the old saying. And that was the end of the NELLIE WALTON except for the engines which, of course, were on the RIVAL. Maybe the wheel shaft too; maybe other stuff.

Well, this writer remembers the RIVAL with no trouble at all. She was a good bit bigger than



The NELLIE WALTON pictured on the Monongahela River long, long ago. Although built pool style (pilot house in front of the cabin) she often was sent "south" with coal tows, which meant to Cincinnati and Louisville. These were extremely high smokestacks for the low bridges in the Monongahela valley, and they were lowered with a primitive A-frame rig. Between them is the Walton emblem, a maltese cross. She 'scaped out on the roof--quite possibly had no exhaust line into her stacks. Note the large paddlewheel; she had big push for her size. Our thanks to Jack Zenn for this picture.

the NELLIE was; hull 148 by 27.5. The same and only Capt. Charles Sloan was skipper on her, who had been on the NELLIE's last trip, and he was still on her in 1914 when she caught fire at the Point in Pittsburgh and burned off the hind end. The Combine rebuilt her bob-tail style, leaving an open recess between the stern bulkhead and the cabin. That's how she looked when Rodgers' Sand Co. bought her in 1915.

Rodgers' Sand found out soon enough that the powerful RIVAL was too much steamboat for their every-day use. In 1919 they had her chartered to somebody who was towing coal upstream from Moundsville to Pittsburgh. And this very well may have been the beginning of that. Today coal comes upstream all the time to Pittsburgh, but in this writer's youth it wasn't done that way---it all went down the river. There was a lengthy spell when the RIVAL lay around at the Rodgers' fleet doing nothing--just layed up over there in the Manchester area of Pittsburgh.

But they took her clear to Paducah in 1931 and rebuilt the hull, and by this time (they did it in 1927) her name had been changed to WM. B. RODGERS. McCrady-Rodgers took over the old Rodgers' Sand Co. They ran her up into the 1940s.

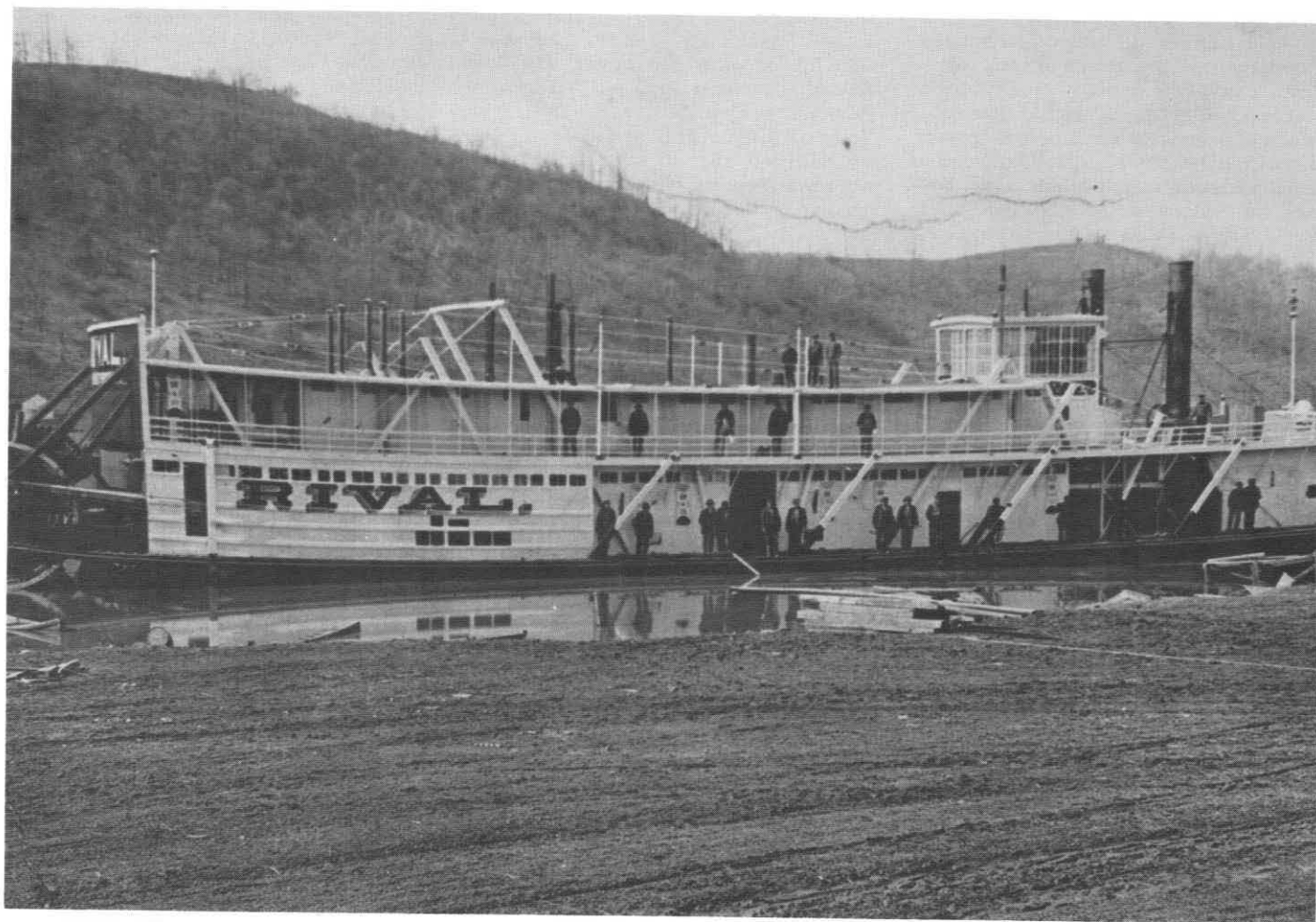
Then one day the late Charles Harding, Jr. who

was a steamboat engineer with a special inborn penchant for the history of engines went aboard while the pistons were being pulled. He blinked in disbelief. In his notebook that evening he wrote: "These engines are big old flat valved affairs and someone in the distant past has put Moore equalizers on them; they're broadhorns, and very heavy in design. There are handles on the valve levers; also there is a blank flange on each cylinder where a hand throttle once was attached. Without any doubt they were originally built for a side-wheeler. There is no mark or sign on them to indicate the maker or the age."

When measured, these engines in 1948 were 7 ft. stroke and were bored to 18½ inches diameter. That was the year when the RODGERS was dismantled and disposed of. Those old engines which undoubtedly came to the NELLIE WALTON in 1873 second-hand went to the junk dealer.

Which still leaves things up in the air. The NIAGARA was a sternwheeler. Had these engines been on a side-wheeler before 1859?

Anyhow these were the same engines which drove the NELLIE WALTON into Lock 4, Monon River, Oct. 1, 1874. The diesel prop C. F. HOOD did nothing original when she stopped traffic in the 8th pool last April 20.



THE W. P. SNYDER, JR. IS NOT THE ONLY BOAT which has been photographed at the foot of Sacra Via in Marietta, O. Here is the RIVAL at the same location in 1904, and in many respects she looks quite like the SNYDER. Our thanks for this picture goes to Ed Mueller who has a knack for discovering good pictures of Western boats in his own bailiwick on

yon side of the Allegheny mountains. The RIVAL has just been completed and is ready for steam. Anyhow it is early spring, trees barely leafed out. The new RIVAL was documented at Wheeling on March 5, 1904 and her home port changed to Pittsburgh on March 14, 1904. Capt. Charles E. Sloan is listed as her first master.

Mr. and Mrs. R. E. Hamilton of 1456 Parkview Ave., Whiting, Ind. were passengers aboard the DELTA QUEEN on a Pittsburgh trip in mid August. Bob and Nell Hamilton have been S&D members for some time, and have attended several Marietta meetings. They participated in "amateur night" performance aboard the boat displaying considerable talent. (Remind us to put them on an S&D program).

It was on this same trip that U.S. Senator E. L. (Bob) Bartlett of Alaska (Dem.) who hails from Juneau, suffered illness and had to leave the boat at East Liverpool, O. on the downbound voyage. He had been enjoying his first ride aboard the DELTA QUEEN, and championed legislation in behalf of the Greene Line. More's the pity for Greene Line's president Bill Muster had arranged a dinner party aboard at which your editor was to meet Senator Bartlett, who was forced to depart shortly before the chimes sounded.

Nell Hamilton turned herself into a one-man-solicitor and procured six new members for S&D on that downbound voyage. Cheers. We were proud to meet a young man of 215 Pine St., Mt. Vernon, O. named Stephen Frary who also became a member. Also James E. Reed, 3796 Shroyer Road, Dayton, O.

Accompanying your editor on the trip was Thomas E. Way, grandson, of 31 S. Richardson Ave., Ashton, Ill. Berth space was at a premium so Tom bunked over top of pilot Albert Kelly, while the editorial head was on the pillow of engineer Jim Sanders who was not aboard.

The piece de resistance on that voyage was Capt. Stanley Waitzfelder, one of the two traveling U.S. Coast Guard inspectors in the service. The good captain was aboard to give the DQ an official 1-2 and there were three full scale fire and boat drills in as many days. We would cheerfully and enthusiastically vote for Capt. Waitzfelder should he wish to become a senator or something, a man of tact, courage and most important, an inborn love of anything propelled by steam. Our opinion of the U.S. Coast Guard went up 6½ points realizing they had the acumen to pick so right a man for his position.

The boat's physician was Dr. Larry Schoenrock, Cincinnati, who looked like Gordon Greene (the younger) and about Gordon's age. Dr. Larry brought along his pill case and figured for an easy rest from hospital work. His first patient turned out to be the dis-

tinglashed Alaskan senator, an assignment of some consequence. Both recovered.

Seems first mate Doc Hawley was firing up his Mercedes-Benz 250-SL at Cincinnati, bound home to Charleston, W. Va. for a week of vacation. It was not possible to pack in so petite a jewel all of the luggage and two full-scale passengers, but he did. Doc invited Tom Way and your editor to come along. When we said it was too tight a fit Doc wedged, packed and squeeze. Four hours later we exploded all over the lawn of Mr. and Mrs. Homer Hawley at 530th St., S.E., Charleston.

Doc's parents Homer and Grace Hawley both originated in St. Albans, W. Va. where Coal River joins the Kanawha. Next day we toured that town (not in the Mercedes needless to say) and went on up Coal River a piece to see the remnants of old Lock 2 which was amply explored in this magazine (Dec. '66 issue, pages 24-28) by a man who never saw Coal River, J. Mack Gamble. The wonder to the jaybirds is that anybody in his right senses seriously decided to run traffic on this mountain stream complete with roaring waterfalls and rapids, and, since they did, how? There are yet many evidences of some ingenious hydraulic engineering. Some are completely mysterious to the novice (such as we are) in the form of man-made islands strewn with precision, maybe 12 or 15 of them.

Yes, we toured along Strawberry Road, wondering which house H. W. Burford lives in, and never were too sure regretfully. We'd made a date and gathered up young Tom Cook--or started to--when his dad Joe Cook, v.p. of Pfaff & Smith (sand and gravel mainly) propelled us in to meet the folks and here was Joby Cook, Tom's older brother, whittling a paddle out of a ball bat--did the project ever quite come off, we wonder?--and a friend Buffy Warner and Cindy Cook's girl-friend Beverly Burke--but not Cindy who was vacationing elsewhere.

That was a good place to stay and the wonder is why we left, with the day hot as it was, but with the two Toms in the back seat (Way and Cook) and Doc and y.t. in front (Doc driving) we proceeded up the Kanawha to an unlikely left turn-off which goes up Witcher Creek.

Tom Cook knew how to do it for he'd been up Witcher before, and he guided us to the hillside home

of Capt. and Mrs. Harry F. White and family (grandchildren appeared and disappeared by magic, one of whom, a pretty young maid, is Tina M. White for whom the boat is named (originally the FORT ARMSTRONG built by Ward.) Tom Cook trotted out two albums of photographs he had collected and mounted, and an argument started about where one view was taken, so Harry White dug out his photographs to make a check. You say you don't know of Harry White? Well, he's tall, plain spoken, and owns among other things a real rubber check, a lot of old steamboat whistles and a very handsome oil painting of the big towboat SPRAGUE he got from Ernie Smith of East Liverpool. Aside from these things Harry does river contract work with Harry up to his knees in mud if needs be. Oh he also has the whistle of the old QUEEN CITY which belongs to Joe Cook, although Joe Cook will have to get an Act of the West Virginia legislature to reclaim it likely. We'd like mighty well to have it ourself for the Marietta Museum. That's the best old whistle in the world today. And Harry White knows this you can bet.

Where did the time go, but we had to get Tom Cook home--he lives next door to Amherst Coal's Charles T. Jones. Then, too, we had a date with a turkey dinner as guests of the Hawley family. This story would close on this beautiful note were it not that the Hawley telephone rang, and all of us were invited next evening to a boat ride aboard the sternwheel CINDY as guests of the Cooks and Barrs.

Well before we get into that, Homer Hawley drove us next day to Hawk's Nest and you'd scarce believe how the upper Kanawha valley has filled with chemical and coal installations, even up above Montgomery. Malden is a city and another city we hadn't before met is Falls View which isn't mentioned in our 1942 atlas, but it is there, sprawled all over the place. At Hawk's Nest you look down, down, down at the C&O RR. winding about, and the sad part is the C&O hasn't today a single passenger train scheduled through that spectacular gorge by daylight. With one exception, we may note, for they ran a special up from Huntington on Sept. 14 last, up to Hinton through that New River gorge. They do this once a year, and it is always a sell-out.

Continued next page.

Continued from page 26.

The CINDY excursion included a buffet supper and we found the trim craft at the Charleston city wharf. On the reception line were Mr. and Mrs. Robert Barr of Pfaff & Smith and their son Bill Barr who is no stranger to these columns. Bill is going to wind up being a riverman if he isn't careful. He and Tom Cook spelled one another as pilot and deckhand up the Kanawha to get aboard Joe Cook at Port Amherst like a sack of mail, landing alongside the fine sternwheel LAURA J. for the purpose. So here were two sternwheel passenger boats on the Kanawha above Charleston side by side.

We turned below Marmet Lock and played tag with the FORT DEARBORN and tow back to Charleston, and that 154-foot Shearer towboat looked mighty big in that little creek.

Bob Barr piloted us up Elk River to put CINDY to bed, a nice adventure and new territory for Doc Hawley and me. Up under the Kanawha Boulevard bridge, the Virginia Street bridge, Quarrier Street bridge, Lee Street bridge, Washington Street bridge, the N.Y.C. bridge and the Spring Street bridge, all seven in one mile flat. Like going up through Pittsburgh harbor on the Allegheny. Only these bridges have no red or green signal lights.

Tom Cook and Bill Barr put the CINDY to bed at the Pfaff & Smith landing, an operation which included unscrewing all of the outside light bulbs so's the natives wouldn't steal 'em, and padlocking the boat to the piling so's kids wouldn't turn her loose. You learn these things the hard way.

This isn't all but enough for now. We were in the State capitol, visited the old McCorkle home on the hill opposite town and visited the Charleston Daily Mail (Doc Hawley once worked for that newspaper) where we visited with columnist Adrian Gwin who came from Alabama and knew about the packet HELEN BURKE and the towboats CORDOVA and MONTGOMERY. Also in our rambles we met up with reporter Tom Cummings of the Daily Mail staff, and Earl Benton their photographer.

What we didn't do for sheer lack of opportunity was to call on our friend Capt. Bert Shearer, or A. S. Patrick, nor did we once see hide nor hair of Charles T. Jones or Robert L. Hartman, Jr. Man alive, Tom Way and your edi-

tor hope soon to take up where we left off up Charleston way. We just had to catch that Greyhound bus.

Sirs: I have received from Julius W. Murphy, Editor, Glenshaw "Glass-Zette," a photocopy of a handbill giving regulations and terms applying to vessels that passed through the Louisville and Portland Canal. I was especially interested in learning that litterbugs were fined \$5 for throwing "stuff" overboard 133 years ago.

Since we would like to publicize this interesting fact in one of our own publications, I am writing to inquire if you would be kind enough to send me an original photostatic copy of the regulations for reproduction purposes.

Allen H. Seed, Jr.,
Executive Vice President,
Keep America Beautiful, Inc.
99 Park Ave.,
New York, N.Y. 10016

=The poster appeared in our Sept. 1967 issue, page 23, sent to us by Helen Crayden. A negative was sent to Mr. Seed, compliments of S&D. -Ed.

Miss Eva Jane Hatfield, daughter of the late Mr. and Mrs. James T. Hatfield, died at Covington, Kentucky on Sunday, September first, 1968. Born in Cincinnati, she moved with her family to Covington while she still was an infant. Her father started the Hatfield coal mining and river interests early in this century. The mines were on the Kanawha River. Mr. Hatfield died in 1937 but the company continued into the 1950's retaining the family name. The survivors are a brother, James T. Hatfield of Glendale, Ohio; three sisters, Mrs. Hatfield Stickney and Miss Virginia Hatfield, both of Covington, and Mrs. Harry L. Gordon of Glendale. Services were held in the Trinity Episcopal Church of Covington which her mother helped to found.

Miss Iva Hester, 315 Ninth Ave., McKeesport, Pa., now 85 and confined to a wheelchair, is the daughter of the late Capt. Mike Hester long associated with towboats on the Monongahela River. She enjoys talking boat with those who remember back to the ACORN and J. C. RISHNER. Call her up if you do. She was born at Elizabeth, Pa.

Charlie Gerard, 4406 N. Sacramento Ave., Chicago, Ill. was recently pictured in the DCASR News (publication of Defense Contract Administration Services Region) wearing a broad smile and holding a copy of the June '68 issue of S&D REFLECTOR. Recently he had a book manuscript accepted by the N.Y. firm, Doubleday & Co., to be titled "Illinois River Hokey Pokey." It contains short stories of the author's recollections of the Illinois River in the '20's. Charlie Gerard furnished the photo of the abandoned and sunk RIVER QUEEN (ex-STANLEY PETER) shown in our Sept. '67 issue page 3, with his son Craig in the foreground.

Sirs: Every towboat I was ever on had her cylinder timbers painted yellow, the walk-way off the guards lead color and the engineroom floor red.

Jack Reed,
Box 391,
Elizabeth, Pa. 15037

=Engineer Courtney Ellis once did his front porch that way at Nashville while his wife was off on a trip somewhere. It didn't survive the homecoming. -Ed.

Sirs: The Mississippi River bend in St. James Parish, La. about 65 miles above New Orleans is called "Point Brilliant." A steamboat of that name is said to have been wrecked there. Do you know anything about this?

Mrs. S. R. Campbell,
Vacherie, La. 70090

=The side-wheel BRILLIANT, Capt. Jesse Hart, exploded a boiler in that area. Life-loss estimated 27 persons including three of the four engineers. Happened in the fall of 1851. Boat was rebuilt, later renamed MARY HUNT. -Ed.

Sirs: Mack Gamble's talk at S&D was terrific. I had never heard him give a talk before; he's in a class with Will Rogers. Dick Simonton's explanation of the new boat was quite detailed and breath-taking. I hadn't seen Jesse Hughes for a long time and enjoyed the visit with him. It was a nice occasion and the program interesting.

Letha C. Greene,
3536 Paxton Ave.,
Cincinnati, Ohio 45208

THE WHEELING UNION LINE

THE WHEELING UNION LINE of steamboats was one of the prime symptoms of disunion in the U.S. prior to the Civil War.

Acted out on the Ohio River, the avowed intent was to create a southern latitudinal trade route bonding Baltimore, Louisville and Nashville into an alliance and independent of the existing northern system.

New York and Philadelphia by rail and river via Pittsburgh controlled commerce to the "Queen City of the West"--Cincinnati-- and Cincinnati dominated the trade in mid-continent America. The civic leaders and newspapers of Cincinnati and Louisville hurled abuses at one another, as did those of Wheeling and Pittsburgh. The time was ripe in 1853 for a show-down.

Pittsburgh in 1853 had been connected with the East by the Pennsylvania Railroad. The Baltimore & Ohio was just due to arrive at Wheeling. The western outlet for both of these major rail lines was the Ohio River. In effect, both factions had to use the same liquid roadbed to Cincinnati, Louisville, St. Louis, Memphis and points south.

The Pittsburgh & Cincinnati Packet Line was a going thing, seven fast side-wheelers, one departing daily from each terminal during the navigation season. These packets were not popular at Wheeling where mobs had pelted several of them with rocks and where Wheeling editors constantly were pelting these Pittsburgh captains with verbal blackguarding. Wheeling in 1853 was in a defiant and jubilant mood what with the B&O about to arrive from the East, and having won in the halls of the Congress the right to retain their suspension bridge conveying the National Pike across the Ohio. Pittsburghers had instigated and compelled the fight.

The Wheeling merchants, right or wrong, decided that the moment the first B&O train rolled in from Baltimore it would be met with a line of superb steamboats connecting direct to Louisville, and Cincinnati would be avoided if possible and be but a whistle-stop in any case.

The B&O welcomed this western and southern steamboat extension but when asked to contribute finances to aid and abet it, they hedged. The excuse was valid enough; the B&O hadn't the cash to spare. However, the Adams Express Company got into the act, and several eastern capitalists. For the major part, the Wheeling Union Line of steamboats became a local Wheeling civic adventure.

In the fall of 1852 in preparation for the pageant, for that's what it turned out to become, two large-class side-wheelers were under construction at the Wheeling boatyard of McLure, Dunlavy & Co. The editor of the "Daily Intelligencer" visited the place and on October 2 reported: "We find the new boats of the Union Line in an advanced condition and every indication favorable for their completion in time to connect with the cars of the Baltimore & Ohio Railway by the first of January next. The planking of the THOMAS SWANN is completed and that of the BALTIMORE commenced, and work on the engines is being

pushed forward vigorously at Phillips' shop. The four other boats for the Line are promised to be completed at the same time."

The four other boats referred to were the ALVIN ADAMS being built at McKeesport, Pa., the VIRGINIA at West Elizabeth, Pa., the DAVID WHITE at Madison, Ind. and the FALLS CITY at Louisville.

The THOMAS SWANN was named for the president of the B&O who later rectified the mistake of terminating the railroad at Wheeling. He became president of the Northwestern (Va.) Railway which built the line from Grafton to Parkersburg. Still later he was mayor of Baltimore and governor of Maryland. His estate was at Morven Park near Leesburg, Va. and he was owner of a large number of slaves although a Unionist throughout the war.

The ALVIN ADAMS was named for the head of the newly formed Adams Express Co. (incorporated 1854 with \$10-million capital) whose big competitor was Wells & Fargo.

The DAVID WHITE was named for a prominent merchant of Madison, Ind. whose prime concern was the welfare of Madison. The Madison & Indianapolis Railway needed river reshipping.

We are indebted to Fred D. Morrison of Indianapolis for a story appearing in the Star Magazine of that place, Sunday, August 11, 1968 concerning the locomotive "Reuben Wells," a pioneer of the Jeffersonville, Madison and Indianapolis Railroad. It was built in 1868 for the 5.9 per cent grade incline track (steepest in the U.S.) from Madison to the top of the hill, 1¼ miles, where the railroad climbs 413 feet through a gorge cut through solid rock, in places 100 feet deep.

The "Reuben Wells" has been preserved and now is displayed at the Children's Museum, 3010 North Meridian St., Indianapolis. It is a wood-burner. It was used 38 years on the Madison grade. When the Pennsylvania RR. acquired the rr. at Madison they sent the old locomotive to Columbus, O. years ago. From there she went to Purdue University inasmuch as her designer had been a Purdue trustee. During the Railroad Fair at Chicago in 1950 the "Reuben Wells" was exhibited, and has appeared at various fairs and at several centennial celebrations. Finally it was sent to Pennsylvania and was in moth balls when discovered for the Children's Museum lately.

Meanwhile in that pregnant fall of 1852 the weather was dry and hot; the river very low. The first locomotive for Wheeling's new railroad was expected not from Baltimore but from Pittsburgh. It was a 20-year-old veteran of the "grasshopper" type loaded on a wooden flat, towed by the steamer CLARION. It got stuck on sandbars enroute and didn't appear at the wharf until the first week in November. They named it GEORGE WASHINGTON and hauled it up the hill on temporary tracks laid at the Belmont Mill by means of block, tackle and the strong arms of 30 workmen. The 'wee but ould' wood-burner came complete with two work cars and a tender. Five days later it was chugging through the lower side of Wheeling Creek and Ritchietown (about where Bloch Bros. now make Mail Pouch chewing tobacco) and couldn't enter Wheeling for the plain reason that the rr. bridge across Wheeling Creek was not completed.

Wheeling had six paper mills producing 50 tons a week. Warren, Dunlap & Co. were building a stone-and-brick pork and lard oil emporium along the creek at John Street with the brag that 1000 head of hogs and 100 cattle would be handled daily. The catawba grape crop on Zane's Island was exceptionally fine, produced by Daniel Zane, Jr. The town clock had a face so dirty none could tell the time of day, and the old United States Hotel was being torn down. A new hostelry was going up, the McLure House, to be managed by James Carroll late of the Eutaw House, Baltimore. Island residents were paying an annual fee for crossing the graceful arch of the suspension bridge. Bookstores were selling a novel by Harriet Beecher Stowe called "Uncle Tom's Cabin" and it already had imitators, one of which was titled "The Cabin and Parlor, or Slaves and Masters," by Thornton Randolph. Another was called "Life In the South." The townspeople were some excited by the story that a crucifix had been dug from an Indian mound in Wetzel County on the farm of Sam McEldowney. The Wheeling wharf was being paved with cobbles. A drove of turkeys came across the suspension bridge, amounting to 300 heads (and 600 feet of course, adds the editor) enroute to Eastern markets. But the river stayed low.

The new railroad was extended down along the Virginia side of the river to Grave Creek, which place was about to be rechristened Moundsville, and on up that creek $2\frac{1}{2}$ miles and on the night before Christmas, 1852, the tracks were joined with the extension from Grafton and Baltimore. It was a jerry-built railroad with an elaborate switch-back over Pettibone's Hill (a tunnel would come later) and went all around Robin Hood's barn to get to Wheeling. B&O superintendent Roseberry Carr made a short speech when the last spike was driven at 6:05 p.m. Christmas Eve, and since the location has been known as Roseby's Rock. The hull of the THOMAS SWANN was appropriately launched that same day, if launching a boat on a Friday may be said to be appropriate. Rivermen regarded this as bad luck.

The first arrival of a B&O train at Wheeling from Baltimore was scheduled on Tuesday, January 11, 1853. That evening the suspension bridge was illuminated with 1,010 oil lanterns (the span was then and still is 1,010 feet between piers) as the climax of an interesting day. Marietta residents came up the Ohio aboard the WILLIAM KNOX to participate, and the Steubenville Grays came down aboard the AMERICAN STAR 40 strong all in fine uniforms and shouldering flint lock muskets and less antique side arms. The mail train due at 4 p.m. hauled in at 8:30 and its crew had no positive idea of when the expected passenger train would get there--they had seen nothing of it up the track. But get there it did, at 1:55 a.m. Wednesday, January 12, 1853 and the passengers were led to the still uncompleted McLure House by Capt. Holland's Band of Independent Blues from Baltimore. It was quite some march on a January night as the rr. bridge across Wheeling Creek was not yet completed and the train landed on the yon side.

So the celebration was prolonged all day Wednesday with a banquet (at which 1,000 were said to have been fed) at Washington Hall that evening at seven. An artist of imagination had created for the centerpiece a model of Pettibone's Hill in the Allegheny Mountains with the switch-back track and the uncompleted tunnel. "The Wheeling Bridge Polka" was introduced, composed by John

Fickeison and dedicated to Charles Ellet, Jr., and copies were conveniently on sale at Fickeison's Music Store on Main Street.

In the first week of February, 1853, the Union Line of steamboats got in operation and the wharf took on a lively air. There were hogsheads of tobacco, bales of cotton, tierces of lard and kegs of this-and-that awaiting the drays to take the goods to the railroad for the East.

The original stockholders of the ALVIN ADAMS are well worth a paragraph here. The boat was one-fourth owned by George W. Cass of Pittsburgh. Cass at that time (1853) was consolidating Adams Express which he finished doing the next year and became president. He was a native of Muskingum County, O., a graduate of West Point, built the iron bridge over Dunlap's Creek at Brownsville, Pa. which still does business, and superintended building of Locks 2 and 3 on the Monongahela. He became president of the Ohio & Pennsylvania RR. (1856), lived in the Sewickley area eleven years (1863-1873), then became president of the Northern Pacific. Another one-fourth stockholder was J. C. Acheson & Co., Wheeling. One-eighth shares were held by Alvin Adams of the Express Company; by E. S. Sandford of Philadelphia; by S. M. Shoemaker of Baltimore. Capt. George W. Norton of Wheeling, master of the boat, owned a small dib (he was killed in the explosion of the packet HARRY DEAN; see Dec. '66 issue, page 11.) Two other minority stockholders were James P. Jack, Cincinnati, and White Cunningham, Madison, Ind. Of interest is that W. Nelson Stewart, Pleasant Plains, O., long an S&D member, has a brother Alvin B. Stewart, named for his grandfather Alvin Adams Stewart. A. A. Stewart was named for the steamboat ALVIN ADAMS.

Such diversity of stockholders was true also of the steamer VIRGINIA built at West Elizabeth. The two major stockholders were the Wm. B. Scaife & Co., Pittsburgh and Capt. Charles V. Wells, Sistersville, master of the boat. The Scaife concern manufactured tin and sheet-iron ware. Captain Wells after his Union Line days cast his fortune with the Lost Cause around Mobile, then removed to a farm on the Osage River in Missouri. He was of the same Wells family to which Wells Kin-kaid, Jr. and Walter McCoy are connected. Another Sistersville stockholder was J. C. Russell, who eariler had steamboated. Charles W. Russell, a Wheeling attorney, had stock. He had been active in the Wheeling bridge litigation. Said to have been a small person he didn't lack spunk. An editorial in the Wheeling Times & Gazette in 1854 cast slight on his integrity, whereupon Russell proceeded without delay to the editorial office and confronted big-built editor Wharton. Russell spit in Wharton's face; Wharton spit in Russell's face, and the battle was on. The rival newspaper printed the details. Other Wheeling stockholders were W. W. Shriver, John Eoff, John G. Gill, Edward H. Fitzhugh and the firm Yallent & Dilliplain.

The B&O train (one daily) for Baltimore was scheduled out of Wheeling at 6:45 a.m. and the one from the East was due "between 5 and 7 p.m."

Sometimes it was a good bit later getting in. Once when the hour was past midnight the conductor explained he had inadvertently left a lady passenger at Fairmont and didn't discover her vacant seat until away down the track. He stopped the train and backed up to get her aboard.

The Wheeling Daily Intelligencer commenced publishing the guest arrivals at the McLure House and at the Monroe House. Bankers, politicians, drummers and travellers for the most part, many of them enthusiastic about the Union Line steamers. The FALLS CITY had stained cabin skylights, oil paintings on each stateroom door, an oil panorama of Wheeling and the bridge over the front cabin entranceway, and across the bulkhead of the ladies' cabin was a landscape view of the city of Louisville. The THOMAS SWANN's cabin was all white and gold with six suspended chandeliers through its length. Each stateroom, noted a reporter, had its own water closet with doors in and out. The main cabin was divided at night by sliding doors making private the ladies' section aft, and as further precaution the veranda at the stern was closed off for privacy. The beds had damask spreads with the name THOMAS SWANN woven in each one, and the cabin chairs were of walnut with scarlet velvet cushions. John McLure, Sr. who owned the hotel bearing his name, presented the boat with a large willow arm chair made in Wheeling. Although her stateroom doors were unlandscaped, an oil portrait of Thomas Swann, Esq. was commissioned and hung, the work of James T. Barton of Zanesville who went to Baltimore for the sittings. All of the fleet had special queensware from England---Staffordshire--marked thereon

WHEELING AND LOUISVILLE UNION LINE

Imported by T. Sweeney & Son,
Dealers in Queensware, and Mfrs.
of Flint Glass, 65 Monroe St.,
Wheeling, Va.

The spoons and silver were from the house of Filley & Mead, Philadelphia, and each article was marked with the name of the Line and the boat. The glassware was from the T. Sweeney firm. The editors of the Pittsburgh Dispatch were sufficiently impressed with the ALVIN ADAMS to run a lengthy notice. The DAVID WHITE was tended to in detail by the Cincinnati Enquirer and when she first arrived at Wheeling she got red-carpet type setting, an account nearly a column-length.

This bonanza of Wheeling steamboats operated during the spring of 1853 inevitably with many races with the rival Pittsburgh boats, and sometimes a few collisions. The THOMAS SWANN and the ALLEGHENY sped from Cincinnati to Wheeling, one ahead a while, then the other, with the SWANN winning the fray by 58 minutes. The Marietta Intelligencer grumbled that the boats were passing up landings in order to race, and the Baltimore Clipper chided the Wheeling Intelligencer "for exulting immoderately "at the victory of the SWANN." Handbills were passed out on trains of the Pennsylvania Railway calling attention to the "reckless and daring manner" with which boats were racing. But in the first week of June the show was over. Low water set in. The railroad continued to run; the boats did not.

The Wheeling Union Line of boats that spring did not make profits, and caused great hurt to the Pittsburgh & Cincinnati Line. Moreover, the railroad now was operative between Pittsburgh and Cincinnati, a drain on P&C revenues almost to the point of disaster. Clearly, something must be

done. The Union Line again tried to persuade financial help from the B&O, suggesting that the railroad guarantee the boats against operating loss in amount \$50,000 a season. The B&O said no.

Adversity makes strange bedfellows. A joint meeting was held with representatives of both the Union Line and P&C Line present. Subject: Consolidation. Scheme: Run nine boats between Pittsburgh and Louisville; seven between Louisville and St. Louis. The joint directors to be:-(from Union Line) James R. Baker, Thos. Sweeney, W. W. Shriver; (from P&C Line) William Thaw, George Black, David Holmes. Proposals were argued from October through December with no prog-

The side-wheel FALLS CITY was caught by the low water of June, 1853 on a large bar at the foot of Blennerhassett Island. Apparently she ran out on the bar, stuck, and the water fell away from her. She was the object of much local attention from the natives of the region, the moreso because during her internment, during the month of June, a tornado came along and ripped her from stem to stern. The cabin roof was carried away, the ladies' cabin shattered, the stacks toppled, and she was reported "a perfect wreck." She had to be completely rebuilt before reentering service. Your scribe during his apprenticeship as cub pilot has heard pilot Dayton Randolph speak of this incident, doubtlessly related to him by his elders.

ress.

Throughout all of this negotiating period, the entire fall of 1853, the boats of both lines were tied to the shore for low water. The usual fall rains failed to materialize. November dragged into December. A spurt rise came, then a freeze. The ice held until the second week in January, 1854. The FALLS CITY, ALVIN ADAMS, VIRGINIA and BALTIMORE were all at Wheeling taking cargo. The rising river brought cheer, as also did an announcement from Mr. Sweeney, president of the Board of Control of the Union Line.

"Satisfied with the value and importance of the Line," he announced, "and the amount of business it will secure to the route, the B&O Railroad Co. have given the guaranty, which was asked by the Board of Control of the Union Line. The permanent establishment of the Line may be considered as secured, subject only to the reasonable realization of our just expectations of business from those whose interests are identified with those of the Line."

As answer to this, the Pittsburgh & Cincinnati Packet Line entered into an exclusive connection with the U. S. Mail Line Co. at Cincinnati, in which the Mail Line agreed to reship on a fair pro-rata basis with P&C for all points to St. Louis and New Orleans. The Union Line would be barred from participation.

While all of this protocol was unveiled, the THOMAS SWANN got caught out high-and-dry on the Wheeling wharf. Crowds came to see the spectacle and were treated gratis to an unexpected thrill, the first person to jump off an Ohio River bridge with intent of suicide. A young lady of 18 summers, a seamstress, leaped into the ice-filled stream on Wednesday, January 25th, 1854. Two crew members of the steamer FORT PITT went to the rescue and got her unconscious but safe. This un-

The first trial conducted by the 7th District, U. S. Steamboat Inspection Service, was conducted at Cincinnati in the spring of 1853 by orders of Benjamin Crawford, supervising Inspector. The case at hand was that of a collision involving the steamers FALLS CITY (Union Line) and the PITTSBURGH (P&C Line) which had happened near Marietta, O. on the 23rd of February, 1853. The pilots of the two boats were interrogated and both got suspension of their licenses. Pilot John White of the PITTSBURGH got 20 days; Jeremiah Mason, pilot of the FALLS CITY, got 10. The affair happened at Petticoat Riffle at one o'clock on a foggy morning. The off-watch pilot of the PITTSBURGH testified and had to sign his statement with an "X-his mark," Ike Bryson. The U.S. local Cincinnati inspectors were Thos. J. Haldeman and W. W. Guthrie.

The shock of having suspension of work meted out to pilots by the new U.S. laws did not go down so well. A bevy of pilots convened at the Burnett House, Cincinnati, on March 21, 1853 and adopted some resolutions. Sample: "We regard the late Act of Congress as impolite, ridiculous and unnecessary. The incumbrances now attached to steamboats in the shape of life preservers, lifeboats and Inspectors are incompatible with our skill as pilots, and at war with our ideas of humanity and common sense."

James Shouse, one of the objectors, soon was on the carpet himself. He was piloting the BUCKEYE STATE (P&C Line) and came in collision with the ALVIN ADAMS (Union Line) at New Richmond bar during early April, 1853. A hearing was held at Cincinnati and inspectors Haldeman and Guthrie handed Jim a 30 day suspension.

Some while later pilot Tom Hamilton was suspended for intemperance while piloting a steamboat. He sued the Cincinnati Inspectors for \$5,000, remarking that he "wouldn't get down on his knees to anybody and promise to drink only ale or cider." Haldeman and Guthrie put him on ice water.

precedented event caused a great local stir, and prompted a paid notice in the next issue of the Intelligencer.

TO THE PUBLIC: The startling fact of a lady leaping from the Suspension Bridge into the river yesterday, having caused my name to be mentioned in the affair in a manner very derogatory to my character, I take this method of stating to the public that I am wrongfully accused of being in any way responsible for the rash act of the lady, as I was under no obligation to her, by promise or otherwise, as time and proper investigation, if necessary, will prove.

Lemuel Stanley,
3 time insertion.

Then, as a rise released the THOMAS SWANN, the owners of the DAVID WHITE and ALVIN ADAMS announced they had sold their boats to the Madison & Indianapolis Railway Co. and immediately they would be entered in the Cincinnati-Louisville run in opposition to the U. S. Mail Line Co. Here we see free enterprise at work.

At 3:30 on the morning of March 3, 1854 the THOMAS SWANN and side-wheel FANNY FERN collided at the head of Little Grave Creek bar, above Moundsville. The FERN went down in 15 feet and a deckhand was drowned. As a result of this, the owners of the FERN sued the SWANN, got judgment, and a deputy U.S. Marshal came aboard the SWANN at Wheeling and tied her up. The SWANN's owners threatened to ignore the order. The U.S. Marshal thereupon caused the main throttle valve to be removed and impounded it. Thomas Sweeney, Esq., the Wheeling glass manufacturer, was a principal owner in the SWANN and had to post \$60,000 bond for the boat's release. The FANNY FERN was raised and the SWANN's owners paid damages. The pilots on watch aboard the THOMAS SWANN when the accident happened were Tom Witten assisted by his younger brother Joe.


While this affair was in process, Thomas Sweeney, Esq. was at the Wheeling wharf superintending the loading of the SWANN when a former deckhand came aboard and plunged a knife into the boat's first mate, Bill Kinada. Bill was taken home to Cincinnati for major repairs. The town council that week passed an ordinance prohibiting the unnecessary blowing of steamboat whistles at the Wheeling wharf. Next day the steamer CUBA came along and hit the FANNY FERN wreck. She sank. Next trip, the THOMAS SWANN broke loose from the Wheeling wharf during a windstorm and was caught a half-mile downriver by the STEPHEN BAYARD. Another severe storm six weeks later collapsed

1853. **UNION LINE!** 1853.

GREAT THROUGH LINE
TO THE
WEST AND SOUTH!


Wheeling, Cincinnati, Louisville and St. Louis
daily Steam Packet Line.

The cheapest, quickest and most direct
route between the above Cities.



THE Steamers of this line are a new and of the most improved modern construction, having been carefully built expressly for this route. They are all of the largest class, and all have the same unsurpassed accommodations—their rooms and tables being on a par with the best hotels in the country. Their names are as follows, with their days of leaving Wheeling:

| | | |
|------------|--------------|-------------------------|
| Monday, | VIRGINIA, | Capt. Charles V. Wells. |
| Tuesday, | FALLS CITY, | Sam. Mason. |
| Wednesday, | THOS. SWANN, | Jno. McClure, Jr. |
| Thursday, | FOREST CITY, | A. Murdock. |
| Friday, | DAVID WHITE, | Wm. McClain. |
| Saturday, | BALTIMORE, | Wm. Clarke. |
| Sunday, | ALVIN ADAMS, | Geo. W. Norton. |



These boats will leave Wheeling regularly, on the arrival of the cars from Baltimore.

For freight or passage, apply to
C. BAKER & Co., or
J. M. HAMILTON, Agents.

ap29-1y

the Wheeling suspension bridge (see Dec. '65 issue, pages 14-15.) The THOMAS SWANN cleared the channel of wreckage. The McLure House closed for want of sufficient patronage in April but was reopened under new management the day the bridge fell.

The rest of the story does not take long to tell. When the larger class boats were tied up in latter May, 1854 there came about one of the longest droughts of record. There was no boating stage in the Ohio River all that summer, fall or winter. Meanwhile Capt. John McLure, Jr., nephew of the McLure House's owner, had resigned as master of the THOMAS SWANN and had built for himself a smaller side-wheeler at Wheeling named the CITY OF WHEELING. What incentive prompted him to do so is beyond imagination. But he did.

When the THOMAS SWANN resumed her trade to Louisville on December 31, 1854 she was commanded by Capt. W. B. Boies. An ice gorge closed traffic in February and when it broke there came a jam at the Wheeling wharf of such pressure that the THOMAS SWANN, FALLS CITY, CITY OF WHEELING, J. H. DONE and STEPHEN BAYARD were pushed out on shore and left stranded. The last of them was not released until mid-March, and damage to the CITY OF WHEELING was so extensive she was required to go into drydock for repairs. This ended the Union Line of steamers. The boats were taken away to run on the Mississippi and elsewhere.

--All save the newest, the CITY OF WHEELING, "the last of those floating palaces known as the Union Line now remaining with us," as a newsman reported. She departed Wheeling each Monday at 6 p.m. for Cincinnati. The direct trade with Louisville was abandoned.

On the last day of May, 1865 the CITY OF WHEELING was upbound at Pomeroy opposite the old court house. George Conant was on watch in the pilot-house. He took the Virginia shore side of a passing raft. The boat ran on rocks, sank, and broke in two. Her roof bell was rescued from the wreckage and was placed in the belfry of the old uptown Methodist Church, a brick structure. When the new church was built in 1892 the bell was moved along. It's still there in Pomeroy. The pastor of that church for years was Rev. W. H. Arthur, father of Charles Arthur who is remember-

The drought of 1854 in the Ohio valley was one of the most severe of record. Rivermen at Portsmouth, O. gauged low water with reference to the "Indian head," a carving on a large rock on the Kentucky side just opposite town. The Indians probably cut the picture. A log kept in 1854 recorded back to 1839. The mouth of the Indian head was as follows:

| | | |
|------|----------|--|
| 1839 | Nov. 10 | 10½ inches out of water. |
| 1846 | Oct. 4 | 17½ inches under water. |
| 1848 | Aug. 15 | 4½ inches under water. |
| 1849 | Sept. 23 | Top of the head 4½ inches under water. |
| 1850 | Sept. 16 | Top of the rock 2½ inches out of water. |
| 1851 | Sept. 27 | Eyes to be seen; lowest since 1839. |
| 1854 | Sept. 5 | Mouth just on the water line--lowest since 1839. |

ed as the owner-manager of the Acme Boiler Works, Gallipolis.

Thomas Sweeney, Esq., mainstay of the Union Line, took a loss of \$100,000, part due to the FANNY FERN sinking, and ultimately the sacrifice sale of the THOMAS SWANN which went to the auction block at Louisville in 1856 for \$15,500. His grandson was John M. Sweeney, celebrated boat, boiler and bridge builder of Wheeling.

The B&O Railroad's main line up through 1868 was from Baltimore to Wheeling, two express and one mail train daily making all stops including Roseby's Rock. Connections were made at Wheeling "with steamers to river ports." In 1868 there was no through B&O train service Baltimore to Parkersburg. Passengers changed cars at Grafton. The timetable noted that connections were made at Parkersburg (by ferry) with the Marietta and Cincinnati Railway.

The BALTIMORE wound up her days operated by the St. Louis & Alton Packet Co. A hark-back came one May day in 1900 when the SPREAD EAGLE arrived at St. Louis with the roof bell formerly used on the BALTIMORE aboard. It was cast in 1852 at Cincinnati, and had been in use on a church at Shipman, Ill. Capt. E. W. B. Nowland of Memphis bought it and put it on the FRED A. BLANKS (originally OUACHITA) which he operated a while, then renamed the boat VICKSBURG and soon lost her.

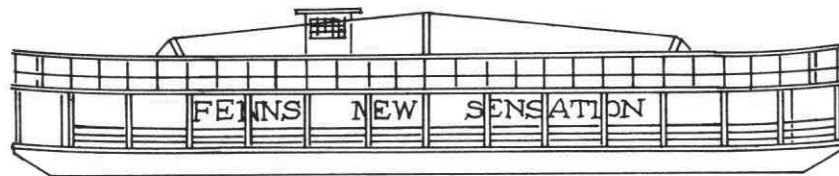
The "Railway Guide" is a must-have item, the bible of trains and tracks in North America. The current edition is done up in a gold cover celebrating its 100th birthday. And that's not all. The publishers scoured around to locate a copy of the original 1868 edition and found exactly one issue. It was reposing in the New York Public Library. In some manner this sole survivor was liberated, photo-copied, and now has been re-published. Many a rail buff is eternally grateful to the National Railway Publication Co. for going to all this effort.

We have been favored with a copy of this reprint titled "Travelers Official Rail Way Guide of the United States and Canada," dated 1868, and also a copy of the centennial edition done up in its gold cover, thanks to S. Durward Hoag.

The only steamboat mentioned by name in this first 1868 edition is the side-wheel DEER LODGE, then operating between Sioux City and Fort Benton connecting with the Chicago & North-Western Railway, providing for Chicago merchants a means of trading with Montana merchants. St. Louis had been enjoying a virtual monopoly on such commerce prior to the first trip of the DEER LODGE in early April, 1868 when she departed Sioux City for Fort Benton with railroad reshipping.

This famous Missouri steamboat was built at Belle Vernon, Pa. under the direction of James Dunbar at the L. M. Speer yard. Her hull measured 165 by 35. She had engines 17½'s- 5 ft. stroke built by Robinson, Rae & Co., Pittsburgh. She had three Western boilers. Her original owners included Capt. Thomas W. Rae, master, and H. A. Dohrman, clerk. It is said that the DEER LODGE broke all Missouri records by twice making two round trips St. Louis to Fort Benton in a season. She did these in 1866 and in 1868. She was expressly built for the Fort Benton trade in 1865 and had aboard a portable sawmill to saw her own firewood enroute. A Cincinnati news editor remarked as she passed there on her first trip:-- "The DEER LODGE attracted much attention here. She has no bullrails on the lower deck, and is built low so as not to catch the wind."

The preacher-composer who wrote the music for "Flow Gently Sweet Afton" was Rev. J. E. Spilman, one-time pastor of the First Presbyterian Church, Maysville, Ky. His wife Eliza boarded the packet BOSTONA NO. 3 on Aug. 8, 1866 to visit in Covington. Even as her husband waved goodbye the boat took fire and was beached at the lower end of Aberdeen, on the Ohio side. Eliza Spilman was so badly burned she died two days later. The boat was destroyed. The church still serves today. These forgotten facts were unearthed lately by Judge Earl R. Hoover, Court of Common Pleas, Cleveland, O. and appeared in The Register of the Kentucky Historical Society, July, 1968 issue.



THE STEAMBOAT CYCLOPOEDIUM by Alan L. Bates is hot off the press, same page size as S&D REFLECTOR, 128 pages bound in an attractive two-color cover decorated with drawings by John L. Fryant. Almost every page is made up of free-style ink drawings accompanied by equally clever free-style text. The book is targeted for the modern model builder who wants to build accurate miniatures of wooden-day packets, towboats, showboats.

In addition, Alan has turned out something of a classic. He shapes the wooden river boats into characters of a shallow-water Alice In Wonderland adventure story. "Remember," he says, "that rivermen lived inside their boats; think outwards from there." The most important tools for a modeller "are curiosity, photographs, and a good magnifying glass," he says in another place.

Most historians tend to be sentimental or, worse, abstruse. Not Alan. His description of a showboat: "Showboats were not steamboats at all, but were theaters built on barges. They were towed by steamers (usually worn out to the point of collapse) but control was from the pilothouse on the showboat roof." His profile of the typical showboat is named FENNS NEW SENSATION, a bit of wit which will be lost upon most of his neophyte modellers.

In like, this irrepressible author has named his architectural examples for other friends. A fine side-wheel cotton packet with double stages becomes the JAMES REISING. A QUEEN CITY-like sternwheeler is the C. F. SMITH, JR. And so on. Nobody but the best expert could have gotten off successfully with such a romp. Fortunately Alan is the front-line architectural student of that so-called halcyon riverboat, "flimsy to the point of recklessness."

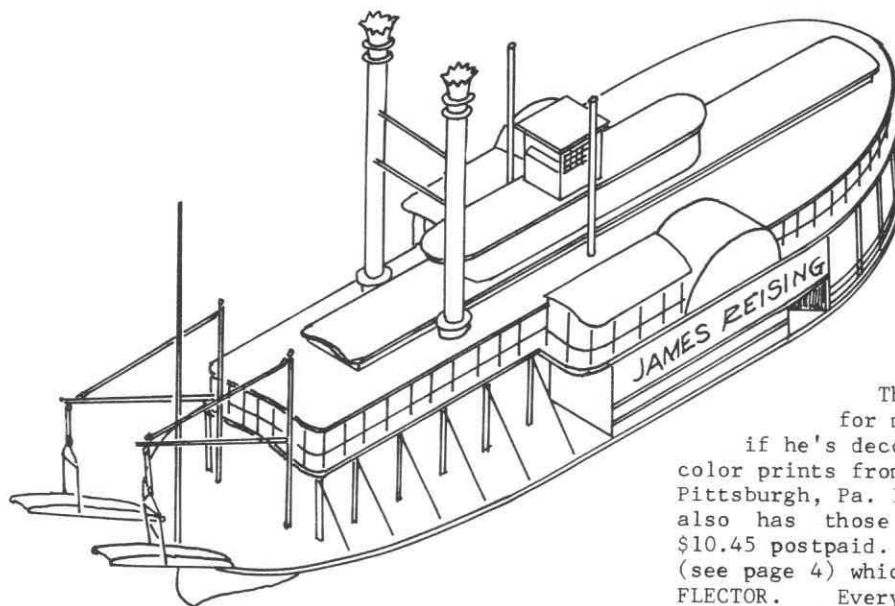
The only thing somber about the book is its title CYCLOPOEDIUM which of course is a spoof

cloaking a fantastic performance of light-hearted revelry. It's as though Alan casually picked up on the river shore a skipper stone and when it hit the surface it skipped, and skipped and kept on skipping. There's a certain amount of skill in a triumph like that, and some luck, too. If he wants to, Alan can write a separate book on every one of the topics he touches upon so surely and light-heartedly in this one.

The Muskingum River map in our last issue has elicited an inquiry as to whether packet service extended above Zanesville to Dresden. Yes, it did. As late as 1904 the steamer GOLD, a small-fry single decker, sternwheel, and one upright boiler, ran Zanesville-Dresden. She was operated by the Ohio Canal Transportation Co. The venture was hampered by frequent low water, and the blame was placed on improper manipulation of the Symmes Creek Dam.

The GOLD was built at Pittsburgh in 1901, then owned by W. N. and D. B. Fuller. Hull was 88 by 16. After quitting the Dresden trade she ran briefly between McConnellsville and Beverly on the Muskingum. The late Capt. Eb Cline was her pilot there. She operated Marietta-New Matamoras while the highway bridge at Marietta was under construction. Her striker engineer, no less, was Charles T. Campbell. We recently asked him about this experience.

"Yes," says he, "One day at Marietta there was a steam explosion aboard the GOLD when I was on her. I promptly jumped overboard and was picked up by a man in a skiff. The glass water gauge in the upright tubular boiler had shattered. Soon as it was shut off, the GOLD came ashore and picked me up before going on up the river."



The new book described on this page may be ordered direct by writing the author, Alan L. Bates, 944 Logan St., Louisville, Ky., 40204. Price is \$4.95 per copy including mailing charges.

Dealers wishing to stock the book should write the publisher for quantity discount information. The address: Hustle Press, Box 111, Letonia, N.J. 07605.

WHAT TO GIVE THAT BOAT-NUT FOR CHRISTMAS

The book by Alan Bates is acceptable for males between six and ninety-six. Or if he's decorating a den get him five 16" x 21" color prints from Mode-Art Pictures, 1022 Forbes Ave., Pittsburgh, Pa. 15219 postpaid for \$6.95. Mode-Art also has those two Steam Whistle records both for \$10.45 postpaid. Give the girls a membership to S&D (see page 4) which includes subscription to S&D REFLECTOR. Every boat-watcher needs a copy of INLAND RIVER RECORD-1968 postpaid for \$7.50. Write 121 River Ave., Sewickley, Pa. 15143, attention F. Way, Jr.



DANIEL M. HEEKIN
He shipped his whistles to Marietta.
-Photo by S. Durward Hoag in the
River Museum, October 2, 1954.

Displayed in the River Museum at Marietta, O. is the most unique collection of steamboat whistles in the U.S. They were brought from Cincinnati by river to Lock 18 in 1953. The donor was Daniel M. Heekin, president of the Heekin Can Company based at Cincinnati and with plants at Norwood, O., Chestnut Hill, Tenn., and at Springdale and Blytheville, Ark. On Saturday, May 1, 1965 these whistles were taken to Long Reach, West Va., blown, recorded, and became the backlog of "Whistle Echoes No. 1" l.p. platter which still blasts up and down the river valleys.

Dan Heekin was a regular guy. He came to S&D meetings and held forth in "Suite 16" at the Motor Hotel Lafayette. He was a member of S&D's Board of Governors. His love of the river took precedence over the manufacture of cans. The conversations in his president's office often got detoured to tribolites found on the banks of the Little Miami where Dan had roamed and fished as a boy. He doted on Indian lore, animal husbandry, soil nutrition and pollution abatement.

The original Heekin factory in Cincinnati, built by his Irish-born father in 1901 stood over the sluice that drew waste water from the old Miami and Erie Canal, and the Heekin plant was powered with mill wheels from that sluice. In those days James Heekin & Co. packed and processed coffee, tea, spices and baking powder. The elder Heekin served two hitches in the Union Army and then peddled coffee with such success he one day bought out his employer.

Dan and his five brothers were brought up on the family farm at Linwood (now a Cincinnati sub-

urb) complete with horses, cows, fields and garden. He went to Linwood schools, played football (once tied the U. of C.) and, so Dan used to say, he "flunked everything except zoology." His parents shipped him off to Franklin School (one of the pioneer "prep" schools of the West) and then on to Purdue where he graduated with a BS degree in 1910. Thenceforth he was funneled into the family can enterprise and became president in 1948, and chairman of the board 1959-1963.

Dan and Crescentia Verkamp were married and raised a family. Their two daughters married brothers, R. C. Graham, Jr. and Z. F. Graham, both Indiana farmers (over 6,000 acres) much to Dan's delight. For Dan spent much time on those farms figuring out scientific farming, fertilizers, soil erosion, contour plowing and the like. It irked him that meat and hides from range cattle were wasted in great quantity due to careless branding of the animals, and he forthwith became a leader in the campaign of education to standardize brand-sizes and exact spots where the brand is placed.

All of which is a long detour from steamboat whistles. But in the midst of all such diverse interest he collected these old whistles and mounted them in the Heekin plant. Seems to us he had an altercation with the law about the promiscuous blowing of these whistles in downtown Cincinnati. Anyhow after seeing the River Museum at Marietta he decided to ship them there for permanent keeping.

Everybody said at the first Whistle Blow that gee whiz! Dan Heekin ought to be here. The first record pressed was sent to him. There was no response and then the sad word was passed that Dan was ill. He died on Monday, September 9, 1968 at the St. Charles Nursing Home, Cincinnati.

Addendum...

A complete list of the persons who lost their lives in the KANAWHA disaster (see June '66 issue, pages 18-24) was furnished by Capt. William E. Roe to the Collector of Customs, Pittsburgh, in a letter dated June 22, 1916:-

| Passengers | |
|----------------------------|---------------------|
| W. L. Hoblitzell, Sr. | Washington, D.C. |
| Mrs. W. L. Hoblitzell, Sr. | " |
| W. L. Hoblitzell, Jr. | " |
| Mrs. W. L. Hoblitzell, Jr. | " |
| W. L. Hoblitzell III | " |
| J. D. Hoblitzell | " |
| Mrs. Ollie Fitzpatrick | Johnstown, Pa. |
| ----- Fitzpatrick | " |
| I. C. Bradley | Moundsville, W. Va. |
| Manuel Polise | Brooklyn, N.Y. |
| Mrs. Ella Francis Beegle | Hoboken, Pa. |
| Mrs. E. C. Atkinson | Racine, O. |
| Crew | |
| Bert Wolfe, purser | Rockland, O. |
| Harrison Taylor, porter | Gallipolis, O. |
| Lloyd Gee, steward | " |
| Arthur Beaver, watchman | Plants, O. |
| Anna Campbell, chambermaid | Pomeroy, O. |

The idea of creating a River Museum somewhere along the Ohio River had its inception several years before S&D was formed in 1939. James A. Wallen of Huntington, W. Va. suggested such a plan in The Waterways Journal, issue of October 2, 1937.

WHAT PEOPLE THINK ABOUT IN SEATTLE

Sirs: I've been trying to think of the 21 DPC steamers, and can only come up with 19 of them from memory. What are the two I have missed?

Irwin M. Urling,
Benjamin Franklin Hotel,
Seattle, Wash. 98101

=The two which escaped Irwin were the LUNGA POINT and the MATEUR. The complete list below.

Attu, later Somervell
Bataan, later Orleanian
Bou Arada, later Sohio Fleetwing, Pitts-
burgher
Buna
Casablanca
Coral Sea
Corregidor
Gona
Guadalcanal
Guam, later H. E. Lewis, America
Java Sea
Kiska, later W. J. Creighton, Constitu-
tion
Kokoda
Lunga Point
Mateur
Midway Islands, later H. A. Bayless
Milne Bay, later Allen B. Wood
Tenaru River

Tulagi
Tunis
Wake Island

Irwin made a good score. His home address is 730 State St., Baden, Pa. -Ed.

The River Museum at Wellsville, O. has been operated 16 years in an attractive stone house on the hillside. One of the chief contributors has been Ernest (Ernie) Smith, East Liverpool, who has three boat models displayed and a number of his oil paintings. The Ohio State Highway Department now is on the verge of bulldozing the hillside to push through a new limited access for Route 7, a project which means demolishing the old Aten House (built 1811) in which the River Museum is housed. The Wellsville Press has protested in vigorous black ink front-page headlines and has caused something of a popular uproar. A "Save the Museum" campaign has been launched with active support from S&D's Robert Markle and William E. (Slim) Brandt, both of Steubenville.

We have just discovered that the one-half owner in the CITY OF PITTSBURG (see March '68 issue) at the time of her first enrollment was Pittsburgh meat dealer Albert Brahm. The good skipper who promoted the boat, Capt. John M. Phillips, owned but a one-fourth share. The other stockholders holding equal small shares were George Wallace, Dana Scott and Charles Beckwith.



Dr. Robert D. Crooks, 1345 Market St., Parkersburg, W. Va., handed us the above picture during the S&D meeting at Marietta on Sept. 21 last. He had it made from the original negative still owned in his home town. The SENATOR CORDILL, plying between Pittsburgh and Charleston, W. Va., is loaded with coops of turkeys at Thanksgiving time. These have been picked up from hucksters at Racine, O., Millwood, W. Va., Long Bottom, O., Belleville, W. Va. and elsewhere. Most of the gobblers will go to Pittsburgh.

The boat is moored at the Parkersburg wharfboat

and, although the view is undated, we surmise it was taken soon after the packet had been lengthened 23 feet in 1925. As shown, the CORDILL's hull was 193 feet long and she was the largest steamer ever in the Pittsburgh-Charleston trade. The wharfboat lay in the mouth of the Little Kanawha River. The picture undoubtedly was taken at the instigation of J. C. Sheets, one of the CORDILL's principal owners and produce shippers. Mr. Sheets lived at Parkersburg. Capt. Melvin O. Erwin who lived at New Matamoros, O. was skipper at the time and Clyde Packard, Parkersburg, was purser.

FAMED NOVELIST TELLS OF EXPLOSION

While Vevay, Ind.-born novelist Edward Eggleston was in his 'teens a steamboat blew up below town at Craig's Bar with the life-loss later set officially at 14 persons, but probably more than that. In one of his better known novels, "Roxy," first serialized in Scribner's Monthly (1877-1878) author Eggleston describes the event. He changes the name of the steamboat from REDSTONE to RED ROCK but otherwise tells a pretty straight story, excepting perhaps, he said she was racing the LADY PIKE. Contemporary reports said this other boat was the HOOSIER STATE. Far be it from us to argue the point; maybe it was the LADY PIKE for she was on the river then too. What we propose here is to let the reader enjoy Eggleston's version. Here's what he has to say:-

About this time, however, the town was diverted by the awful intelligence of a steamboat explosion, but a few miles away. The "Red Rock," an opposition packet-boat, trying to keep ahead of the "Lady Pike" of the regular line, had put on a full head of steam and in making a landing on the Kentucky side had been blown in-shore by the wind. The engineer was quite unwilling to allow any of the steam to escape;--it had been made by a prodigious expenditure of tar and soap-fat and other inflammables thrown into the furnaces. In vain the pilot tried to back out, the wind drove the stern of the boat ashore, in vain he tried to run ahead, the steamer had as yet no steerage way and the bow lay flat across the sandy bottom. At last poles and spars were resorted to, the steam still carefully hoarded. The passengers stood on the guard, a young Baptist minister with his bride who had just come aboard stood half-way up the stairs waving his handkerchief to the friends on shore, when in an instant the boat flew into a thousand pieces. People were hurled into the air, dropped into the water, on the bank, everywhere. They were scalded, drowned, destroyed, torn to atoms. It was told that a piece of the boiler crossed the river, and cut down a black locust-tree, six inches in diameter. The first clerk went into the air, fell feet foremost into deep water, and swam ashore. The bar-keeper alighted on the inverted roof of his bar, away in the stream, and was saved. The young Baptist minister and his wife were never found. A mile away from the place of explosion, in a tree-top, there was found a coat-collar, which his friends thought belonged to him.

As all this happened but four miles below the town, Luzerne was thrown into a state of agitation such as only a village can know. Many in the village had friends or acquaintances on the boat. The passengers least hurt were brought to Luzerne to be cared for. The firemen, standing near the boilers, were all killed, but one of the roustabouts was saved. This roustabout, Bob Olcott, was laid, bruised and maimed, in the village hotel. In a few days he was able to sit in the bar-room and regale the stock company of loafers with a full account of what he saw, and heard, and felt of the explosion, though in fact he knew nothing about it until he found himself lying, bruised and stunned, in the sand of the shore, some minutes after the boilers had burst. But as

the story grew in wonderfulness, many resorted to the bar-room to talk with "the feller that had been blown up." And as nearly every stranger who came felt bound to "stand treat" after the story was ended, the roustabout did not take especial pains to keep it strictly limited to actual observations of his own. In truth, Bob Olcott embroidered the account of the explosion of the "Red Rock" off Craig's Bar with various incidents, real and imaginary, taken from other explosions in the great river system of the West, which traditional stories he had picked up from his fellow-roustabouts when they lay resting on coils of rope, and piles of barrels, and sacks of coffee, whiling away the time between landings and wood-yards with pleasant accounts of disasters and assassinations.

Bob did not lie from any purpose; it was no more than an act of good-fellowship and kindness for him to satisfy the craving of his audience. They would have gone away disappointed if Olcott had told them that when the explosion took place, he was sitting with his feet dangling over the guard, just in front of the cook-house, and that he did not know anything more until he came to himself in the sand-pile, full of aches and bruises. No good-hearted fellow could stick to

No man is worthy to be called a novelist who does not endeavour with his whole soul to produce a higher form of history, by writing truly of men as they are, and dispassionately of those forms of life that come within his scope. --Edward Eggleston.

the barren truth under such circumstances. The temptation appealed to Bob's better nature and he kept on remembering things. Far be it from me to reprehend so generous a trait! Bob Olcott belonged to my own profession. He was a novelist, in his way, and his tales had a great run. Mother Tartrum interviewed him every day,--she was the News Company,--and she handed over his stories in job lots to the small dealers, who retailed them on every street corner and over all partition fences. There were skeptics who sat on salt-barrels and store-boxes in the shade of brick walls, and shook their heads over these stories. They knew better; the thing didn't hang together. But I shall not take their side of the question. These are the critics. They were to Bob Olcott what the young fellows who write book notices are to the rest of us. Down with the people who pick a story to pieces as a botanist does a lily! Long live those sympathetic readers who enjoy a tale in simplicity! Did not Washington Irving declare that he never doubted anything that he found pleasant to believe?

* * *

The botanist instinct compels us now to relate another version of the thing, picked up from a Cincinnati account at the time, which, by the way, was in 1852. We shred not the lily. We are struck with the parallel of facts. Hear this:-

The little steamer REDSTONE was reduced to debris by the explosion of her boilers on the Ohio River a short distance above Carrollton, Ky. on April 2nd last. She was built at Pittsburgh, and, at the time of the accident, was engaged in the Cincinnati and Madison (Ind.) trade in opposition to the regular line of packets. She left Madison for Cincinnati about noon on the above date, and, aboard her, as nearly as could be as-

certained at the time, were from thirty to forty passengers. Above Carrollton, the REDSTONE put into shore at an isolated landing to take on Rev. Henry Scott, the son of wealthy parents. The clergyman was standing on the promenade waving to his parents ashore as the boat moved off. Suddenly, his parents saw him hurled high into the air, his body whirling over and over. He fell into the river, never to rise again. They themselves were prostrated by the blast that ensued when the two boilers exploded.

One of the boilers was blown through the side of the boat, and the huge projectile cut down a sycamore tree, two feet in diameter, on the bank. The trees and the bushes along the shore were covered with blankets, shreds of clothing, sheets and whatnot. A man's boot, ripped and torn, was later picked up more than 600 yards from the scene of the explosion. A Mr. Claxton, of Carrollton, was blown across the intervening water to shore and landed on his feet, which he put to good use in getting away from there. Capt. Thomas W. Pate was fatally injured. Twenty bodies were recovered from the water. They were too much disfigured to be identified. Some of those killed were E. G. Crossman, printer; E. N. Durbson of New Philadelphia, Ind.; the Rev. Henry A. Scott; Lewis Berry of Brownsville, Pa., first engineer; Joe W. Berry, also of Brownsville, the second engineer; E. P. Durbin and James E. Goble of Lawrenceburg, Ind.; Mr. Smith of Petersburg, Ky., and seven cabin boys whose names were not learned. Sidney Longly and Charles M. Jackson, the pilots, were severely injured, as were Samuel Fritz, George Breck, second cook; Henry Boezi, fireman, and four deckhands. The engineer was alleged to have stopped the 'doctor' the device which supplies the boilers with water in order to obtain a high pressure of steam. He succeeded in getting it, but with deplorable consequences.

* * *

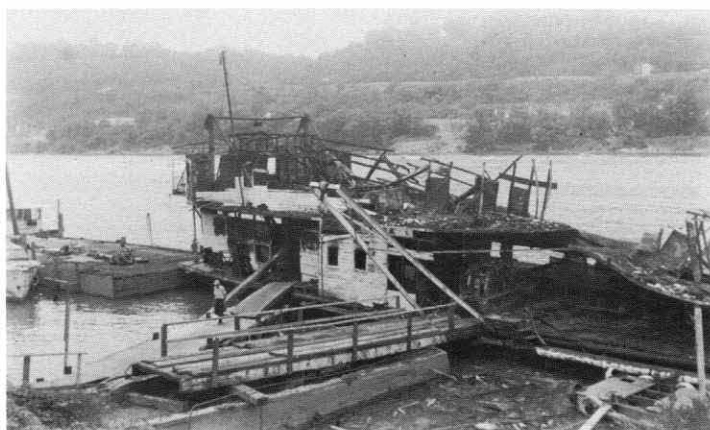
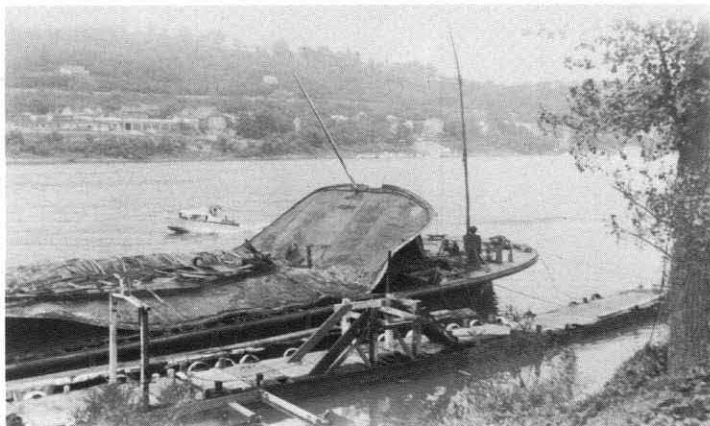
Edward Eggleston was writing about Vevay but renamed the town Luzerne, not so far fetched as both are in Switzerland, and Vevay has Swiss origin. He joined Baptist minister the Rev. Henry A. Scott in holy matrimony with a young wife and caused both to vanish--who knows? maybe Eggleston knew whereof he wrote. Eggleston's penchant for facts is apparent in the measurement and description of the decapitated tree, he calling it a black locust-tree, six inches in diameter. This became expanded (perhaps by his roustabout Bob Olcott?) to become a sycamore two feet in diameter by the time the story reached the Cincinnati newspaper subscribers.

So hooray for Edward Eggleston and if you have not yet recognized him, he's author of "The Hoosier Schoolmaster" (187'), his first and the best known of his works.

The REDSTONE has been identified thus far as a Pittsburgh boat of origin. Properly she was built as you may rightly suspect at Brownsville, Pa. which in Indian times was named Redstone. She was constructed 1851 as a Monongahela River slackwater packet, Capt. I. C. Woodward, master. She was fast, and hence probably too narrow, and is said once to have gone from Pittsburgh to Brownsville in five hours flat. That's no small accomplishment with four locks to go through and a distance of 56 miles--especially with a two-boiler steamboat. The day she exploded at

Craig's Bar there were two Brownsville engineers on her, maybe three, and we say three because a couple of years ago we had a letter from Elmer J. Duke, 1117 E. Wade St., Indianapolis, Ind. who said his great-grandpa Wesley Connett, Sr. was on board and killed that day at Craig's Bar, and he was an engineer. Not many years ago there was a person in Brownsville running an auto agency who also was a great-grandson of a REDSTONE engineer, related to Joe W. Berry. We disrecall that auto dealer's name, but he was up at Brownsville and still may be there.

Which would about take care of everything for the present if we knew about the rival boat. In absence of documentary evidence we're inclined to accept the word of Eggleston that she was the LADY PIKE which makes a nice tie-in. The LADY PIKE was owned by Capt. John McLure of Wheeling who takes a lead role in another tale in this issue, about the Wheeling Union Line. John McLure sold the LADY PIKE to the U.S. Mail Line just before he commanded the THOMAS SWANN. And, as you know, the REDSTONE was running competition with a Mail Line steamer.



TWO VIEWS OF BURNED FORMER PACKET CHRIS GREENE taken Sunday morning, July 21, 1968 at Dayton, Ky. on the OHIO River opposite Cincinnati by Clyde Bowden. In its last years the Greene Line packet operated as the Harrison Boat Club. As the picture was snapped a number of club members were holding a final wake in the engineroom. Note in the forward view the roof bell still intact; it slid down the steep slope of the roof and came to rest. The hull was undamaged.

Sirs: Jesse Hughes' story, "A Visit to Grandma's House" in the last issue was written with remarkable simplicity and clarity. It conveyed an immediate and clear picture of everything he was describing. My mother read it time after time, saying it reminded her so clearly of the White Collar Line boats. Details --particularly in regard to serving of meals--came back in focus to her memory. Well done!

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

Sirs: Dr. Robert D. Crooks of Parkersburg and I both are great grandsons of Capt. Horatio Nelson Crooks. My grandmother, Eliza Crooks, married J. E. Mayhew of Parkersburg. Incidentally, my mother tells me that my grandfather Mayhew was part owner in a vessel known as the GENERAL DAWES which operated between Marietta and Gallipolis in the 1880s. Enclosed is my application for membership in S&D.

R. M. Thalimer,
309 S. Pasadena Drive,
Pittsburgh, Pa. 15215

=Builder of GENERAL DAWES in 1884 was Capt. Charles Leavitt of Belleville, W. Va. He named her for the father of U.S. vice president Charles Gates Dawes (Coolidge administration). Will Chapman, Lon Ritchie and Frank L. Sibley were her clerks in the Marietta-Middleport trade. -Ed.

The Cabe-Wayne Historical Society met on Sunday, Sept. 8 on the lawn of the Albert Gallatin Jenkins home at Green Bottom in Cabell County, West Va. (above Crown City, O. on Ohio River) to hear an informative talk. The old Jenkins home has been purchased by a younger couple who are restoring the house. Also they are raising Black Angus cattle. Mention was made during the lecture of the capture of the steamer FANNIE McBURNIE during the Civil War.

There was a dispatch in the Marietta paper dated July 17, 1861 to this effect:- "As the FANNIE McBURNIE was on the way from Cincinnati to this place last Wednesday she was hailed below Green Bottom by a man on the Virginia shore. As she reached the shore 35 Rebels under the lead of the notorious Dr. Jenkins marched aboard and took possession of the boat. They disarmed the passengers, searched

the boat, took a case of revolvers and one sword, and left. Capt. William Knox was in command from this place."

Capt. Knox was grandfather of the late Col. Harry D. Knox of Marietta who contributed a great deal during S&D's formative period.

The FANNIE McBURNIE seems to have been officially documented as the FANNY McBURNEY, rather odd inasmuch as contemporary writers referred to the boat by the first spelling. She was built at the Knox yard, Marietta, 1860.

Sirs: Thanks very much for your statement in the Sept. '68 issue that "the annual race of the BELLE OF LOUISVILLE vs. DELTA QUEEN is in reality a celebration --not a contest" as many folks may assume.

It seems to me that the closely matched, honest--to--goodness Western Rivers steamboat race was that of the BETSY ANN and the CHRIS GREENE in 1928--would you concur with this point of view?

Gordon W. Hughes,
200 Eastern Ave.,
Elsmere, Ky. 41018

-The BETSY-CHRIS race of '28 captured the interest of the entire U.S., front-paged in N.Y. Times and Miami Herald same as it was in river cities. The DQ-B/L race this spring got no space at all in Pittsburgh dailies. That's something to ponder. -Ed.

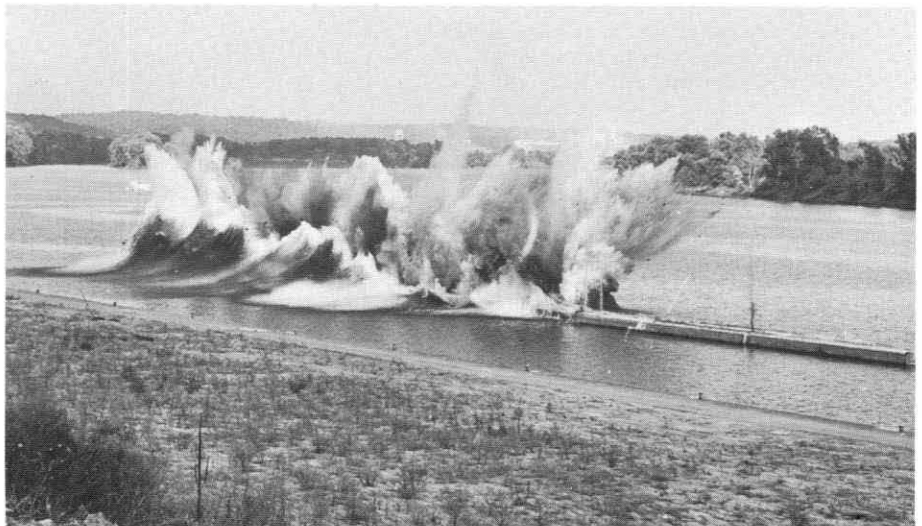
Sirs: I recall seeing the construction work for Lock 11 on the Muskingum River above Zanesville in the period 1916-1918 during which time we were there twice. All Muskingum dams are timber cribs filled with rock except No. 11 which is concrete. All locks are stone except No. 11 which is concrete, and which was completed in 1917. Old Lock 11 was just above there on the other side of the river. I saw it in 1964 and assume it is still there. If the State of Ohio puts a top on No. 11 there will be pool water to Dresden, O., Mile 91.

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

What ho! A one-mast sailing sloop was built at Little Hocking along the Ohio in 1896. She had a hull 60 by 13 by 3.5. Built and owned by L. F. DeViese who enrolled her at Wheeling on Nov. 18, 1899, changing her home port from Evansville, Ind. Name of the craft: L. F. DeVIESE.

What ho! Another one-mast sloop, named OHIO, also was built at Little Hocking, O., 1896. Her hull was 70.3 by 13.8 by 2.6. The owner in 1899 was James Smith of Little Hocking.

The diesel sternwheeler L. M. SMITH was named for Capt. Edward Smith's mother Lydia Mae Smith. Originally the BELFONTE, the boat became the F. L. BOWERS finally.



Early arrival S&D members were on hand on Friday, Sept. 20 at exactly 3 p.m. to see and hear the BIG BANG. The upper section of the outside lock wall at old Lock No. 18, Ohio River, was blasted to atoms. Demolition was under contract with the Monongahela and Ohio Dredging Co., McKees Rocks, Pa. Retired Area Chief U. S. Engineer Forrester (Pop) Farley pushed the plunger which detonated the explosives. M&O's engineer C. E. Merkle was in charge. -S. Durward Hoag, photo.

Sirs: My father was chief engineer with U.S. Engineers on boats in the Cumberland and Tennessee before I was born; later pilot and master; still later lockmaster at Elk Shoals Canal, Locks A and B. My uncle Will Walk was a part owner, master and pilot of boats out of Decatur, Ala., one of which was the J. R. GUNN. I started work for the U.S. Engineers on the dredge ALABAMA on Aug. 27, 1907, then shipped on the COLBERT on April 23, 1909 and have been continuously on the rivers since. I really like the marine surveying work in which I am presently engaged. Some day I hope to find time to build a model of a California cut-off.

Capt. F. A. Walk,
1645 Nicholson Drive,
Baton Rouge, La. 70802

Sirs: According to the official history of the Pennsylvania Railroad, the construction of the Warren (Pa.) and Franklin Railroad (Irvine to Oil City) was begun in late 1865 and was finished in July, 1866. So the date on the old picture of Tidioute, Pa. (Sept. '68 issue, page 18) is apparently incorrect. 1864 is too early for it. The new station seems to be pictured, so I assume the proper date is a year or so later than 1866.

The Tidioute picture shown in the REFLECTOR also appeared in the Tidioute Centennial booklet, captioned as taken in 1860, which is obviously incorrect.

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

Sirs: I am sending you a blueprint of the excursion steamer IDLEWILD, which I made as the indirect result of the wonderful drawings from James Rees & Sons which Jim Swartzwelder kindly sent to me. I was so fascinated by those drawings that I sat down and drew up this sketch of how the boat looked around 1932, using the hull lines and plans from the originals. The upper works were drawn from photographs.

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

=Dave's profile drawing is done with skill. We met this young man aboard the DELTA QUEEN at Pittsburgh this summer. He and Gabriel Chengery made about 9500 feet of tape; calliope, whistle and assorted boat sounds. -Ed.

Sirs: I was on the DELTA QUEEN this summer, my third trip aboard that boat, on a Pittsburgh cruise from Cincinnati. It came to my attention that the DQ is in great danger of being condemned. It seems to me that S&D should undertake a campaign to save the DQ. I am a new S&D member and have not gotten half way through the reading of my first issue of the S&D REFLECTOR but I must write and get this off my chest.

Stephen W. Frary,
215 Pine St.,
Mt. Vernon, Ohio 43050

=Right as rain, young man. The DQ is secure, thanks to recent legislation in Washington, D. C. until November, 1970. What happens after then well may be influenced by popular sentiment of many well-wishers. Proper ticket we think is to persuade Congress that the DQ, one of the sturdiest of river boats, has wrongly been grooved into legislation designed rightfully for deep sea ships. The error has been one of interpretation. The DQ should not have been challenged at all. The U.S. persons endangered on inland waterways are those nuts who cowboy fast speedboats, plus their victims. Passengers aboard the DELTA QUEEN and other commercial U.S. excursion and cruise boats are in the best safety zones devised by Man since the invention of the railroad Pullman car. -Ed.

Sirs: Candidates to add to the list of towboats owned by the Combine (Sept. issue, page 7):- SMOKY CITY, LITTLE BILL, SAILOR (1st), WM. G. HORNER and tug VAG-ABOND. You listed the GLEANER but I never heard she was in that fleet.

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

=Several of the above are border cases. SMOKY CITY burned 1900 just as Combine was organized; LITTLE BILL was bought and dismantled, 1900; SAILOR was built for the Combine and soon sold to J&L; WM. G. HORNER was operated a year or so, dismantled, and hull used as a spar boat at Cincinnati. Tug VANGUARD with an iron hull was owned by Combine until sold to Whiteman Bros., New Orleans who sold her to West Kentucky Coal in 1913; after 1930 she had other owners in the south and L. M. McLeod sold her in Aug. 1954 to Jacksonville, Fla. The GLEANER crept into our Combine listing by error. The score:- Russ Lintner right 100%. -Ed.

Sirs: I guess the things I liked best in the September '68 issue were the notes by Capt. Fred Hornbrook, and Capt. Jesse P. Hughes' story is truly wonderful.

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

Sirs: That to me was an interesting story and picture about Tidioute, Pa. in the last issue. I have a view showing the cleared land back of town, the Evans farm. Papa Evans was the postmaster when Tidioute had a first class P.O. He was a 1st lieutenant in the Civil War and went to Tidioute from Cochranon (near Meadville, Pa.) in the late '60s. He also had a clothing store, and bought and cleared land to raise Jersey cattle.

The celebrated "Economites" had land across from Tidioute and struck oil. It was piped across the river to oil tanks along the railroad, and the wells were still producing when I was there.

In my time the town had a large chair factory, planing mills, foundry and a flour mill. There were seven churches and many fine people who built nice homes.

I don't think I'd want to see the old town now; too many changes.

Mrs. David H. Morrison,
Ormond Hotel,
Ormond Beach, Fla. 32074

Sirs: How in the world did a copy of the Corydon, Ind. "Democrat" get to you? The original story (Sept. '68 issue, page 23) was written by Bob Cummings, editor of the Cannelton (Indiana) "Tuesday News" who used it in his paper, then sent a copy to the "Democrat." Bob is also secretary of the Indiana State Toll Bridge Commission.

Helen Crayden,
(Mrs. Albert E.)
Box 5,
Ramsey, Ind. 47166

=We have pipe lines. -Ed.

Our thanks to Arthur J. Brosius of Union Barge Line for a first day of issue letter bearing the ARKANSAS RIVER NAVIGATION 6c stamp mailed from Little Rock, Ark. on October 1, 1968. Commercial traffic will get to Fort Smith, Ark. in 1969, and on to Catoosa, Okla. in 1970. In 1951 the LADY GRACE descended from Muskogee, Okla. to the mouth.



Several S&D'rs wandered over to Dayton, Ky. last fall to see the ruins of the CHRIS GREENE pictured in this issue. Also they discovered on the premises of the Harrison Boat Club an ancient wrack-and-ruin named MAC cast ashore with weeds and bushes growing through the paddlewheel. Clyde Bowden thoughtfully took a picture of it.

Our guess is this is the old MAC we used to know shoving barges of sand and gravel from the digger which foraged the bars around Turkey Creek and St. Paul Daymark for the Portsmouth (Ohio) Sand & Gravel Company. The MAC always was in that region making a lot of smoke and throwing a lot of water from her wheel. She was rated only 60 hp. and never got into the Inland River Record where 100 hp. is minimum for inclusion.

When we piloted the BETSY ANN, SENATOR CORDILL and the WASHINGTON downbound through Lock 31 at Firebrick, Ky. (and that's an odd address for a government lock) the MAC usually was below there chaperoning barges. She was built at Portsmouth in 1925 on a wooden hull 49.8 by 13. Then in the blink of an eye the packets were gone, the steam excursion boats were gone, and Lock 31 was gone. Somehow nevertheless we had the latent idea that the MAC was invulnerable to modern progress and still might survive. And so she does, it seems.

Note how the link chain is draped on the plate paddlewheel sprocket. It never entirely dropped off. Like there still remains a glimmer of hope. How come no grease on that engineroom bulkhead? Who sawed off your forecandle and towing knees? Who last shut your pilothouse door? Why in the name of decency do you persist? You're an old wreck littering up the landscape, entirely removed from the precisioning of modern river work-

boats. Nobody cares about you; why should they? Here we've used in your behalf an entire valuable page of space--and you sit there, worms in your hull, turning into poetry.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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