

S&D

REFLECTOR

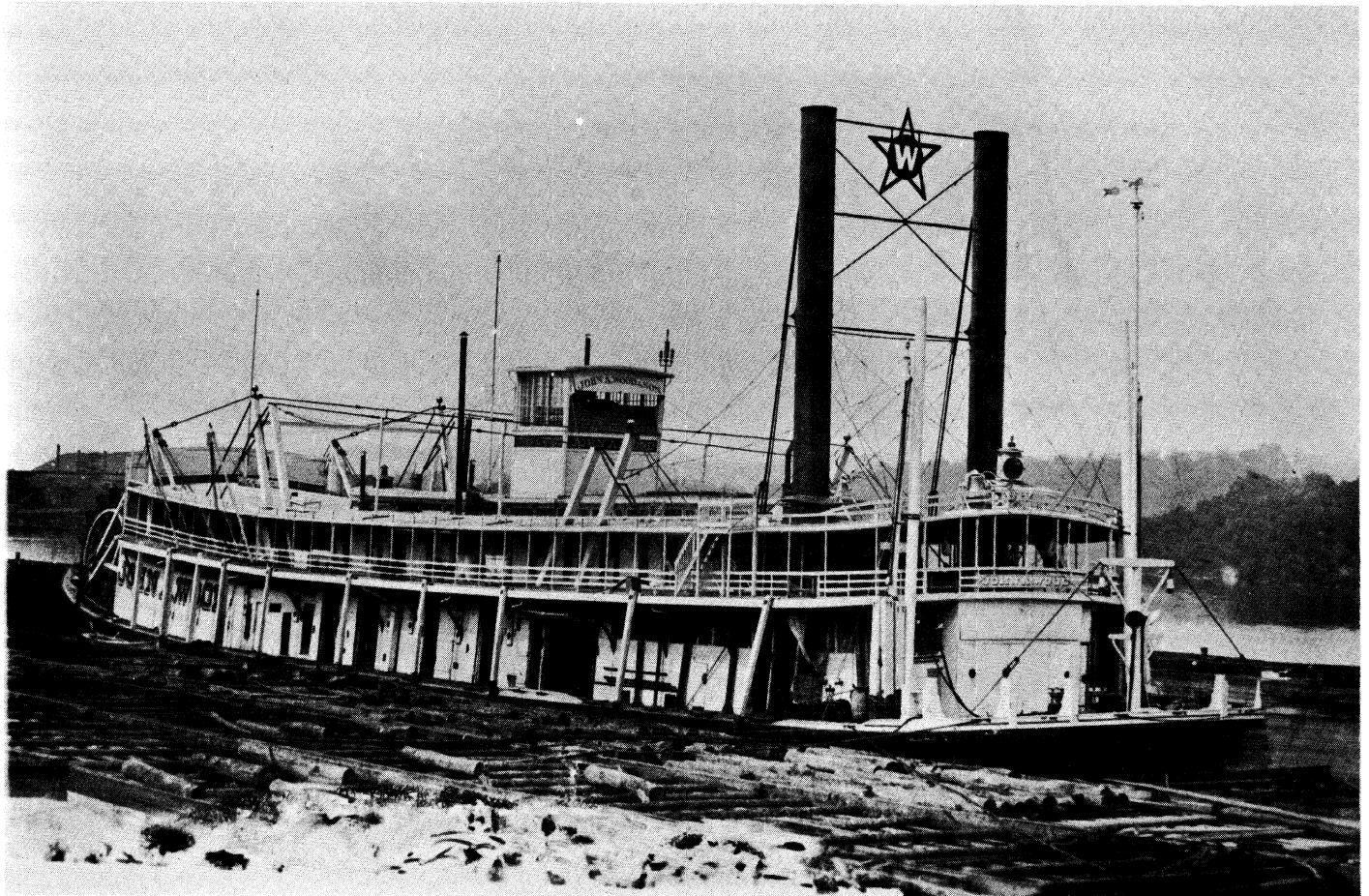
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 6, No. 1

Marietta, Ohio

March, 1969



Many S&D'rs remember the JOHN A. WOOD although it was built nearly a century ago, in 1870. This wooden towboat delivered more coal from the Ohio River to New Orleans than any other one. She was employed in that job for 45 years under three or four ownerships. When her last coal-towing owner folded, the Combine (see Sept. '68 issue, pages 6-10), the WOOD was relegated to the notorious "boneyard." Her stacks rusted and fell, the paint peeled, the decks caved. Then came the miracle of the 20th century--the resurrection of the JOHN A. WOOD. Standard Oil of Louisiana rebuilt her and for five years used her on the lower Mississippi.

During the 55 years she existed (1870-1925) there was one serious fire which almost destroyed the boat. On her second trip in 1870 the hog-chains let go and she almost broke in twain. One time she went down in deep water 25 miles below New Orleans and her rescue was one of the outstanding feats of salvage. Capt. John A. Wood was 39 when the boat was built--he ran her 30 years. His namesake boat outlasted him 15 years. When the JOHN A. WOOD burned at Baton Rouge in 1925 there was nobody living who had been asso-

ciated with her original construction. Seldom does a river boat built of wood prove so tenacious.

She was not the biggest towboat on the rivers in 1870. That honor went to the AJAX with a hull 230 by 36. The hull for the JOHN A. WOOD, built at the McCaskey & Kerr yard, Freedom, Pa., was 198 by 40. The AJAX was the king bee, hitching to 20 and 30 loads. Her engines were high pressure, 28's- 9 ft. stroke, powered from six boilers. Continued on page 19

ABOVE IS THE EARLIEST KNOWN PICTURE of the JOHN A. WOOD. It was discovered by William McNally, S&D's board member. No details were available as to when taken--or where. Note the whistle mounted on the pilothouse. Our guess is sometime in the 1880s. In the foreground are a number of coalboat bottoms waiting to be sided up. The logs piled on them may be future check posts. Undoubtedly this is in the Pittsburgh area, but there is nothing in the background to indicate just where. This big towboat is featured in this issue, the story commencing in the opposite column.

Sirs: My earliest remembrances of the TARASCON (front cover, Dec. '68 issue) were when she was laid up at New Albany, Ind. for low water and later on account of bad business. She was here for many days. Staying on board was her skipper, Capt. Fred Zoll, a typical German and a pretty rugged individual. As I recall he was from Tell City, Ind. His most famous trademark was his mascot, a pretty good-sized goat. Well do I remember how it followed him continually. The old captain was not very sociable so I did not get too chummy with him.

In the latter days of the Louisville & Evansville Packet Co. I was making a trip on the TARASCON, as the TELL CITY was laid up at Evansville. We had come out of Evansville with a shipment of feed for a construction company which was keeping their 'rolling stock' (mules) on a farm at Scuffletown, at Mile 775.3. Against the advice of Capt. Lawrence (Bo) Allen we made the landing and in doing so hit a snag and the boat settled down nearly to the lower deck. We had a number of passengers on board and we put them all ashore. I, along with everybody else available, helped carry their luggage ashore. I well remember how many trips I made with the possessions of Mrs. Martin Connelly and her three daughters. She was the wife of the agent of the L&E Packet Co. at Louisville for many years.

Well, we finally got a bulk-head around the hole, pumped her out, and headed back to Evansville.

The TELL CITY was tied up to the bank at the Evansville water plant at the upper end of town. We landed along side of her and began the transfer of people and freight. Finally got up steam, had the Inspectors aboard, fire drill, etc. etc. We finally departed from the Evansville wharf, having lost some passengers. I was steering and aiming at the crossing over toward the mouth of Green River when we passed a sand towboat out of Evansville. That was about the only kind of craft we passed on the whole trip those days.

The rocking of the waves was too much for the poor old TELL CITY and we suddenly discovered that one of the stacks had broken off about mid-way up and was dangling in the air.

Back to Evansville again for more delay and more repairs. Some of the deckhands swore the boat

was doomed and left for good. Some came back when they learned that a white horse and a red-head lady passenger had left the boat.

Anyway we finally got under way and back to Louisville. I think this was about the final blow for the L&E Packet Co.

In my time the pilots on the TELL CITY were Bo Allen and James (Dude) Allen. Jimmie Ostrander was regular on the TARASCON and he had partners named McElfresh, Hiram Boone and Wilford Clark. Wilford was son of the famous steward "Pappy" Clark who also served on the TELL CITY before going to the Louisville & Cincinnati Packet Co.

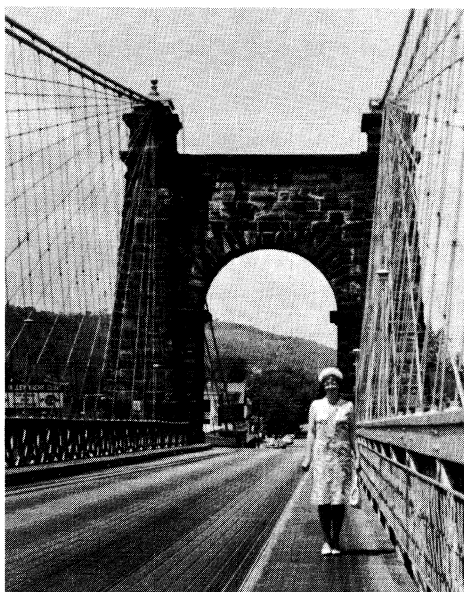
Paul W. Seabrook,
1119 East Market St.,
New Albany, Ind. 47150

1937 FLOOD IN A NUTSHELL
From the record kept by Lockmaster Thomas J. Reid at Dam 44, Leavenworth, Ind.:-

Date	Remarks
Jan. 21	Dam all down
Jan. 22	Began snowing 5 p.m.
Jan. 23	Depth of snow 5 in.
Jan. 24	Oil house gone
Jan. 25	Garage gone
Jan. 26	Maneuver boat 252 gone
Jan. 27	Warehouse gone
Jan. 28	Most of Leavenworth gone
Jan. 29	Leavenworth still leaving

-Joe Creasen in Louisville Courier Journal, thanks to Paul W. Seabrook.

Old Bridge Given Historic Designation



The above picture shows S&D's secretary Mrs. J. W. Rutter taking the air on the Wheeling suspension bridge. The American Society of Civil Engineers on January 15, 1969 recognized the old span as a national historic civil engineering landmark. It was recognized as the oldest major suspension span, and the first one across the Ohio River. (Of course it goes but half way across, from Wheeling to Wheeling Island.)

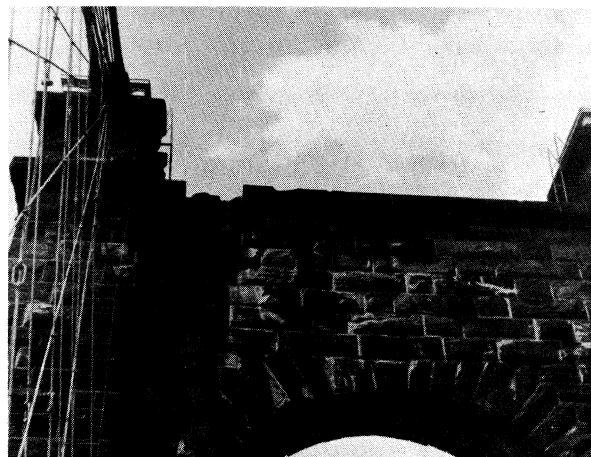
The ASCE is expected to present a bronze plaque sometime this year in connection with Wheeling's bicentennial celebration. There are only 10 other landmarks

designated by ASCE in the country. The first span, completed by Charles Ellet, Jr. in 1849 was blown down in a windstorm in 1854 (see Dec. '65 issue, pages 14,15) but was promptly rebuilt using the original piers shown in the accompanying photographs.

During recent years heavy traffic has been banned, and only pedestrians and automobiles are permitted across. It was closed several times in 1968 for repairs and has received close inspection since the collapse of the Silver Bridge at Pt. Pleasant, W. Va.

One of the closings in 1968 was when two bars leading to the bridge floor were found to have snapped.

The old bridge is also being considered for landmark designation by the National Park Service.



DAMAGED STONE WORK at left was caused during the 1854 windstorm which snapped the main cables. -Both pictures by J. W. Rutter.

FREE WAX ON MONDAYS

Thanks to Jerry Sutphin for a story in the Huntington (W. Va.) Herald-Advertiser dated Sunday, Nov. 3, 1968. Writer Bob Withers says the roof bell from the old packet HENRY M. STANLEY rings on Sundays from the steeple of the Guyandotte United Methodist Church. He reports that after the STANLEY was wrecked at Gallipolis Island in 1907 the bell was acquired by Capt. John Thornburg, who lived at Gallipolis in his later life and owned in and commanded such old-time boats as the CLARA SCOTT, FLEETWOOD, PITTSBURGH and W. P. THOMPSON. He got the bell, says Bob Withers, for his nephew John Beale, a member of the Guyandotte church.

We may give the above a free wax on Mondays job by recalling an item in The Waterways Journal, issue of Aug. 4, 1951. At that time announcement was made that the STANLEY's roof bell was owned by Dr. Wilbur G. Scarberry who had it on his country place near Columbus, O. At that time he was superintendent of the Ohio State School for the Blind, Columbus.

COMMERCIAL TRAFFIC RESUMED ON THE MUSKINGUM RIVER

The picture at lower right is the DOLLY BELLE emerging from the Lowell Canal, upbound on the Muskingum, Thursday, December 12, 1968. She is shoving a steel barge loaded with 100 tons of logs. The shipment originated about 10 miles below Ravenswood, W. Va. on the Ohio, and the logs were consigned to the Beverly Slag Co. at Beverly, O.

This was hailed as the first commercial traffic on the Muskingum since 1954, made possible by the recent removal of Dam 1 at Marietta and the renovation of the locks and canals.

The DOLLY BELLE and tow were in charge of Capt. Nelson Brown of Marietta. The small stern-wheeler originally was the towboat RAVENSWOOD. The logs were to be chipped and used in the production of ferro-alloys at the nearby Interlake Iron Plant.

Low bridges over the canal at Lowell presented something of a problem. The Washington County Highway Department furnished four men and two trucks. The trucks were used to blockade the highway while the workmen turned the two spans.

We are indebted to S. Durward Hoag for the photograph of the event.

Sirs: My great-grandfather was Charles P. Arnold of West Brownsville, Pa. who is reputed to have been a keelboatman. His wife was Sarah Ann Swallow whom he married in Meigs County, Ohio, in the 1850s. I understand that Sarah Ann took ol' Charley off'n the river. They moved to Gilmer County, West Va. shortly after their marriage. One reads of Markle & Swallow's Floating Palace Showboat and that Capt. W. R. Markle was a partner with Matt Swallow, a pioneer in Texas oil development at the turn of the century. Have you any information on the birthplace of Matt Swallow?

Charles E. Arnold, Jr.,
5515 Second Ave.,
Vienna, West Va. 26101

=Matthew O. Swallow gave his address as Belmont, in Pleasants County, W. Va. when he and W. R. Markle built the showboat in 1901 at Parkersburg. Don't know his birthplace. -Ed.

Sirs: I have a souvenir plate with the date 1899 on the back. My father was part owner in the CITY OF PITTSBURG and I understand he and my mother were on the boat a week before the fire (see March '68 issue, page 33). The plate I have was admired on board by my mother, and my father procured it for her.

Ernest F. Brahm,
5816 Holden St.,
Pittsburgh, Pa. 15232

Joe F. Vaughan, pictured in the GORDON C. GREENE crew, June '68 issue, page 9, now resides at 1024 Gladstone Place, Alexandria, Va.

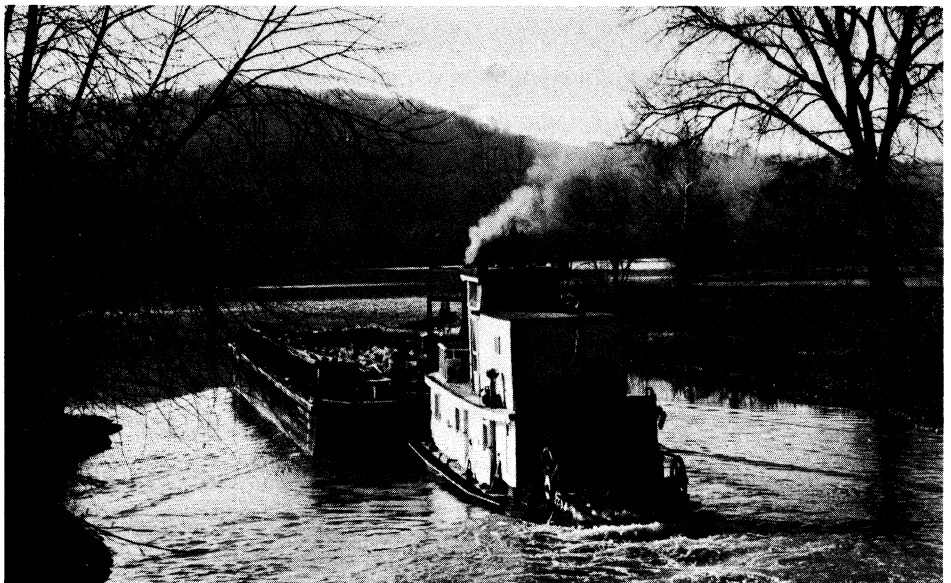
Wesley McDougal's Christmas card was a good photo of the small packet HELEN E. Some recollections written by Jay P. Ollom were enclosed. Jay acquired a $\frac{1}{4}$ interest about 1924 along with Capt. James C. Williamson who owned the balance. The boat ran Wheeling-New Matamoras, single crew, three trips a week. In the early spring of 1927 the HELEN E. got caught out on 'Possum Bar, below Clarington, O. and remained about six weeks. Jay later traded his stock with Homer Dunn for the Clarington wharfboat. "The most pleasant memory I have of the HELEN E.," he recalls, "is when I was introduced by Capt. Bud Williamson to a girl passenger who later became my wife."

Mr. and Mrs. Ollom spent their honeymoon on the boat and were happily married for forty-one years until Mrs. Ollom's passing in 1967.

The HELEN E. was built at Pt. Pleasant, W. Va. in 1913 owned in equal shares by Capt. Gordon C. Greene, Capt. W. E. McDade and George P. Gardner. Capt. McDade originally operated the boat and named it for his daughter Helen Elizabeth. A cabin was added when the boat was brought to the Wheeling trade in 1918.

Sirs: I would join in the thanks to Bert Fenn and Bill Reed for the chance to see the beautiful color painting of the TARASCON on the cover of the December issue. Also it is good to know that Capt. Jesse Hughes in his usual helpful way supplied Lee Anshutz with a clean shirt.

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



S&D**REFLECTOR**Published by Sons and Daughters
of Pioneer Rivermen

VOL. 6, No. 1

MARIETTA, OHIO

MARCH, 1969

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 most back issues are available at \$1.25 each. Send your order to Captain Way.

The Little Kanawha River story in this issue is the end result of splicing together tid-bits collected for fifty years. Even so, much of the factual part came to light only a few months ago. Lieut. J. F. Eckman of the U.S. Coast Guard was instrumental in transferring old records from the Pittsburgh Marine Inspection office to the Inland Rivers Library. Among these, it turns out, were old U.S. Customs documents detailing the ownerships of Little Kanawha boats. We utilized much of this in several paragraphs of the story.

As often happens, our Little Kanawha narrative still is woefully incomplete. After preparing it we discovered no mention was made of J. N. Camden who was mixed into the Burning Springs, W. Va. oil excitement and who probably had a good bit of savvy in building the original locks and dams. The Hon. Mr. Camden is included in Stewart H. Holbrook's book "The Age of the Moguls," in his chapter on John D. Rockefeller. On the river we recall mention of a towboat J. N. CAMDEN built at Parkersburg in 1870, operated by Capt. John Parrish, who shoved Little Kanawha oil in barges to Pittsburgh for the Camden Oil Company. This boat exploded at Fish Creek Island, Ohio River, in 1877, killing four of the crew.

J. N. Camden, Esq. after the Civil War became the wealthiest man in West Virginia, or near the top. He got his start at Burning Springs and then branched into oil refining, coal mining and railroad building. He was a prime mover in building the Ohio River RR., now the B&O-C&O between Pittsburgh and Kenova. He was a Democrat and became U.S. Senator from W. Va.

There are other matters of interest. The old packet W. P. THOMPSON, as example, was named for an officer of the Camden Oil Company.

Tentative plans for a new River Museum were discussed at Marietta, O. on Wednesday, December 18 last. Attorney William M. Summers, vice president of the Ohio Historical Society, called to-

gether a group of key persons who met in his office conference room at Marietta. \$350,000 has been earmarked, subject to the approval of the Ohio State legislature, for a new building "along the banks of the Ohio River." Governor James A. Rhodes concurs that the improvement will be at Marietta.

Present at this preliminary talk were Daniel R. Porter, director, Ohio Historical Society; Charles Pratt, OHS's superintendent of properties; William Keener of Ohio State Museum; mayor John A. Burnworth of Marietta; John M. Barry, president of the Marietta Area Chamber of Commerce; Dan Nicholas, city planning, Marietta; S. Durward Hoag, board of governors S&D, and Capt. Frederick Way, Jr., S&D president. Invited to attend but unable to be there was Capt. J. W. Rutter, S&D's museum chairman.

The participants were advised that the available \$350,000 would necessarily include such possible costs as land acquisition, planning, and architect's services. Various sites in the Marietta area were discussed as possible locations. The plot contained in the triangular business block fronting on the Ohio River at Ohio Street, and bound by Greene and Second, was reviewed. This location, containing the famed "Boiler Corner," is diagonally across from the Motor Hotel Lafayette. Although in the flood area, it was pointed out that the main floor could be elevated with either a parking area or exhibit area underneath. The main floor would have to be elevated approximately eight or ten feet above the present street level.

The idea of adding a wing to Campus Martius Museum, or of locating a separate River Museum on the premises, seemed to present expensive adjustments hardly feasible within the budget. More property would have to be acquired along St. Clair Street for construction or extended parking or both. Nor would this plan fall within the requirements spelled out for a River Museum "on the banks of the Ohio."

Mayor Burnworth had investigated the possibility that the site now occupied by the U. S. Engineer Depot at the confluence of the Muskingum and the Ohio might become available. From best advices he had learned that the Huntington U.S.E. does not plan abandonment in the immediate future and will not remove until after the modernization of the Gallipolis Locks is effected, if then.

The site of Lock 17, Ohio River, which will be vacated upon completion of Willow Island Locks and Dam, was suggested. This got no serious consideration after it was pointed out that Ohio Route 7 will someday be changed to follow close up the river there. This modernization of Route 7 includes a new bridge across the Muskingum at the location of the existing B&O bridge, now closed, and it will pass through Marietta at an elevated height along Butler Street. A limited access ramp will permit convenient approach to the Motor Hotel Lafayette. The suggested "Boiler Corner" location for the River Museum would be enhanced, according to the planners, after this improvement to Route 7.

The purpose of the meeting was exploratory, and no definite plans were decided upon. There was tacit agreement that the new River Museum must be completely safe from floods, and there would be merit in placing it adjacent to a river landing where short river excursions would be available to tourists, and where such floating exhibits as the W. P. SNYDER, JR. could be moor-

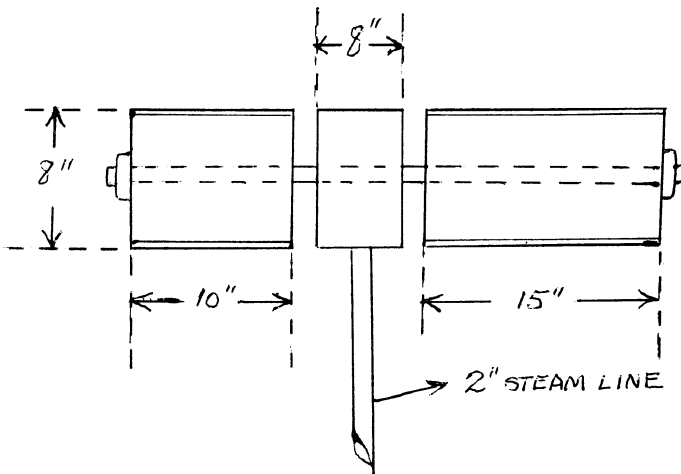
ed. If this becomes the settled objective, a site along the protected Muskingum may win favor. The trend since Ohio River modernization is to place small boat activities in estuaries or tributary rivers away from commercial traffic and unexposed to wind and waves.

Notably absent from the S&D meeting last September 21 was J. A. Yonker of Columbus, O. His many river friends were shocked when they read in J. Mack Gamble's news in The Waterways Journal that Mr. Yonker had died on Thursday, October 10, 1968, aged 85, following a very brief illness. Born at Mason, West Va., he was a graduate of West Virginia University with a degree in mechanical engineering. After finishing college, Mr. Yonker operated the power house for a coal mine at Hartford, West Va. He also worked in the power plants of various Pomeroy salt works and also at the Charter Oak coal mine at Pomeroy. He spent four summers working on Monongahela River pool-boats, and Capt. J. W. Rutter says that Mr. Yonker counted those years as "the happy time." Mr. Yonker enjoyed writing stories for The Waterways Journal about his experiences as a fireman on the towboat ELEANOR. He also worked on the RANGER, BRADDOCK, JIM BROWN and H. P. DILWORTH. One of the noteworthy contributions from his typewriter was the story "Towboat Racing on the Monon" which appeared in the S&D Reflector's March, 1965 issue, page 6. He served some 30 years as assistant manager of the Ohio Inspection Bureau prior to retirement and was well known as an expert in fire protection and fire insurance matters. He will be sadly missed at S&D.

James T. Hatfield, 65, general manager of the Hatfield Coal Division of the Amherst Coal Co., Cincinnati, died on Monday, October 14, 1968 at his home, 775 Hedgerow, Glendale. His father was Capt. J. T. Hatfield for whom two Kanawha towboats were named, and who died at Cape May, Mass. where he had a summer home, in 1938.



During his campaign, Thursday, Sept. 25, 1968, Richard Nixon was aboard the BELLE OF LOUISVILLE and made like he was piloting. Marlow Cook, Jefferson County, Ky. judge, looks on. Judge Cook today is Senator Cook. Nixon obligingly tooted the BELLE's whistle but refused to don a uniform cap. "I never wear hats," he commented. Photo by Courier-Journal, thanks to A. V. Sheckler.



George T. Heckman sketched the whistle shown above and has this to say of it:

"This whistle was turned over to the Winona County (Minnesota) Historical Society when the Swift & Co. plant was dismantled in Winona. Previous to that it was on the plant of the Interstate Packing Co., which Swift took over a number of years ago. We are told that it originally was on an upper Mississippi steamboat. The whistle was tested at the Northern States Power Plant in Winona on 125 psi of steam; has a very mellow tone and can be heard for miles. Also it was tested at the Lake Center Switch plant also in Winona using 125 psi of air; not as mellow as on steam. Dr. Younger, president of the Historical Society, has recordings both on steam and on air. We are very anxious to learn where it came from."

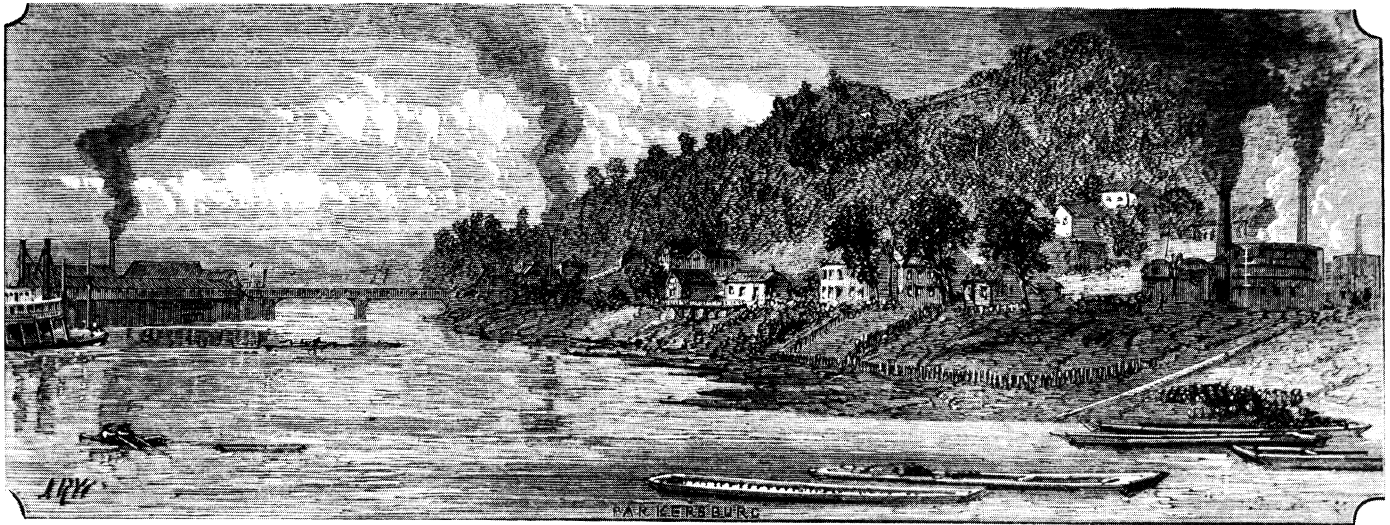
"We don't know where it came from, to answer the question. Those Ohio River old-timers will recall that the towboat SAMUEL L. MAY built in 1925 had one quite similar, steam blowing out horizontally from the bells. Seems to us that Dick Bissell picked up such a whistle at Marietta a few years ago in a second-hand shop. -Ed.

Ever wonder where the name "pitman" came from? According to Charles E. Congdon, who has authored a book called "Allegheny Oxbow," the pitman predates the Mississippi steamboat. He tells of a sawmill adjacent to the Allegheny River at Onoville, N.Y. built before 1795.

"The saw was ten feet long, set in a frame and worked up and down by a crank on the overshot wheel (for this was a watermill). The sawyer set it going on a log and it ran without attention. Bye and bye it would have a board cut off and they would run the carriage back and start another cut. Boards cut on this kind of a mill have saw marks straight across instead of curving as when cut on a circular saw. The rod that ran from a crank on the shaft of the water wheel and pushed the saw up and down was called a pitman because it took the place of a man in the pit who used to pull the lower end of a whip saw, when they made boards by hand."

"Allegheny Oxbow" was published in 1967 when author Congdon was four score years and ten. The 206-page book deals with the loop of the Allegheny River in New York State where the stream is properly spelled Allegheny. We are indebted to H. C. Putman for one of the 500 copies.

Steamboating On the Little Kanawha River



Looking up the Little Kanawha at Parkersburg about 1872, from an old print.

BY FREDERICK WAY, JR.

Woody Rutter and I drove up W. Va. 5 a couple of years ago looking at the ruins of the old dams and locks, and visiting in the towns. At Glenville we were told by an old-timer that boats did actually operate above that place. At Burning Springs we were some surprised to see a big stone outcrop with a crevice in it, and in that crevice burned an eternal gas flame, reminder of the boom in the early 1860s. That's about all that's left now.

The oil excitement following the drilling of the Drake well near Titusville, Pa. (1859) was quickly communicated to the region of Burning Springs, West Va. on the Little Kanawha. On Burning Springs Run the Rathbone brothers had extracted salt in 1842, their first well on the river near the run's mouth. Oil was skimmed and sold for lubricating or illuminating purposes. This well became the first in the state to be pumped for oil alone. Nearby and shortly afterward the Rathbones drilled the first well in the state put down for oil. In May of 1860 it produced 100 barrels at a depth of about 300 feet. When the second well produced 40 to 50 barrels per hour, West Virginia had its first oil pool. Burning Springs mushroomed into an oil center of several thousand inhabitants.

The Little Kanawha until that time had not been regarded as navigable for commercial traffic although steamboats had explored it during high water times. But, like Oil Creek in Pennsylvania it suddenly became the focus of great activity. When General Jones with 3,000 Confederate cavalry rode into the field in 1863, and descended upon Burning Springs, 300,000 barrels of oil loaded in boats, barrels and tanks were said to have been destroyed.

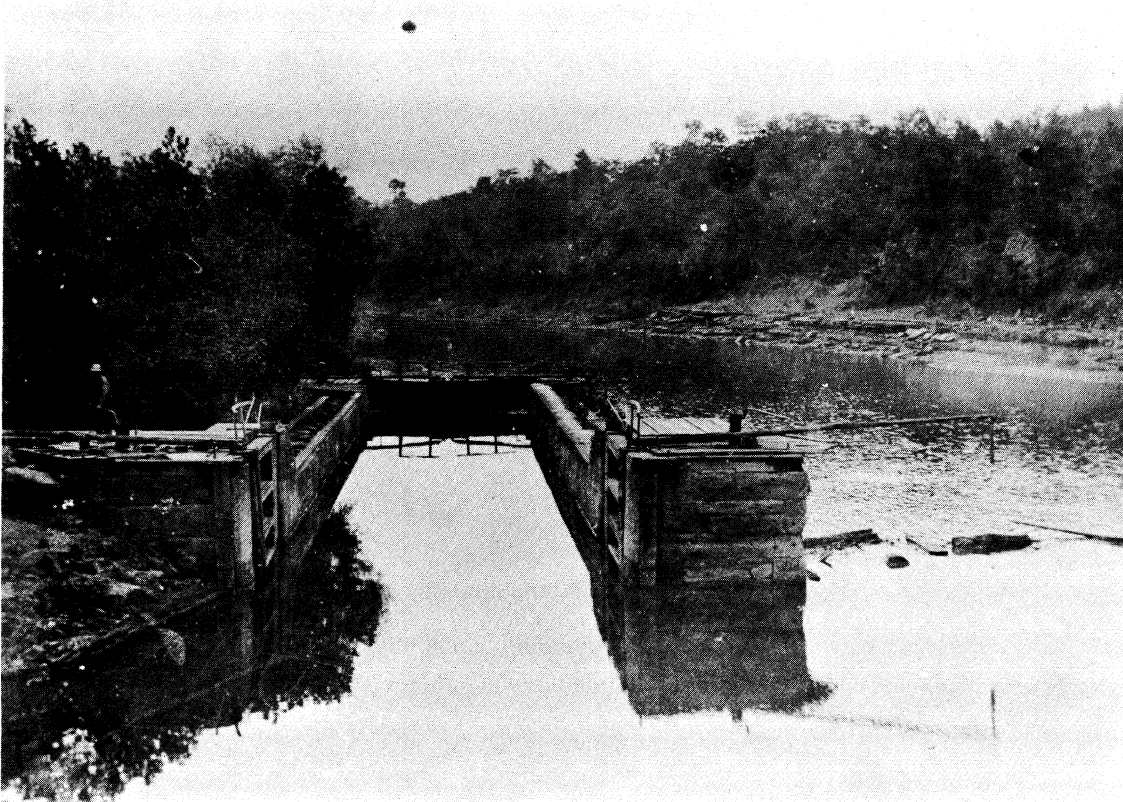
Burning Springs, at Mile 38.5 on the Little Kanawha, then had no access save by river to the outside world. The Little Kanawha Navigation Co. was organized to improve the river to the Burning

Springs oil fields. In 1867 the needed four dams and locks were completed. Possibly a study was made of the Coal River project (see Dec. '66 issue, pages 24-28) in which locks had been built sized 24 by 125. For some unexplained reason the Little Kanawha locks were built two feet narrower, 22 by 125. They were then, and have been since, the smallest on the Mississippi System.

In many respects the new waterway in West Virginia was a case of too late with too little. The military destruction of the Burning Springs wells seems to have watered the oil sands. At any rate the field never regained its initial importance.

Prior to the Burning Springs oil strike and innocent of the river's potential, a low wooden covered bridge had been built across the Little Kanawha near its mouth at Parkersburg. It was a barrier to steamboats except those of the smaller class. During the navigation season when the Ohio River rose and formed backwater, or when the Little Kanawha staged its periodic "mud rises" the headroom at the bridge was nil. This situation was not remedied until 1875 when high water lifted the bridge from its foundations and floated it off to sail away down the Ohio. The old bridge had good pilot-sense, kept to the channel, and several days later passed Ashland, Ky. The crew of the ferryboat BELLE OF ASHLAND steamed out, nudged the wreckage ashore at Ice Creek bar above Ironton, along the Ohio shoreline. This would end the story of the bridge save that the natives discovered in it a good source of kindling and lumber. One such pirate came upon a \$20 goldpiece, soon found four more, the word spread, a population arrived by magic with wrecking bars and, aside from the exercise, gained no other reward. The speculation was that some Civil War soldier had secreted the gold pieces in the bridge while he was passing across, a sentimental fabrication worthy of a hillbilly ballad.

Traffic on the Little Kanawha seems to have improved after the bridge's disappearance. The

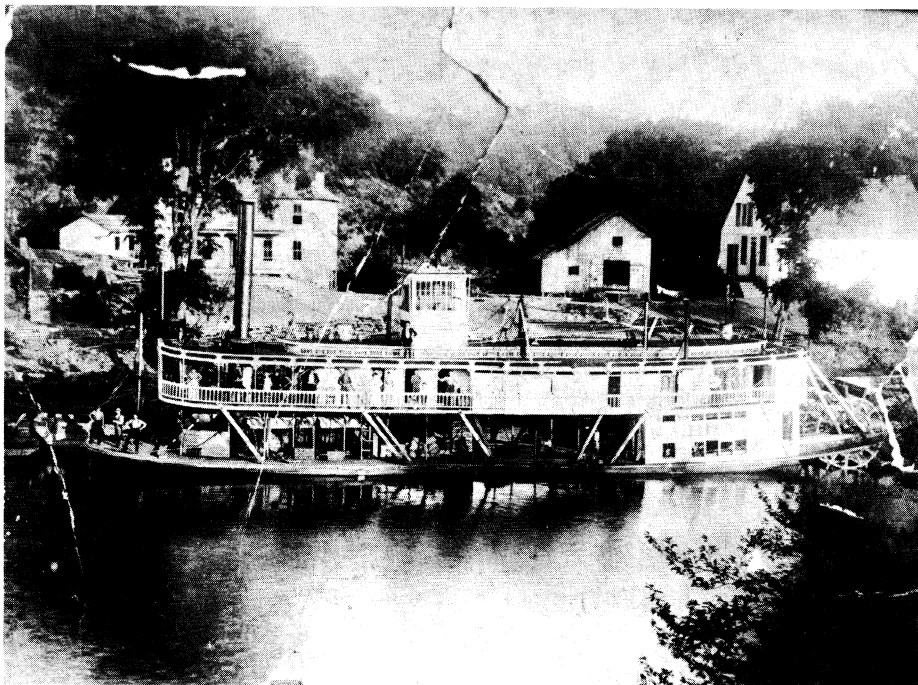


ONE OF THE LITTLE LOCKS on the Little Kanawha viewed from the upper side. Locks 1, 3 and 5 were on the left shore. We are guessing but this looks like No. 3 near Elizabeth, West Va.

valley and hillsides were verdant with stands of hardwood and the enterprising inhabitants found they could pool log rafts above and in the navigation reaches, await a "tide" and then jump the dams out to Parkersburg. No tolls involved. The sawmills at Parkersburg specialized in railroad ties and the B&O was the big customer. A little later, along in the 1880s, the Eastern market was tapped. Cross ties by the thousands were loaded in small wooden flats and such towboats as the HOPE, H. M. TOWNSEND, D. T. WATSON, ADELLE, and DARLING shoved them to Pittsburgh for the B&O and PRR and other railroads. Little Kanawha logs and lumber, made up into rafts, went to the ship-

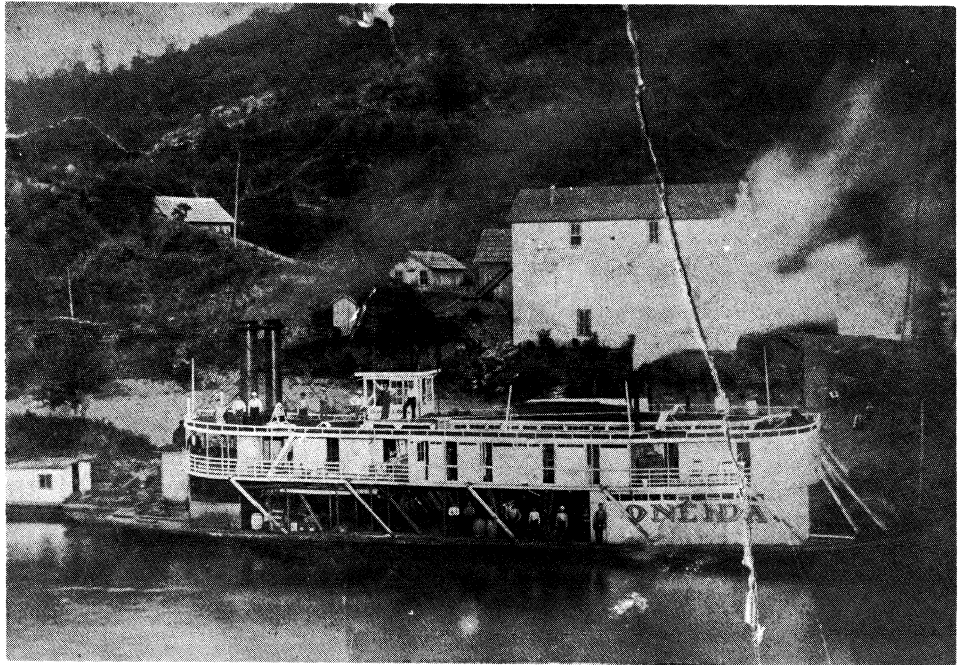
yards at Murraysville, Antiquity, Middleport and Pt. Pleasant.

Packet traffic on the Little Kanawha's slack-water to Burning Springs did not assume the proportions it did on the Allegheny River during the oil excitement there. There were no "lines" established. Small packets operated in the Parkersburg-Burning Springs trade and on high water often went far above. The D. B. BURNS was built at Elizabeth, W. Va. in 1885 on a hull 71.4 x 16.8 with one boiler 7'8" long and 3 ft. dia., working engines 7 5/16 dia. and the Customs records say the stroke was 24-26, an enigmatic way of indi-



THE PACKET W. A. HILTON moored at Creston, W. Va. in the 1890s. The original of this picture was found by pure luck. Your scribe was visiting Creston along with J. Mack Gamble, Bill Pollock, Capt. Merton Hatfield, Donald T. Wright and J. W. Zenn about ten years ago. One of the "natives" said he had a few old steamboat pictures and, while we waited, he went to his nearby home and got them. They had been torn, creased and mauled, but one of them was this view of the W. A. HILTON, only known photograph of her.

The ONEIDA in a rare picture at Creston, W. Va. The steep road leading up at the upper left of this view look off to Grantsville. Note the peculiar cabin construction, the skylights starting aft of the pilothouse and, to allow cabin hall space the staterooms are set out to the guard. The outside stateroom doors opened, in effect, right overboard. Not easily seen is the whistle, big and mighty for so small a boat. Various persons who remember the boat usually mention the sonorous qualities of the whistle. Present-day W. Va. 5 takes off up the hill, leaving the river, and crosses the river about half way to Grantsville.



cating they were not mates. Capt. W. T. Wilson of Elizabeth and Edward Evans operated her, and she was certified to go to Glenville, W. Va. with 20 passengers allowed. J. Mack Gamble has an old freight bill showing that the D. B. BURNS was accepting "all kinds of jobbing work in freighting and towing" under the management of Capt. Walker Litten of Clarington, O. in 1889.

The packet ONEIDA, built at Harmar, O. in 1881 was designed for the Little Kanawha trade, and is said to have been built by a machinist from Oneida County, N.Y. who built the engines at Parkersburg. Indeed, the ONEIDA may have been the first real packet scheduled in Little Kanawha service.

There is no doubt that on suitable boating stages these boats penetrated on above Burning Springs where natural gas fields had been tapped, a development which at once demanded pipe, pumps, drill rigs, steam boilers and the like.

Such incentive resulted in the building of Lock and Dam No. 5 at Burning Springs, undertaken and completed by the U. S. Engineers in 1891. It

had the same lock size as the others. This extended slackwater to Creston, W. Va., at Mile 48. Coincident with this improvement the fine packet W. A. HILTON was built at Elizabeth, W. Va. (at Mile 26.6 in the third pool) with dimensions big as possible for a snug fit into the locks. She was entered in the Parkersburg-Creston trade in command of Capt. A. B. Hilton.

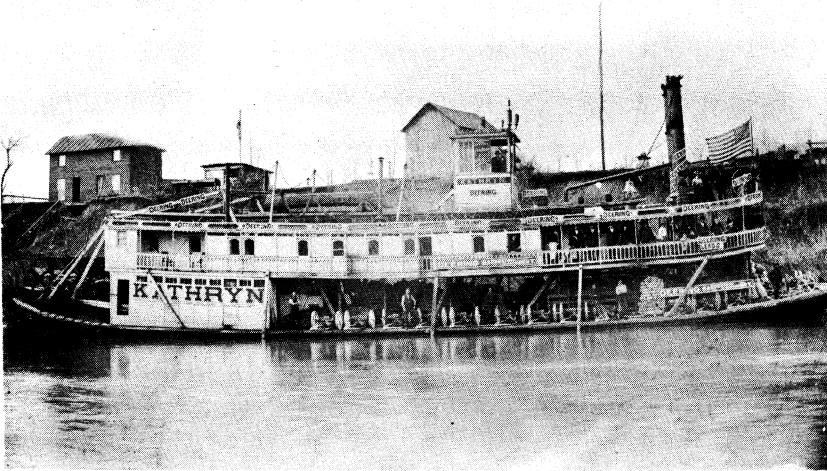
The Little Kanawha Transportation Co. was the outcome of ruinous competition. The ONEIDA while racing a rival boat had exploded her boiler at the mouth of Hughes River (Mile 17 in the second pool) with such violence the cabin forward of the pilothouse was carried away. This "line" in 1896 was headed by Dorr Casto, a promising Parkersburg lawyer, with James S. McKeown, secretary, and W. T. Bryant, treasurer. The boats were the W. A. HILTON, Capt. A. B. Hilton; ONEIDA, Capt. E. T. Ball; and the LULA F., Capt. A. L. Ball.

It didn't work. In 1897 the W. A. HILTON had to be docked and there apparently wasn't cash to pay the bill. Capt. Ben S. Pope of the Parkersburg Dock Co. took her over and changed the name

Continued on page 10

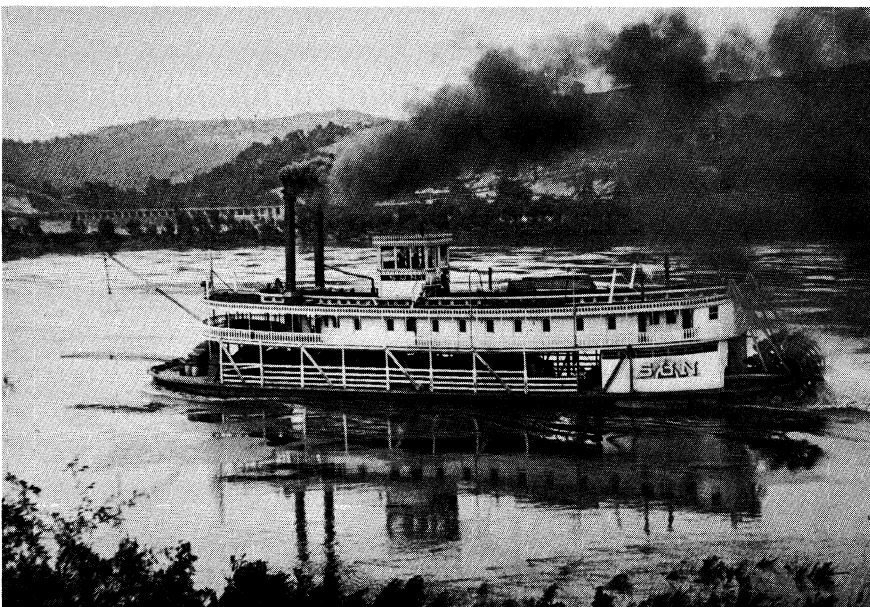


Junction of Hughes River and the Little Kanawha looking upstream with the Little Kanawha bending off to the right. Hughes River has its North Fork and South Fork which join about six miles above the mouth. It was at this location that the packet ONEIDA exploded a boiler while racing a rival boat.



The KATHRYN, ex W. A. HILTON, loaded flat with Deering harvesting machinery on her way to Grantsville, W. Va. This view is said to have been taken opposite Creston, obviously posed. There are signs attached to the roof rail about every twelve feet saying DEERING. One on the boiler deck rail, forward, says DEERING LEADS. These DEERING signs are wrapped around the smokestacks. Evidently this was quite an exploit although we have not run across printed accounts. Apparently this was in March or early April in the 1897-1900 period.

A villa by the riverside in 1918, right bank, about three miles above Creston. Built of hewn logs beautifully mortised. The ancient rived shingles had not bent or warped. The chimney was carefully made of sandstone. The house was abandoned at the time and obviously had not been occupied for years. In 1918 this was the only sign of civilization in the three miles to Creston save for an old apple orchard downriver from the home.



The packet SUN nominated as the best packet on the Little Kanawha. Note the fanciful sunrise painted behind the name on the engineroom bulkhead. Our thanks to Bert Fenn for this picture. It was not taken on the Little Kanawha, rather, down the Ohio somewhere around Portland, O. This boat was owned later by the Lee Line at Memphis.

Continued from page 8

to KATHRYN. Capt. J. H. Page who had been living in Huntington, W. Va. since 1872 came up and took command. Thereafter the KATHRYN operated as an independent in the Parkersburg-Creston trade.

The ONEIDA was having her troubles. In early January, 1895 on a Sunday morning while moored at Parkersburg she sprung a leak and sank, turning over on her side. Capt. Samuel B. Rathbone was in charge but not aboard. She was raised and repaired and soon thereafter was sold to the Varian brothers who then operated out of Letart, W. Va. But about 1901 or thereabouts D. M. Miller and M. R. Lowther, both of Parkersburg, bought the boat and reentered her in the Parkersburg-Creston run. Sundays seemed her hoodoo, and it was Sunday a.m. on January 26, 1902 that she again sank, this time at Creston. She had arrived there a short while before and apparently her hull had been cut by skim ice. Capt. John Stone of Belpre, O. was her master at the time.

Meanwhile the KATHRYN had distinguished herself by taking a full load of Deering farm implements (see accompanying picture) to Grantsville, W. Va. (Mile 80), 32 miles above the head of the slackwater at Creston. Regardless, for reasons best known to Capt. B. S. Pope, he sold the boat in 1900 to Pittsburghers who took her to the Monongahela River. On Feb. 9, 1903 Captain Pope bought 2/3 interest in the ONEIDA and the other part owner was Capt. J. D. Robinson. The ONEIDA was torn up for scrap and a new boat, taking the old machinery, was built by the Parkersburg Dock Co., christened FRENCH, and placed in the Creston trade with Capt. Robinson as master.

The LULA F., mentioned earlier as one of the fleet of the Little Kanawha Transportation Co., was not so much a packet as she was a towboat. Capt. Ben S. Pope bought her in 1898 and sold her a year later to William A. Baker and others of New Matamoras, O. They swapped her off for the HENRIETTA and by 1900 the LULA F. was towing the Eisenbarth & Henderson showboat.

J. Mack Gamble reminds us that the packet SUN, built at Hockingport, O. in 1898 was without any doubt the best boat on the Little Kanawha in its time. Capt. John Summers of Parkersburg ran her to Creston, competing with the ONEIDA, C. C. MARTIN and others. Passenger fares to Burning Springs one time got to 25¢ the round trip from Parkersburg. Needless to say the SUN didn't last but one season, and then was transferred to the Kentucky River.

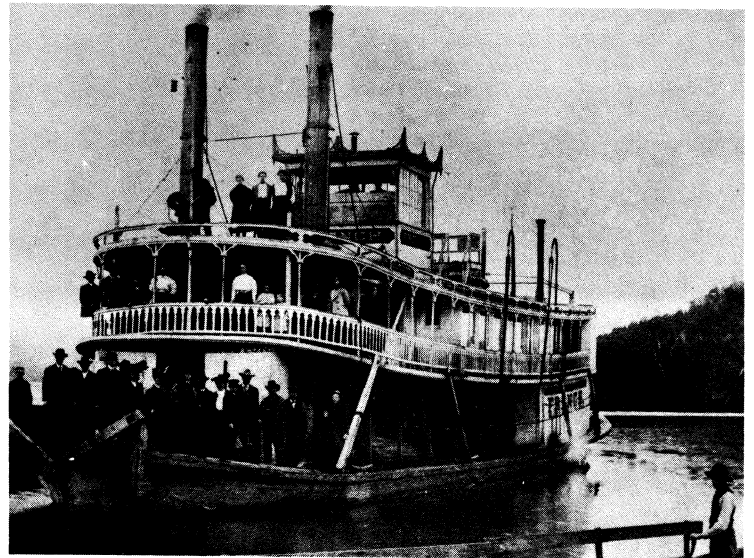
These steam packets operating on the slackwater made daily round trips Parkersburg-Creston. The W. A. HILTON left Parkersburg daily except Sundays at 3 p.m., and left Creston on the return trip at 5 a.m. The LOUISE in later years left Parkersburg at 4 p.m. and Creston at 4:30 a.m. There were no navigation lights on the stream and the usual procedure was to keep a headlight burning constantly at night to negotiate the sharp bends. Experienced pilots on the upper reaches to Glenville also operated at night when the river was up, even downstream. An idea of the meander is to compare the river mileage from Parkersburg to Glenville (103 miles) with the jet distance which is 45. The modern highways in the area require 67 miles to go those 45. One of the more spectacular curves is at Glenville--the name of that place is said to be derived from the very beautiful bend there, deep in the hills. The song

"The West Virginia Hills" was composed at Glenville by Mrs. Ellen King.

This recital seems to indicate that packets on the Little Kanawha were not money-makers, this despite the fact that the U. S. Engineers had taken over the locks and dams by 1898 and had removed the toll charges.

The toll-free Little Kanawha coincided with the perfection of the "gas boat," a cheaply-built craft utilizing oil well country belts, sprockets and one-lung engines. They had the advantage of extremely light draft, and could "run right up the main street of town on a wet night." These vibrating, puffing, rackety sternwheelers were at once adopted on the Little Kanawha. They could and did operate above the slackwater, handling oil and gas well materials principally. The danger of fire and explosion did not reduce their popularity--but frequently did reduce their numbers. As early as 1904 one such craft, the A. C. BARNEY, bumped a barge in tow of Pope's towboat DARLING at Creston. The impact was not considered severe but was enough to break a gasoline line from tank to engine. In moments the A. C. BARNEY was a ball of red flame and black smoke and her skipper, Capt. Hiram Douglass, was swimming away for dear life.

Above Creston gas and oil operations expanded. Grantsville, 32 miles above in the hinterland of Calhoun County, became a boat-building port. Some 15 or 16 gas boats were built there complete between 1910 and 1920, to say nothing of the flats and scows turned out. Grantsville's navigation season was roughly from Thanksgiving to



The packet FRENCH

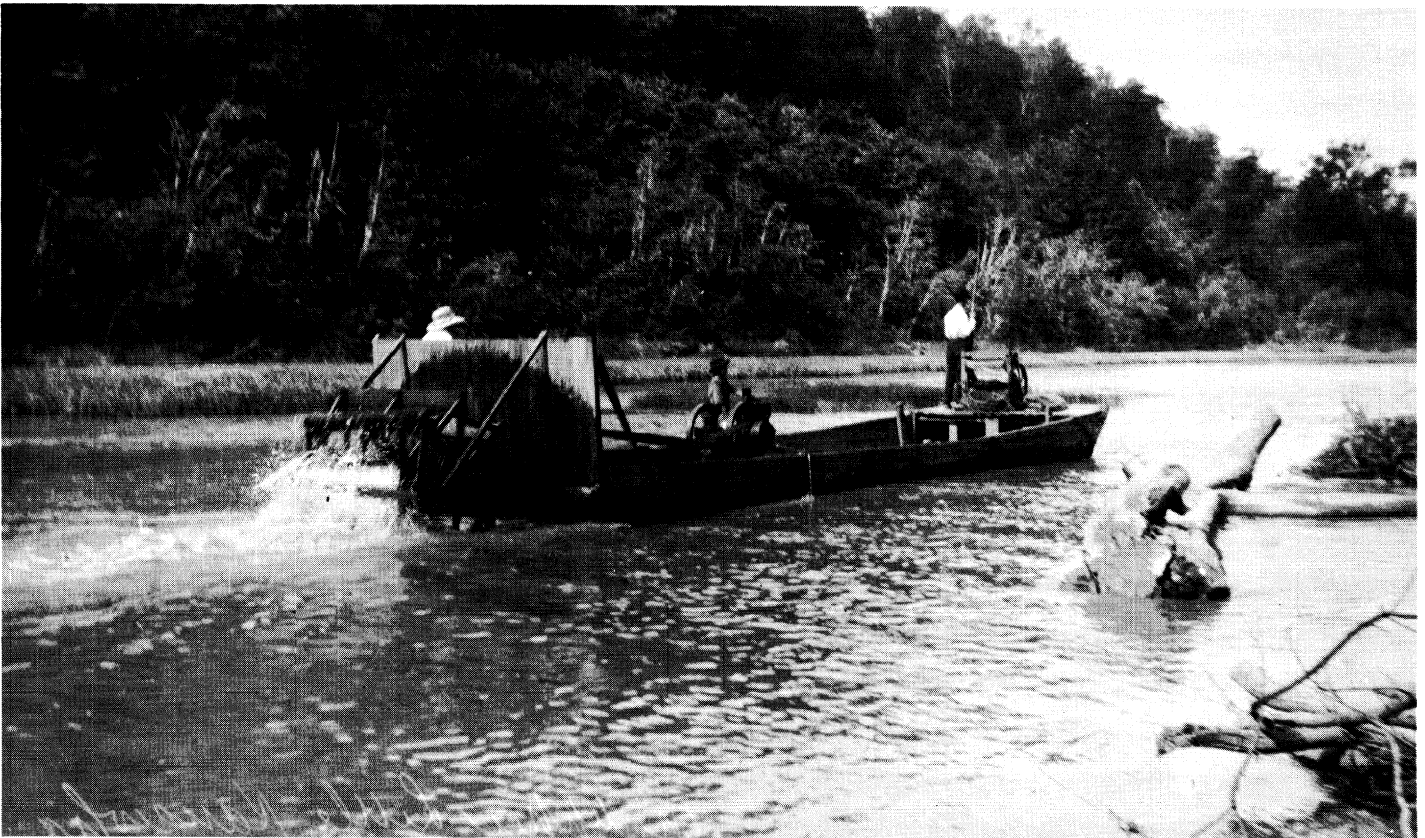
Her signboards are visible on the forecandle bulkhead, PARKERSBURG--CRESTON. Your scribe remembers seeing her laid up in the mouth of the Little Kanawha in 1914, for sale. In odd moments we have speculated where that name came from--FRENCH--and a guess would be that she was built with prospect that the FRENCH'S NEW SENSATION showboat persons were interested in buying her new. That's a guess. About a month after we saw her, in July, 1914, she was sold to the Tennessee River and Capt. Rush Burnside took her down, with Earl Bryan as engineer. Among the new owners was T. J. Henslee of Newburgh, Ind. She burned on November 14, 1914 on the Tennessee River at the mouth of Sandy.

Decoration Day--six months--with frequent time-outs for rapid floods, ice and the too frequent embarrassments of low water. Yet, for all of that, nobody seems seriously to have plugged for additional locks and dams. The connection between those two towns, other than the up-and-down Little Kanawha--between Creston and Grantsville--as late as 1918 was a stage coach over a dirt road. Creston was a wild-west town in 1918 with an unpainted two-story clapboard hotel which had lately replaced a better one. The better one had burned to the ground, taking at least one and maybe several, of its guests with it. Creston in 1918 got its U. S. Mail by gas packet from Owensport (about Mile 33) where the B&O terminated a branch line from Parkersburg.

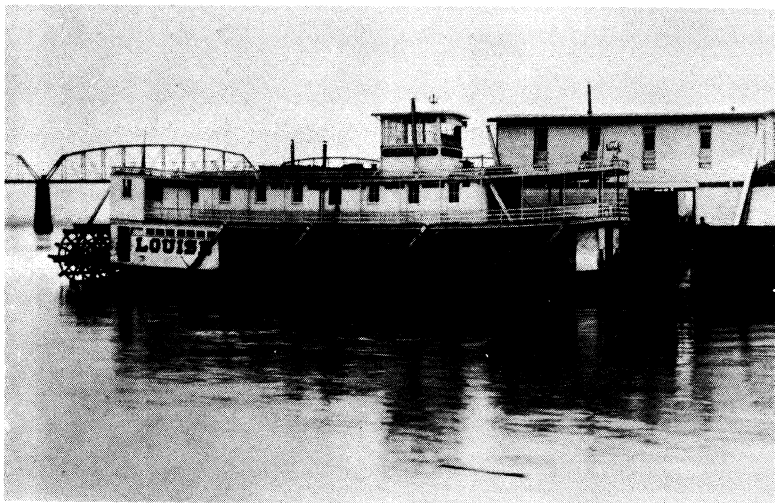
This author remembers the RETURN, built at Grantsville in 1904, a long slim-jim (hull 65 by 9.8), when it was owned later by Earl Cooper at Parkersburg. Earl told us one time that he remembered seeing gas boats which had explored to Glenville, W. Va. (Mile 103) with light-gauge sheet iron bolted to the bucket planks of the paddlewheel. This was applied so's those wheels could dig in the gravel on the river bottom and not become unglued.

Sternwheelers built up the Little Kanawha had

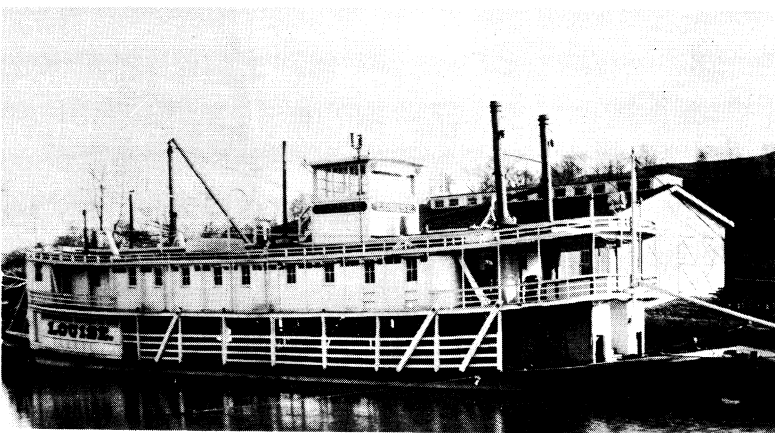
a special fascination. Your scribe remembers the CLARENCE built at Grantsville in 1907 and enlarged there in 1912 to become 78.7 x 14. In 1913 she was owned by C. C. Starcher of Grantsville but first time I saw her was some later, in 1917, when B. H. Reynolds at Newport, O. had a share in her, along with J. O. Goodman of St. Marys, W. Va. A family named Oles was quite active in building and operating gas boats, two or three of them, all of Grantsville. The CLIPPER possibly was the last one built at Grantsville, in 1923, owned in shares by F. K. Stevens and Saul Stevens. The DARDANELLA, 62.5 x 10, had been built there the year before, owned fifty-fifty by J. O. and H. V. Williams. In 1912 the DEEM BROTHERS was built at Big Bend, W. Va., a location above Creston, owned by Perry A. Deem. The HAROLD K. had been built there in 1909; maybe others. F. W. Parsons and G. E. Rader, both of Creston, built the DONALD at Grantsville in 1921. The EUGENE, built at Creston in 1920 by H. C. Depew of that place, later became Arley W. Kisinger's pleasure boat on the Monongahela. Blair Gainer of Glenville built the GAINER at Creston in 1921. The GLENVILLE was built by Ira and M. H. Hardman at Grantsville in 1918, and another of the same name was built at Parkersburg in 1924 by the Turners of Creston and Elizabeth.



PRIMITIVE RIVER TRAFFIC. This is the Model T of the internal combustion era, an operative sternwheeler powered with what looks like a $3\frac{1}{2}$ hp. Foos one-lung engine with a carburetor no more complicated than the air-mix on a kitchen gas range, and a make-and-break governor. This ship-shape packet drew about five inches and was crewed by the owners--husband, wife and boy. They are downbound between Grantsville and Creston on the Little Kanawha in 1918, going to church, and dressed for the occasion. They are in a riffle and about to descend the narrow chute. The wife has her right hand on a wooden tiller; the boy is engineer; and the tall, rawbone husband has a push-pole. Next day they returned upriver, ascending the swift chute with no bother.



LOUISE as a gasboat, hull 85 ft. long.



LOUISE as a steamboat, hull 103.6 ft. long.

Some of those sternwheelers seldom got out to civilization, which is to say Parkersburg. As example the HAROLD H. built at Grantsville in 1915 by O. J. Huffman was swapped around up in that area for five years. The U.S. Customs says the PAUL S. was built at Stumptown, W. Va. in 1911 by Sylvester Stump--maybe so, but our 1969 road map says that place is not on the river. By the way, the RETURN mentioned in another paragraph as owned by Earl Cooper was succeeded by a second RETURN built at Grantsville in 1912 which finally burned on the Little Kanawha in 1921 then owned by C. R. Richter of Creston and others. The first VIRGINIA RHODES built in 1909 was owned by the Oles family of Grantsville, as was the second one of the name--both built at Grantsville --second one in 1918.

In 1912 the G. L. CABOT was built at Grantsville, 56 by 11 hull, named for a prominent oil and gas operator who was said to have come there from the Cabots of Massachusetts. Possibly someone reading these lines knows about him. He was again honored in 1920 when a second gas boat bore his name built either at Creston or Grantsville, some doubt inasmuch as official records say both.

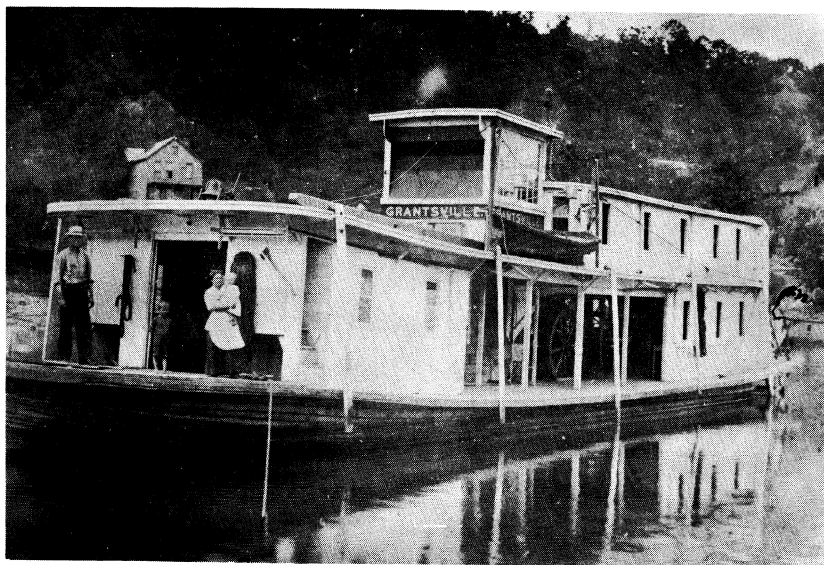
The Hope Natural Gas Co., about the time of World War I, owned and operated a number of gas boats based at Grantsville. The president of the company then was John B. Corrin. They bought the GRAY EAGLE in 1918, bought the EUCELL S. and MILDRED M. in 1919. Then in 1923 they built a new

MILDRED M. and the SUNSHINE.

The same Capt. Hiram Douglass who jumped when the A. C. BARNEY burned at Creston in 1904 built at the Parkersburg Docks a very handsome gas packet named LOUISE, hull 85 by 18, named for his wife, and for the Parkersburg-Creston trade. The FRENCH had been sold two years before to Capt. Elmer Varian at Pt. Pleasant, W. Va. although in 1908 she came back, bought by Albert Monteith and George H. Fritz, both of Parkersburg. The LOUISE did all right financially but the gas engine was a trial and a tribulation. It was taken off in the spring of 1910, and she was converted to steam. This worked better, and the next fall, in 1911, the hull was enlarged to become 103.6 by 21 which made of her quite a boat. Captain Douglass did a little better than most in the Little Kanawha packet trade. But almost at this same time a two-deck gas packet named GRANTSVILLE was built at Grantsville, hull 85 x 16.6, probably the biggest boat built at that place. Her original owner was Wade H. Stump of Grantsville. She came out new in 1912 with a big one-lung kerosene engine. Such operating economy apparently was not enough to assure success. The GRANTSVILLE was sold away to the Monongahela River where Capt. J. Orville Noll owned and ran her. The LOUISE hung on until 1917 and had to quit because of inflated labor and supply costs incident to the first World War.

These packets were serving a sparse population even in that boom-tide of Little Kanawha natural gas production. Today the population of Burning Springs is about 200; Creston 225; Elizabeth 755, and Grantsville less than 1,000. In 1917 the state of West Virginia attained its peak production of natural gas (308 billion cu. ft.) and then commenced a drastic tapering-off. The peak year for oil was in 1900 (16 million barrels). Some of the more lucrative gas pockets were in the upper reaches of the Little Kanawha, and Glenville outdistanced the other towns in population, and still has 1,789 people in it.

The MILTON was quite a gas packet with cabin and all, appearing in the spring of 1919 owned by B. B. Armstrong of Burning Springs and in 1920 by John B. Roberts of Parkersburg. Then came the



The GRANTSVILLE
Pictured on Little Kanawha River.

DOVE, an even better appearing packet, in 1921, owned principally by the Righter family of Creston. Bob McCann tells us that the DOVE was built in 1916 using the hull of the old GRANTSVILLE, maybe so, but she was pulled out at Parkersburg in 1922 and widened from 16.7 to 19 feet and became a much better carrier.

The gas boat population on the Little Kanawha continued merrily into the early 1920s, still building them at Creston and Grantsville, and in 1921 the O. D. SHUMAN was built away up at Glenville. The SUSANNA was built at Leachtown, just below Lock 2 (Hanna P.O.) in 1918 by Capt. John B. Roberts and Sam M. Roberts, but later was sold to be renamed OCIE S. NO. 2, owned by Pearl Snider at Parkersburg.

In this scribe's career running the BETSY ANN between Pittsburgh and Cincinnati (1925-1931) we handled considerable freight for Little Kanawha towns, reshipping to gas boats at Parkersburg. An enterprising baking powder salesman from a Cincinnati firm seemed to monopolize the trade in this commodity at Creston and elsewhere, and we sometimes had a half-carload or more, enough it seemed to raise all the biscuits in West Va. Free pencil tablets were given to purchasers, this before the trading stamp spree.

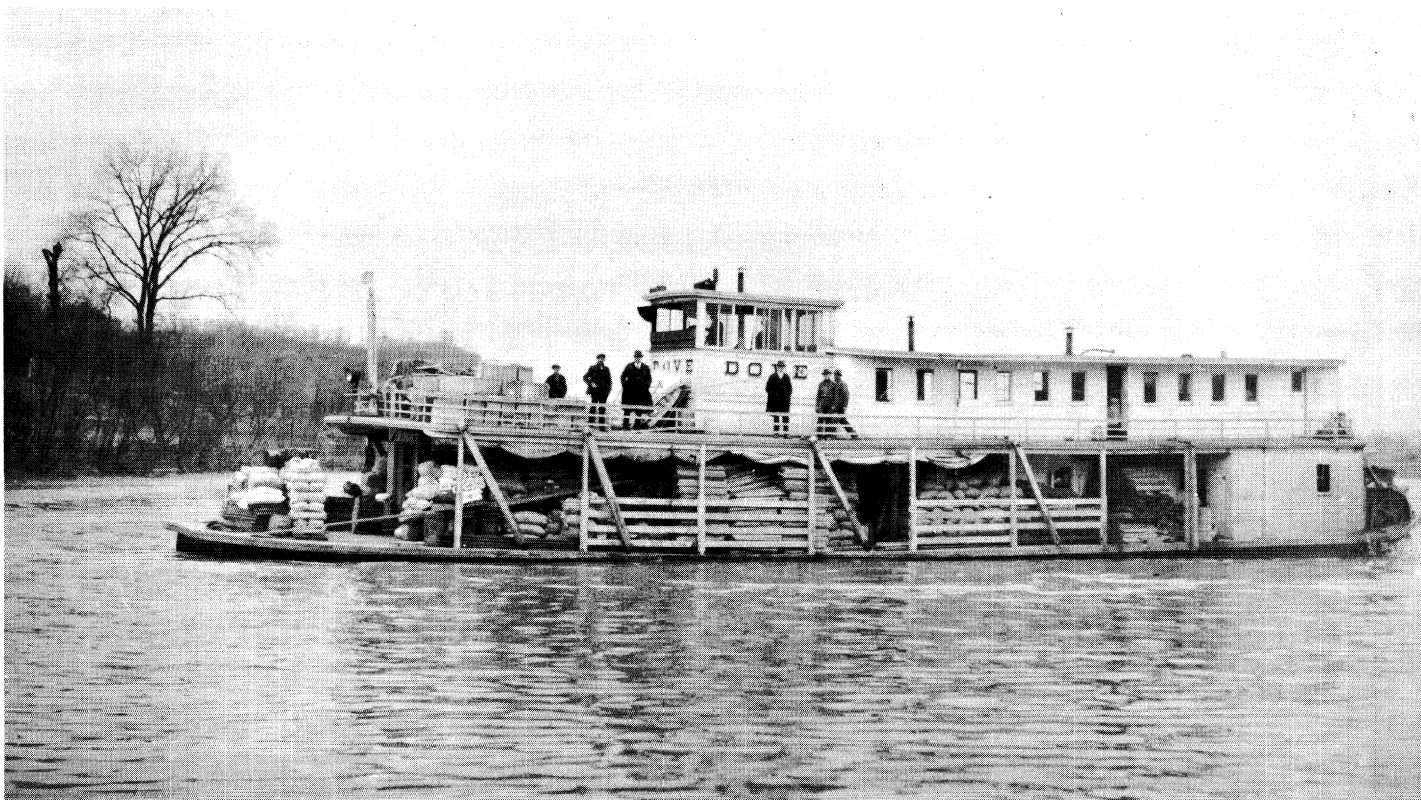
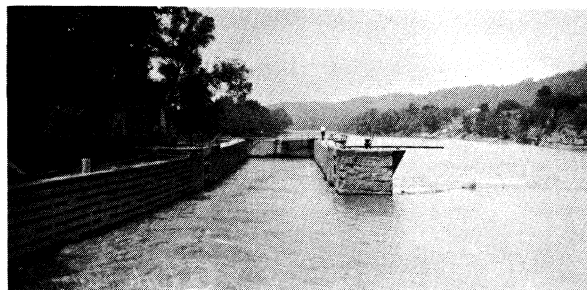
The sole incursion your scribe made by boat into this Appalachian oil area was in the summer of 1918, taking the gas packet CHASE from Parkersburg to Creston. We had with us a canoe and with it we proposed to ascend the Little Kanawha to extreme headwaters, portage over a divide, and return home to Pittsburgh by way of descending the Monongahela. This looked easy on the map but my advice is don't try it. The river was very low, the weather extremely hot, and after pulling

the canoe and cargo up through several riffles above Creston we didn't give up--we upset the canoe and spilled the contents--then we gave up.

We retreated to Creston, boarded the U.S. Mail packet EDITH H. (then operated by John Righter of Sanoma, W. Va.) and went to the end of her route, at Owensport. Thence we paddled to Elizabeth, or nearby and camped. Swimming was fine if you kept your legs up, otherwise you were in mud knee deep which wasn't so bad. The leeches were bad. To see a naked 'teenager trying to rid his legs of a lot of leeches is quite a sight.

A couple of years after that, Capt. Bill Pollock and Dave Nelson rigged it up with the Hope Natural Gas Co. to board the GRAY EAGLE. They went from Parkersburg to Creston and went us one better. They took the bus to Grantsville and explored that place.

In a sense, Bill Pollock and I were "in on" the hey-day of Little Kanawha navigation, barring the initial oil boom excitement at Burning Springs. After 1923 the whole show ended like a circus leaving town. One morning there it was, and seemingly the next morning it was gone. Good roads and the depletion of natural resources ended the river traffic.



The DOVE dragging her guards with a heavy freight load departing from Parkersburg on a regular trip to Creston.



THE ABOVE PICTURE WAS TAKEN ON OCT. 16, 1892 during the construction of Lock 1, Muskingum River. This was a replacement project. The original lock was across the river on the Harmar side (see View 5 of this series) built 1835-1840. The U.S. Engineer in charge when this picture was made was George Washington Goethals (1858-1928) who later was appointed by President Theodore Roosevelt as chief engineer on the Panama Canal Commission after two civilian engineers had resigned. Goethals built the Panama Canal 1907-1914.

On the next two pages are more recent pictures taken by S. Durward Hoag. No. 2 was snapped on October 30, 1968 with everything peaceful and serene just as S&D members saw it on meeting day, September 21. At that time, and for some years prior, the lock had been inoperative, the chamber and the upper approach filled with mud. The last boat locked through, downbound, was the stern-wheel LADY GRACE on Wednesday, September 11, 1957 an operation which required the services of four members of the Marietta Boat Club, wire line and winches. The chamber was badly mud-filled even then.

The last steamboat through Muskingum Lock 1 was the towboat W. P. SNYDER, JR., enroute to her permanent mooring at the foot of Sacra Via to become a tourist attraction. This was in mid-September, 1955. The lock became inoperative in 1958 and the SNYDER has been captive at her present location until the removal of Dam 1 last November.

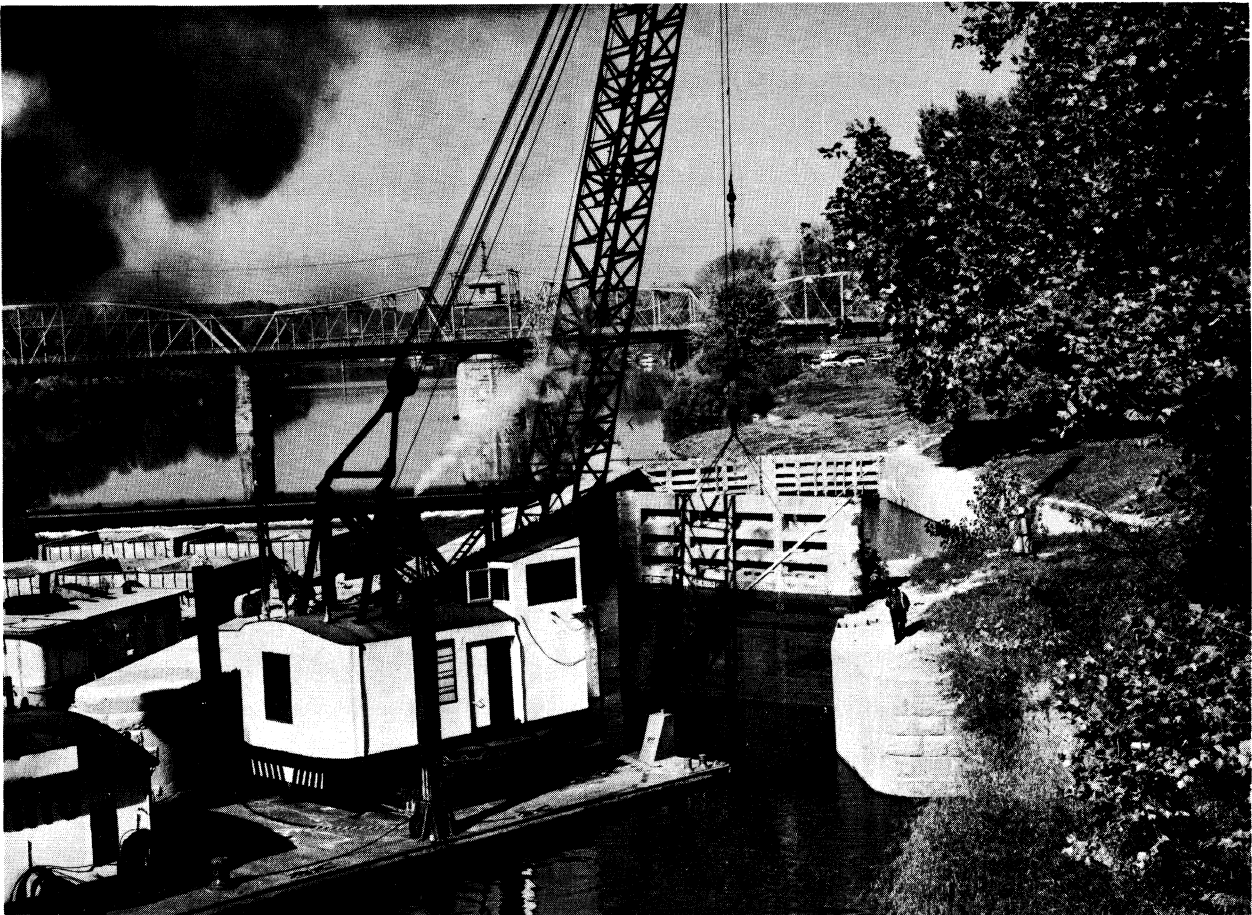
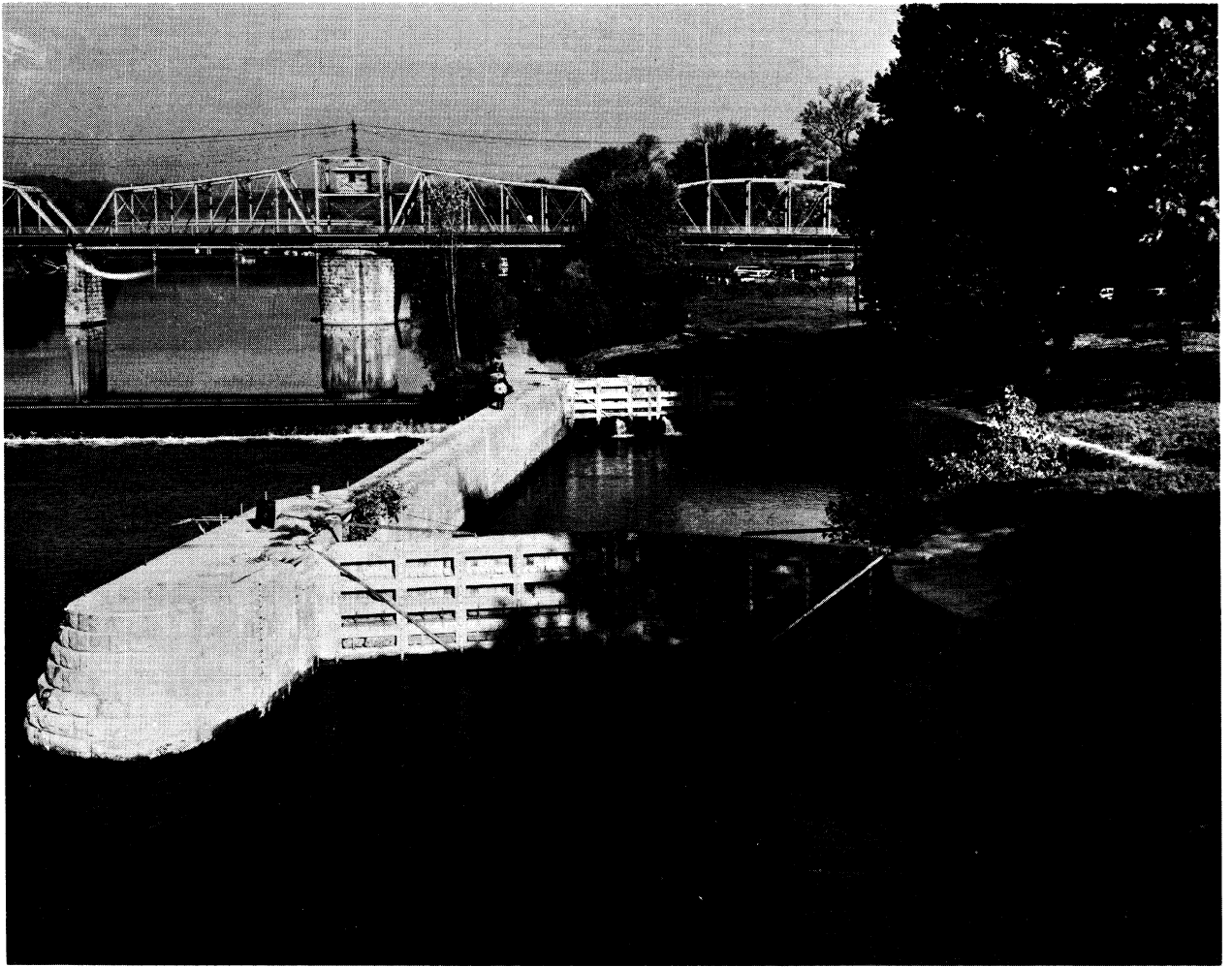
The Monongahela and Ohio Dredging Co. fleet arrived on the scene and went right to work. Pic-

ture No. 3 was taken on Oct. 31, 1968 as the lower lock gates were being lifted out. At the same time the new pool level in the Ohio River was being raised for the first time since the completion of the Belleville Locks and Dam. This new level was designed to maintain pool water up to Lock 2, Muskingum River, virtually the same as old Lock and Dam No. 1 had done. In short, old No. 1 wasn't needed any longer.

Picture No. 4 was taken on November 20, 1968. The Belleville level had been attained and the old dam No. 1 in the Muskingum removed. Next the stone wall in right foreground will come out; a good portion already has been blasted. It might seem archaic to a future viewer that M&O Dredging is using a steam crane. For the record, in 1968 quite a few such craft were operative. Most of the contracting firms used them. One of the problems incident to the removal of Lock and Dam No. 1 on the Muskingum was turning the swing span of the B&O bridge in the background. It had not been turned since 1958. First attempts were unsuccessful but the problem was a minor one. Somebody had dropped a steel plate into the track of the rollers. Soon as it was removed the span swung freely. Rail service over the bridge was discontinued when the bridge was declared unsafe in 1968 and its demolition is expected shortly.

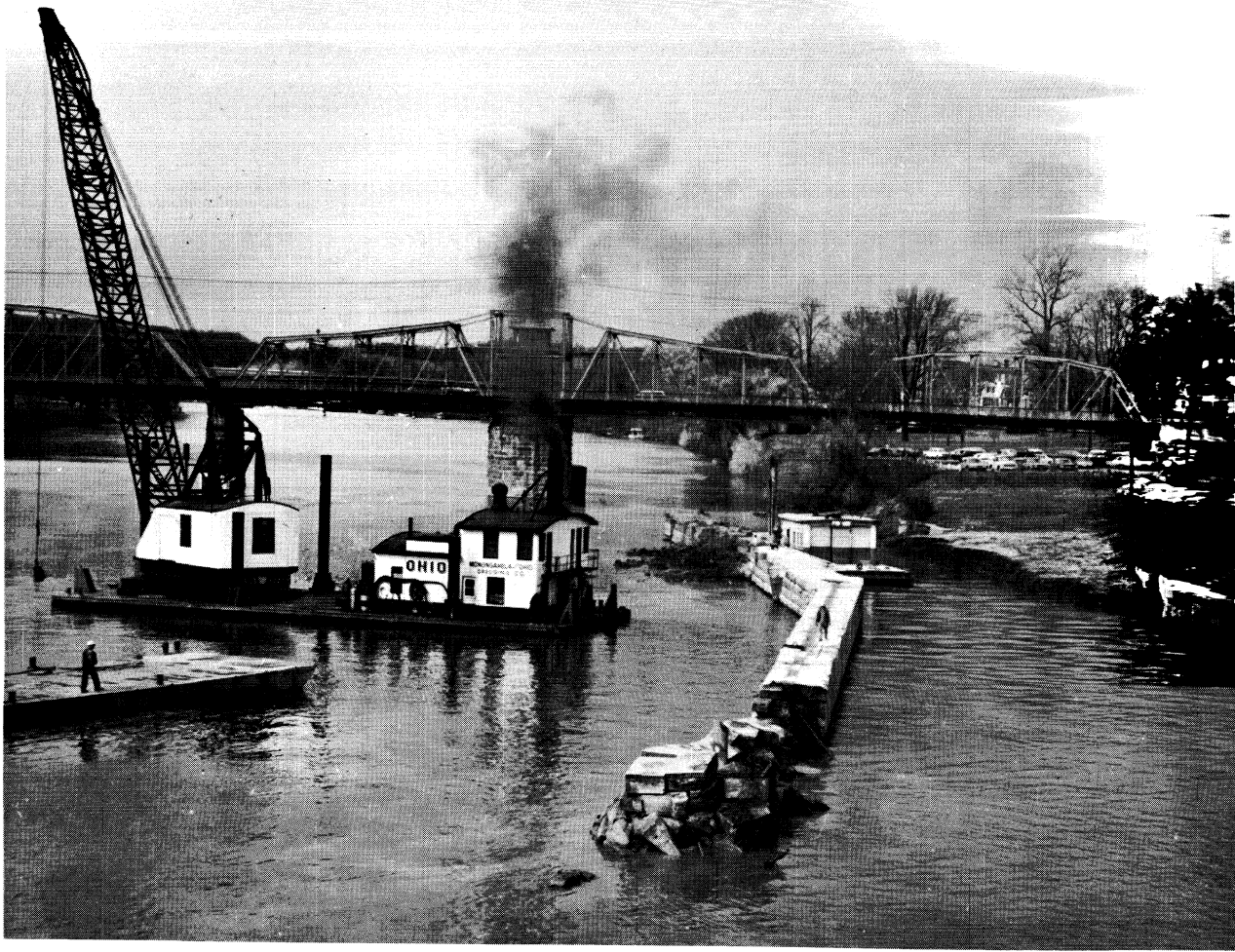
Picture No. 5 was taken on the same day as No. 2, on October 30, 1968. The wall and premises at the left are on the site of the original lock which was discontinued in the 1890s. The removal of Dam No. 1 now permits river traffic up the Muskingum to Zanesville and above. The first resumption of commercial activity is featured in picture and text on another page of this issue.

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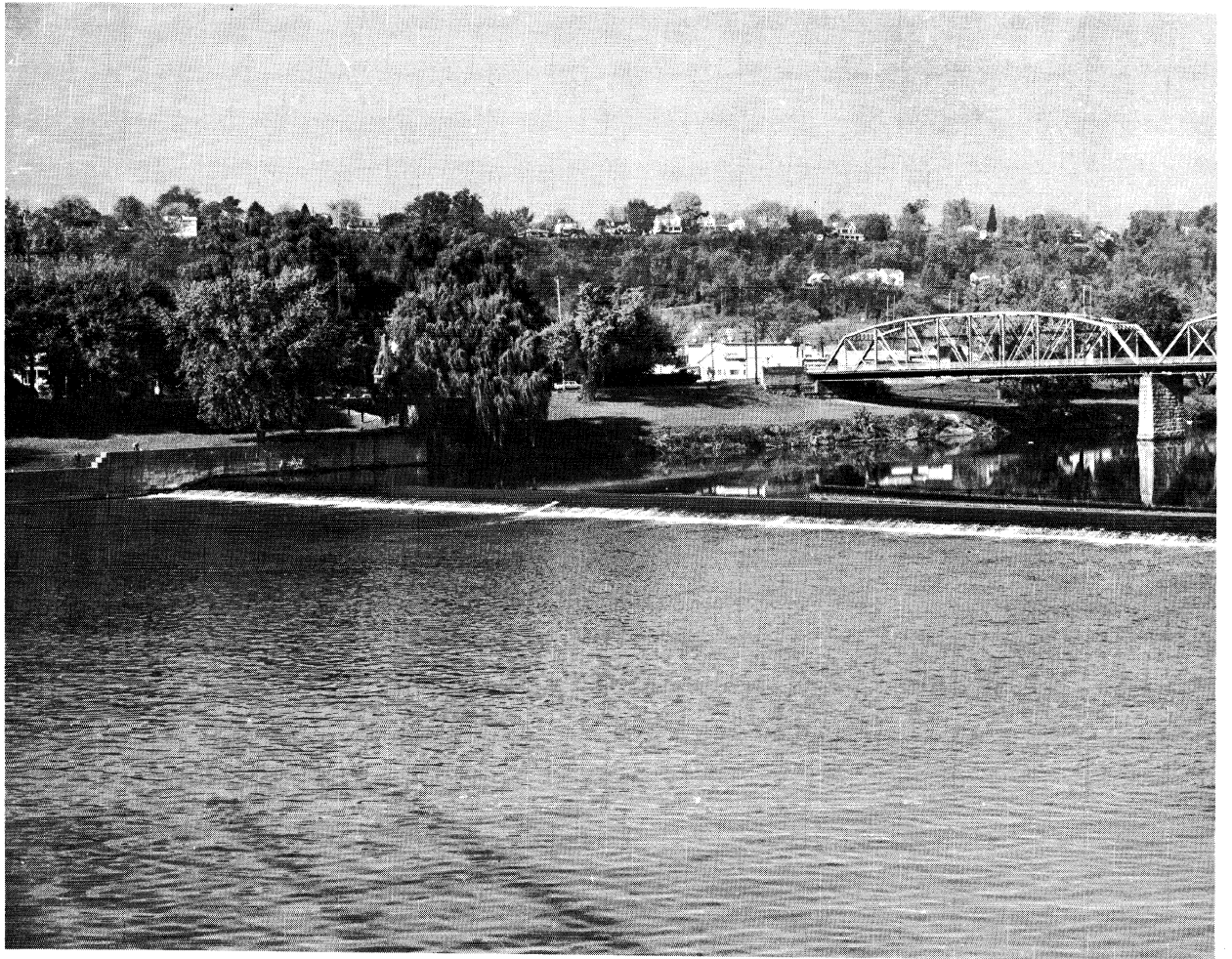


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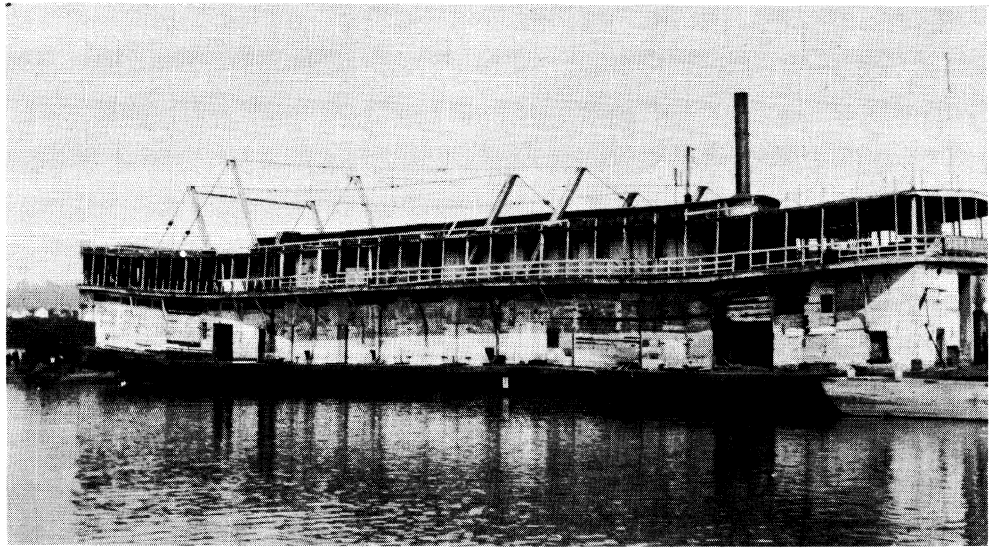
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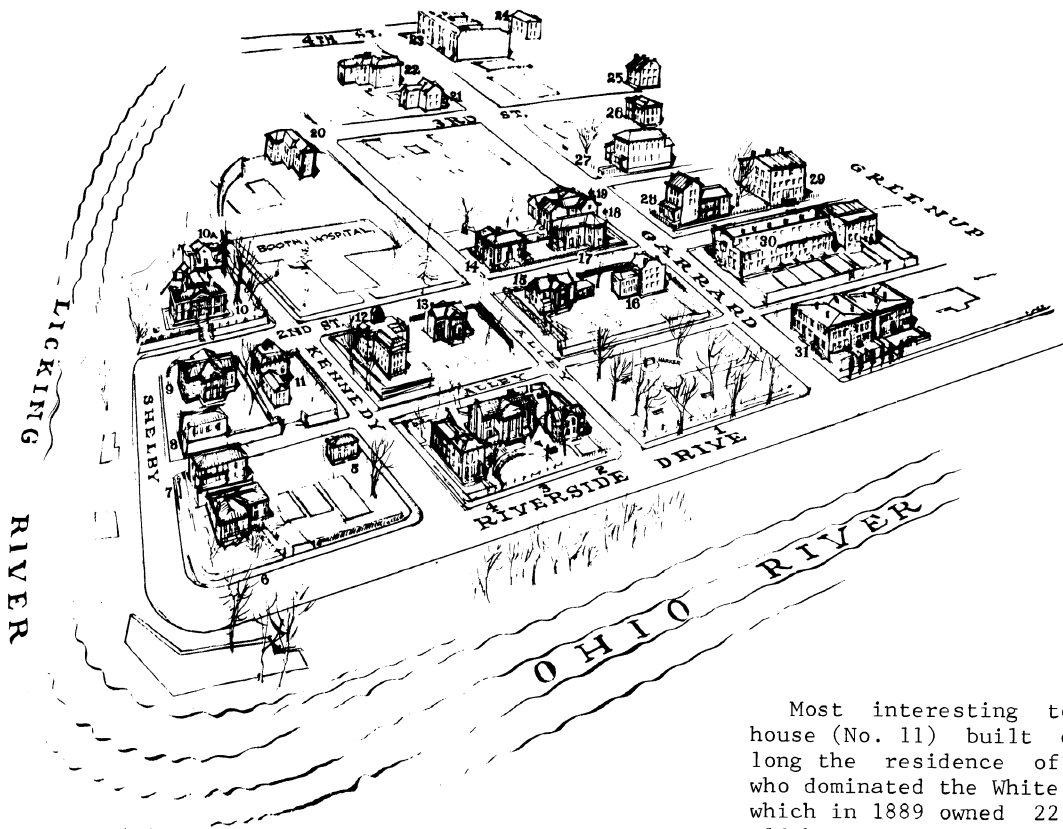
Apropos of the "boneyard" pictures and story elsewhere in this issue is this photograph of the old Combine towboat PITTSBURGH in her dilapidated days. Built as the S. H. H. CLARK in 1891 at Madison, Ind. for the St. Louis & Mississippi Valley Transportation Co., she was sold in 1904 to the Combine. They renamed her PITTSBURGH, operated her until 1913, then laid her up in their boneyard.

The Pt. Pleasant (W. Va.) Dry Dock Co. lost equipment during the severe winter 1917-1918 and bought the old boat, took it to their plant in the mouth of the Kanawha River, and made a mill boat out of it. W. F. Smith, who ran the docks, retained the cabin and used it for his office. Despite the beat-up exterior the cabin attracted many river persons who came to see the skylighted, fancifully ornamented interior. "Bill" Smith used the old boat until shortly before his death on June 1, 1943.

This picture was taken by the late Mrs. H. Wyatt Washington who lived at Huntington, W. Va. and was well known along the Ohio and Mississippi



with the family cruiser HIGHBALL II in the 1915-1932 era. Her nephew Wyatt E. Williams of 1437 15th Street, Huntington, recently gave this picture plus many more his aunt had taken, to Jim Wallen for transfer to the Inland Rivers Library at Cincinnati.



The Northern Kentucky Heritage League on Sunday, November 10, 1968 held a walking tour through the historic riverside area of Covington, Ky., opposite Cincinnati. Among the hikers was S&D member Dale Flick who kindly sent us a brochure containing the map reproduced above. Ten of the residences were open for viewing, most attractive being the Carneal House (No. 10 on the map) built in 1815 and once visited by the Marquis de Lafayette in 1825. A vaulted stone tunnel leads from the basement to the bank of the Licking River, the purpose of which is debated.

Covington's Riverside Drive area has been the subject of heated controversy lately. The City Commission decided some time ago to turn this historic section of the town into an urban renewal district. Concerted protest caused a reversal of the Commission's decision at a meeting held Thursday, December 19, 1968. For the present, at least, the famous homes will remain.

Most interesting to rivermen is the Laidley house (No. 11) built c. 1865, French Victorian, long the residence of Commodore Fred A. Laidley who dominated the White Collar Line at Cincinnati, which in 1889 owned 22 packets. He died in the old home in December, 1931, and his wife had preceded him in death also at this residence three years prior.

No. 14 is known as the Shinkle house, a fine small Victorian. The original Shinkle castle served as a hospital and was removed when Booth Hospital was built. Amos Shinkle was instrumental in the building of the Cincinnati-Covington suspension bridge. Capt. Vincent Shinkle had a packet named in his honor (VINT SHINKLE). Capt. O. P. Shinkle commanded the GOLDEN RULE and GOLDEN CROWN in the New Orleans trade. Shinkle Row is the line of houses marked No. 30 on the map.

Sirs: The Steamboat Cyclopedium by Bates does not detail a stern-mounted stageplank as shown in the accompanying Meier's ad.

W. G. Patterson,
210 South 17th Street,
Richmond, Ind. 47374

Sirs: Query: Did any boats ever carry extra stageplanks at the rear end, as this drawing shows?

John H. Shiner,
Mutual Trust Bldg.,
New Albany, Ind. 47150

=S&D's Board of Governors said ix-nay on display advertising in these columns. Actually the boat shown here is unloading Frothing-slaus beer, the only beer with the foam on the bottom. In order to retain the inverted frothy collar the cases must be brought through the side-wheel splashbox port at the stern. -Ed.

Sirs: The accompanying pictures of the wrecked towboat WM. LARIMER JONES were taken in the spring of 1968. She was purchased from the Jones & Laughlin Steel Co., Pittsburgh, several years ago by the Benoit Outing Club of Benoit, Miss. for a clubhouse. She sank because of leaks in the hull on the night of March 23, 1968. The caretakers who lived in the cabin escaped with about 15 minutes to spare.

This is the second boat which the club has lost. The first was a converted quarterboat from the U.S. Engineers, which burned, and was replaced by the JONES.

Plans are afoot to build a new clubhouse.

Early C. Ewing, Jr.,
Delta Pine & Land Co.,
Scott, Miss. 38772

=According to our map, Benoit is a whistle-stop on the Y & M V rr.

in Bolivar County, Miss. not far from a slough. The WM. LARIMER JONES apparently was well hidden. The town of Scott, Miss. is not on our map, but Delta Pine & Land uses a Greenville phone number. We are indebted to Capt. Larry Ehringer for the pictures and the information. -Ed.

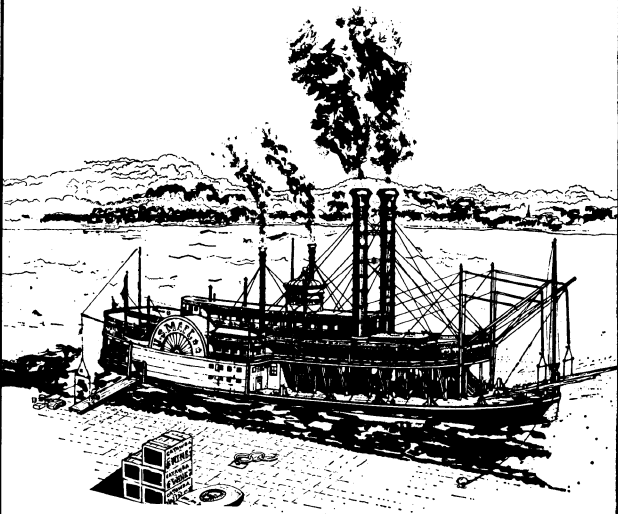
Sirs: I live in the oil patch at the mouth of the Mississippi River and all kinds of towboats load up right across the river from my house. I know the names of them but not the owners. I have worked for Chotin Transportation, Inc. on the mv. ASHLEY. Is there a book which tells about the modern towboats and who owns them?

Sidney D. Pelas, Jr.,
Route 1, Box 280,
Buras, La. 70041

=Ahem. -Ed.

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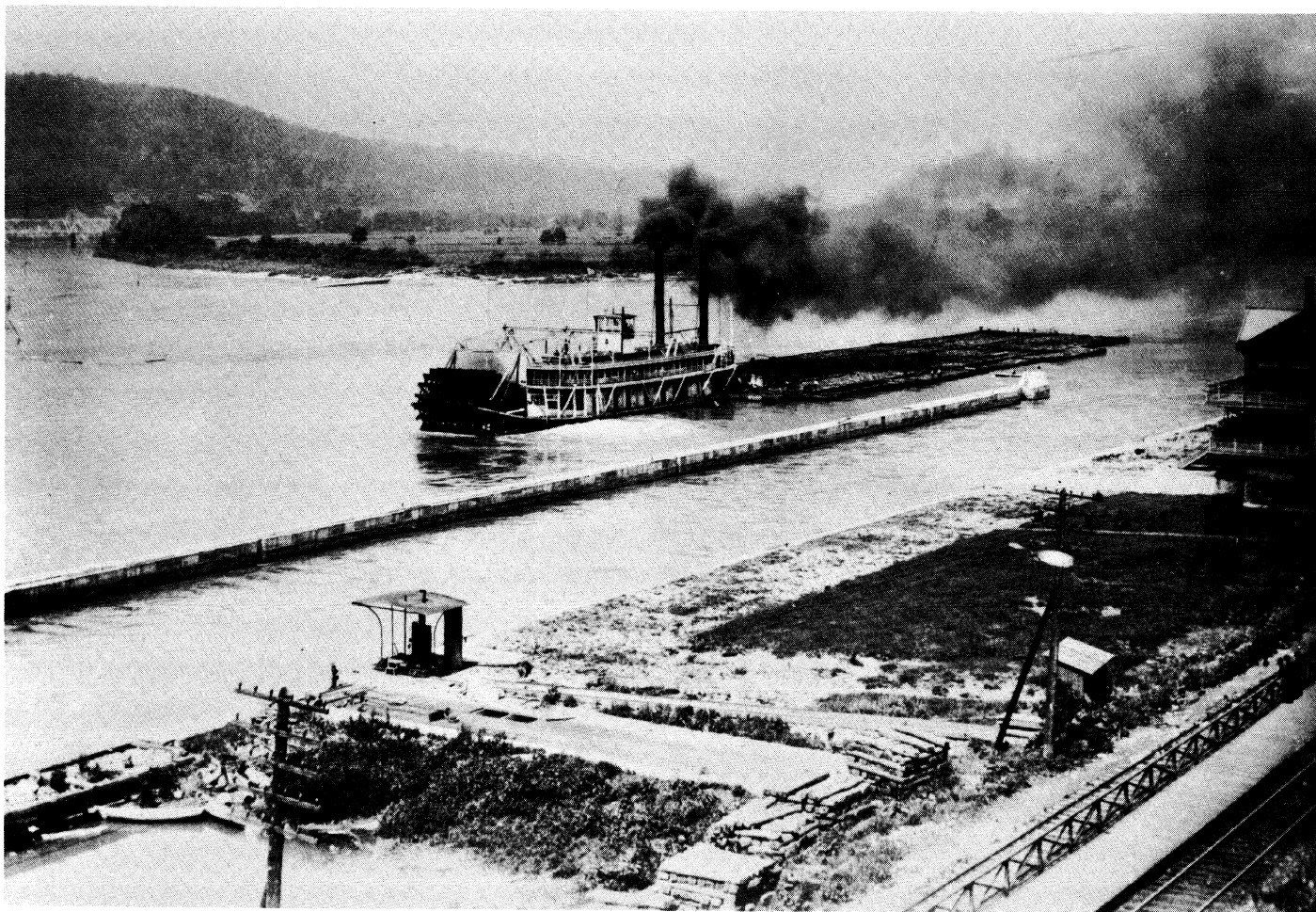
Meier's wine has been produced in the Ohio Valley since before the turn of the century. Meier's of the Ohio Valley is an American wine with a taste that blends perfectly with all American foods. For a taste surprise the next time you serve roast beef offer Meier's Mellow Burgundy to your family and guests. Meier's produces a wine to go with every entree.

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Mrs. Daniel Seabrook, who lost her life aboard the UNITED STATES (Dec. '68 issue, page 22) was a great-grandmother of S&D member Paul W. Seabrook. The information is inscribed on her tombstone in Fairview Cemetery, New Albany, Ind.



THE ONE-STACKER TOWBOAT WM. LARIMER JONES was built by Howard at Jeffersonville, Ind. in 1930, one of the first to have no pilotwheel. She was retired and sold, summer of 1953. See the letter above telling details of the wreck.



Towboat JOHN A. WOOD downbound with a coal tow. Photo was taken at old Davis Island Dam, Ohio River, Mile 4.7 from Pittsburgh. This departure was made on fairly scant water and the pilot is running the channel closely to avoid Horsetail Bar,

which lay off the head of Neville Island. You can see the head of the island over the towboat, in those days a succession of farms, and no industry on it. The original photo is dated 1898 but our hunch is that it was taken earlier, 1888-1890.

Continued from page 1

ers. The WOOD got compound condensing engines, 18's, 41's- 8 ft. stroke, also powered from six boilers. She was the first towboat on Western Waters with compound condensing engines. These same engines stayed on her her entire career.

Horner, Wood & Co. built the JOHN A. WOOD, an old coal firm in which Capt. John A. Wood and Simpson Horner were partners. They had built two fair sized towboats in 1866, the SIMPSON HORNER and MARY ANN and had sold the older STELLA (built 1864) about the time the WOOD was contracted for. One year later, 1871, the Horner faction sold out and formed Horner & Roberts (ANNIE ROBERTS, GEORGE ROBERTS, RAYMOND HORNER et al.) Thenceforth the WOOD was owned by John A. Wood & Son. Although "Son" was singular, both Capt. Jim and Samuel L. Wood, sons, were firm members. Towboats were named JIM WOOD and S. L. WOOD. Capt. John A. had a brother (nine years younger) Jonathan who long commanded the JOHN A. WOOD. Another brother Burrows D. Wood operated a coal firm and tugs at New Orleans (hence the towboat named B. D. WOOD.) The towboat DAVE WOOD was named for still another brother.

This extensive Wood clan were descended from pioneer Abina Wood who came from New Jersey to the Monongahela River in 1822 and was father to 14 children, one of whom, Jonathan Sr. (born in 1809) was a ship-carpenter by trade. He fathered

nine children, and died of cholera aged 40. It was Jonathan Sr. who was father to John A. Wood, B. D. Wood, Dave Wood, "Burr" Wood and Jonathan Wood referred to above. Their mother was Wilhelmina Ihmsen. Jonathan (Jr.) had a son George, hence the towboat GEORGE WOOD.

The JOHN A. WOOD was the only towboat, when built, that didn't 'scape spent steam into the atmosphere nor through exhaust nozzles into her stacks. There was no huff or puff. Rivermen called her the "Silent John." The historian a century later speculates why Andrew Hartupee, the engine builder, was called upon to supply her with intricate compound condensing machinery. A coal firm could be reckless, could it not, with furnace fuel? The actual economy of these CC engines was open to debate. What they may have saved in fuel was negated in large degree by increased wages for specialized engineers, for lube oil and packing, for carrying around additional weight, etc. Actually as events unfolded there were very few imitators of the JOHN A. WOOD experiment. Until 1900 practically all towboats were standard high pressure. The exceptions can be counted on the fingers of one hand. Yet the WOOD's engineroom must surely have proved a good measure of success, for no one of her several owners in 55 years ever changed her.

Continued on page 21

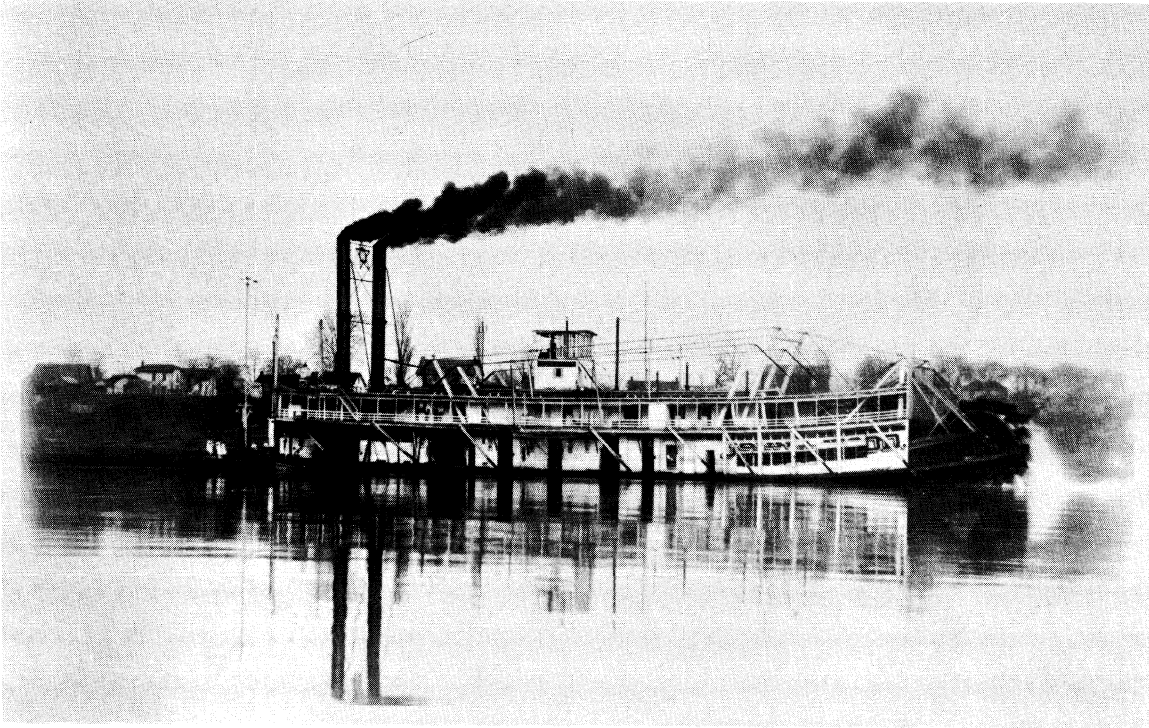
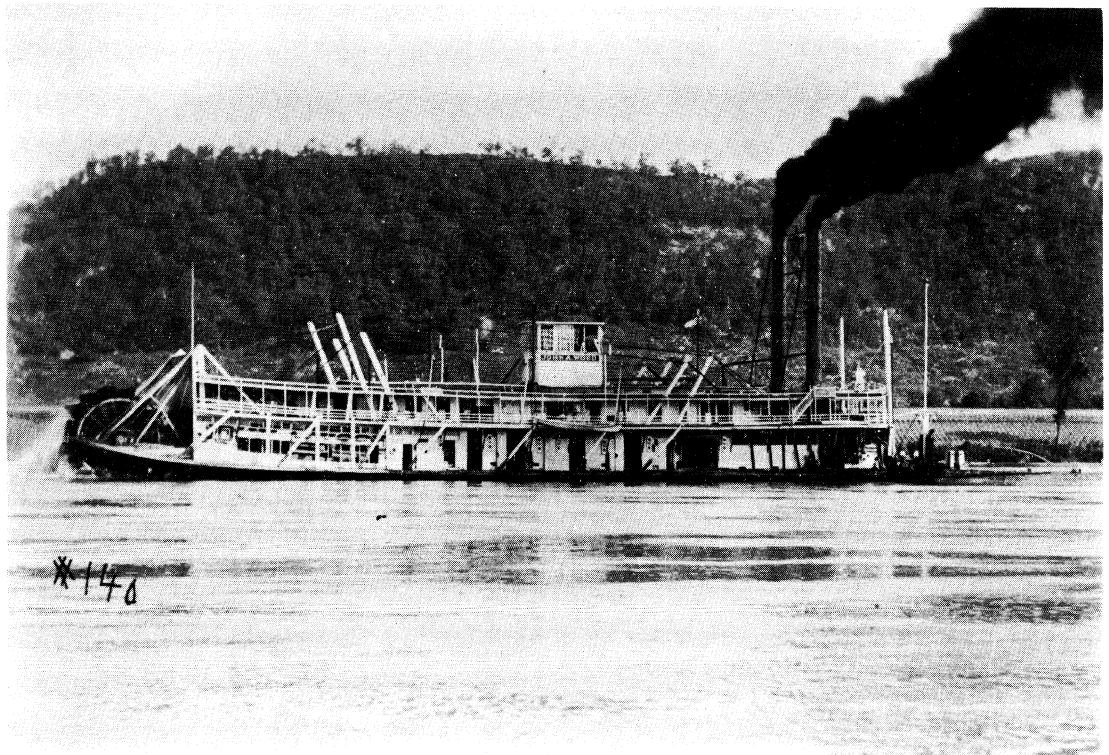


PHOTO ABOVE: Towboat JOHN A. WOOD downbound on Ohio River with a coal tow. Looks like it was taken at Letart, O. and date is about 1898. Both pictures on this page were taken by Thornton Barrette who operated a floating photo gallery and who specialized in steamboat pictures. The WOOD's paddlewheel measured 28 ft. dia. by 26 ft. bucket.

PHOTO BELOW: Also downbound with a coal tow, probably on a "June rise" inasmuch as the trees are leafed out and the cornfield at the right has stalks about waist-high. The starboard compound engines show here through the open ports but we aren't too sure how they were placed. The JOS. B. WILLIAMS (see Sept. '65 issue, page 11) had her low pressure cylinders forward; perhaps the WOOD was the same.



Continued from page 19

Another innovation was the arrangement of the boilers. The WOOD was given six standard two-flue Western-type boilers 40" dia. by 26 ft. in length. However, they were set up in two batteries of three each. In absence of contemporary discussion, we surmise this was done with some idea of holding steam on one battery while repairing or cleaning the other. Caught at some remote landing along the Mississippi with loads, and with boiler trouble, the wooden coalboats and barges could be pumped. These flimsy containers had a scant 12-inch freeboard and could not long survive leakage. Be that as it may, these two independent batteries of boilers were discarded later on in favor of six interconnected boilers.

The first major trouble the WOOD got into had nothing to do with engines or boilers. In the early winter of 1870 she was downbound with 14 loads, her second trip. A cold snap came on and ice made in her paddlewheel. This additional weight snapped her main hogchains, breaking the fastenings at the after main posts, and let the stern down alarmingly. She was near California, O., near where Coney Island is today, when the accident happened. She safely landed her tow along the Ohio shoreline, and then was broken out of tow and landed close in, in case she sank. Two towboats, the KEYSTONE and TOM REES, came to her aid. Ice was making so heavily they were soon obliged to retreat to Cincinnati.

The first reports got into the newspapers that the new towboat JOHN A. WOOD had sunk. The owners denied this. Soon as the ice thinned out she was docked at Cincinnati and was given additional chaining. A similar mistake was made building the SPRAGUE in later years and additional hog-chaining had to be laced into her.

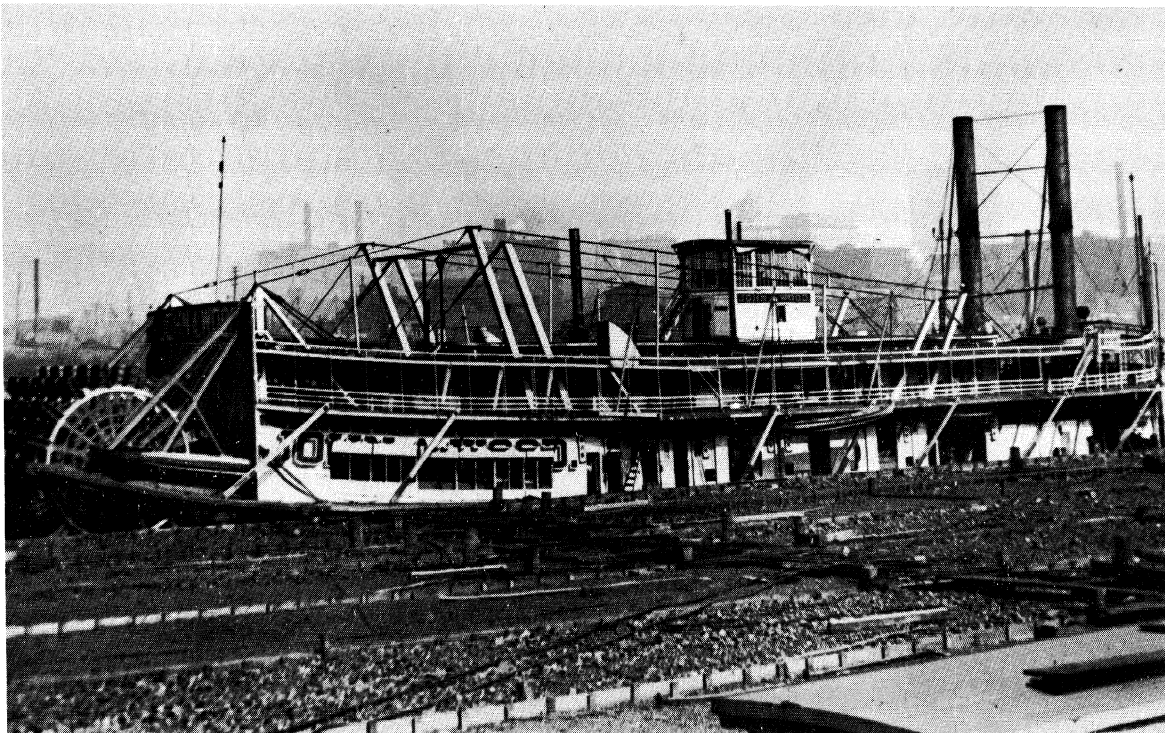
Towboating at that early time could be fun. Passengers, guests of the management, were aboard nearly every trip south. This JOHN A. WOOD had a second deck fitted out equal to a first-class packet. The main cabin was styled with fancy carlins and wooden scrimshaw, complete to sky-

lights with ornamented glass. The guest state-rooms were excitingly large and harbored real beds. The floor was carpeted; the furniture scrumptious; the service splendid. Capt. Jonathan Wood was revered as a host, and was venerated by his crew. Your scribe has heard an old towboat mate, "Sawdust Jack" McDonough, even when he was in a bad humor extoll the virtues of Capt. Jonathan Wood.

In April, 1879, the Wood company had eight empty coal barges to be picked up in the ship channel below New Orleans. James B. Eads was the hero of that region--having just completed the jetty project. The JOHN A. WOOD was chosen to go for the barges, and Eads was invited. Nobody turned down invitations like that one. Aboard were the famed Mr. Eads, Capt. John A. Wood and family, Capt. Burr Wood and family and other notables. They got the barges, started back for New Orleans, and cracked the paddlewheel shaft. They landed the barges and transferred the guests to a tug. Later, taking an assumed risk, the WOOD was faced to one empty and started upriver. That night in a fog pilot Lew Moon came to the sunken steamship DE SOTO, 25 miles below the Crescent City, and decided to run between it and the shore so's not to lose his bearings.

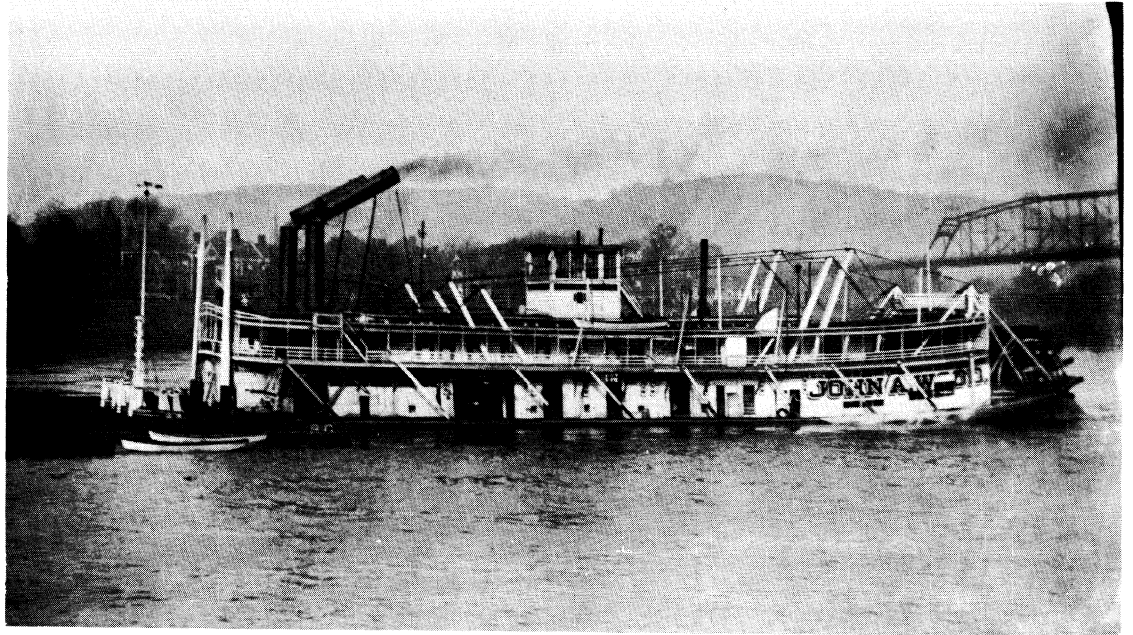
The decision was a wrong one. The WOOD struck the wrecked steamer, ripped her hull, and went down in 18 feet. The WOOD's regular pilots, Jim Daugherty and George McBride, were aboard but were unlicensed down in these lower reaches.

The raising operation was almost unprecedented. Five tugs were sent to the scene, the SALVOR NO. 2, PAINTER NO. 2, N. M. JONES, CHARLIE WOOD and MAUD WILMOT. The first named was a wrecking and salvage center-wheel boat with derricks owned by Salvor Wrecking & Transportation Co. A very talented diver, Al Burris, came with the SALVOR NO. 2 and is credited for a major part in the raising operations. The PAINTER NO. 2 was a veteran Allegheny River oil-excitement towboat which had graduated to the New Orleans area. The N. M.



MOORED AT PITTSBURGH in Monongahela River during the Combine ownership. The Oliver building, completed in the spring of 1910, shows dimly in the background. Photo was taken by a Pittsburgh city fireman who also was an amateur photographer. Thanks to George Swetnam of the Pittsburgh Press for this one.

PASSING WHEELING SOUTH-BOUND with coal, stacks back to clear the suspension bridge and the street car bridge (the latter shows at right). Stacks will stay down until below the B&O span at Bellaire, 0.4 miles below. This was taken by W. C. Brown, a commercial photographer who doted on boats, and the date is about 1910.



JONES was an iron-hull tug built at Pittsburgh in 1872 which lasted an incredibly long time--in her latter days--possibly you remember--was the NORMAN R. around Cairo, dismantled about 1948. The CHARLIE WOOD was a steam tug working for Burr Wood in the New Orleans area--just three years prior she had been instrumental in saving the packet KITTIE HEGLER (originally from Kanawha River) when that packet burned near New Orleans. The MAUD WILMOT, just one year old, was a regular New Orleans tug and finally wound up in the Oil Transport fleet as the BAYOU BOEUF (first).

Getting the JOHN A. WOOD rescued from the lonesome reaches below New Orleans required a herculean effort plus 15,000 ft. of 2" lumber and 1,000 yards of canvas. Capt. John A. Wood and Capt. Sam Sylvis superintended the operation. In later years this same Capt. Sylvis was drowned at Pittsburgh when the towboat ACORN overturned.

But rescued she was. Next May, in 1880, she took down from Louisville to New Orleans the record coal tow to that date; 21 coalboats and eight barges. Capt. Jonathan Wood was in command, and his pilot team was composed of Dan E. Toal, G. W. McBride, R. B. Pepperday and Al. Faulkner. The latter named pilot was on her for some 25 years.

The Wood landing at Pittsburgh those days was just below the mouth of Sawmill Run in the Ohio River, in West End--just below present-day West End bridge. Capt. John A. Wood had a commodious home out Steuben St. in Elliott. The downtown office of John A. Wood & Son was at 86 Water St., facing the Monongahela. Most of the larger coal firms did business in that section. O'Neil & Co. was headquartered at No. 8 Wood St., as were the J. C. Risher & Co. and Horner & Roberts. Joseph Walton & Co. was at 134 Water St., T. M. Jenkins & Co. was at 117 Water, W. H. Brown Sons at 113 Water and Thomas Fawcett & Sons at 77 Water.

On the night of Sept. 7, 1894 between 9 and 10 o'clock the JOHN A. WOOD caught fire at the Sawmill Run landing, apparently in the after cabin on the second deck. The flames licked upward, burned off the hogchains, and when they broke the stern sagged down. This caused the sides of the hull to render, forward of the engines, and the hull filled. There is a hand-me-down account

that Capt. John A. Wood was there, then aged 63, and improved his time by seizing an ax, disappeared into the hold, and broke open the ash well. He knew that scuttling the boat would save the machinery and hull. Next morning when the sun came up the boat was lying there sunk in five feet, her rear end burned off. Otherwise she was in fair shape. In three days she was raised and put in dock for repairs. Capt. Louis M. Speer was her master at the time, and he seems to have stayed in that capacity until the Combine was formed.

Scant mention has been made of the engineers on the Silent John. We have seen no contemporary mention of the original engineers. Herbert Underwood was her chief prior to Combine days, for a time at least. Later he became consultant and official of Somers, Fitler & Todd, an extensive hardware store in Pittsburgh which occupied most of Water St. between Wood and Smithfield. In the writer's BETSY ANN days Mr. Underwood was there at his desk looking more like a bank president than a towboat engineer. We had many extended conversations, usually about the JOS. B. WILLIAMS which was his pet.

Capt. Lee McCain must have taken charge of the WOOD about the time the Combine took over, 1900. He brought with him chief engineer John A. Burns. John A. Wood & Son was dissolved when the Combine came about, and Capt. John A. Wood pocketed his earnings and moved to San Diego, Calif. His former Elliott home was turned over to a Methodist Episcopal Church for an orphanage.

The Combine put the WOOD in their Lower River Division along with the JOS. B. WILLIAMS, J. B. FINLEY, HARRY BROWN and some of the other bigger class boats. Even so these towboats on occasion came above Louisville and on even rarer occasions to Pittsburgh. Although this writer was a fairly diligent towboat watcher from 1913 on, we have no recollection ever of having seen the JOHN A. WOOD with steam up during her coal toting days. From the decks of the JOE FOWLER I saw her tied up at Cairo in 1914 (June '67 issue, page 9) and the next encounter was seeing her in the boneyard at Pittsburgh in 1916. At that time she was in the Ohio River at Manchester, about where the



AN EXCELLENT PICTURE taken about 1889 showing the JOHN A. WOOD moored at the Sawmill Run landing where she burned in 1894 (see details on the last page). She's at extreme left, center, with the familiar star between the stacks. Sawmill Run bar is just above her. Russell M. Lintner discovered this view, and our thanks to him for permission to show it here. The one-stack ferry crossing the river, sort of blurred, is the WILLIAM THAW. In the lower center foreground (left) is the JOHN O. PHILLIPS and the larger one (right) is the ED ROBERTS. Extreme right lower corner shows the JOHN MOREN, something of a surprise, as we didn't know until this picture was found that she originally was built pool style. Below the JOHN A. WOOD is a nest of steamers, most of them belonging to the Walton fleet. Examination with a high-power glass shows them to have maltese cross emblems between

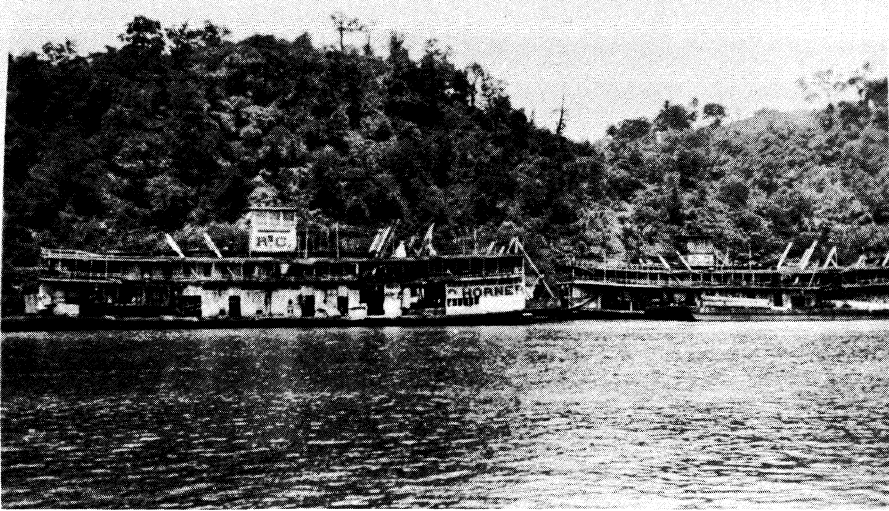
their stacks. Across the river is the Manchester district of Pittsburgh. The Ohio River channel swings to the right around Brunots Island and the old 2-ft. stone dike and the bar at Glasshouse in the island's head are plainly seen. A derrick making smoke down along the island is probably starting on the piers for the Ohio Connecting bridge, which came along later, and still is there today. Several little boats in the island's back channel are undoubtedly the usual ferryboats which plied to McKees Rocks, located under the prominent hill sloping at the left. The VENUS, VENICE and the CITY OF CHARTIERS were the regular ferrys. The towboats across the river are indistinct save the one at the right, the MARK WINNETT. To her right is the United Steel Works of Smith Brothers & Co., a progenitor of the Crucible Steel Corporation.

West End bridge now crosses, in company with the DUQUESNE (formerly H. M. HOXIE) and the ALICE BROWN. All three were worse for the wear, dirty, obsolete pachyderms of a former day. I used to speculate how wonderful an adventure it would be to go there and explore the cabins of these great giants. This delight never came off due to the timidity of a 15-year-old who quaked at the idea of venturing into the rough-tough alleys of lower North Side. The watchman probably would have been a tyrant who yelled at boys anyhow. Maybe not. I never found out.

Several years later your writer became older and a trifle more venturesome. I enrolled at Carnegie Tech with the idea of becoming a civil engineer, whate'er that may be, and during that Freshman first semester I never found out. The best thing I did at that college was to skip classes one day and take off for Elizabeth, Pa. to see the JOHN A. WOOD. The impossible had hap-

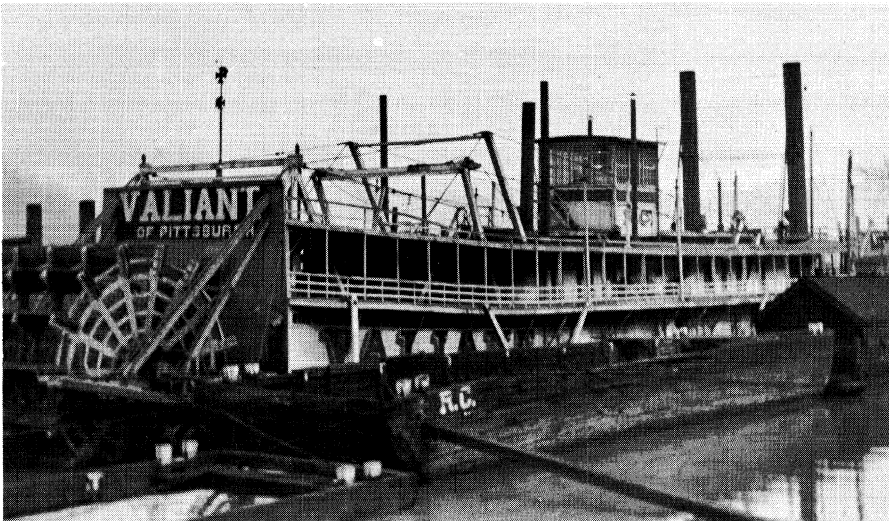
pened. That old monster derelict was on the marine ways for rebuilding. I knew she had just been pulled out. Therefor no carpenters or workmen yet had had time to deface the patina of the ages.

For some unaccountable reason a Pittsburgh millionaire with a couple of ocean yachts, W. Harry Brown, had bought the JOHN A. WOOD from the Combine in July, 1918. I think I'm right in saying that Mr. Brown and one of his yachts had made news several years prior by being the first to pass through the Panama Canal. He was a venturesome person with extensive coal and coke interests in the Monongahela valley. Now he was going to revive southern coal shipping which had ended with the demise of the Combine in 1916. Then something happened--he probably died. The Brown coal holdings, plus the JOHN A. WOOD, were turned over to the Pittsburgh Steel Co. in early 1919. Pittsburgh Steel had about as much use for the old WOOD as I had for college algebra. That fall

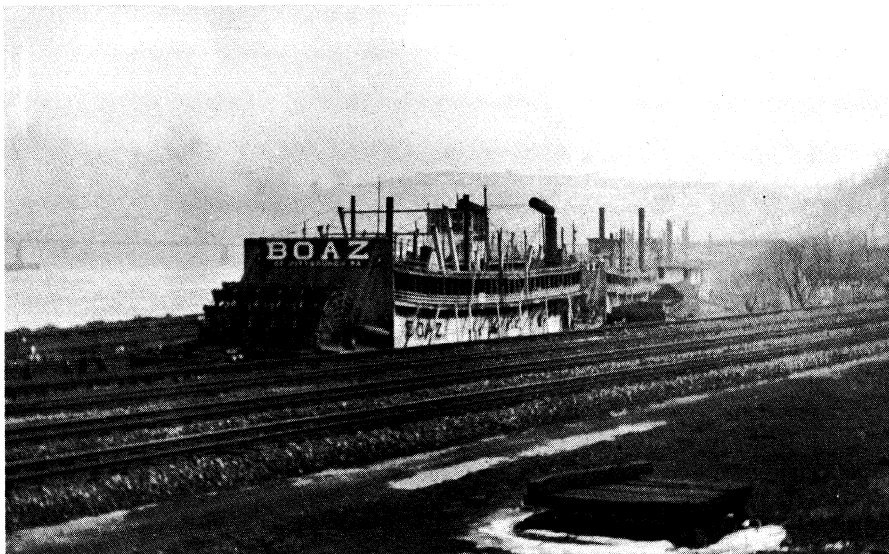


THE NOTORIOUS BONEYARD

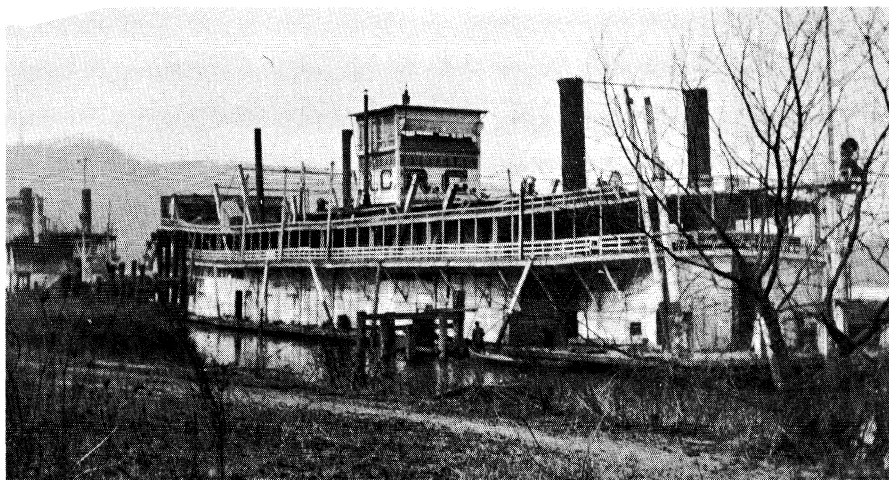
The picture at the left was taken at the lower landing, West Elizabeth, Pa. on the Monongahela, about 1918. The RAYMOND HORNER and TOM DODSWORTH are being stripped of boilers, machinery and wheel shafts. The roof bells and whistles were stored at the Elizabeth Marine Ways, which soon became a great repository of river artifacts as other towboats were scrapped.



The towboat VALIANT in the boneyard in 1917. This one, like the old JOHN A. WOOD, was saved. Charles T. Campbell and others bought her, rebuilt her at Elizabeth, Pa., and in 1921 she reappeared as the TRANSPORTER. The smokestacks showing over the VALIANT's wheel belong to the old HARRY P. JONES, out of service, and being used as a pumpboat.



Here are the BOAZ, and others, at the lower Glenwood landing, Monongahela River, in 1917. Just above her is the VALIANT pictured above. This location later became the shipyard of the John Eichleay, Jr. Co. and they built the CHARLES F. RICHARDSON and others. The BOAZ was torn up in 1925 at Brown's Station. Too bad there was no River Museum those days.



This shows the end of the DUQUESNE which originally was the H. M. HOXIE, built in 1887. Off to the left is a whole row of other old towboats marking time until the executioner arrives. The smokestack tops of many were hacked off to get them under low bridges coming up Monongahela River. When the Carnegie Steel's modern towboats were built various of them got roof bells from these old-timers.

Continued from page 23

they sold the WOOD to Standard Oil of Louisiana.

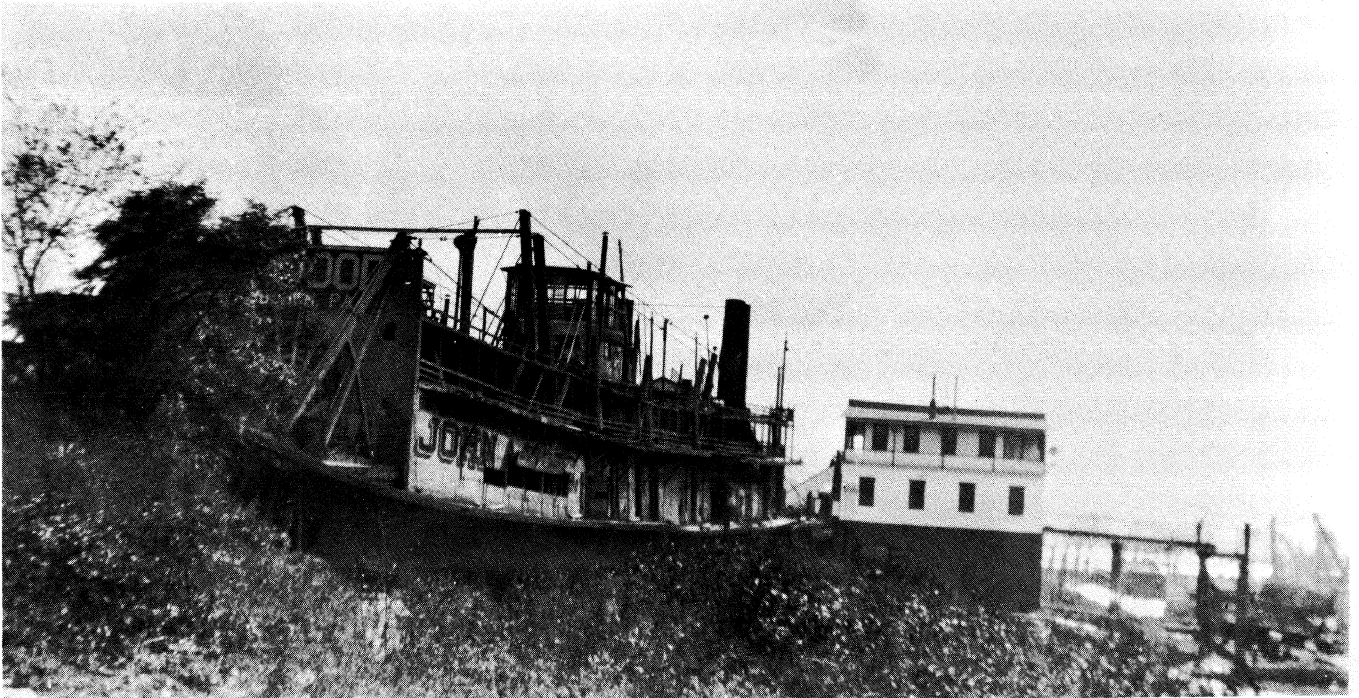
When I got to the Elizabeth Marine Ways the hull was still dripping, and the JOHN A. WOOD was the biggest thing around, high and wet on the cradles. By actual measurement she was 45 feet from the water line to the top of the pilothouse, and 61 feet to the tops of her stacks. She was 226 feet long over all, and 48 feet wide. Capt. E. F. Weick was there from Baton Rouge, having just concluded the deal to dock her, and Capt. George Reed had come aboard to go master and to superintend the repairs. From the looks of it, all that was needed was to jack up the whistle and build a new boat under it. Just what I'd hoped for.

Capt. Weick had compassion for a truant college freshman and gave me the run of the boat, after a few precautions about venturing over the roof where the stacks had fallen, and where there were soft spots where the woodwork had rotted out underneath. The whole boat was an ice pond after a spring thaw. To give you some idea of the rebuilding job, it started in Sept. 1919 and she wasn't ready for steam until June, 1920. And they worked every bloody day including Christmas, I think.

The Elizabeth Ways had developed some savvy about rebuilding old boats--they'd just finished doing over the W. K. FIELD originally built as the IRONSIDES in 1869, a year older than the WOOD

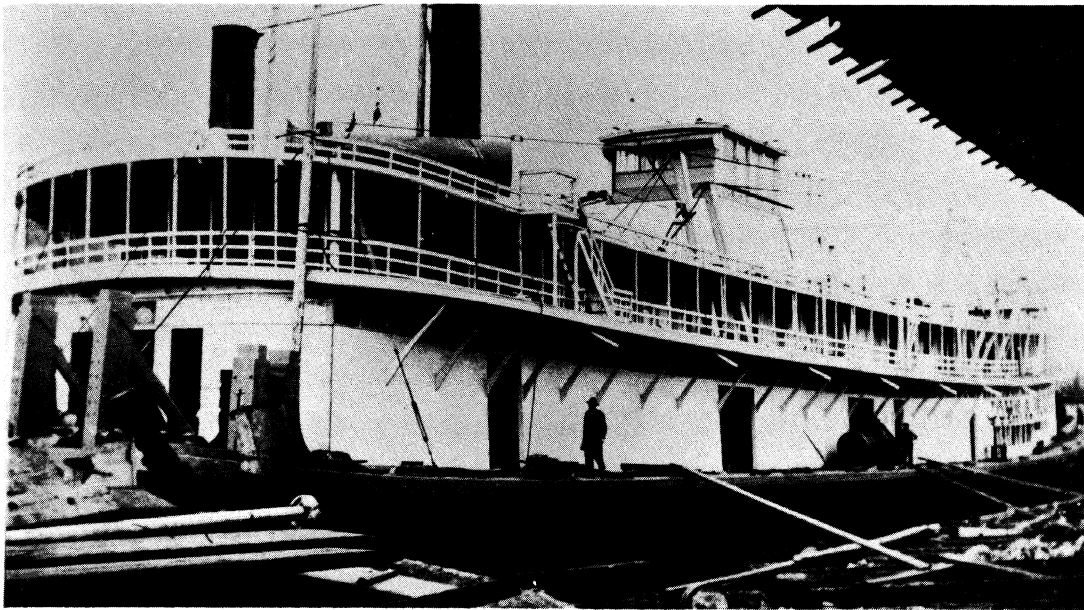
was. I'd seen the old VALIANT from the train at Glenwood--in the boneyard there--built 1877--little suspecting that she was to rise from the dead following the WOOD program, to become the TRANSPORTER. The valley was populated with old steamboats; I saw the BOAZ, J. A. DONALDSON, and PACIFIC NO. 2. A miserable-looking pumpboat, obviously once a towboat, still had the lettering on her engineroom bulkheads, WASH HONSHELL. The RAYMOND HORNER and TOM DODSWORTH were snoozing around there somewhere.

These sights were impressed into my cranium about a half-century ago. Now, in the waning months of 1968 as I write this, the details I saw aboard the JOHN A. WOOD have faded almost to extinction. One thing stands forth:- That boat's boiler deck rail was set in almost like a side-wheeler, and just like the CITY OF LOUISVILLE she had a neat stairway on each side, forward, connecting the boiler deck and the roof. I don't recall any other towboat like that. The little porch-effect leading off the roof was railed with fancy fluted balustrades and each corner had white acorn-topped pendants. I thought sure that the practical-minded, no-fooling Standard Oil would get rid of these J. M. WHITE era embellishments. But they didn't; all this was kept. That soulless corporation went one better; they put fancy wooden flub-dub around the top edges of the



The JOHN A. WOOD hauled out on the Elizabeth, Pa. marine ways of the Pittsburgh Coal Co. in September, 1919. This picture was taken by Ye Ed on a rather dull day with a Brownie 3A folding camera looking upriver. The first boat hauled on this ways was the towboat TOM REES NO. 2 on Friday, Oct. 16, 1896. The yard was then owned by Capt. W. W. O'Neil and others. William Weigel was business manager; John Weigel, Jr. and Philip Weigel were superintendents, and W. J. Cassidy was secretary and treasurer. The firm was taken over by the Combine in 1900; they operated it until 1916, then Pittsburgh Coal Co. took over. Today it still is very much in business operated by the

Consolidation Coal Co. John M. Kyle has recently retired as manager and George D. Douglas is his successor. The largest boat built here was the towboat J. B. FINLEY (hull length 209.8 ft.). The first built was the dredge W. R. GRAHAM in 1898 for the Sharpsburg Sand Co. Most famed of Elizabeth Marine Ways boats was the replica NEW ORLEANS built 1911 for the Historical Society of Western Pennsylvania. The voyage of the original Western steamboat built 1811 was reenacted from Pittsburgh to New Orleans. More boats have been built and repaired at this yard than at any other extant on today's inland rivers.



Finishing touches going on the rebuilt JOHN A. WOOD at the Elizabeth Marine Ways in the spring of 1920 for Standard Oil of Louisiana. The out-board stairway from roof to boiler deck is plainly seen. The original version was quite ornamental.

pilothouse roof. Capt. Weick told me he was not about to change the cabin, either; he was redoing all the bracketwork and not sparing the gold leaf and white enamel. If Capt. John A. Wood or James B. Eads had walked aboard at Baton Rouge in 1920 they would have felt right at home, same way they did on that trip in 1879.

Years ago I wrote in a book about meeting the JOHN A. WOOD downbound enroute to Baton Rouge. I was mud clerk on the GENERAL BEACH that June in 1920 when it happened. Instead of being in the office where I belonged I was up in the pilothouse steering for Eb Cline. We were coming up into Brown's Island.

"There's a towboat coming," I interrupted. "What side had we better take?"

Eb peered over the breastboard. "That's a Combine towboat," he said, then quickly added, "but it can't be; the Combine went out of business five years ago and all their big towboats went in the boneyard. She's all painted up; what the devil is that boat anyhow? She hasn't got any tow. Take the right of her and keep in the channel; let those pilots wallow over the bar--give 'em one whistle."

I stepped on the whistle treadle and the GENERAL BEACH emitted a screech of jangled sound: her whistle was not noted for melody--it was made up from several parts discovered on a pumpboat in the Pittsburgh harbor--the parts didn't get along well together.

We waited a moment, watching the oncoming steamer. A plume of steam appeared forward of her pilothouse and a deep, vibrant wave of sound came long presently which had a businesslike quality to it. Although I knew many of the whistles by ear, this one was a stranger.

"The rivers used to be full of towboats like that," commented Eb Cline, "towing coal from Pittsburgh to New Orleans. One big Pittsburgh company owned fifty or sixty of them, and kept them running all the time. Then, so they tell me, the Carnegie Steel Co. or Andy Mellon bought all the coal mines and laid the boats up to rot--now the government talks about improving the rivers for steamboats, and the steamboats are all

gone. Nothing left except a few old fossils like the BEACH here: the whole river is dead as a church on Monday morning compared to what it used to be. In another five years--"

"It's the JOHN A. WOOD!" I exclaimed.

"Nope, guess again," said Eb. "The JOHN A. WOOD went to the boneyard long ago: she was one of the best of the big fleet; they laid her up and let her rot down. Corporations done it, and railroads."

"I can read the name on the pilothouse!" I said. "There it is, big as life! It's the JOHN A. WOOD, and she's been rebuilt and is pretty as a picture. Look at the spars she's carrying out forward! Her reflection in this still water is near perfect--wish I had my camera."

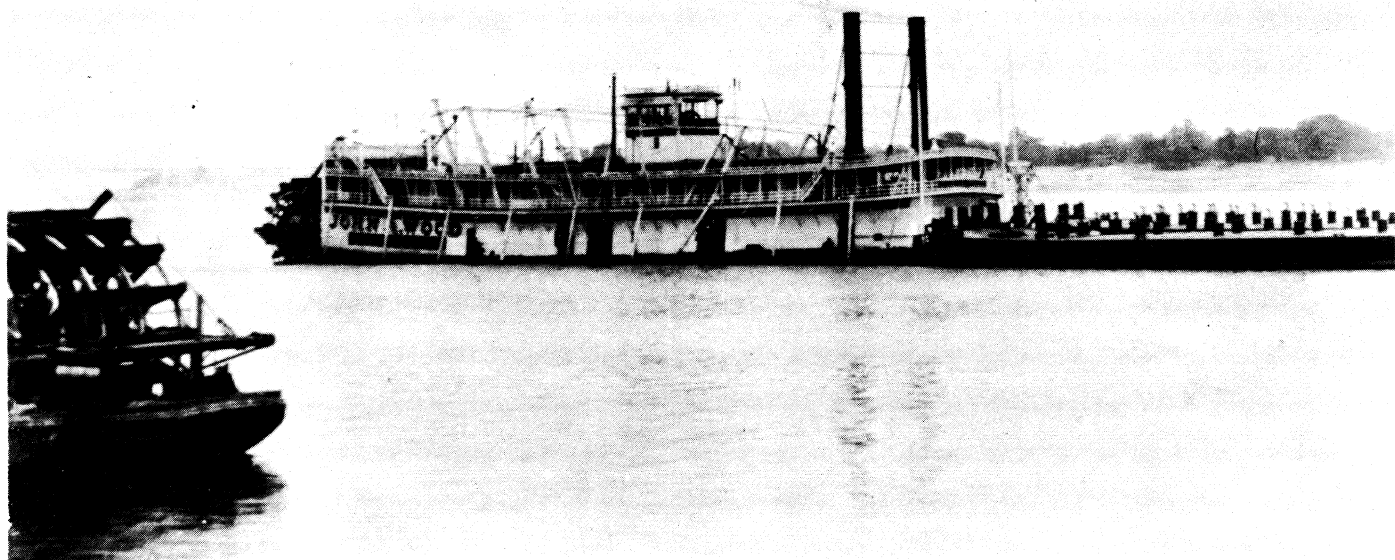
The sparkling steamer loomed over us like a big brother; she was thrice the size of the BEACH, and her huge red paddlewheel barley idled over, yet she was breaking water ahead of her and going like the wind. Eb Cline, with a sudden thought, tooted our whistle rapidly by way of salute, and the pilots on the towboat responded. A white-aproned cook waved from along the guard, and a huge sign on the forward end of the roof proclaimed STANDARD OIL CO. OF LOUISIANA.

Suddenly Eb grabbed the pilotwheel, reached over and rang the stopping bell. Big waves piled down toward us and soon engulfed the BEACH and caused her to jump and hump around to an alarming degree.

"There goes a sign on the times," stated Eb as he looked back at the towboat which now had passed and was pointed down toward Cable's Eddy. "They've dug that big crate out of the boneyard and have given her a new lease on life: like as not the Standard Oil is going in the river business and the JOHN A. WOOD will shove oil and gasoline around. Something new there, boy; keep an eye open for that--if you stay in this business."

Eb rang the signal to come ahead, and the BEACH renewed her progress up the Ohio River. "Sign of the times; sign of the times," said Eb, captivated with his phrase.

Standard of La. was going into the river business in a big way. The old Combine towboats JOHN A. WOOD, SPRAGUE and JAMES MOREN; then later



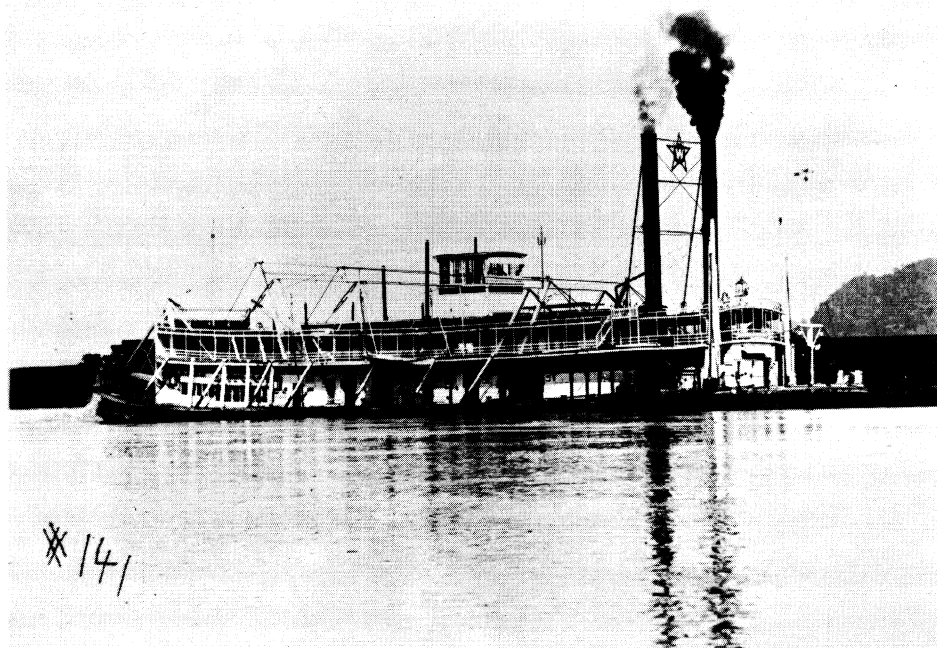
The JOHN A. WOOD on the Lower Mississippi 1920-1925 looked like this as she towed oil and gasoline.

they built diesels. Eb Cline might have been some surprised in 1947 when his erstwhile cub pilot was invited to become the first master of the new ESSO LOUISIANA. Dravo had built her and wanted to show her off to a group of Esso potentates and respective wives. Nobody working in Dravo's river department had U.S. license for a boat carrying passengers and by this fluke ol' Cap Way took the new craft to Pittsburgh.

I saw the JOHN A. WOOD at Baton Rouge later on but never went aboard. Capt. Canton P. Seitz was her master down there. Arthur T. Jones was

pilot, and Hugh Edwards, engineer. That was in the '20s. Capt. George A. Knabb had been her master just prior, with Harry P. Silbernagel as pilot.

Just about the time the noon whistles were blowing at Baton Rouge on November 19, 1925, the Silent John caught fire and burned a complete loss. Later on a story went the rounds that none of the Standard Oil crew was too unhappy about the fire. Every time it rained the roof leaked and the old boat was sort of a trial for the men who were supposed to keep her going.



This picture, taken about 1898, was taken in almost the identical position as the more modern one shown above. The reader may make comparisons of changes.

Strangely there are no stories handed down of excessive coal losses concerning this boat during her 45 years at it. This, the first compound condensing towboat, goes down the river's memory lane labeled as a considerable and satisfactory outcome of a noble experiment.

The loss by sinking of the former Greene Line wharfboat (see picture, page 40 this issue) recalls that when it was built in 1936 the wharfboat was called the "largest floating structure on the Ohio River." The over-all dimensions were 360 by 76 feet. This floating warehouse was an ingenious bit of engineering, built by the Dravo Corporation at their Neville Island plant near Pittsburgh, Pa. Six used deck-type sand barges were used for the hull. The low sides were cut off and the rakes were removed from all but two of them. Then they were positioned "two wide and three long" leaving two-foot space between each string and between each barge. The huge floor was built with overhanging guards on each side, so that the barges sustained the most of the area, 348.5 by 54 feet, and the overhang accounted for the additional over-all noted above. The barges were 7.5 ft. deep. It was estimated that the completed structure was capable of sustaining a cargo of 6,000 tons.

The framework for the housing was built also at Dravo's, allowing for a 16 ft. inside overhead clearance. The roof and sides were not put on until after the wharfboat had been delivered at Cincinnati. This decision stemmed from the problem of piloting the structure 460 miles down the Ohio. The pilot had to see, and there was apprehension that with sides and roof on it would be a wind-catcher. The diesel sternwheel towboat COAL CITY made the trip, then very new, having been built the year before, 1935. She still operates, now renamed TED B., presently owned by the McClain Sand Co., Point Marion, Pa. At the time she took down the wharfboat to Cincinnati she was owned by Capt. Earl Webster.

The delivery trip was made in November, 1936. Capt. Jesse P. Hughes started up from Cincinnati with the EVERGREENE, which had just been rebuilt that year at the Dravo Marine Ways, and assisted the COAL CITY in making the last leg of the trip. In the early months of 1937 the sides and roof were put on, using Armco corrugated sheets, and a suite of second-floor offices were built in the upper end. Freight was received for all points between Huntington and Louisville, handled by the TOM GREENE, CHRIS GREENE and EVERGREENE, and the wharfboat also became headquarters for the tourist steamer GORDON C. GREENE which had entered Greene Line service in 1935. The wharfboat used prior to the spring of 1937 was that of the former Louisville & Cincinnati Packet Co. It was built of wood on two pontoon hulls with floor space of 300 by 60. The original structure was built at the Mack yard, Cincinnati, delivered to the wharf in May, 1881. In early times it was spoken of as "McCoy's wharfboat," inasmuch as Capt. W. G. McCoy was a principal. Also it was called the "New Orleans wharfboat," located at the foot of Main Street, and used by the White Collar Line's New Orleans and Memphis packets. The Louisville & Cincinnati Packet Co. later used it, and in 1912 built new hull pontoons at Higginsport, O. and slipped them under. Greene Line acquired it from L&C. This venerable wooden wharfboat, which had served 1881-1937, was junked when the steel wharfboat was completed. Originally it had a shingle roof (260,000 shingles) but later tarpaper was used. Your scribe has no recollection of the original shingles.

When the steel wharfboat was downbound from Dravo's in the fall of 1936, your Editor was helping pilot the towboat MAMMOTH CAVE to Pittsburgh, just bought by the late Capt. Dickie

Hiernaux. We had two loads of fluor spar in tow for delivery behind Neville Island. We met the COAL CITY with her skyscraper at Clarrington, O. and elected to take the two-whistle side to keep ourselves to windward. Well we did, for the huge wharfboat was mowing down West Virginia willows by the time we passed. At the last meeting of S&D in Marietta we met the pilot who had been on the COAL CITY that famous trip. In all of the excitement of the occasion we unfortunately have forgotten his name.

Dick Bissell is fresh with a new travel book, "How Many Miles to Galena?" published by Little Brown. \$7.95 plus tax at all good bookstores including Putnam's at Warren, Pa. zip 16345. There's a lot in it about places and sights river people would go see if the river ever dries up. Once in a while Dick does arrive somewhere familiar like on page 206 when his wife Frankie happens to look up and see The New Arch. She says "Oh, Gosh, it's bigger than I thought."

"What's it for?" blandly asks Dick.

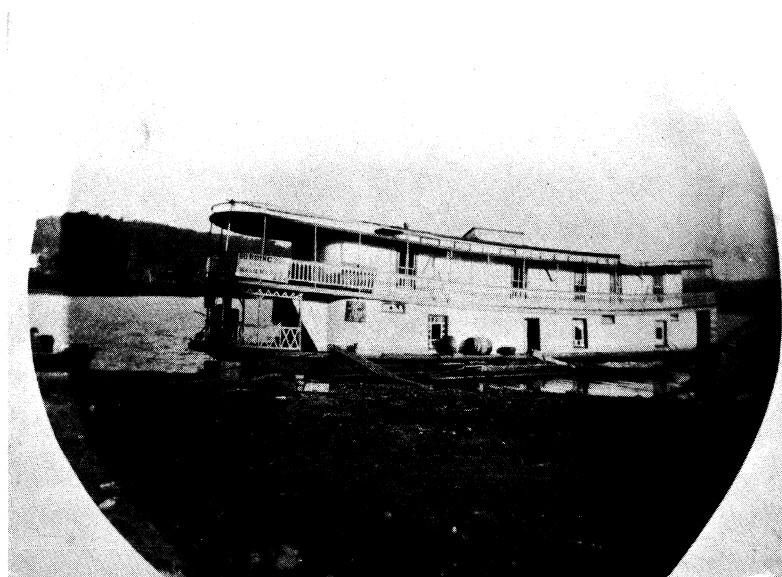
"Why, it's the Jefferson National Expansion Memorial Six-Hundred-and-Thirty-Foot Stainless Steel Arch."

"What's it do?"

"Do? It doesn't do anything. It just stands there. It symbolizes."

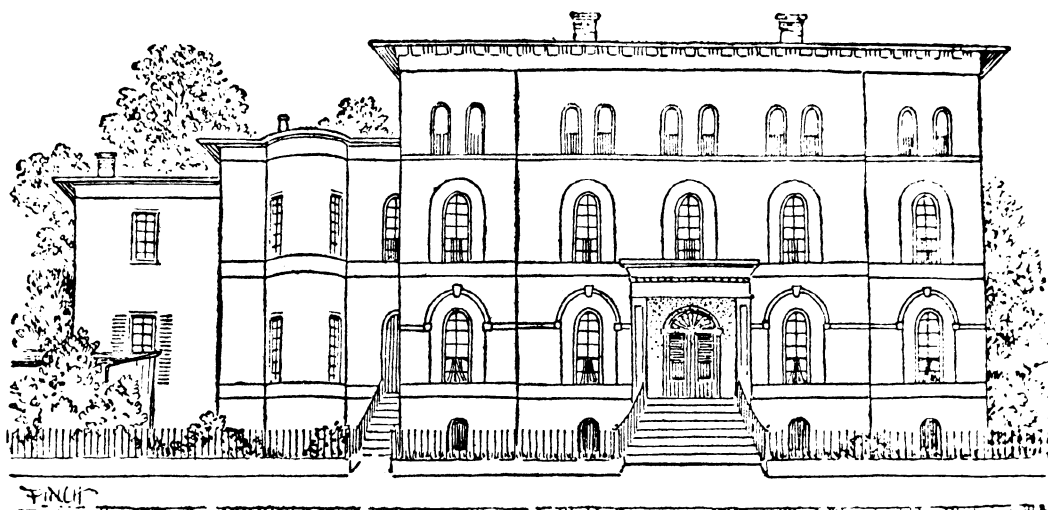
S&D Meeting

The annual meeting of S&D will be held at Marietta, O. on Saturday, September 20, 1969. Be sure to mark your calendar, and make plans to be on deck Friday and stay over Sunday morning.



SOMETHING NEW UNDER THE SHINING SUN:- A floating boarding house. Walter McCoy found this. The craft is moored above the Sistersville, W. Va. grade, head down, and the date is 1893. There is a sign on the boiler deck rail, forward: BORDING (sic) HOUSE AND WARM MEALS 25¢. A good bit of steamboat savvy went into the design of this two-deck purveyor of lodging and meals, and doubtless it did a good trade during the hectic oil boom. Does any S&D'r remember this boarding house? Or know about the proprietor? Or the cook? Or the chambermaid?

CAPT. W. C. HITE



Drawing by Edwin Finch

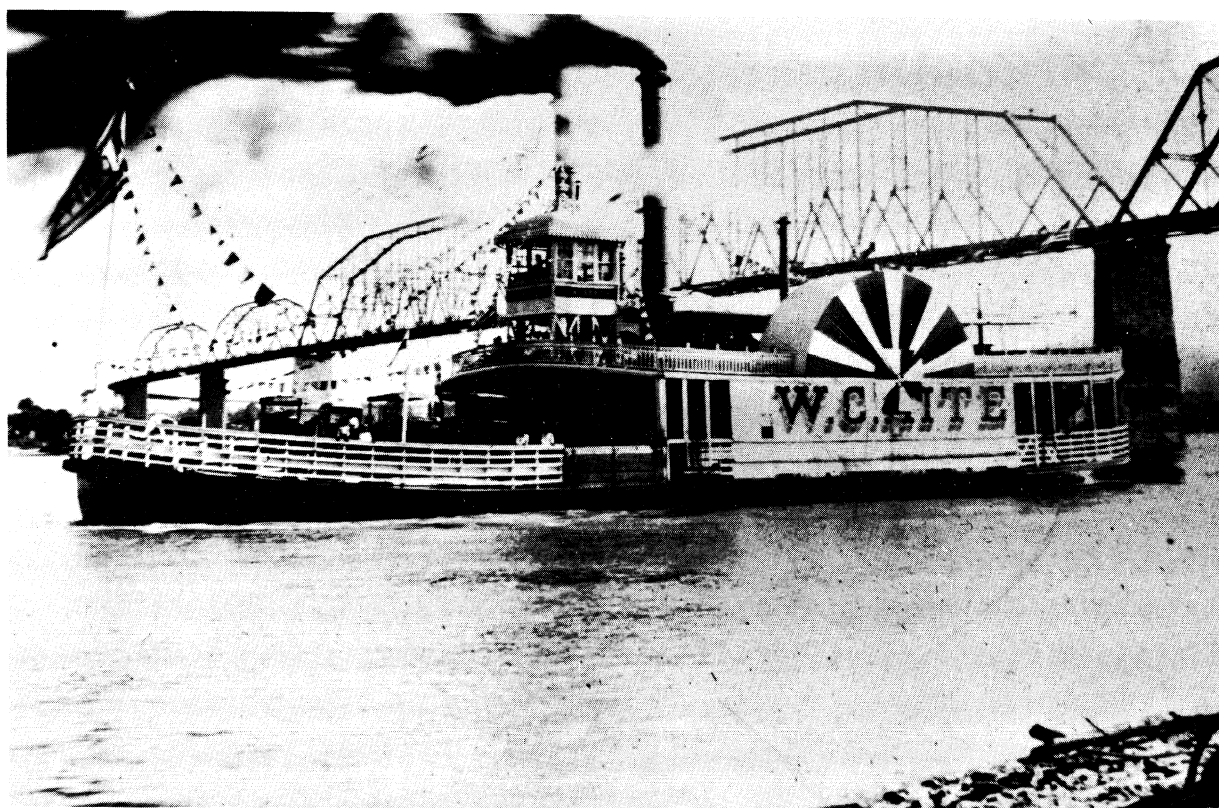
The Hite House

What was known as "the Hite house" in Louisville, Ky. for many years looked as pictured here at the northwest corner of Second and Walnut Sts. An article in the Courier-Journal describes the house in 1895. Its 30 rooms are "handsomely furnished in mahogany, cherry and rosewood;" its "beautiful arches and woodwork;" its "various art treasures;" its "massive walnut stairway carpeted in crimson;" its "silver door hinges;" its long

"salon parlor" extending the full length of the house on Second Street, and "elegantly furnished with brocatelle upholstery while large gilt mirrors hang above the two marble mantels."

Its owner, William Chambers Hite, had died 13 years before, but his widow and two of her children--Mrs. Joseph McCulloch and Allen Hite--still lived there in 1895 and carried on its hospitable tradition. The two doors of the big house, both

The W. C. HITE built in 1882, ferry between Louisville and Jeffersonville for many years in this scene bedecked for a gala occasion now long-time forgotten.

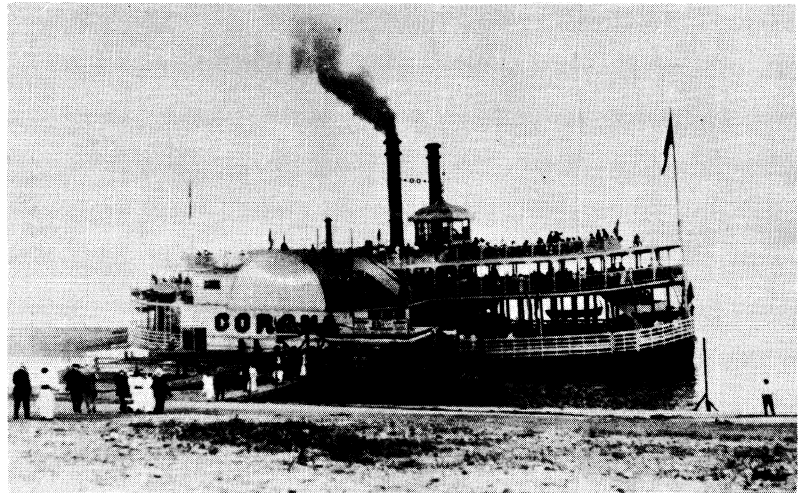


opening on Walnut Street "through either of which guests are admitted" were symbols of the warm welcome that was sure to be yours when you entered the Hite home.

Captain Hite had bought the house from Thomas P. Hunt, a native of Lexington, who came to Louisville in 1848 to engage in the commission business and rope and bagging industry. He purchased the corner lot in 1853 from B. J. Adams for the sum of \$5,617. After the Civil War, in which Hunt served as a colonel in the Confederate Army, he left Louisville to live in New Orleans. Captain Hite bought the Walnut Street house early in 1865, and the purchase price was \$25,000. When he and his wife moved into their new home, their four children were Mary E., 13, William W., 11, Nannie, 8, and Louis, 3. Their baby, Allen, was born in the Walnut Street house on September 6, 1865.

William C. Hite, a son of Louis and Eliza V. Hite, was born near Middletown in Jefferson County, Ky. on July 23, 1820. His father, a member of an old Virginia family, was a farmer, and William went to country school, and grew up learning the typical chores of a farm boy. When his father died, the widow brought her family to Louisville and the city directory of 1836 records her as living on the "s.s. of Main St. between Brook and Floyd." Two years later, 18-year-old William appears first in the directory as "a clerk at William Riddle's, commission merchant." He had been working since he was 13.

A little later he joined his brother, Louis, in the firm of Hite, Small & Company, a carpet business on Louisville's Main Street. But William's real love was the river and his first steamboating experience was under Capt. Frank Carter on the ALICE GRAY. In 1846 he became clerk on the TALMA under Capt. E. T. Sturgeon; later its captain for one season. A short time afterwards he was clerk and then master of the PEYTONA where he acquired a knowledge of the river that was to

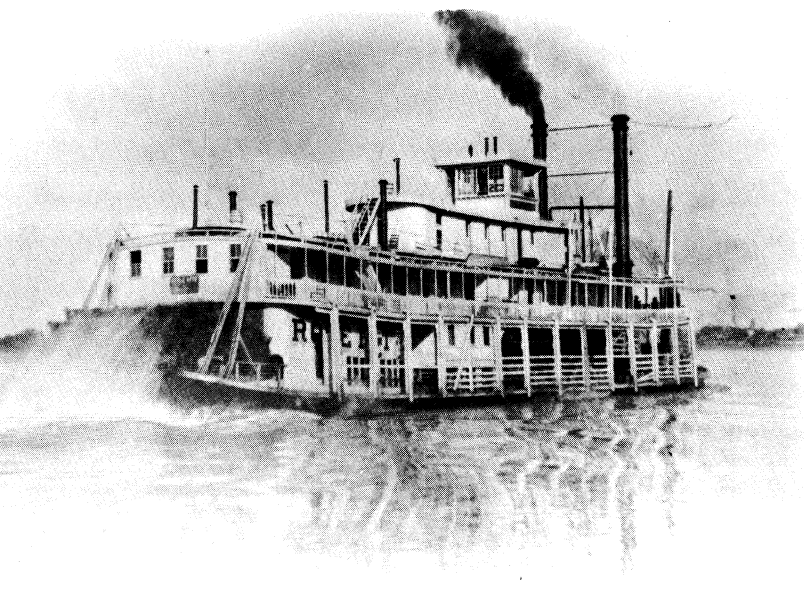


IN HER OLDER DAYS the ferry W. C. HITE was converted to become an excursion boat, renamed CORONA, operating out of Louisville. She was dismantled at Jeff in 1916.

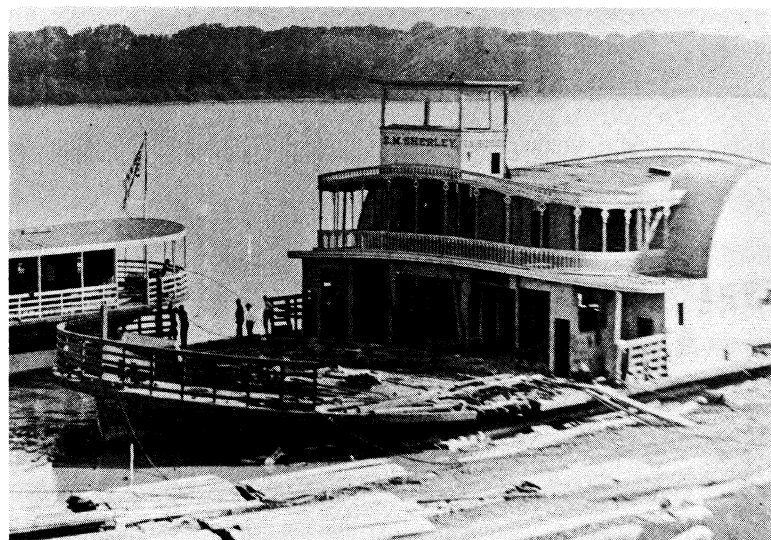
make him an expert on all phases of river transportation.

In 1851, young Captain Hite married 21-year-old Mary E. Rose, whose mother was a member of the Tyler family of Louisville. The young couple spent their first year at the Levi Tyler home on Fourth Street between Green and Walnut. Later they moved to a house on Jefferson Street between Seventh and Eighth, and there their three oldest children were born. The Civil War years were spent in a home on First Street between Green and Walnut. A four-year-old daughter, Rose, died there in 1864, and, in 1862, their second son, Louis, was born.

Five years after William's marriage, he had purchased an interest in the U. S. Mail Line Co. with Capt. Z. M. Sherley; and a few years later, the two men branched out and established a line of packets between Louisville and Henderson, Ky. As a successful promoter and manager of these steamboats, Captain Hite became known to rivermen all over the country. With the same partner he acquired a large interest in the Louisville &



The ROSE HITE of the Louisville & Evansville Packet Co., built in 1895. President of the company was Capt. W. W. Hite, son of Capt. W. C. Hite, and he named the boat for his mother. In earlier days a side-wheeler also named ROSE HITE operated in the Louisville, Evansville and Henderson trade, 1865-1873.



Ferry Z. M. SHERLEY in dismantled condition at the Howard Ship Yard, Jeffersonville, Ind., 1891. This is the only known photo of her. SHERLEY was built 1873, named for Capt. W. C. Hite's partner in the steamboat and ferry business.

Jeffersonville Ferry Co., and thousands who never knew Captain Hite personally were familiar with the ferryboat W. C. HITE that for many years carried passengers between Louisville and the Indiana shore.

For some years Captain Hite was cashier of the Louisville branch of the Commercial Bank of Kentucky. At the time of his death he held directorates in many Louisville companies, and was a trustee of Cave Hill Cemetery and of the University of Louisville.

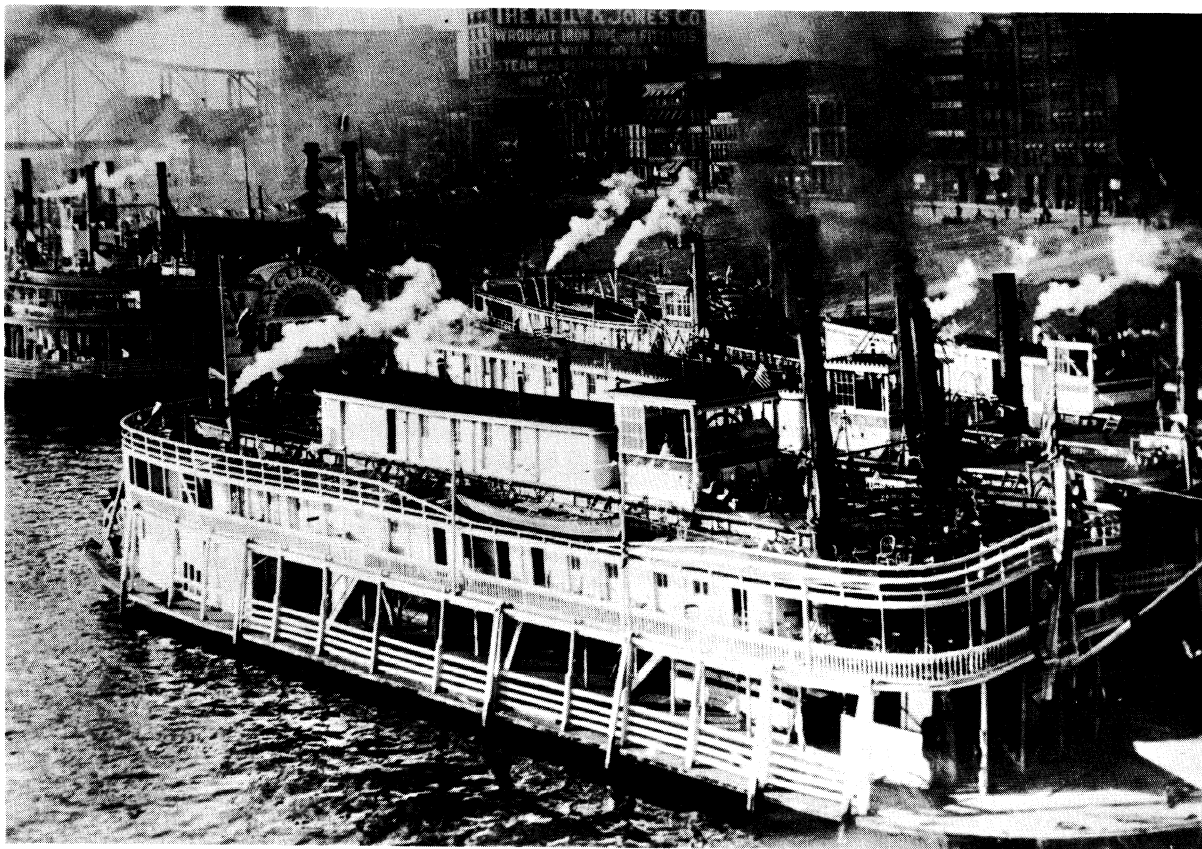
On November 16, 1882, Captain Hite, accompanied by Capt. John Howard of Jeffersonville, and B. F. Beard of Hardinsburg, went to the firm of W. H. McKnight on Main Street "to select a carpet for the cabin of the new ferryboat W. C. HITE." As two young salesmen, Charles Turner and Kenneth Dye, were taking the men up in the elevator, a rope broke and the elevator carriage plunged to the cellar of the building. Captain Hite and Captain Howard both were injured seriously. Three weeks later, on December 6, 1882, Captain Hite died as the result of his injuries. When the news became known "there was a suspension of business on the river front, and flags of all steamers flew at half mast." The Courier-Journal wrote of him as "straightforward, manly, possessed of remarkable energy and clear intellect..with as many warm friends as any man in the city."

At the time of his death, his children were

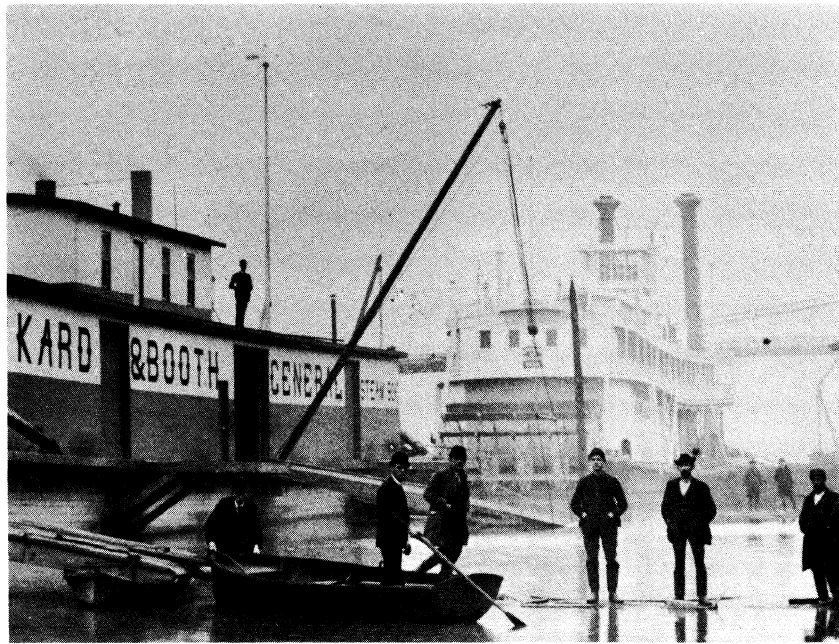
Mrs. G. A. Winston (Mary E.), Mrs. Joseph McCulloch (Nannie), William W., Louis, and Allen. Mrs. Hite survived her husband 15 years, dying on December 22, 1897.

The above account is taken from an old copy of the Louisville Courier-Journal, from an article written by Melville O. Briney, and preserved by Arthur V. Sheckler, to whom our thanks for sending it.

Two more tries and we were over the hump and soon wrapping ourselves around some gigantic steaks in the "Verity Room" of the Hotel Iowa. This may sound like a peculiar name for a saloon but actually it has nothing to do with conformity to truth or fact or a principle taken to be fundamentally and permanently true--no, not a bit of it. It is named for the steamer GEORGE M. VERITY which is now on dry land here in Keokuk as a public curiosity and museum. Nobody here in the Verity Room working at the shrimp cocktails knows that the VERITY was built at Dubuque in 1927, came out new for the Federal Barge Line under Captain Percy Swain as the S. S. THORPE, and had Nordberg condensing engines, 15's, 30's- 6½ ft. stroke. And I haven't got the heart to tell them. --Dick Bissell in "How Many Miles to Galeana?"



FOR EIGHT YEARS the ROSE HITE was a Monongahela River packet. This photo was taken in 1908 from the Smithfield St. bridge, Pittsburgh. The ROSE HITE is in the foreground, her pilothouse set down in front of the Texas to dodge low Monon bridges. A river parade was in progress when this picture was taken. Lined up shoreward of the HITE are the Monon side-wheelers COLUMBIA and I. C. WOODWARD. The towboat HELEN WHITE is at shore (center) and excursion side-wheeler SUNSHINE is head-on at the wharf (left).



HIGH WATER AT WHEELING, SPRING OF 1891, with the completed packet APALACHEE moored above the Crockard & Booth wharf-boat. This is the only known photo of the "first" composite hull steamboat described in the accompanying letter. The APALACHEE was launched at Wheeling in November, 1890, built by A. J. Sweeney & Son for service on the Chattahoochee and Apalachicola rivers in Florida, Georgia and Alabama. The hull was 135 x 28 (26 ft. floor) x 4.5. She had a capacity of 700 cotton bales and could berth 80 passengers. The boat was designed to be a feeder for the Savannah, Florida & Western R.R., operated by the Plant System (later Atlantic Coast Line) based at New Haven, Conn. She was snagged and lost in Chipola River Cutoff, near Iola, Fla. on June 23, 1899. One person was killed when the roof fell on him.

The mention of Thomas Sweeney in the Wheeling Union Line story (Dec. '68 issue) has brought inquiry as to his career and his family. The following excerpts are from a letter written in 1924 by his grandson John M. Sweeney.

"My grandfather Thomas Sweeney went to Wheeling from Pittsburgh in 1830 when about 24 years of age. He was a molder and was a partner of Mitchell at Pittsburgh. He started a foundry at Wheeling; also a glass works with his brother who was a glassmaker. I once asked my grandfather why he had left Pittsburgh and he said because he could ship from Wheeling a month later in the fall and a month earlier in the spring.

"My father A. J. Sweeney learned glassmaking and on the retirement of the brother (who had made money enough to retire on) about 1850, he (my father) succeeded him, and the firm became T. Sweeney & Son.

"This business continued until the breaking out of the Civil War. Meantime, in 1849, my father married, and, as he much preferred mechanics to glassmaking, he started a machine shop in partners with my mother's father who was a machinist under the firm name of John Moore & Co. This business, and the glass business, and the foundry, were all on the same block of ground fronting on Main Street, North Wheeling, and what is now Fourth Street, and running to the river. Later the same location was occupied by the North Wheeling Pottery Co. near the head of Wheeling Island.

"The foundry business was run by my grandfather Thomas Sweeney, my father A. J. Sweeney,

and brother T. C. Sweeney (who later operated steamboats) under the name of Sweeney & Company. In 1860 or 1861, after the death of John Moore, the abovenamed took over the machine shop and enlarged it. Sweeney & Company existed until 1875. That firm was succeeded by A. J. Sweeney & Son, which was composed of my father and me.

"I graduated from W&J, Class of '69, then served three years apprenticeship with Sweeney & Company, and became superintendent through 1875. Both Sweeney & Company and A. J. Sweeney & Son did a large business in addition to marine work; they built rolling mills, blast furnaces, a nail factory, and made all kinds of general machinery. The firm Sweeney & Company built the machinery for about 50 boats; A. J. Sweeney & Son for about 85. The latter firm commenced contracting for complete steamboats, designing the hulls and cabins, and operated both by lease and by ownership, various shipyards and joiner plants. In 1891 the A. J. Sweeney & Son firm built the packet APALACHEE with a composite hull--steel frames and bulkheads but with wooden skin and deck--and as far as I know that was the first composite boat built for western waters.

"My father died in 1893, about which time our business was incorporated as the General Engineering Co. and I moved to Chicago. I sold out of that firm in 1898."

The story of the cannon on the steamer CHARLEY BOWEN in our Dec. issue, page 5, prompted J. B. Devol, Route 3, Devola, O. to send along some details about Charles Bowen, Esq.

For some 35 years Mr. Bowen operated a mercantile store at Waterford, on the Muskingum, across from Beverly. He handled large quantities of produce, grain, pork and the like, and was one of the largest shippers on river packets. This was in the period 1831-1866. He was born in Connecticut and emigrated to Ohio about 1820, coming down the Allegheny on a raft, and thence to Marietta by flatboat.

Charley Bowen's success, and he made for those times a fortune, is ascribed by one historian as due to "his reputation for liberality and just dealing, and the fact that he always paid cash." During his storekeeper years Mr. Bowen made regular yearly trips to New York to replenish his stocks.

A Surrender!

I HAVE SURRENDERED MY STORE
and former business to

BRIG. GEN. H. F. DEVOL,
who has just arrived with a large and well selected
stock of

New Goods,
suitable to this market. I hope my old friends and customers will continue to patronize my successor. They will find the General and his clerks ready to make their bow, and show their stock to my old customers, and as many new ones as may be disposed to patronize him. I believe they will find him reliable and worthy of confidence.

I return my thanks to my friends for their confidence and good will to me for more than thirty years, which I have endeavored to supply their wants and I think I can say have studied the interest of all, especially the farmers.

Wishing now to
CLOSE MY BOOKS AND UNSETTLED
CLAIMS,

I ask and hope my friends will call at my office without delay, and let us settle up.

CHARLES BOWEN.

Waterford, April 24, 1865.

He remained a bachelor all his years. In 1866 he sold out to General H. F. Devol, also of Waterford, quite celebrated those days as one of the five Civil War generals from Washington County, O. Devol also had a steamboat named for him, the GEN. H. F. DEVOL, built in 1879. Mr. Bowen died in his 76th year, at Waterford, April 7th, 1874.

A newspaper hen in 1889-1890 created something of a sensation by going around the world in 72 days, 6 hours and 11 minutes. She hailed from Armstrong County, Pa. and called herself "Nellie Bly," borrowing the nom de plume from Stephen Collins Foster's song. Her real name was Elizabeth Seaman, nee Cochrane, and she did the job as a reporter for the New York World, having graduated there from the newsroom of the Pittsburgh Dispatch.

CONSTITUTION-DEMOCRAT.

WEDNESDAY, APRIL 2, 1890.

CITY NEWS.

—A large crowd of interested spectators congregated on the levee, late yesterday afternoon, to witness the launching of G. Sterne's steamboat, formerly known as the Enterprise, now as the Nelly Bly. The boat has been rebuilt, enlarged and now measures sixty-five feet long with a twelve foot beam. Mr. Stern is in receipt of a letter from Nellie Bly, thanking him for the honor conferred upon her in naming the steamer after her. The boat, when finished will be one of the prettiest little steamers on the river.

the bank of the Ohio. He records that on August 18, 1897 he observed "up and down, Nellie Bly." Again, dated September 28, 1897, he records: "The Str. Nellie Bly passed down at 11:30 am. Pilots on board: Jake Menges, Jim Latta, A. C. Robinson, Jos. Gould, Frank Gould and Frank Culp." The Ohio River was extremely low on that date, and was being forded near the Dippold residence.

Doubtless the above mentioned crew, all of them noted master-pilots on coal towboats, were making a low water inspection trip. But where they got their NELLIE BLY, or what became of it, is not known at present.

George Byron Merrick's book, Old Times on the Upper Mississippi; The Recollections of a Steamboat Pilot from 1854 to 1863, does for the Upper Mississippi what Sam Clemens' Life on the Mississippi does for the Lower Mississippi. It does that and more. I believe I have read every book ever written about the Mississippi River and to me this is the ne plus ultra. While the publishers are reprinting everything in sight, including Mark Twain's notes to his laundryman asking for less starch, I wish they would reprint Merrick's classic. It is a classy job and is unknown except to specialists and scholars with thick eyeglasses. --Dick Bissell in "How Many Miles to Galena?"

A new whistle has been added to the S&D collection at the River Museum. It came from the towboat WEBER W. SEBALD and was used prior to that on the J. T. HATFIELD (2nd). It has two barrels, known as a "wildcat." Mrs. James T. Hatfield, Jr., 775 Hedgerow Lane, Cincinnati, O 42546 initiated the gift. The donors also include Hon. Charles Gartrell, mayor, and William Kell, city manager, of Ashland, Ky. Also J. T. Koppius, commodore of the Ashland Boat Club.

The Armco Steel Corporation cleaned, polished, crated and shipped the whistle to Marietta, under the direction of J. Edward Maddox, assistant to the manager of the Ashland Works.



A Penn-Central freight bound from Columbus, O. to Conway Yard, Pa. decided to leave the rails and go swimming in the Ohio River last Dec. 29th. When everything came to a screeching halt there were 18 cars over the bank just north of Steubenville, O. One of them, a boxcar loaded with lumber, floated free-astay down 14 miles until it was nudged ashore along the West Virginia side above Pike Island Locks and Dam. One railroad man at the scene told a reporter for The Intelligencer, "We've had equipment in the river before--even engines--but they never floated 14 miles."

S&D shutter-bug William E. Brandt took the accompanying picture on Saturday, Jan. 4, 1969 as the towboat BIG JOHN nudged ashore the wandering box car at the Valley Camp Coal landing. The ICC has been adamant in denying railroads the right to participate in inland river transportation. Looks like the Penn-Central has cracked the ban.

Whistle Blow Plans

Walter W. McCoy, chairman of S&D's Whistle Blow activities, announces that plans for the third "Tootenanny" are progressing. The date will be on Saturday, June 21, 1969. The location, as usual, will be at the Union Carbide plant, Silicones Division, Long Reach, West Va. S&D members and others who have whistles are urgently requested to drop a line to Walter (Box TOOT) at Sistersville, West Va. 26175 or telephone him (304-652-6461). Walter says the vital need is enough whistles to round out the day's program, and he needs assurance well in advance to make the program worthwhile.

The June issue of S&D REFLECTOR will announce further details. Plans are being made to blow the whistles with high fidelity, simulating the actual mechanical set-up. This means longer piping between valve and whistle to procure "wet steam" conditions under which most river whistles were normally blown.

This well may be the last opportunity to hear these old whistles blow. To hear them alive is an experience, particularly when surrounded with a throng of S&D members who knew them so well, and who, in many cases, actually blew them for real when they were the voices of the waterways.

Union Carbide has been gracious in providing not only the steam, but also much needed equipment. Don't delay in contacting Walter McCoy.

Sirs: On June 25, 1910 mother let three of us four girls go on an all-day excursion from Lansing to LaCrosse aboard the sternwheel excursion steamer J.S. We came aboard at De Soto, Wis. dressed in our Sunday-best with baskets of lunch. The river was very low and during the trip care had to be taken passing a raft handled by the NORTH STAR and with the ZALUS DAVIS as bow boat. We spent the day in LaCrosse and when coming back, just north of Victory, Wis. and while we were again trying to pass the same raft, a fire broke out aboard the J.S. One woman jumped overboard and was drowned. One man burned in the hold. Big men passengers knocked down women and children and walked right on them. Finally we were all on an island. A man kept calling to us to move back for the boilers might explode. Some way the whistle kept blowing and to this day I can hear it--like the wail of a dying animal. The raft people came back to help and eventually we all got home.

After I was married we came to Cincinnati to live. A moonlight excursion was advertised and lo and behold it was aboard a boat named J.S., this one being a side wheeler. My dream is to go from Cincinnati to St. Paul and back--maybe someday I will--I mean on the DELTA CUEEN.

Mrs. Joe McConnell,
1010 Cross Lane,
Apartment 39,
Cincinnati, O. 45206

=The above was written to Capt. Doc Hawley who passed it along to us. The burning of the sternwheel J.S. was recounted with pictures in our March '65 issue, pages 4 and 5. -Ed.

Sirs: I enjoyed the last issue of the S&D REFLECTOR. All the pictures are fine. The whole day at the September meeting was a grand success. I am enclosing check and please send copies of the December issue to Irvin F. Wright, 2106 Hobbs Road, Nashville, Tenn. 37215, and to my nephew John E. Stone, 605 Ottawa St., Huron, Ohio 44839.

Enjoyed New Year's dinner at the home of Capt. Charles C. Stone, along with Mrs. Stone and Capt. and Mrs. Charles Henry Stone, and two daughters, and Ham Johnson.

Russell R. Stone,
801 Viand St.,
Pt. Pleasant, W. Va. 25550

Who are the most fascinating men of Cincinnati? That question recently was asked of about 50 women in Cincinnati's downtown area by Betsy Bliss, newshen on the staff of the Cincinnati Enquirer. Eight candidates were enumerated as outstanding, and among these eight was Capt. Clark C. (Doc) Hawley of the DELTA QUEEN.

Born in 1935 Doc got his nickname from four years' pre-medical studies at Morris Harvey College, Charleston, W. Va. He graduated cum laude and was a candidate for a Rhodes Scholarship.

But about that time he boarded the AVALON for an excursion and found that no one knew how to play the calliope. He volunteered, knowing how to play music by ear. The captain, Ernie Wagner, hired him.

Now, 16 years later, Doc still plays calliope, "the wettest music this side of Heaven," he says. When he graduated from college he had his mate's license. In 1958 he joined the DELTA QUEEN. Two years later he received his master's papers and became, at 25, the youngest master of a passenger vessel on inland rivers.

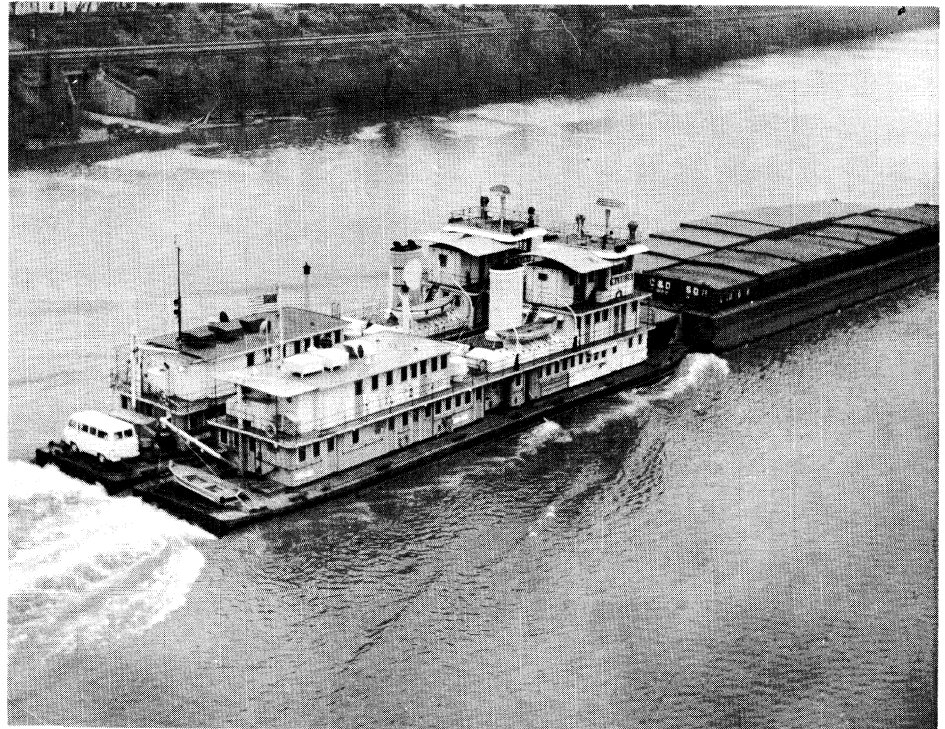
Doc says he's still trying to find out which of those 50 Cincinnati women nominated him as

the city's "most fascinating man."

Sirs: The picture in the Waterways Journal, Dec. 28, 1968 issue, page 5, of the WARRIOR and ALABAMA, was taken from the Sewickley-Coraopolis highway bridge; right? The underpass at Walnut Street shows upper left.

Tom Way,
Box 517,
Ashton, Ill. 61006

=Right! Photo was taken by Capt. Ross Rogers, Jr. on Nov. 21, 1968 when the two boats were upbound from Chickasaw, Ala. to Dunlevy, Pa. Quite an event we'd say for two boats to come all the way from Mobile River to the Monongahela--our guesstimate about 2200 miles. Last boat we remember doing same stint was packet LIBERTY in October, 1912. Capt. Harry Kraft of Parkersburg was one of the crew. She was rebuilt on the docks at Dravosburg, Pa. and renamed CITY OF PARKERSBURG. The recent journey of WARRIOR and ALABAMA was the more remarkable inasmuch as both were built near Pittsburgh, at Ambridge, Pa., in 1928. The LIBERTY episode was almost a parallel; she was built at Harmar, O., 1899. -Ed.



WARRIOR and ALABAMA
Their trip is guesstimated 2200 miles.

See the letter from Tom Way, upper right. This same view was published in The Waterways Journal, showing the diesel towboats WARRIOR (foreground) and ALABAMA passing up under Sewickley bridge last November. Both were built by the American Bridge Co., Ambridge, Pa., for the Warrior & Gulf Navigation Co., Chickasaw, Ala. in 1928.

Sirs: The packet BERTRAND which sank in the Missouri River in 1865 was found recently. (See June '68 issue, page 15.) Three Nebraska men had been looking for the steamer since February, 1968 and found it with the help of a metal detector 28 feet down in the mud and 300 yards from an ox-bow lake which, at one time, was part of the Missouri's channel.

The researchers weren't sure it was the BERTRAND until they found a wooden box with the label STORES BERTRAND on it. This particular box contained soap made in St. Louis.

Other items of cargo included a box containing two dozen jars of canned tomatoes. Mercury and gold valued at \$250,000 was said to have been recovered. Also several cases of Dr. Hostetter's Celebrated Stomach Bitters, sent from Pittsburgh, Pa. Several leather boots also were recovered.

Bob Niemeyer,
1205 Westminster St.,
St. Paul, Minn. 55101

Sirs: The National Park Service is helping excavate the BERTRAND. They've found boxes of canned peaches, bottles of Bitters, etc. Can you give us any idea who built the boat?

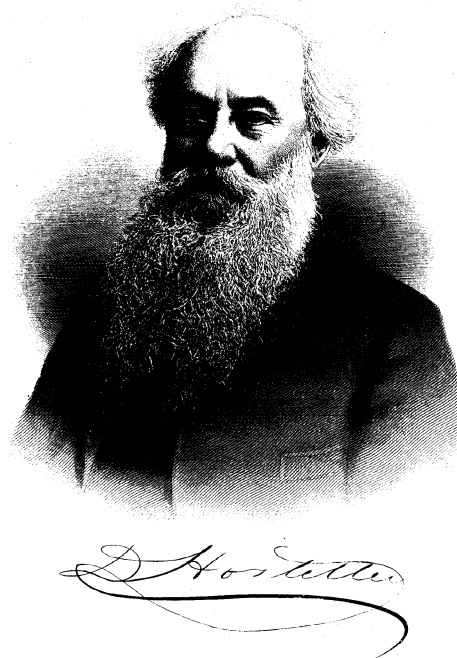
Ed and Margie Bearss,
1116 Crawford St.,
Vicksburg, Miss. 39180

=The BERTRAND was built at Wheeling, W. Va. in 1864, 251 tons, sternwheel, hull 160 by 30. She was snagged and lost in the vicinity of Omaha, Neb., April 1, 1865 according to the Lytle List. We do not know who built her, but a prior boat of that name, side-wheel, was built at Pittsburgh in 1844 owned by Wheeling vicinity Capt. Sam Mason and William Cecil. They soon sold her and in 1847 she was running up the Missouri, Capt. John Keiser, in connection with the American Fur Company.

The discovery of bottles which contained "Dr. Hostetter's Celebrated Stomach Bitters" is interesting. David Hostetter started marketing his "celebrated" concoction at Pittsburgh not long before the BERTRAND shipment was sent up the Missouri. The content was mainly alcohol, although Dr. Hostetter claimed he got the formula from his father, a physician of Lancaster County, Pa. The "bitters" proved quite popular amongst old ladies who spoke out against the evils of Demon Rum, but who held no scruples about

spooning high calibre medicine made of liquid fire, but with a redeeming tonic taste.

The curative claims for Dr. Hostetter's Celebrated Bitters endeared his brew to the Indians west of the Mississippi who were denied legal whiskey. Later, in 1880, when Kansas went dry, the legislators left a loophole in the law permitting sale of intox-



icating liquors "for medical needs." Dr. Hostetter grew quite wealthy and his financing in fair share built the Pittsburgh & Lake Erie Railroad, of which he was vice president. He expanded into oil and gas operations and sold out eventually at no mean profit to John D. Rockefeller.

Scarce a packet left Pittsburgh in the 1864-1900 era without a liberal tonnage of Dr. Hostetter's Bitters aboard. It is recorded that when the packet FASHION broke up after hitting the Kentucky shore above Manchester Islands, Ohio River, in 1890 that bottles of Hostetter Bitters were distributed all about. Dr. Hostetter was among the first to recognize the value of liberal advertising, and distributed millions of almanacs. He used outdoor signs, and took space in all leading U.S. newspapers. -Ed.

Clyde Bowden, who has been the curator of the Inland Rivers Library, Cincinnati, since October, 1965, has been advanced to other departmental work in the Library, effective last November. The Rivers section for the present is under the immediate care of Yeatman (Andy) Anderson III.

SCHEDULE OF SERVICE SAN FRANCISCO—SACRAMENTO

De Luxe Steamers

"DELTA KING" and "DELTA QUEEN"
of the California Transportation Company

DAILY

LEAVE		ARRIVE	
San Francisco (Pier 3)	6:30 P.M.	Sacramento	5:30 A.M.
Sacramento (Foot of M Street)	6:30 P.M.	San Francisco	5:30 A.M.

PASSENGERS CAN REMAIN ABOARD UNTIL 9:00 A.M.

FARES: San Francisco—Sacramento

One Way	\$1.50
10 Day Round Trip	\$1.95
30 Day Round Trip	\$2.50
Fare for Children between the age of 5 and 12 years, one-half of adult fare shown above	
Automobile (with paying passenger) One Way	\$3.50
Round Trip	\$5.00

STATEROOMS

With 2 single berths	\$1.00
Double beds	\$2.00 and \$2.50
Double bed with bath or shower	\$3.00, 4.00 and 5.00
Twin beds with bath or shower	\$3.50 and \$4.00
Rooms may be arranged in suites of two or three rooms	
Every room air-cooled in summer—warmed in winter	
Hot and cold running water in all rooms	

DINING SERVICE

Dinner	—6:30 P.M. to 8:30 P.M.
Breakfast	—6:00 A.M. to 9:00 A.M.
Table d'Hote Dinners and Club Breakfasts are supplemented by a la Carte Service	

Take your automobile and visit the many points of interest surrounding Sacramento

Historic mining towns and many other quaint places may be reached over splendid highways. These are short one day trips enabling one to enjoy to the utmost the intervening hours, yet making it possible to connect with our regular return steamer to San Francisco.

The above dates 1936 and is from a River Lines, Inc. folder sent us by S. Durward Hoag. The mailman also brought us from Mary Fulton, Antioch, Calif., some information about Major Charles Lee Tilden, spoken of by his contemporaries as the man "who dreamed up the DELTA KING and DELTA QUEEN and had them built." He also was father of the East Bay Regional Park System and for 30 years lived on a Saratoga hilltop estate copied after the original Hakone Gardens in Japan. The place is still a Bay Area attraction. Joan Fontaine and Olivia de Havilland grew up there.

TRAVEL BY WATER

with your automobile. Many motorists take advantage of this River Lines Service, for they save 100 miles of the most congested highway and at the same time enjoy a scenic and restful trip. Automobiles are given careful handling aboard The River Lines steamers and after a refreshing night's slumber, the traveler finds his car awaiting him on the wharf. The charge for a passenger's automobile is \$3.50 one way, and \$5.00 the round trip.

Near the end of packetboat days on the Ohio, the SENATOR CORDILL carried a small orchestra composed of Marietta girls. One of them was Betty Rampp who later was identified with the Marietta Area Chamber of Commerce and also played organ in the Gun Room at the Hotel Lafayette. Word now comes of the death of Betty Rampp Miller, in the Marietta Memorial Hospital, on Friday, January 3, 1969. She was born in 1914 and graduated from Marietta High in 1932, and from Marietta College in 1936. She played the organ in the Williamstown (W. Va.) Methodist Church 18 years. One daughter survives, Mrs. Kenneth E. (Patricia) Bennett, and a brother Richard E. Rampp, both of Marietta. Burial was in East Lawn Memorial Park.

Sirs: I found the December issue of the S&D REFLECTOR very interesting, especially the story of the trip with Doc Hawley and the visit with his family. My maternal grandfather served in the region near Hawk's Nest during the Civil War. I took my mother there many years ago. My brother Fred and I made a sentimental journey there a few years before the area was so industrialized. As J. Mack would say, "That's progress?"

In the group picture taken at the afternoon meeting (page 11) the lady on the right of Captain Baxter, just behind, is incorrectly identified as Jessie Hoyt. I am on the right of the support pole (in the foreground), third row from the front.

Jessie R. Hoyt,
1755 Wyandotte Road,
Columbus, Ohio 43212

=Why shore; now that we've cleaned our glasses, the lady is the estimable Mrs. L. G. Frank of Cincinnati. -Ed.

Sirs: When I was the Monongahela River correspondent for the Waterways Journal during Donald's days two of the best men I contacted were Capts. John L. Howder and John Hudson. Captain Howder was river transportation manager for the Hillman fleet, and Hudson was master-pilot of the towboat J. H. HILLMAN.

I knew both of them from away back. About the time the "Combine" was formed (apologies to A. Dempster) the towboat JAMES MOREN was just three or four years old and Capt. Jim Moren was captain of her. They put John L. Howder on the TOM LYSLE, which was leak-

ing like a sieve and was about due for the boneyard. She was kept on the Combine books until 1906 although I remember her last as a pumpboat in one of the First Pool landings.

Capt. John Moren was in charge of model barge operations and Matt Henderson, a former lower river mate, was his helper. Matt was Jack Henderson's father, and I say this because Jack just recently died aged about 76/77 and he was the man I succeeded as Combine shore boss in the pools.

Well, there came a rise and a big ice run-out. Three loaded model barges took off free-astray in the Pittsburgh harbor. Capt. Howder was there with the leaky old TOM LYSLE and started off to the rescue. Capt. Jim Moren hollered at him to go back in the landing and tie up. But Howder went anyhow.

One of the three models went down back of Neville Island, and it runs in my mind the second was wrecked, but Howder did get the third one down about Merriman's.

That's the end of that story and the next time I saw Captain Howder he was master-pilot of the HELEN WHITE. It was a joy to watch him handle. He was a natural-born actor and later his son Bill performed a great deal like his Dad. The Howders were all real steamboatmen.

Sandbar Johnny Zenn,
271 Pine Road,
Pittsburgh, Pa. 15237

The address by J. Mack Gamble presented during the Sept. 21, 1968 S&D meeting, "Fifty Years of River News," is available on tape. Running time is 43 minutes; 3 3/4 i.p.s.; 5" reel. Priced \$3, postpaid, and order from our secretary, Mrs. J. W. Rutter, 89 Park Street, Canal Winchester, Ohio 43110.

Sirs: On page 18 of the December '68 issue appears the statement: "--who in this atomic-computer age knows what a barrel of coal oil is? Kerosene might be more understandable."

Being in the oil business, I think it pertinent to report that within the last two weeks I was in one of our bulk plants in Ohio County, Kentucky, bounded on the west by Green River, and having Rough River flowing within its borders, and a farmer gentleman came in and stated he had come to pick up "a barrel of coal oil."

As long as my father was call-

ing the signals of our locally based oil company (he retired in 1952 and is now a healthy 81) the word kerosene was verboten. On our published price sheets this commodity appeared as "coal oil."

Reason:- The reception of some country-based multi-party line Kentucky telephones was so fuzzy that kerosene could sound an awful lot like gasoline--or so he thought. And we know from dire experience what can, and occasionally has transpired when gasoline in error was delivered in place of kerosene. Hence coal oil, about which there is no mistake.

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

Sirs: I am most anxious to find a picture of the steam tug JAMES CALDWELL which, around 1880, was built in Pittsburgh by my grandfather Capt. (later Doctor) George A. Urling, and Grandmother Urling's brother Capt. Josiah Barrett. She was built on the lines of a deepwater tugboat rather than on those of a river towboat. A pen-and-ink drawing shows a huge steam pump, used for pumping barges, just ahead of the pilot-house. Perhaps some of the "Reflector's" readers know where such a picture is?

Irwin M. Urling,
730 State Street,
Baden, Pa. 15005

"Men and Steel," published by the Jones & Laughlin Steel Corporation, contained in its October-November, 1968, issue an illustrated feature story on S&D member Russell M. Lintner who is a General Office Purchasing Department expediter with the firm. According to the story Russ took his first boat ride on the QUEEN CITY, then round-tripped in 1934 Pittsburgh-Cincinnati on the OUACHITA for \$18. Next year he took two rides on the LIBERTY.

Russ became a river researcher in the 1960s and since has compiled some 4,000 typewritten pages through the period 1848-1879, culled from old Pittsburgh dailies. He has original photographs taken himself of some 600 different steam and diesel boats.

The S&D REFLECTOR has borrowed heavily from Russ's researchings, thanks to his generosity. One of our features, the story of the GREAT REPUBLIC (March '67 issue) was in great measure so revealed.

Sirs: A sad note to inform S&D that Miss Elizabeth Broecker died on Friday, December 20, 1968.

She was more than instrumental in founding the Howard National Steamboat Museum. In fact, second only to Mrs. Howard, she WAS the Museum. Miss Broecker spent her active career as a social worker among Louisville's underprivileged juveniles at a place called Ormsby Village. During her long stay at that place she gave the community many useful citizens. After she retired seven or eight years ago she became very much involved in Altrusa and the Business and Professional Women's Clubs of New Albany and Jeffersonville. Mrs. Howard, impressed by Elizabeth's style, asked her to help organize the Steamboat Museum and so it was done. The groundwork so fundamental to such a venture was largely done by this lady. This spadework involved long journeys to the State Capital, historical society meetings, etc. All this she gave freely, both of time and cost.

Miss Broecker's interest in the river was one of those tenuous things based upon emotion rather than any actual participation in river affairs. She rendered for river historians a great service. She was 72 and is survived by a brother.

Alan L. Bates,
944 Logan Street,
Louisville, Ky. 40204

=In the Sept. '68 issue, page 39, there is a group picture in which Miss Broecker appears, third from the left. For some reason unaccountable to us, she is not identified in the story beneath. -Ed.

Sirs: Check enclosed and please enter S&D membership for Mrs. Daniel M. Heekin, 2376 Madison Road, Apt. H2, East Bldg., Cincinnati, O. 45208. I have the pleasure of talking with Mrs. Heekin quite often.

Harold R. Brown,
Deckhand, Str. LORENA.
(The only steam packet on the Ohio River this winter since the DELTA QUEEN is on the Mississippi.)

Sirs: The TARASCON painting on the cover of the Dec. '68 issue is grand, and I remember her so well. The letters to the Editor are swell and the photographs are supreme. The dredge STE. GENEVIEVE looks as natural as life. The account of the AMERICA-UNITED STATES is thorough and complete,

including the map, and the picture of the AMERICA is a rare one indeed. The Muskingum story was fine and the story of the NELLIE WALTON was splendid. I remember hearing of Capt. Howder being on the NELLIE WALTON for 27 years. That is a record in comparison to the way things are run today. I enjoyed the story of the Wheeling Union Line very much, and I remember hearing that George Conant was a steersman on the CITY OF WHEELING when she was wrecked at Pomeroy. The Line was apparently not as successful as I had imagined; I never knew how long they operated. Clyde Bowden's pictures of the burned CHRIS GREENE were of great interest to me as I was involved in her building in 1925. I rang the last bell on her at Louisville when we took her to winter quarters there in 1936, her last trip. Mr. Hoag sure got a good picture of the blasting of old Lock 18; he caught it just right.

Jesse P. Hughes,
NATO - Box 1418,
Sarasota, Fla. 33578

=The above address will reach Capt. Hughes until May 1, 1969.

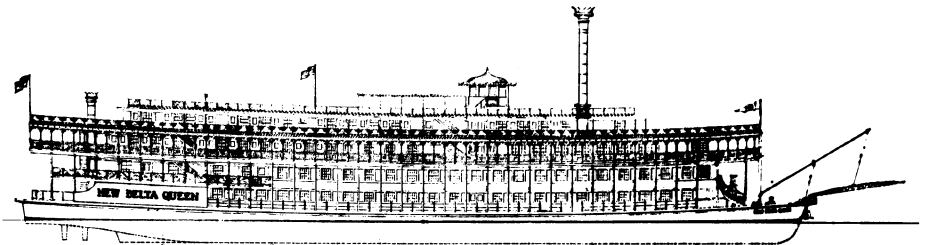
Word comes during mid-January that Capt. Harry Kraft of Parkersburg, now 83, suffered a bad fall breaking bones in one arm and one leg. He is confined to a hospital. His home address is 1611 Lawrence St., zip 26102.

Sirs: It was 41 years ago on March 31, 1928 when the KITTANNING arrived at Oil City, Pa. on the Allegheny, the last steamboat there. I was just talking with Capt. Raymond C. Peck a couple of months ago. He was the mate on that famous trip, and I believe he is the only living member of the crew. He retired from service with the U. S. Engineers in the Pittsburgh District about eight years ago. He's in good health.

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

=Veteran of that voyage is George D. Stuart, editor of the Valley Daily News, Tarentum, Pa. He also is in good health. Ray Spencer and your editor called on him last December. George was not a crew member on the KITTANNING but enjoyed every moment of it. -Ed.

FUTURE BLEAK FOR REPLACING DELTA QUEEN



Greene Line Steamers, Inc. of Cincinnati asked for bids on the above tourist boat. Two replied: Todd Shipyards, Houston, \$8.5 million; Bethlehem Steel, Beaumont, \$8.6 million. Additional equipment and design costs would up the total to \$10 million. The Greene Line estimate was something like \$4.5 million.

Added to this grief, Richard C. Simonton became seriously ill soon after he talked at the S&D meeting on Sept. 21 last. He was hospitalized for a month or so and says in February he's "still of no use." He planned a sojourn in Florida to recoup.

Troubles run in threes. Letha C. Greene, former president of Greene Line, was in an automobile accident at Cincinnati on Sunday, November 24, 1968, sustaining injuries which hospitalized her un-

til the third week in January, 1969. She is now at her home, 3536 Paxton Avenue, in Cincinnati 45208. Send her a get well card.

Everybody is asking: Will the "NEW DELTA QUEEN" die on the drawing boards? One certainty is that the tourist boat shown above will not be built. The \$10 million cost would be impossible economics--she never could recover her expenses. The solution, if it is pursued, lies in the direction of a lower first cost.

River operators have circumvented this same problem in past programs. The largest and most elaborate excursion steamer on today's U.S. inland waterways was built on a second-hand hull using second-hand engines, the superstructure put up on a pay-as-you-go plan at the owner's own dock. It can be done.

DOWN THE MISSISSIPPI ON THE HIGHEST FLOOD OF RECORD

Sirs: In the summer of 1763 I came down the river on the old first JUBILEE. She was new then, however; a singular sort of single-engine boat, with a Chinese captain and a Choctaw crew; forecandle on her stern, wheels in the center, and the jackstaff nowhere, for I steered her with a window-shutter, and when we wanted to land we sent a line ashore and rounded her to with a yoke of oxen.

Well, sir, we wooded off the top of the high bluff above Selma--the only dry land visible--and waited there three weeks, swapping knives and playing 'seven up' with the Indians, waiting for the river to fall. Finally it fell about a hundred feet, and we went on. One day we rounded to, and I got in a horse trough which my partner borrowed from the Indians up at Selma while they were at prayers, and went down to sound No. 8, and while I was gone my partner got aground on the hills of Hickman. After three days' labor we succeeded in sparring her off with a capstan bar, and went on to Memphis. By the time we got there the river had subsided to such an extent that we were able to land where the Gayoso House now stands. We finished loading at Memphis and engaged part of the stone for the present St. Louis Court House (which was then in course of erection), to be taken up on our return. You may form some conception by these memoranda of how high the water was in 1763. In 1775 it did not rise so high by 30 feet; and in 1790 it missed the original mark by at least 65 feet; in 1797, 150 feet, and in 1806 nearly 250 feet. These were 'high water years.' These high waters since have been so insignificant that I have scarcely taken the trouble to notice them. Thus you will perceive that the planters need not feel uneasy. The river may make an occasional spasmodic effort at a flood, but the time is approaching when it will cease to rise altogether.

In conclusion, sir, I will condescend to hint at the foundation of these arguments. When me and DeSoto discovered the Mississippi, I could stand at Bolivar Landing (several miles above 'Roaring Waters' bar) and pitch a biscuit to the main shore on the other side, and in low water we waded across at Donaldsonville.

The gradual widening and deepening of the river is the whole secret of the matter. Yours,

Sergeant Fathom,
R. R. Steamer TROMBONE,
Vicksburg, Miss.

=The reader is invited to speculate the true identity of the author of the above. We'll clue you in that the original is dated May 8, 1859 and it was penned by the pilot on the side-wheel packet WM. M. MORRISON. -Ed.

Sirs: The story of the RIVAL in the Dec. '68 issue brings back old memories to me. I was 13 and we then lived in the house which still stands, nearest the landing where the W. P. SNYDER, JR. is now moored. In 1903 this was at the end of the temporary marine ways where quite a few boats were built and launched. They were the A. R. BUDD, RIVAL, REAPER, DUFFY, T. P. ROBERTS, C. M. PATE, S. B. GOUCHER and the SCOUT. The SCOUT had the D. T. WATSON engines, and had a pilotwheel built for Capt. Oscar Webster.

Capt. Webster was an expert on aligning machinery, and he looked after most of such work at the yard. He was brother of Capt. Bill Webster of the SONOMA.

Also built there were the gas-boats ELEANORA for Capt. Hiram Douglass of Parkersburg, and the KID for Clifton Bros. of Zanesville and Dresden.

During this period the towboat GLEANER was brought up to Streckler's boiler shop, and later she was taken to Sacra Via, where the SNYDER is today, for Capt. Hammett and my Dad to replace woodwork around the smokestacks. She was in charge of Capt. Albert Buttonfield, and that was a big boat in my young eyes, and I wondered how they could run such a big thing as that.

(Ed. Note:- GLEANER got new cylinder timbers at Marietta in 1904, and the original battery of five boilers was increased to six. She then was owned by Jutte Coal Co. Arrived in October and lumber for the cylinder timbers was brought by river from Pittsburgh, towed by gasboat VENICE which got stuck on Merriman's bar enroute for a lengthy stay. The GLEANER left Marietta for Pittsburgh on Dec. 28, 1904.)

Back now to the NELLIE WALTON and the RIVAL:- I got all of the copper off the NELLIE, roof scuppers, from under the stoves, out of the pilothouse---diningroom, kitchen stoves---the sink lining, rain shelters from hog chains and

braces. I got about 15 pounds of copper and a wagonload of other junk. Mom took me to S. R. Vanmetre's store there on Front St. and we came out with the works; new hat, shoes, suit and shirts for me. The suit was bought with foresight sleeves rolled two turns and I was walking on the hip pockets of the pants. We used the chips from the boatyard for firewood at home, and I hauled it all; no small job.

Elston's Mill on Warren St. sawed all the lumber for these boats. Marietta Mfg. Co. did the welding on the forge in their shop. Henry Burchet and brother Jody (blacksmiths) were there. All this work was hauled in a wagon over the Putnam St. bridge and back; how did they ever finish a boat?!

Capt. Peter Sprague (for whom the monster towboat was named) and Capt. Sloan were the Combine inspectors on the RIVAL. When we built the A. R. BUDD, Capt. Harry McGuire was there, and sometimes Albert Budd came. All boarded with Mr. and Mrs. Prettiman. Mr. Prettiman was a printer on the local newspaper. Wonderful place to board. The table had falling arches from so much food.

The field bounded by Front St., Sacra Via, Warren St. and the river was the town cow lot used by Nick Strouse, Tom Chamberlin and John Wright. Slawbaugh's bull visited on the lot once in a while. All the trees you see in that area now had not sprouted prior to 1907.

All boat building operations were moved in 1907 to the old Knox yard in Harmar, now West Marietta. A big flood had almost wiped out the Knox operation. I recall Morton Knox, and Harry Knox, and Capt. Charlie Knox, and engineer George Knox.

The Hammett operation of the West Marietta yard included the building of the VULCAN, MENGEL BOX COMPANY, ROBERT RHEA; also they put a new hull under the HARRY NO. 2. They put a new model bow on the gasboat PEARL for Capt. Jack Monteith. The PEARL arrived in a barge and all the work was done in that barge. A nice model bow was framed on her gunnel hull.

Capt. Steve Davis usually was pilot on trial runs, with Hub Cole and Gus Seshar as engineers.

The coal for these trial trips was hauled in wagons from the Schuler's Coal Co., Harmar.

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

Sirs: Our good vice president on the Lower Ohio wonders in the last issue, page 2, about the pathway of slack or fines strewn in the coalboats pictured on page 9 of the September issue. The reason for this is a good bit different than what he surmises.

Wooden coalboats were built so flimsily that they had to be loaded by means of a sheet-iron pan. This pan was filled with coal at the tipple, then lowered gently into the coalboat and emptied with care. Men called "levelers" with heavy rakes or hooks spread the coal evenly throughout the coalboat. This meant that most of the lumps were drawn out toward the sides, leaving the slack or fines in the center.

This scheme had another practical aspect. The pump boxes were built snug against the gunnels and by centering the slack and keeping the lumps to the sides the water drained easily to the pumps and there was no clogging problem.

Granted, the result made sort of an easy walkway through the center length of the loaded coalboats, but the reason was not, as our esteemed vice president assumes, to ease the lot of the deckhands.

Yes, I object to the term Combine. Alexander Dempster, board chairman of the Monongahela River Consolidated Coal & Coke Co., did not approve inasmuch as R.C. on company equipment stood for River Coal--not River Combine. My father shunned the word Combine and wouldn't let me say it, so as the twig is bent...etc.

My respects to our Louisville vice president for discovering the effect, if not the cause, in the photograph.

Sandbar Johnny Zenn,
271 Pine Road,
Pittsburgh, Pa. 15237

Sirs: Yesterday's mail brought the December issue of the S&D REFLECTOR, and, as always, everything else stopped while I devoured it from cover to cover. Although the previous issue had the most beautiful article to date, namely, Capt. Jesse P. Hughes' "A Visit to Grandma's House," I relished perhaps more than most readers did the article on "The Wheeling Union Line."

This is because I was born at Bellaire, O., just below Wheeling. Having always been interested in history, when I came to Toledo, O. eleven years ago (and am at present the Controller at

The University of Toledo) I began to collect the local history of the Wheeling-Steubenville area. Thus, I am most anxious to know the research sources used for the article. It appears to me the main source may have been newspapers, and I am wondering if the files of the Wheeling Public Library were the ones used?

I note that seven boats are listed and there is reproduced a departure notice (now, where did that come from?) which lists in addition to the ones described the FOREST CITY. Didn't it last long in the Union Line set-up? And what was the end of the FALLS CITY, with its oil panorama of Wheeling?

One slight revision: According to Scott Powell's "History of Marshall County, West Virginia" Moundsville was originally two villages, Elizabethtown (1798) and Moundsville (1832), although Grave Creek was the postoffice name for the settlement as early as 1820. The two were combined in 1865 under the name of Moundsville.

Paul E. Rieger,
5031 Westminster Road,
Sylvania, Ohio 43560

=Yes, contemporary newspapers were examined and read at the Wheeling Public Library which has a partial file. The missing portion was read in the files at the library in the State Capitol, Charleston, W. Va. The old newspaper ad for the Union Line was photostated from one of these early issues. Other portions of the story came from newspaper files at Cincinnati, Louisville and Pittsburgh and Maysville.

The FOREST CITY was built 1851 and was in the Union Line but briefly, spring of 1853. Then for five years she ran usually between Wheeling and Pittsburgh teamed up with the early DIURNAL. Capt. Benjamin Way commanded her then, a resident of Wellsville, Ohio. His home still stands, today a funeral home.

The FALLS CITY later operated in the St. Louis and New Orleans "Railroad Line," and was dismantled in 1859.

The Wheeling "Daily Intelligencer" published notice in their February 20, 1853 edition that the name of Grave Creek Post Office had been officially changed to Moundsville. -Ed.

Sirs: Have read several back issues of the S&D REFLECTOR and must say I really like it, al-

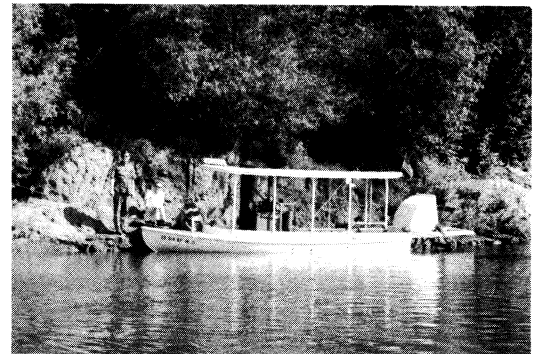
though the subjects are pretty far east of the waters on which I make my living and have prime interest. For the past 25 years I have been dredgemaster with the Willamette Tug & Barge Co. of Portland, Oregon. Our work takes in all of the Columbia River watershed and tributary streams that are navigable.

In the late '20's I worked on sternwheel boats here as a deckhand, and so have an active interest in them. They pretty well went out of style here after World War II. At the present time my employer has the operating lease for the steamer PORTLAND, one dollar a month from the Port of Portland Commission. The only other operative sternwheeler is the W. T. PRESTON owned by the U.S. Engineers in the Puget Sound area.

In Vol. 3, No. 3 issue of the S&D REFLECTOR there was a photo of my steam launch BERNICE sent to you by my neighbor Jerry Heermans. Here is a later one taken on July 4, 1968 on the Yamhill River at Lafayette, Ore. The location is downstream from an abandoned lock and dam, shut down about 10 years ago.

Enclosed is membership to S&D.

Thomas C. Graves,
4020 S.W. River Lane,
Tigard, Ore. 97223



Steamer BERNICE
See letter above picture.

Sirs: My thanks to Russell Stone for having a copy of the Dec. issue of the S&D REFLECTOR sent to me. I started my river career with him, and with Harry Burnside on the (new) D. T. LANE in October, 1909. Got my first issue of engineer's license on Dec. 22, 1913. So you see I've been around long enough to be a relic myself. Oh, prior to when you ran the BETSY ANN, I was on her with Capt. Walter Booth, a fine man.

Irven F. Wright,
2106 Hobbs Road,
Nashville, Tenn. 37215



This most interesting picture was taken from the stern of the excursion side-wheeler ISLAND QUEEN at Cincinnati about 1941 by Dick Carmell of Loveland, O. Practically everything in sight has since disappeared except the suspension bridge. In the right foreground is the U.S. Coast Guard lighthouse tender GREENBRIER moored head-down at the head of the Greene Line wharfboat. This very fine steamer was decommissioned on September 1, 1947 while laid up at Paris, Tenn. and was sold at public auction to Stillwater, Minn. persons who promptly resold her to the Charles C. Smith Co., Houston, Tex. They made a landing boat of her on the Intracoastal Waterway.

At the left is the tourist steamer GORDON C. GREENE which later was retired to become a tourist attraction and restaurant, and ultimately and finally sank at St. Louis on Friday, December 1, 1967. At the wharfboat's lower door is the packet CHRIS GREENE which became a motorboat and yacht headquarters and burned on Sunday, July 22, 1968. Below the wharfboat is the CARY-BIRD, the Greene Line's relief packet, which did her last running in 1942 making trips in the Cincinnati-Huntington trade for the EVERGREENE which had broken her wheel shaft.

The big wharfboat shown here sank on Saturday, October 26, 1968 at Ohio River Mile 483.7, below the site of old Fernbank Dam (No. 37). It had been acquired by a yacht harbor, Sycamore Shores, and was being towed to their landing when the loss occurred.

Below the suspension bridge, you may see the old C&O Railroad bridge which was condemned and closed to all traffic at midnight, November 9, 1968. It had been used for vehicular traffic after the completion of the new C&O bridge in 1929 just below.

40

All of the buildings at the right are gone, as also is the wharf area. A new sports stadium is arising there. A new system of thruways brought the wrecker's ball to all of the buildings in this scene. Modern progress, once determined upon, advances on predetermined schedule amidst the dust and rubble of the old and familiar. The eye-opener here, in this picture, is the what?-- coincidence maybe--that the GORDON C. GREENE, the CHRIS GREENE and the Greene Line wharfboat seen above, devoid of any scheduling, vanished within 10 months 25 days. Look again at the photograph. Twenty eight years have brought changes.

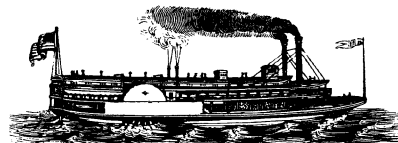
Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



*Mrs J R Hoyt
1755 Wyandotte Rd #A
Columbus, Ohio 43212*

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