

S & D

REFLECTOR

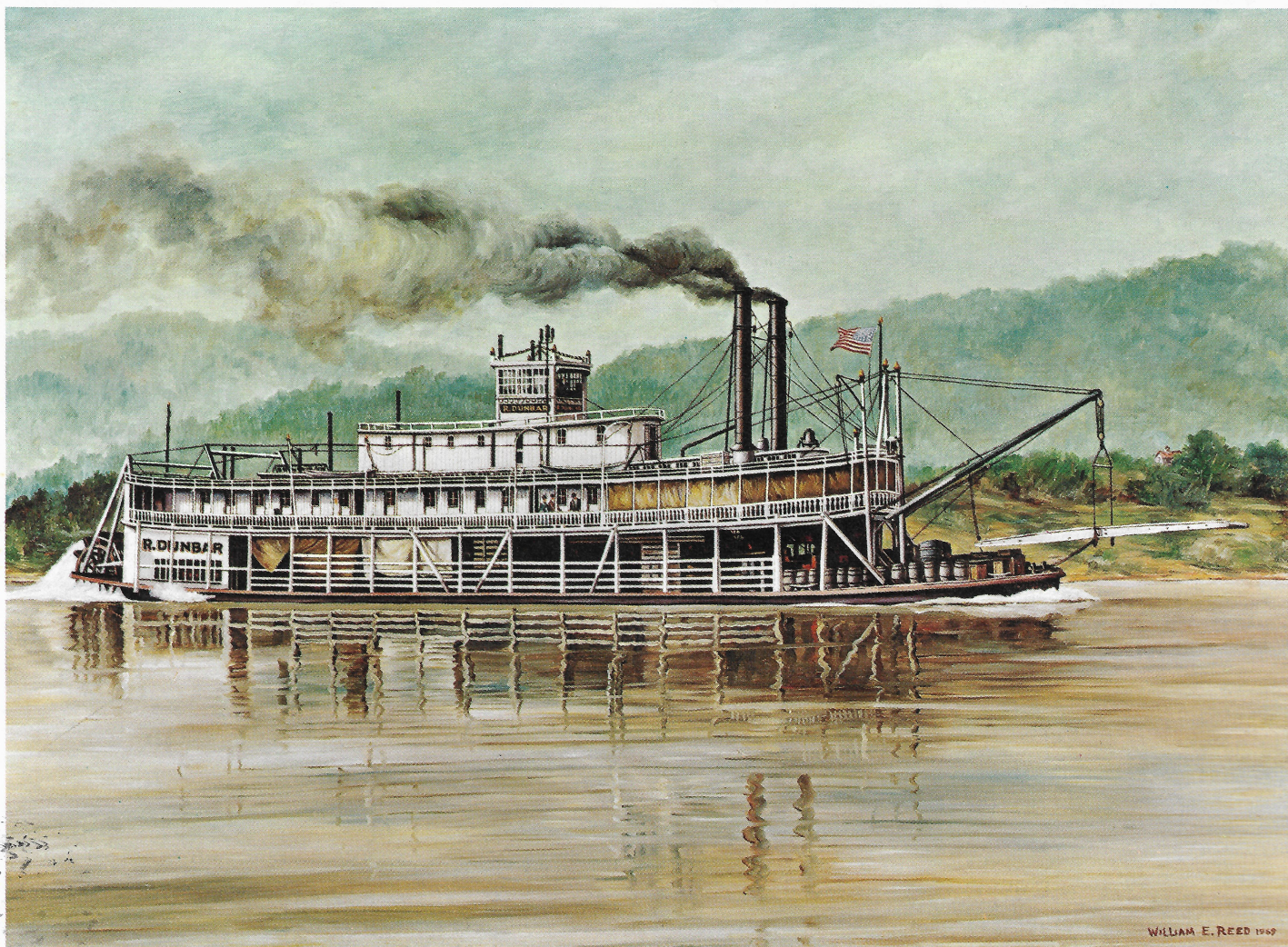
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 6, No. 2

Marietta, Ohio

June, 1969



Reuben Dunbar, Esq. ran a grocery and general store in the 1890s on the Cumberland River at Greasy Creek, Mile 474.2. He got his canned salmon, Maxwell House coffee, brooms, Hostetter Bitters, molasses, Honest Scrap, Weyman's, Oswego corn starch, ONT thread, IXL jackknives, Ingersolls (the watch that made the dollar famous), Heinz condiments and the like from H. W. Butterff of Nashville by steamboat.

The skipper who ran the steamboat was Capt. Tom Ryman. One day in early summer as the morning glories twineth Ryman brought to Greasy Creek an extra-large consignment. The Cumberland was falling. Soon there would be scant water on the twisting shoal known as Wild Goose 9 miles below, and no more packets until Thanksgiving time. In settling the freight bill Cap'n Ryman gave storekeeper Dunbar what he thought was the proper change.

Not until the boat had departed did Mr. Dunbar discover that he had been handed a \$5 gold piece in error for a penny. He put it in a stoneware crock.

The rugged hill country of southern Kentucky had an early winter even as the hazel branch and caterpillar had foretold. The first Ryman packet up from Nashville came a week before its usual time. Mr. Dunbar told Cap'n Ryman what had happened, handed him his gold piece, and Cap'n Ryman said to the rural storekeeper: "Mr. Dunbar you are an honest man and the next steamboat I build will be named for you."

This is a true story, and R. Dunbar of Greasy Creek, Ky. had his boat named for him, shown above. This is one of William E. Reed's latest paintings. It was created for William F. Akin of the Nashville Bridge Co., Nashville, Tenn. to whom our thanks.



Acorn from the TARASCON
(see letter below)

Sirs: The beautiful painting of the TARASCON on the cover of the March issue brings back memories of one of my favorite boats. The picture accompanying this shows a collection of souvenirs in our home. The wooden acorn is from the TARASCON; my Dad no doubt sawed it off of one of the yawl davits. My grandfather Richard Ballard brought home the lantern which is something of a mystery as it has a blue globe. The side dish in front of the acorn came from the ALICE DEAN, and the soap dish next to it is from the BELLE OF THE BENDS. The wash stand is from the DE SOTO, taken from a bridal chamber, and was given to my grandfather by the Underwriters after the boat burned. Someone had troubled to remove it from the boat and had placed it up on shore---that's where it was recovered.

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

"Steamboat On the River" is the title of an 18-minute 16 mm. movie produced by William A. Warrick of Portage, Ind. It was shown at an S&D meeting as an after dinner feature several years ago. Anyone wishing to get the reel send \$195 to International Film Bureau, 332 South Michigan Ave., Chicago, Ill. 60604.

Mrs. Thomas L. Phillips, 316 Dickson Ave., Ben Avon, Pittsburgh, Pa. 15202 is seeking information regarding Capt. Joseph Anderson who steambated in the early times and later lived at or near Ravenswood, W. Va. The late George Gibb (1832 - 1909) served under Capt. Anderson and frequently visited with him later. In fact Mr. Gibb died in 1909 after having been to Ravenswood

from his home in Sewickley, Pa. Mrs. Phillips has established the fact that Capt. Joe Anderson was grandson of Major William Anderson, notable contractor in early Pittsburgh.

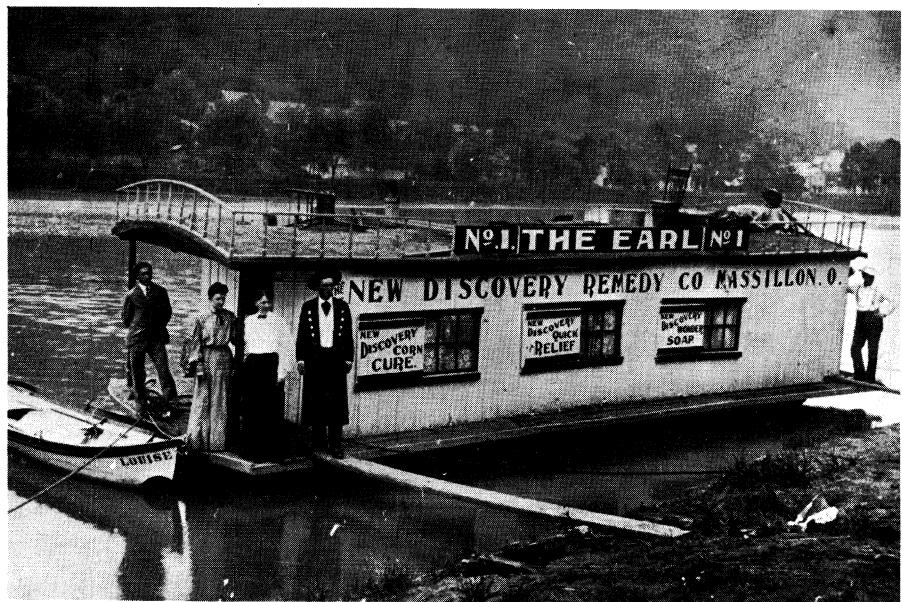
The Steamship Historical Society, publishers of "Steamboat Bill," have decided to publish in book form the manuscript "Steamboats On the Muskingum," authored by J. Mack Gamble. No publication date has been announced. The volume will be illustrated.

The Annual Meeting of S&D will be held at Marietta, Ohio on Saturday, September 20th, 1969. Come Friday and arrange to stay over until Sunday. A good program is in the making. One banquet feature will be a new showing of old river pictures taken by Capt. Jesse P. Hughes, narrated by Capt. J.W. Rutter. Don't miss it.

The roof bell from the WEBER W. SEBALD has been removed from the boat and now is mounted on a steel frame on the sidewalk at the City Building, Ashland, Ky. The bell is engraved JOHN W. WEEKS, inasmuch as that was the SEBALD's original name. A bronze plaque detailing the history of the bell has been mounted nearby. The SEBALD serves as a boat club at Ashland.

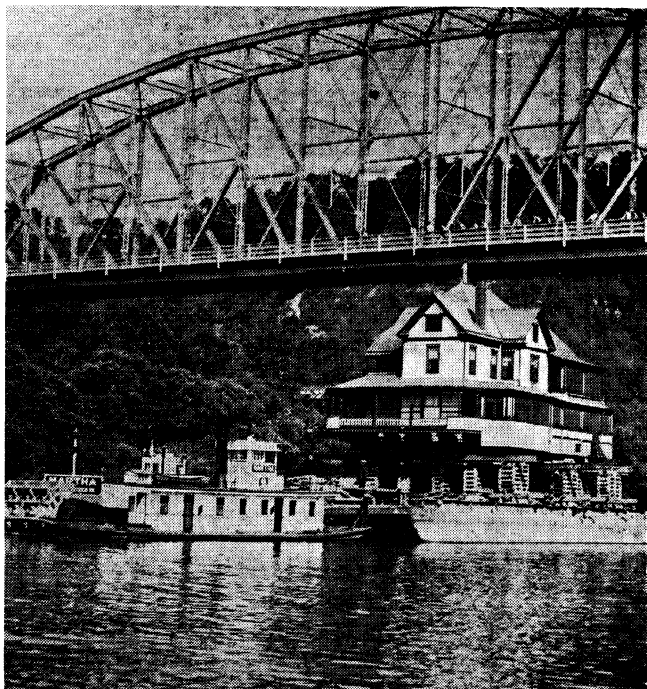
Capt. James Andrew Wright, who died, aged 69, on Wednesday, February 12, 1969, was a resident of Winfield, West Va. He had served some 50 years on the river, and also was a talented artist. His oil portrait of the sternwheel CINDY is one of the prize possessions of the Pfaff & Smith Builders Supply Co. at Charleston.

Among the entrants at Marietta College this fall will be William "Steamboat Bill" Barr of Charleston, West Va.

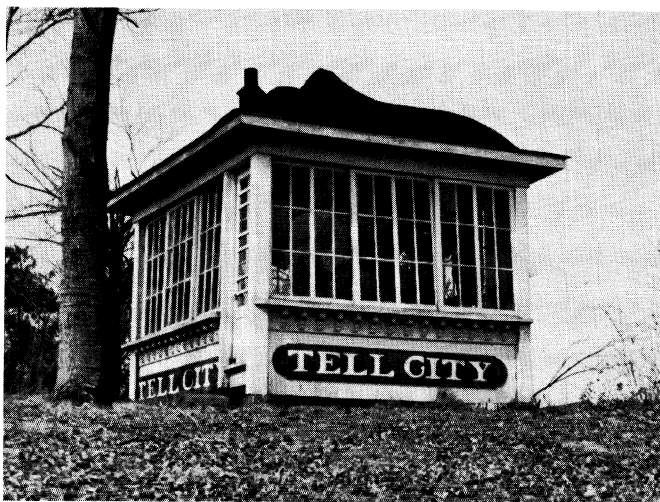


CORN CURE - QUICK RELIEF - WONDER SOAP
Whether the ladies are wearing shoes is not the question.

This picture was made along the shore of the Muskingum River, and that's about all we know for sure. THE EARL NO. 1 is a home-made houseboat without much question. Judging by the costumes of the two ladies we'd judge the date about 1895-1905, and those long skirts must have been dandy around muddy shores. In absence of testimony we assume these ladies are wearing shoes and are not troubled with corns. The NEW DISCOVERY REMEDY CO. is off to a promising start, apparently. The original glass plate from which this print is made is owned by S. Durward Hoag. He received it recently from that noted Muskingum historian, Norris F. Schneider of Zanesville. Query: Could this houseboat have come on its own bottom from Massillon, Ohio via canal in the 1895-1905 period? That's a point we'd like to know about. Meanwhile we're waiting for one of these ladies to walk ashore on that springy plank, holding up her skirts with both hands and trying to keep her balance with no hands left to do it with.



The above picture comes to us with the inquiry "What gives here?" The diesel towboat MARTHA is shoving a house loaded on barges under the highway bridge at Kanawha City, W. Va., on Kanawha River at Mile 60.9. The vertical clearance is 69 feet. Sidewalk superintendents were betting on a crash but the house roof cleared easily by several feet. The date was September 23, 1939. The E. Curtis Dawley family lived in the home located at 1301 Kanawha Street, Charleston. The construction of Kanawha Boulevard required the removal of a number of homes, which were condemned. The Dawleys bought back their house and contracted its removal upstream to a new site on the opposite side of the river. Work was done by the Park Construction Co. The estimated cost of the job was around \$11,000. Mrs. Dawley removed none of her furniture. The piano, organ and dishes all went along up the river, and the pictures were left hanging on the walls. The story of the event, with four pictures, made LIFE Magazine.



STILL THERE

The old pilothouse overlooks the Ohio River at Little Hocking, O. Photo made in February, 1969 by J. W. Rutter.



Putting the bottom planking on a 30-foot skiff at Weaver Skiff Works. At the left is J. Wallace Weaver, Jr., proprietor. The customer is at the right, F. Way, Jr. Photo by Glenn Seevers, Marietta, O. Date: 1956.



J. W. Weaver (Sr.)

The Weaver Skiff Works at Racine, Ohio in 1969 is celebrating its 100th birthday without fanfare other than business as usual. The proprietor these days is J. W. Weaver, Jr., the successor since the passing of his father J. W. Weaver whose picture appears at the left.

Skiff-building was started in 1869 by John Quincy, George and Elias Smith. J. W. Weaver started about 1900, related to the Smiths on his mother's side.

First the "Smith" yawl and since 1900 the "Weaver" yawl have been famous from Pittsburgh to New Orleans.

The present proprietor is better known as "Boone" for his squirrel hunting. Most of his skiffs are in the 14, 16 and 18 foot class, although he has built three such boats 30 feet long on special orders.

Skiffs are framed of white oak and most were sided and bottom-planked with cypress until lately. Now most are sided and bottomed with plywood.



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, postpaid. Please send your orders to Capt. Way in Sewickley.

The story of the rivers is the progressive narration of experiences, segments of the whole, told by persons who really care, and who share the excitement of river life. In this issue Tom Cook supplies a photo of the TINA M. WHITE and we match it with one of the same boat taken 39 years ago. Neddie Roberts of Baton Rouge likes to read the works of author Charles Dickens. In our last issue she's intrigued that we mentioned a river boat named PEYTONA, and wonders if it might be the same PEYTONA (there spelled PEYTOONA) which appears in his works. Dennis Trone of Dubuque is about to build a real steam paddlewheel excursion boat and tells us some of the details. Walter W. McCoy discovers a shantyboat scene, and where does a body go today to find the like? Nel Hamilton is excited about the carpeting on the DELTA QUEEN's stageplank, and we'll agree it is unusual for a packet to have such elegance. Jerry Sutphin comes up with a beaut of a photo taken on the Little Kanawha (see back cover) and displays for us a showboat at Malden, W. Va. John Fryant sent on Claude Brown's poem "I'd Like to Hear Her Whistle Once Again," just the ticket on the eve of the Whistle Blow. Bert Fenn scouts his bailiwick for relics of the STATE OF MISSOURI and finds plenty. William F. Aiken orders an oil painting from artist Bill Reed and--presto!--it lands in full color on the front page. No, an editor cannot beg, buy or borrow material like this. It's the milk of human kindness. It's the river's history in three dimensions.

The S&D REFLECTOR differs from most magazines in not carrying under its masthead--and masthead in printer's parlance is a tabulation of editors and contributors--any regular staff. We depend, rather, on contributors to keep these pages pink complexioned and healthy. In the March issue we had 49 gifts of letters, pictures and material. In behalf of the membership we say thanks! This response we admit has become somewhat overwhelming. Our correspondence has by necessity become

answers on 5¢ post cards.

In this issue we thought you'd like J. Mack Gamble's story of how the RUTH NO. 2 went from Clarington, O. to South Carolina, a story Mack wrote many years ago but which has not lost tang. The story of the replica NEW ORLEANS is a practice bit done in preparation for a talk your editor gave before the Historical Society of Western Pennsylvania one night in April. And while telling it, by the way, we met Mrs. David R. Davis of Pittsburgh, granddaughter of Capt. Adam Jacobs. You'll discover his portrait in this issue. Be sure to read how Ruth Ferris came to own china-ware from the old Wheeling Union Line.

But it is this host of contributors who have brought bloom to the S&D REFLECTOR. Membership in S&D has increased surprisingly, almost "alarmingly" we are almost tempted to say, within the past few years. Over 560 copies of this magazine were mailed to members in good standing in March. Four years ago, same month, 342 were mailed.

Deliver us from complacency that we may ever merit the society of so many interesting S&D members is our prayer.

THE RIVER'S CALL

When you quit the river and get a job
ashore
And stay off "for good" as you have
many times before,
Something will happen--your propo-
sition will fall,
Just because you cannot resist the
River's Call.
Sometimes you stay away--perhaps a
year,
But you'll drift back again, never fear.
There's something to river work--I
don't know what,
Anyhow this very thing happens to a
lot;
Once you ride behind two stacks you're
doomed
To work upon a river craft until you're
tomed.
It's not the softest work a fellow may
find,
Nor the very best of life of any kind,
But gee it's nice to be always on a job
afloat,
To travel here and there upon a steam-
boat,
And earn your pay while upon your
way.
I'll make it my preference any day.
Some rivermen try to stay off and till
the soil,
Others try various games--which the
River will foil.
I'll say, it's the best work I have
found,
Nothing like listening to noise of an
old compound.
You just can't stay away--no use to
try at all,
There's something you just can't resist
about

The River's Call.

--A. L. Smith

The Ruth No. 2 and Her Travels

The Story of a Light-Draught, Stern-Wheel Boat Which, During Her Lifetime, Traversed More Than Four Thousand Miles of Different Waterways, Including Rivers, Bays, Gulfs, Lakes, Canals and Ocean

By J. Mack Gamble

The thirty-fifth river steamboat to be built by the noted Bay Brothers' line of packets, the RUTH NO. 2 was considered by Capt. William Bay to be the best handler of them all.

The original sternwheel RUTH, famous all along the Ohio River for her speed, had served the Bay Line so well that it was decided that her name should be given to the new boat, and the "NO. 2" was added to distinguish her from the old one which still continued to operate.

The Mozena Brothers' Boatyard, owned at Clar- ington, Ohio, for many years by Marshall and Henry Mozena, and which had to its credit the building of many of the most successful stern-wheel packets that ever ran on the Ohio, was selected to build the RUTH NO. 2.

In 1904 she was completed, being a boat of 141 tons, and with a length of 136.7 feet, width of 26.7 feet and depth of 3.6. The machinery was of the cross-compound type, with cylinders 10 and 16 inches in diameter and six-foot stroke. There was one boiler.

The RUTH NO. 2 embodied the qualities most needed in an Ohio River steamboat of the time. She was fast, light draught and an exceptionally good handler. On a boat with compound engines, the high-pressure steam, as it comes from the boilers, is used in the small cylinders from which it passes, with considerably reduced pressure, to the large cylinders. If the engineer on the RUTH NO. 2 got in a hurry and turned "live steam" into the low pressure cylinder it was said to be a mighty hard proposition for any boat, large or small, to catch her.

She was placed in the Sistersville-Wheeling trade, a 95-mile round trip to be made in daylight, and there had to be several hours' lay-over at Wheeling to allow passengers to do their shopping. Hence she couldn't afford to "fool around" making round-to landings on her down trip. Listen to the record made on the RUTH NO. 2 by Capt. Michael B. Davis and his engineer Charles Higgs:

Leaving Wheeling on a 30-foot stage of water, practically a flood in the Ohio River, and with a very swift current, they made 25 landings in succession head-on without ever turning the boat around. The twenty-sixth landing was rounded-to because of hazardous conditions at that particular landing.

Meanwhile, 'way down in Georgia the Callahan Line of river packets was in need of another boat to add to its fleet and sent out Capt. E. L. Magruder to find and purchase one. He arrived in Ironton, Ohio, home port of the Bay Line and, when he saw the RUTH NO. 2 he felt that his search was ended. He bought her, and then took her to the Howard Shipyards at Jeffersonville, Ind., where eight additional staterooms were added in the boat's cabin, some changes made in the machinery and larger smokestacks put on.

She was taken down the Ohio and Mississippi by

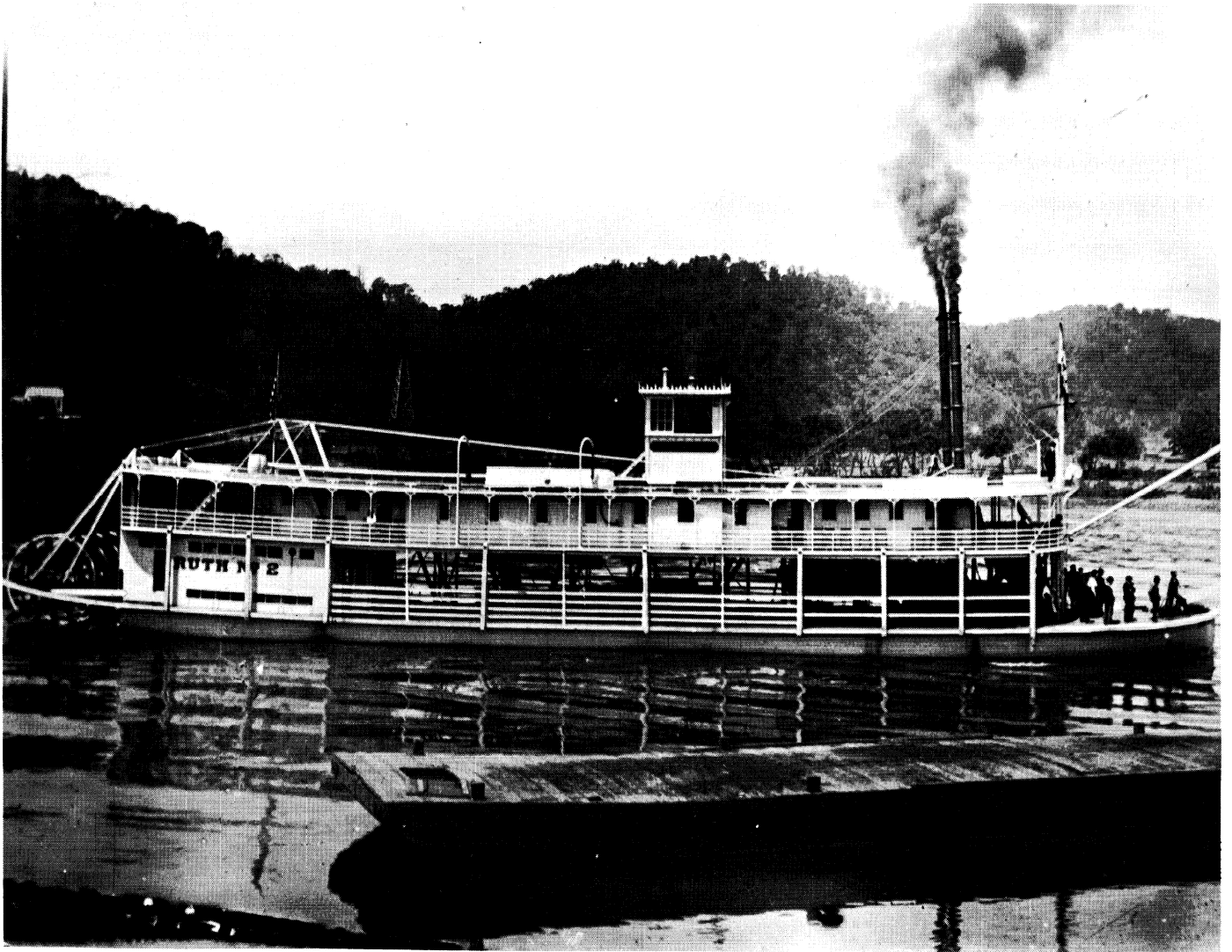


easy stages, running in daylight and using local pilots. At New Orleans a coast pilot came aboard and the trip across the Gulf to Apalachicola was made without incident. The Callahan Line, of which J. W. Callahan was president, operated between Bainbridge, Ga. and Apalachicola, Fla. on the Flint and Apalachicola rivers, a distance of 172 miles.

A Texas was built on the roof for the accommodation of Negro passengers and had eight staterooms. Capt. E. L. Magruder was in command when she entered her new trade under conditions quite different than those on the Ohio. One difference was the use of pine wood instead of coal for fuel, the reason for the installation of larger smokestacks.

The Callahan Line, which was operated somewhat in the interest of the Callahan Grocery Company, prospered and in 1913 it had the steamers JOHN W. CALLAHAN, RUTH NO 2 and CHIPOLA "equipped with electric lights, hot and cold baths," plying between Bainbridge, Columbus (on the Chattahoochee) and Apalachicola. The trade had outgrown the RUTH NO. 2 and the company had built the larger packet JOHN W. CALLAHAN of 202 tons. After seven years of service in Georgia and Florida, the RUTH NO. 2 was offered for sale.

Now the scene of our story moves to Columbia, S.C., where the Columbia Railway & Navigation Company was operating river boats from the seacoast at Georgetown, via the Santee and Congaree rivers, to Columbia. G. A. Guignard was president, and T. C. Williams vice president and general manager of this company. The packets connected at Georgetown with the Clyde Line and Car-



The RUTH NO. 2 on her first trip at Sistersville, West Va.
-thanks to Walter McCoy.

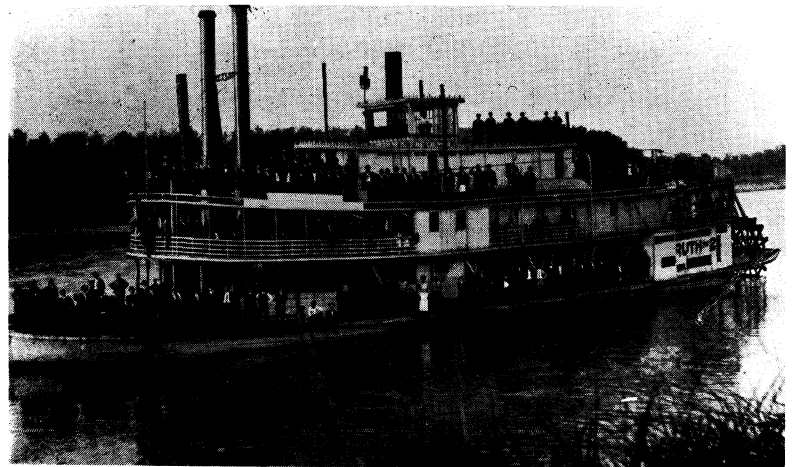
olina Line of coastwise vessels and had a brisk trade bringing freight and passengers 150 miles to Columbia. The CITY OF COLUMBIA, a 126-foot boat built at Columbia in 1905, was used in the river trade, and then the NAN ELIZABETH was purchased in interior Georgia to add to the fleet. The NAN was 124 feet long, built at Lumber City, Ga. in 1906. She had an interesting trip to her home, being brought down the Altamaha River to Brunswick, then along the seacoast to Savannah, where she had to be changed from wood to coal burning, and finally along the coast to Georgetown where she was changed back to a wood burner and entered in the trade.

But the NAN's trip was not half so long or exciting as the one to be made by the RUTH NO. 2 which occurred when she was purchased in July, 1913, by G. A. Guignard for the Columbia Railway & Navigation Company. Capt. E. L. Magruder and the same crew which had navigated the boat from the Ohio River to Georgia again took charge for the run around the Florida Keys. A stop was made at Miami to repair the boiler, some difficulty having been experienced from using salt water in it.

Capt. Magruder delivered the RUTH NO. 2 safely to South Carolina, about 4,000 miles from her building place in Clarington, Ohio. Later an in-

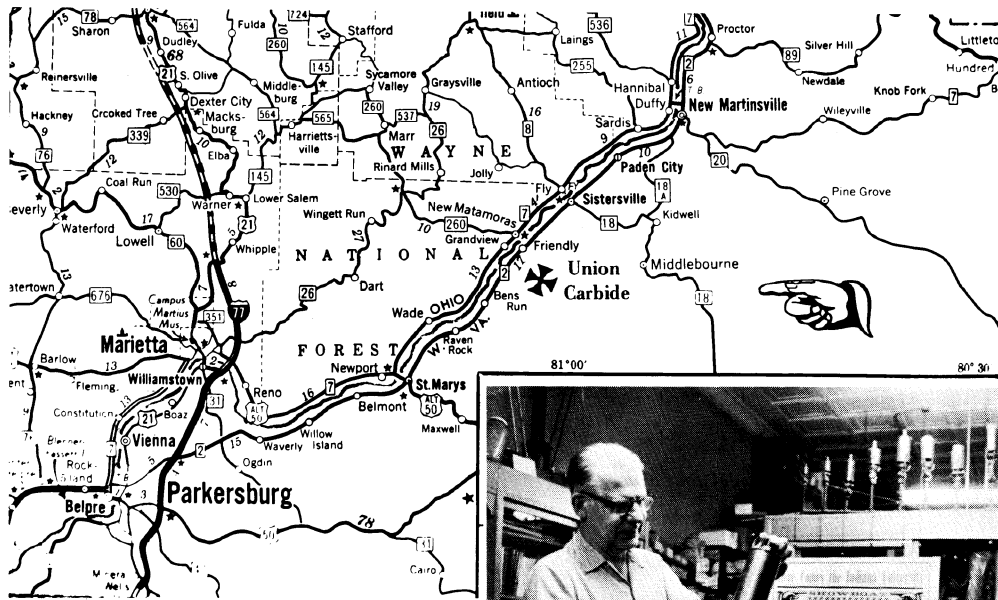
terference on the Congaree River resulted when the flow became irregular, due probably to the impounding of Broad River, a tributary, by a power company in late 1914. This interference,

Concluded bottom column 3, page 7.



The RUTH NO. 2 on the Congaree River, near the mouth of Congaree Creek, 6 miles below Columbia, S.C., fall 1913.

TOOTENANNY



Union Carbide Corporation has invited S&D to have another (3rd) TOOTENANNY at its Silicores plant at Long Reach, West Va. The date is Saturday, June 21, 1969, beginning at 9 o'clock a.m.

HOW TO GET THERE: Union Carbide is on W. Va. Route 2 which parallels the Ohio River, and X marks the spot on the map above. The bridge at St. Marys, W. Va. is closed to all traffic. Two bridges cross at Marietta, both of them connecting with Route 2. There is excellent ferryboat service at Sistersville, W. Va. for automobiles and passengers. There is a toll bridge at New Martinsville.

MAKE YOUR OWN RESERVATIONS and the following places are recommended:

MOTOR HOTEL LAFAYETTE, Marietta, 614-373-5222.

WELLS INN, Sistersville, 304-652-3111.

TRAVELERS MOTEL, New Martinsville, 304-455-3355.

SUNSET MOTEL, New Martinsville 304-455-2880.

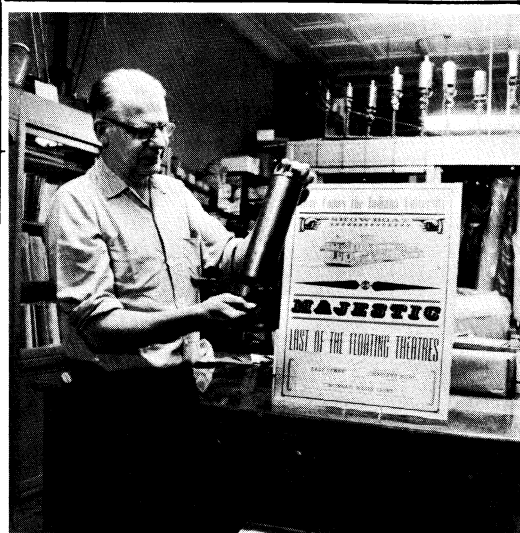
ST. MARYS MOTEL, St. Marys.

If you fly in, the Marietta Airport has limousine service to the Motor Hotel Lafayette.

You may bring your own tape recorders. Plug-ins will be available in the parking area. Hot lunch will be provided.

Chairman of the event is Walter W. McCoy, Box "TOOT", Sistersville, W. Va. 26175, home phone 304-652-6461.

In order to be real popular at this blow-out bring along some whistles. Precedence will be given to pedigree river steam-



HE BUILDS CALLIOPES

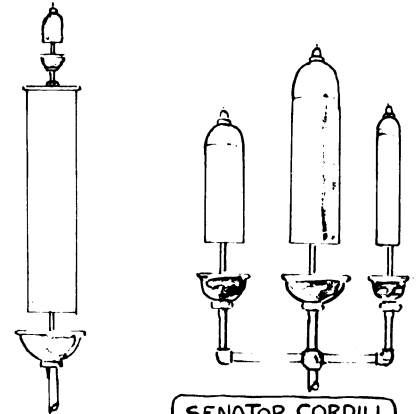
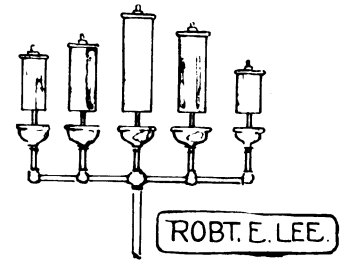
Ernest J. Wilde of Cincinnati, pictured above, will be present with one of his latest model calliopes played by real steam.

boat whistles from anywhere along the Ohio-Mississippi-Missouri or even the Alabama and tributaries.

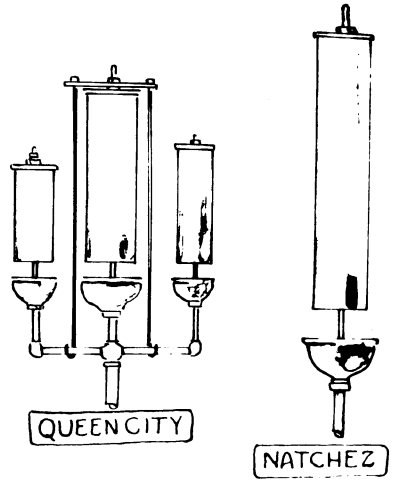
Robert L. Stone, president of Mode-Art Pictures, Inc., Pittsburgh, will supervise professional tape recordings with the view of making platters, using the best results.

The sharp-eyed camera of the peerless pro, S. Durward Hoag, will record the event on film.

In case of rain everybody will get wet.



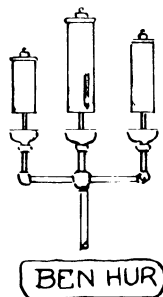
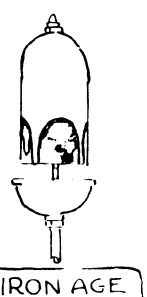
HATFIELD



NATCHEZ

RUTH NO. 2, by J. Mack Gamble
Concluded from page 6.

two accidents, and World War I caused the Columbia Railway & Navigation Company to discontinue its operations. The eventful and useful career of the RUTH NO. 2 came to an end in 1918 in Columbia, S.C. An improvised drydock, on which the boat was receiving repairs, was blown out by high water, leaving the packet wrecked high and dry across a ravine. Her machinery was sold for use on a freight boat on the North Carolina coast. The musical chime whistle was used on the Weston & Brooker Quarries, near Columbia. The roof bell went to the Giugnard Brick Works at Columbia.



EDITOR'S NOTE: The following letter was written in 1943 but has never been published heretofore.

Sirs: Along about 1910 I walked aboard a handsome sternwheel boat named VALERIA at Davenport, Iowa. She was fitted out in fine style with glass mirrors in the cabin. There was a handsome grand piano there, too. The pots and pans in the galley were of burnished copper. She had just been bought by the Interstate Materials Co. of Davenport.

You don't hear much about the VALERIA these days but she was a handsome steamboat built as a private yacht in 1904 at Clinton, Iowa for the wonderful Lamb family who had made a fortune (for those days at least) in lumber. They made one trip to St. Louis with the VALERIA and perhaps two to St. Paul. Then she idled in Beaver Slough for a couple of years before she was sold to Davenport. She looked a lot like the Mayo's steamboat MINNESOTA which later was the GENERAL ALLEN in the pioneering days of Federal Barge on the Upper Mississippi.

I worked at the Lamb Boat & Engine Co. in 1907 there at Clinton. Chauncey Lamb came there in 1854 from New York State, then 38 years old. He was a carpenter by trade but soon got in the lumber business. Built his first mill in 1856 and the second one in 1869. He bought the south end of Clinton and Beaver Island--and that's a big island about 3/4 of a mile wide and near 5 miles in length. The slough separating it from the main shore is about 500 feet wide. In the fall the Lambs filled up the slough with logs so the mills would have a good start in the spring. That slough also was a great place to harbor the raftboats in winter.

Chauncey Lamb had three sons, Artemus, Lafayette and Garrett, and one daughter Grace. One of the raftboats was named CHANCY LAMB, and the south end of Clinton was called "Chancy" because, they tell, the Irish liked it better that way than "Chauncey." Also there were raftboats LAFAYETTE LAMB and ARTEMUS LAMB for two of the sons, and the LADY GRACE was named for the daughter. Grace Lamb later married Artemus Gates, and he had a boat named in his honor.

When I was at Clinton in 1907, Garrett Lamb ran the First National Bank, which was largely controlled by the family. The two-story brick warehouse at the boat yard had in it four sets of

steamboat engines, paddlewheel shafts, doctor pumps, and all sorts of other pumps. There was lighting equipment in there, and boilers. On the second floor was a supply of dishes, several pilotwheels, stateroom doors and boat furniture. Some of this had come, so they said, from the former rafters.

Aside from building the VALERIA in 1904, the Lambs also built the sternwheel CHAPERON and an excursion barge called SUMMER GIRL. Then in 1906 they built another outfit even better, the WANDERER II and her excursion barge IDLER. I can remember them coming once to Davenport lashed together with a big party of the Lamb family friends, mostly from St. Paul and Minneapolis.

The Lamb Boat & Engine Co. where I worked was run by one of the sons. One of the others moved west, I think to California.

The Interstate people at Davenport changed the VALERIA's name to ALICE and used her for week-end excursions, and many a lively party was held aboard. They sold the boat about 1915 to Greenville where she was owned by the Greenville (Miss.) Gravel Co. and they

lost her by fire on the night before Christmas at Arkansas City in 1924. It seems odd I have never run across a photograph of this fine boat either as VALERIA or as the ALICE.

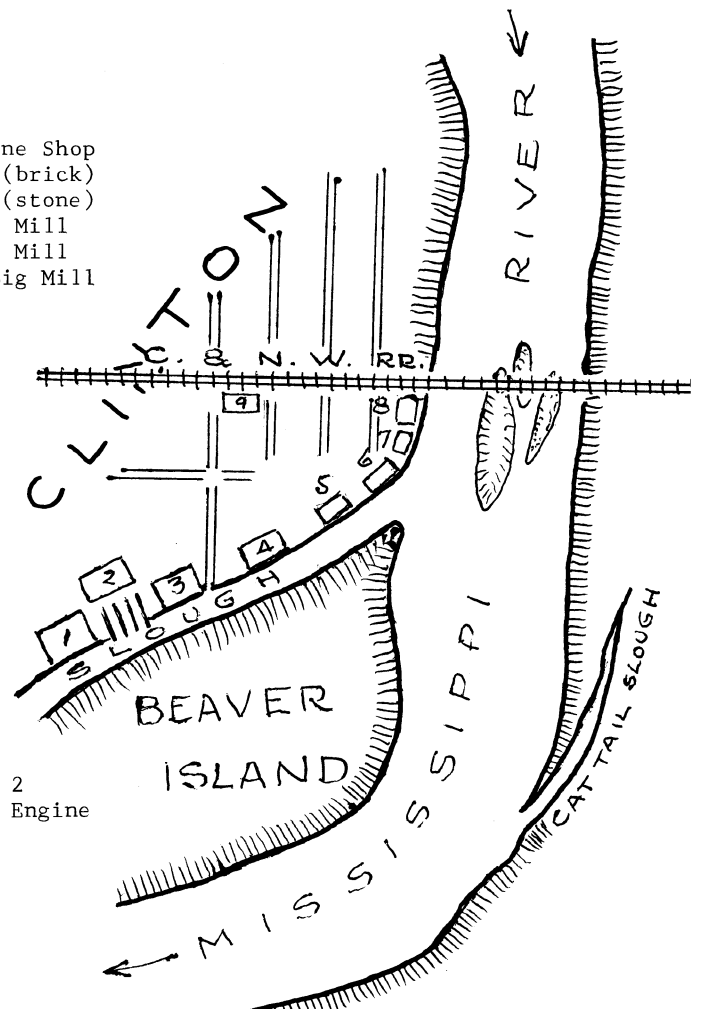
In Clinton the lumber kings lived on Fifth Avenue west of Fourth Street with two exceptions which were the residence of W. J. Young, Jr. and that of Artemus Lamb which were on Seventh Avenue between Third and Fourth. About three years ago while passing through Clinton I noticed that the Artemus Lamb home had been occupied by the Y.W.C.A. At the turn of the century the Lamb family built and donated to the town the Jane Lamb Memorial Hospital, honoring Chauncey Lamb's wife who originally was a Beaver--of the same family for which the island is named. I imagine all of the Lamb family is gone now, but maybe there are some descendants in the Clinton area.

This is the story the way I remember it and the way it was told to me.

Frank A. Petrik,
2805 Arlington Ave.,
Davenport, Iowa

Buildings

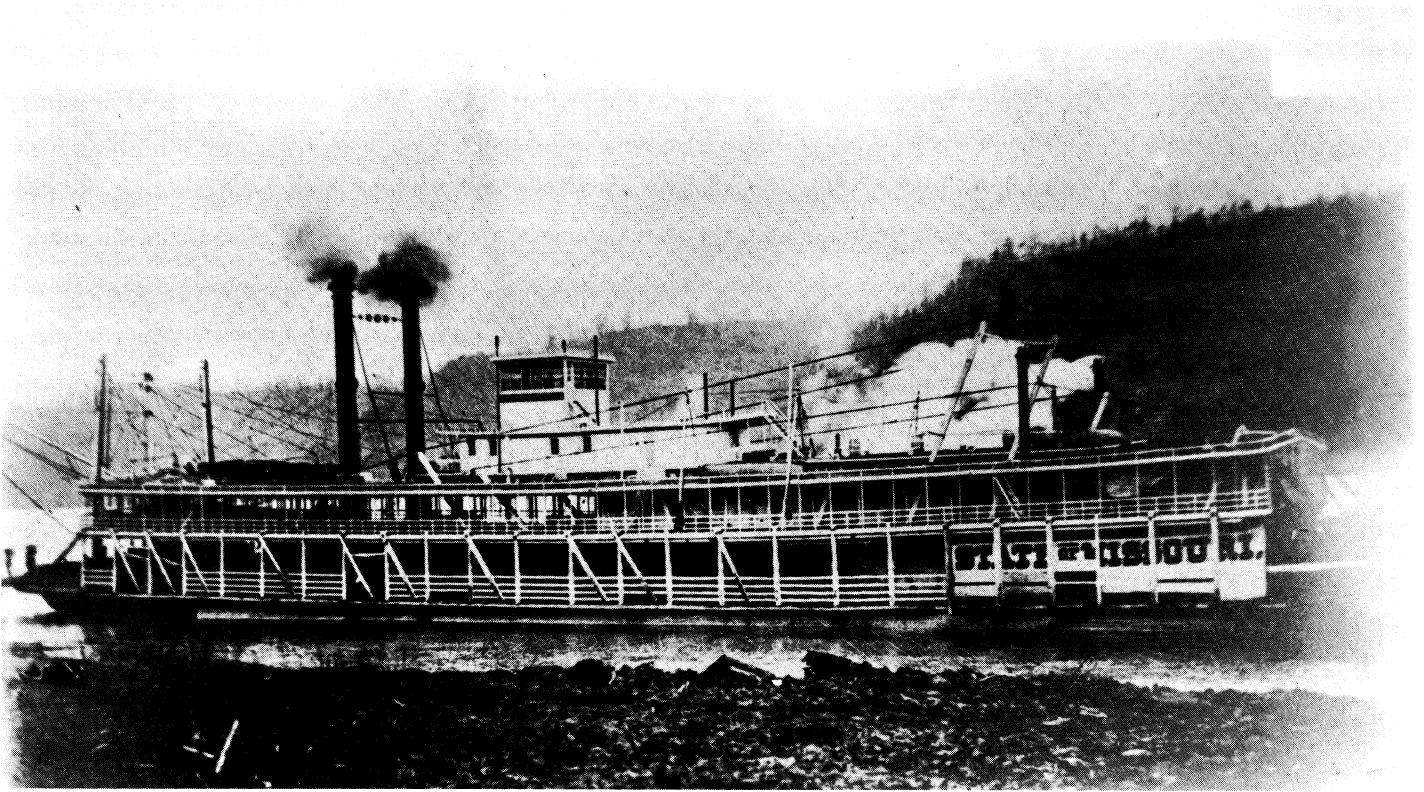
1. Warehouse
2. Wood Shop
3. C. Lamb Machine Shop
4. C. Lamb Mill (brick)
5. C. Lamb Mill (stone)
6. C. Lamb Lower Mill
7. C. Lamb Upper Mill
8. W. J. Young Big Mill
9. R.R. Depot



Boat Ways is at 2
The Lamb Boat & Engine
Co. was at 3

A Brush With Destiny

by Bert Fenn



STATE OF MISSOURI

Assorted loot and furnishings were scattered all over the neighborhood.

On January 12, 1895, the STATE OF MISSOURI was downbound from Cincinnati to New Orleans. Capt. James Pell, Jr. was the pilot on watch that day but he was sitting on the lazy bench reading the paper and a cub pilot was at the wheel. They came barreling into Wolf Creek Bend--and it's a sharp one--when suddenly the cub yelled out: "Mr. Pell, she ain't gonna make it!" He was right. The boat crashed into some rocks on the Kentucky shore and that was the end of the STATE OF MISSOURI as an operative packet.

According to tradition in that region, the bow of the boat cleared the rocks. She side-swiped, hitting just forward of the engineroom with enough of a shock to break the cabin loose from the hull. One thing is certain, broken loose or floated loose, that cabin kept on toward New Orleans. The hull settled on Middle Bar below Alton, Ind.

The STATE OF MISSOURI had been heavily laden with plows, harrows and other farm machinery, and shovels and buckets. As soon as the first excitement quieted down, local salvaging began at Middle Bar and continued over a period of time. These activities slowed down for a while when the insurance adjuster showed up. He did a lot of shouting and threatening, and ended up arresting a few folks in the neighborhood. Still, there are plenty of people up there who'll tell you that they or their daddy or uncle or neighbor used a STATE OF MISSOURI plow for many years after. And Gilbert Hanley told me that he made a dandy chimney out of one of the 'scape pipes.

But let's move downstream about 48 miles to

Tell City. There was a lot of excitement there, too. Why the whole Texas landed across from Tell City at the old Zuelly place. John Knaebel told me how he and some other boys rowed across the river to "inspect" it. They knocked a hole in the roof, reached in and were barely able to reach and open a drawer inside. He felt a revolver, had it in his hand, but it slipped out and was lost in the water. He finally came out with a \$5 bill and called it a day. On the way back they picked up a piano leg and a piece of cabin trim.

It was the neighbors in Kentucky who stripped that Texas, though. Bill Conway at Cannelton has a hat rack that came out of that wreck. The flag found its way to the Switzer farm--across from Tell City where they're building the new power plant today--and flew there regularly for years on national holidays.

Assorted loot and furnishings were scattered all over that neighborhood. But some one in Lewisport got the prize they all talk about--the captain's diamond-studded gold watch. And the captain (Joe Conlon, maybe?) wasn't very happy about it, either. Stanley Switzer and others have told me that the captain came down and raised all kinds of Cain trying to recover his things. But those Kentuckians were mighty mum, so he went home empty-handed. And the last I heard, that watch was still at Lewisport.

From the Tell City wharfboat, George Reiman reached out and pulled a clock from the river. It was fastened to a board and had landed "butter

side up." Well, sir, that clock kept perfect time on the wharfboat for many years and then did duty in the Tell City Desk Company office. Then it wandered upstate. But a while back Reiman's son-in-law brought that STATE OF MISSOURI clock back to Tell City on a visit, and after hearing about it for years I was out of town and didn't get to see it.

Meanwhile, down at Rockport--and that's 69 miles below Wolf Creek, with a lot of bends and bars between--the fellows were busy, too. Capt. Tom Miller told me that his dad, who owned the ferry at the Rockport Lower Landing, fished out enough boards and doors to make some built-in cabinets for the kitchen of their old home up on the bluff. But that's not the half of it. The boys at the Upper Landing in Rockport pulled in the whole pilothouse.

Now I know there's a strong tradition on the river that the STATE OF MISSOURI's pilothouse ended up as a pig pen on some farm. But I've talked to too many people in Rockport who saw and knew about that pilothouse to doubt that it ended up there.

And the late Henry A. Meyer sure wasn't surprised when I mentioned that Rockport claimed it. "Why I've known about that since 1907," he said. "The reason I know it was 1907 is that we took a

The STATE OF MISSOURI was a sternwheeler with a hull 252 feet long, built at Madison, Ind. in 1890 for the St. Louis-Kansas City trade. A sister boat, STATE OF KANSAS, was built same place, same time, same size. Also a third one, A. L. MASON, ditto, ditto, ditto and the Kansas City enterprise died aborning due to a sudden reduction in rail rates. In fact the STATE OF MISSOURI never saw the Missouri River. She ran Cincinnati-New Orleans.

Capt. James M. Pell, Jr., the pilot on watch in the accompanying story, was a son of the famous pilot Capt. Pell, Sr. who stood watches on the ROBT. E. LEE during the famous race in 1870 with the NATCHEZ. The elder Pell was tall and rangy; his son Jim was some shorter and more rounded out. Both lived in the Newport-Covington area, across from Cincinnati. According to our best information both father and son were engaged aboard the STATE OF MISSOURI standing opposite watches the day of the calamity. Your Editor never met the illustrious father--who lived to the age of 87 (died in 1916)--but we came to know Jim Jr. fairly well in 1930 when the BETSY ANN was in the Pittsburgh-Louisville trade. We had him engaged on a part-time basis that year.

Our information regarding Capt. Joe Conlon is scant, but seems he had been purser on the JOHN K. SPEED. It was not uncommon for a purser to own a gold watch. The purser on the STATE OF MISSOURI was Jules Wehrman who long had served with Capt. Charles Muhleman on the Wheeling-Cincinnati packet ANDES.

trip on the MORNING STAR that year. When we got to Wolf Creek Bend, a man from Rockport pointed out STATE OF MISSOURI Rock to the passengers and told us about the wreck. Then he told us that they pulled the pilothouse in at Rockport, and not only that, when they pulled it in the pilot's watch was hanging on a nail, still running."

Well, the story at Rockport never varies. They pulled in the pilothouse, took out the sash, boarded up the windows, and made a stable out of it for the dray horses at the Upper Landing. And that STATE OF MISSOURI stable sat just north of the river warehouse there for many years.

Of course the stable and warehouse are both long gone, though I can show you a half dozen different photos of the Upper Landing and that warehouse, except they're all taken from the south side and don't prove a thing. But Miss Lillie Peckinpaugh, whose father was wharfmaster at the Upper Landing in 1895, one day led me out her back door in Rockport and pointed out the storm windows on her neighbor's porch which were made from the sash of that pilothouse. Her father used to own the house.

And Bud Durham had the lazy bench in his cabin at Rockport. I saw it. No back, just a high, shaped, slatted seat made of oak. A typical lazy bench seat. He used it as sort of a table. Bud said it came from the STATE OF MISSOURI and I've never doubted it for a minute.

But let's go back to Tell City, for, of all the STATE OF MISSOURI stories, I like best the one Miss Claudina Gyr told me. We were sitting in her parlor talking about her father, Joe Gyr, who came to Tell City from Switzerland as a young man and fell so in love with the river that he spent the rest of his life on it working on the wharfboat and ferrying. And about her brother, August "Schupe" Gyr, who was a pilot. Suddenly she got up, walked into another room, and returned with a clothes brush which she laid on the table.

"This is an awful looking thing but I've kept it all of these years for two reasons. First, it was given to my parents as a wedding present in 1875 by Mr. Obrecht, made in his brush factory here in Tell City. Then there's a story about this brush and brother Augie.

"Augie lived all his life in Tell City except for one summer when he went south to work on one of Capt. John Lyon's boats. He was still pretty young that summer, and when mamma packed a trunk for him to take along, she put in this clothes brush and told him to be sure and keep his clothes clean and nice when he was down there with Capt. Lyon.

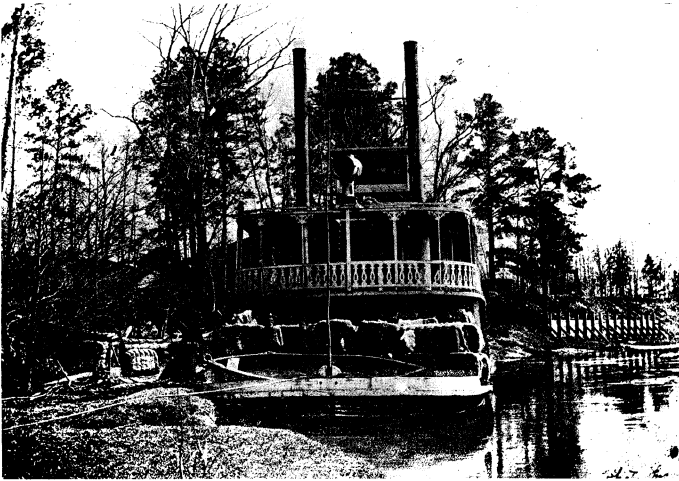
"He stayed in Mississippi all summer, and when work ran out in the winter he came home. Now, Augie had never traveled much by train, so he decided to come back by rail. But he sent his trunk on ahead by boat, on the STATE OF MISSOURI.

"Well, that trunk was the only piece of freight they had for Tell City, and it was a windy day when they got here, so the STATE OF MISSOURI went right on past intending to put the trunk off on the way back down. This would have been all right, except the STATE OF MISSOURI never got back to Tell City. She sank on her way down.

"Of course that's not the end of the story or I wouldn't have this brush. During the wreck Augie's trunk got free of the boat somehow and floated on down past Tell City to Rockport. And, don't you know, the day after the wreck the Baumgartner boys were down on the river bank at Rockport. You know, their daddy was wharfmaster here at Tell City for a while, and those boys and brother Augie you might say grew up together on the levee at Tell City before they moved to Rock-

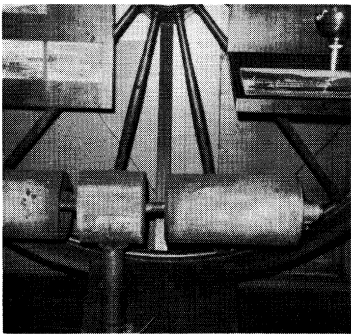
port.

"Anyway, that morning the Baumgartner brothers saw some boys playing with a trunk they'd pulled out of the river. They walked over and were talking with the boys when one of them saw Augie's name on the lid of the trunk. Well they snatched that trunk from those boys right away, dried out all of the clothes and sent the trunk back to their old buddy on the next boat. Why, brother didn't lose a single thing out of his trunk. And that's how this brush got home again."



The FOUNTAIN CITY
Somebody must prove and explain.

In the last issue of this magazine, page 5, we showed a drawing of an unknown whistle of peculiar design. Now we may report that it may have belonged on the old packet FOUNTAIN CITY built at Fountain City, Wis. in 1905. The photo shown above is said to have been taken on the Pearl River in Mississippi. Note the similarity of the whistle between the stacks with the one shown at



left which is owned by the Winona County Historical Society, Winona, Minn. The FOUNTAIN CITY first ran in the Winona - Fountain City trade, proved too big, and was bought by Capt. Frank J. Fugina and William Henning. They ran her with an excursion barge. Then she was sold to Capt. James Grasty of Green-

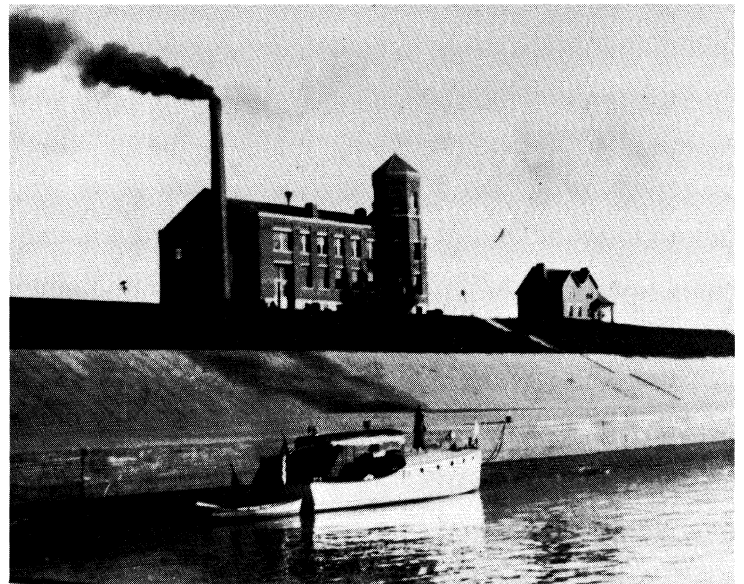
ville, Miss. He may have taken her around on the Pearl River, who knows? (we don't) but, anyhow, the Burnside & Burksville Transportation Co. acquired her for service on the upper Cumberland. In 1912 she was lost by sinking 17 miles below Burnside at Robertsport.

If this tale meshes without stripping gears somebody must prove and explain how the whistle got from Robertsport, Ky. to the Interstate Packing Co. plant, Winona, where it served many years and whose old-time employees declare it came from an Upper Mississippi steamer. Lewis I. Younger, president of the Historical Society (and nephew, incidentally, of the late Leroy Cook of Chicago) is anxious to solve the riddle.

A century has elapsed since the STONEWALL disaster which claimed 209 lives occurred. This 230-foot side-wheeler, heavily laden, departed from St. Louis on the evening of Tuesday, October 26, 1869 destined to New Orleans and Shreveport. Just before breakfast next morning, passing Neelys Landing, Mo. (about 7 miles below Grand Tower and 18 above Cape Girardeau) fire broke out in a cargo of baled hay. The pilot headed her for a sand bar, beached her, and then discovered too late that the submerged bar was away out from shore. Most of the passengers and crew had no choice other than jump in the river and as consequence most of the life-loss was due to drowning.

The STONEWALL was built at Jeffersonville, Ind. in 1866, owned by Capt. John Shaw and Dennis Long of Louisville. Shortly prior to the fire she had been chartered to Capt. John C. Dowty of New Orleans to replace the ST. NICHOLAS lost on Red River in early December, 1868. Capt. Dowty was aboard the STONEWALL and lost his life.

The hull of the burned STONEWALL was raised and later was used as a wharfboat at St. Louis. The night watchman in 1871 told a news reporter that he was regularly visited by the ghost of the mate. An estimated 44 persons survived, many of them brought to St. Louis by the BELLE MEMPHIS. A considerable public outcry happened when complaint was made by these survivors that the wrecking steamer SUBMARINE NO. 13 had passed by the scene without pausing or rendering aid. There was further censure when an investigation disclosed that the STONEWALL had been carrying 50% more deck passengers than her certificate allowed. The one lifeboat which got away with six or eight persons in it had no oars. Many of the survivors were picked from the river by natives of Neelys Landing who brought skiffs to the rescue. The whole tragic mess was caused, they say, by an overturned candle into a hay bale. There was a friendly poker game going on.



Some sweet day out of curiosity we'd like to see a tabulation of the Ohio River locks equipped with steam boiler plants as shown here. This was taken at old Lock 26 still in evidence along the West Virginia side above Gallipolis Locks and Dam. Very few pictures show smoke coming from the power house. This was taken by Mrs. H. Wyatt Washington of Huntington, W. Va. as the family yacht HIGHBALL II was being put through. The date is about 1922.

*(All Side-Wheel)***29 Typical Monongahela Gals**

...She was born in an old Monessen alley
 And her ma and her pa they called her Sal--
 She grew up to be the pride of the valley,
 A typical Monongahela gal.

In 1840, before there were locks or dams on the Monongahela River, a side-wheel packet named MASSACHUSETTS ran there as the water allowed. Her skipper was Capt. Elisha Bennett and her clerk was M. A. Cox. Sixty-odd years later the veteran Captain Cox, then living at Brownsville, could recall 29 side-wheel packets which were built for, and operated on, that river. Here they are; the first date is the boat's building date, and the second is that of her termination in Monon service.

MASSACHUSETTS	1840-1844
CONSUL	1844-1848
LOUIS McLANE	1845-1850
BALTIC	1848-1854
ATLANTIC	1848-1855
J. McKEE	1850-1852
REDSTONE	1851-1851
JEFFERSON	1852-1860
LUZERNE	1852-1862
COL. BAYARD	1852-1862
TELEGRAPH	1856-1867
DUNBAR	1859-1860
FRANKLIN	1860-1870
GALLATIN	1860-1869
JAMES REES	1862-1866
BAYARD	1864-1864
FAYETTE	1865-1869
CHIEFTAIN	1866-1877
ELECTOR	1866-1880
ELISHA BENNETT	1866-1877
ELIZABETH	1867-1888
GENEVA	1871-1885
GERMANIA	1878-1897
JAMES G. BLAINE	1882-1900
ADAM JACOBS	1885-1899
ELIZABETH	1888-1903
I. C. WOODWARD	1898-1912
COLUMBIA	1902-1903
COLUMBIA	1903-1910

Imagine it! Twenty-nine side-wheel Monongahela Sals in a matter of 63 years plowing up-and-down an overgrown creek!

...Pioneers on the Monon and Yough

The Monongahela in its unfettered youth was not much of a river. Steamboats ran up there only on high water, which was seldom. The REINDEER snooped up to Morgantown in 1826, Capt. Elisha Bennett--same boy later on the MASSACHUSETTS. (We told a good bit about the REINDEER in our June '68 issue, pages 10, 11.) The PLOWMAN went to McKeesport and thence up the Youghiogheny to West Newton in 1835, first boat there. This was such an event that many natives remembered it the rest of their lives. Enoch Cox built the PLOWMAN and he was Capt. J. M. Hammett's grandfather.

(We've been mentioning Capt. Hammett lately in connection with the Sacra Via boat yard at Marietta.) The captain on the PLOWMAN was Thomas Chester, Cox's son-in-law, and the engineer was Benjamin Cox, a son. The Coxes and Chesters lived at Limetown on the Monon, better known these days as Coal Valley where the U. S. Steel marine ways is. Deckhand on the PLOWMAN was Luster P. Chester, another son, who was later the first master of the big towboat CHARLES BROWN. The "Long Charlie" was built in 1872.

Back in that B.C. era (before canalization) Capt. Samuel Clark and Harrison Mason, both of West Brownsville, attempted to run a "Line" on the Monon. They built the sternwheel FRANKLIN in 1838 and also had a boat called PIKE. In the spring of 1840 the FRANKLIN actually made 65 runs but, come June, they sold her. The MOXAHELA, built in 1842 and operated by a Dr. Pollock, may have made trips to Morgantown but more often she was down the Ohio. A young man of the region, Capt. I. C. Woodward, had a side-wheeler named EXPORT built in 1841, but there again he headed her down the Ohio after a brief operation on the Monon.

The prime incentive for slackwatering the Monon to Brownsville was to hook up Pittsburgh with the National Pike. That historic highway, the first to join East and West, crossed the Monon at Brownsville on a notable wooden covered bridge built in 1828 which never did wear out and ultimately was removed by the Dravo Corporation in 1910. The Monongahela Navigation Co. was organized to build, maintain and operate the locks and dams on that stream up to the Virginia state line

Acknowledgments

This documentary of Monongahela packets is made possible by the generosity, first of all, of Dr. Henry D. Wilkins. "Doc" has interested himself in researching the boats of that region for many years, and has authored various newspaper features. At one time he explored in detail all of the steamboats built at California, Pa. He made available to us a considerable volume of information.

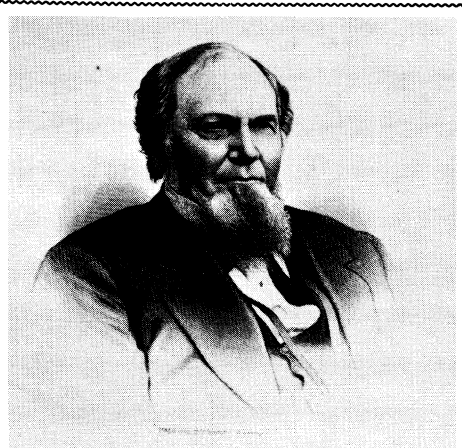
Quite likely this story would not have been written at this time were it not for nudgings from Virgil E. Bennett, William S. Pollock and Sandbar Zenn, all of whom participated in the Monongahela story to some degree. Virgil Bennett is a veteran of those old boats, having been clerk on various of them, and indeed may be the sole survivor with such distinction. Bill Pollock's family relatives lived in Greene County, Pa., which borders the river from Ten Mile Creek to the West Virginia state line, and as a boy he frequented Rice's Landing and Greensboro taking pictures. Sandbar of course is a native of the area and is the only S&D member, to our knowledge, who has navigated the Youghiogheny. Our board chairman J. Mack Gamble has the distinction of having had a father who at one time was superintendent of the packet Line which ran up there.

The lyrics embellishing the story are from Bob Schmertz's ballad "Monongahela Sal," the river's theme song.

For error which may have crept into these pages we accept sole responsibility, and hope to be corrected in future issues. -Ed.

at Mile 91.2. James Clarke was the first president. After the first four dams were ready a new side-wheeler, the CONSUL, loaded aboard at Pittsburgh a cargo of dignitaries headed by Gen. James K. Moorhead. They made that first historic voyage to Brownsville on the new Monon slackwater in November, 1843.

The CONSUL was built by the Pittsburgh & Brownsville Packet Co. and her stockholders included various of the principals of the Monongahela Navigation Co. Gen. Moorhead was one. In 1846 he was elected president of the slackwater project and so continued for 38 years. This Irish descended General (the title seems to have been honorary) quit school when he was 11 and managed to become A Leading Citizen in early Pittsburgh. Another stockholder in Monongahela Navigation Co. was Gen. George Washington Cass (introduced in Dec. '68 issue, page 29) whose West Point training, and experience in building a section of the National Pike, fitted him for the job of superintending the construction of several of the original Monon locks and dams. Gen. Cass



Gen. James K. Moorhead

"Old Slackwater" was president of the Monongahela Navigation Company for 38 years, and would not allow excursion or towboats through his locks on Sundays.

could tell some interesting stories; he was brought up by his uncle Gov. Lewis Cass who went to school (Exeter) with Dan'l Webster and who had spent his honeymoon on Blennerhassett Island with Harman and Mrs. B. Gen. George W. Cass also held stock in the Pittsburgh & Brownsville Packet Co.

Two other stockholders of note in the CONSUL were Capt. I. C. Woodward, and a young man of the Brownsville area, Adam Jacobs. The skipper on this noteworthy first-to-Brownsville-on-slackwater trip was Capt. Samuel Clark who had attempted the earlier "Line" in 1838.

...U.S. consul Albert Gallatin

A speculation as to why this first Line boat was named CONSUL would suggest that honor was being done to the elderly Swiss who founded New Geneva, Pa. The Hon. Albert Gallatin had built a handsome home on the hilltop there (an incredible mansion for those days and still a showplace for tourists) and his career in U.S. affairs had in-

cluded terms as consul in France and England. Moreover, New Geneva was the next objective in the continuance of the slackwater plan.

The second side-wheeler in the Pittsburgh & Brownsville Packet Co. was built the next year, in 1844, and came out in 1845. They named her LOUIS McLANE, peculiarly, as Mr. McLane was a railroad man, president of the B&O. At that time this pioneer westward-bound railroad was in infancy, peeking over the Allegheny Mountains with indecision. This honor of naming a boat for Mr. McLane may have been considered persuasion, a sly elbow-pushing, to guide the B&O to Pittsburgh. If so, it didn't work. The B&O ultimately crossed the Monon at Fairmont, by-passed Pittsburgh, and arrived in Wheeling--same as the National Pike.

...The slow-poke Pennsylvania Canal

The CONSUL and LOUIS McLANE were an instant success particularly with travelers convinced that Pittsburgh's slow-poke Pennsylvania Canal was more often frozen up, or out of order, or, worse, unhealthy. One sure way to catch "fever" was to ride the canalboats in summer. Much more expedient to route yourself via daily Pittsburgh-Cincinnati steamers, the "slackwater" to Brownsville, and the stagecoach to Cumberland, Md. at which place the B&O was available eastward. West-bound passengers arriving at Brownsville and having survived the stagecoach jolts were delighted to find at the wharf a pretty little packet offering direct connections to Cincinnati, St. Louis and elsewhere. More often than not such tourists left the stage forthwith and continued by river.

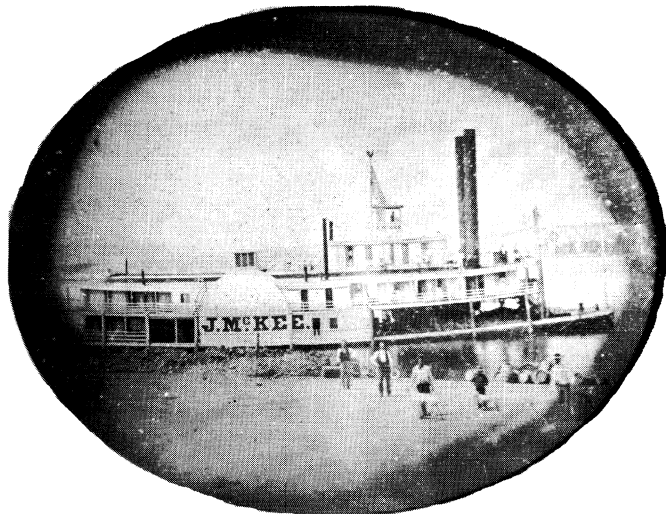
The ATLANTIC and BALTIC were built for the Packet Line in 1848, very much alike, side-wheel of course. Capt. James Parkinson came out in command of the former; Capt. Adam Jacobs on the latter. Should the curious boat-buff be wondering what they looked like, he may turn to the March '68 issue of this magazine, Page 7, and look at the CAR OF COMMERCE, vintage 1848, almost a dead ringer. Again we indulge and apologize for a moment: Why were these names chosen, BALTIC and ATLANTIC? Sounds like ocean liners, and here is something odd, too; Edward Knight Collins was about this same time making his big splash and he DID name two of his trans-Atlantic greyhounds with those same names. Collins tried to run the Cunard Line off the ocean. He made a lot of waves for a boy brought up without a mother (she died when he was 5 months old) and ended up with triple-distilled trouble instead; his wife and two children were on his ARCTIC when that boat went down; and two years later his PACIFIC sailed from Liverpool and never again was heard from. Collins went, of all places, to Yellow Creek, O., not far below East Liverpool on the Ohio River, and there licked his wounds.

But back to the Monon. The BALTIC and ATLANTIC carried the U. S. Mail and Adams Express. It is recorded that the first Mail agents aboard were William Aull and Jerry Carmack. One of the clerks on the ATLANTIC was Capt. Isaac M. Mason, then a youngster without the "Capt." and of whom more anon. The ATLANTIC took a delegation up from Pittsburgh on November 5, 1850 for the opening ceremonies of the Youghiogheny River locks and dams. And in 1851 she had aboard the Swedish nightingale Jenny Lind just up from Cincinnati on

the BUCKEYE STATE.

...M'Geesport?

McKeesport, Pa. was in an expansive mood with slackwater to Brownsville, Pittsburgh and West Newton. The side-wheel J. McKEE was built and entered in the McKeesport-Pittsburgh trade, named for the old-time Irishman John McKee, first settler at the forks of the Monon and the Yough. Some say he spelled it M'Gee but who'd want to name a city M'Geesport? McKeesport these days has bigger population by far than the state of Alaska although the fact is seldom publicized. The steamboat J. McKEE was too ambitious a venture as events proved and soon was sold away to the Upper Mississippi, but she lingers today with the distinction of being the oldest Monon packet known to have been photographed. Built 1850; sold in April, 1852.



J. McKEE

-From a daguerreotype taken along the upper Mississippi. She probably had no Texas at all when on the Monongahela. She left Davenport every other evening following the arrival of the Chicago train and went to Keokuk. Her partner boat on the opposite days was the BEN CAMPBELL.

The REDSTONE came next, built at Brownsville in 1851, Capt. I. C. Woodward, master. The S&D REFLECTOR attended to her in a two-page feature, and your attention is invited to this. Dec. '68 issue, pages 36, 37. The first Pittsburgh-Elizabeth daily packet probably was the COL. BAYARD, Capt. Joel C. Peebles. She was named for Col. Stephen Bayard who laid out Elizabethtown (the "town" was officially dropped when the place became a borough in 1884) and Stephen Bayard was a Revolutionary colonel who married the winsome daughter of a former commandant at Fort Pitt. The COL. BAYARD did fine; built 1854 and wore out in 1862, replaced by the JAMES REES as will be noted later.

...The LUZERNE jumped the dams

Next in the regular Line to Brownsville was the JEFFERSON, built at McKeesport in 1852, Capt. Morgan Mason. At the same time the LUZERNE was built at Brownsville as Customs records attest, but such records neglect the tid-bit about the flood. The LUZERNE's hull was swept free-astray during construction and jumped the dams and otherwise navigated the river in safety until

captured at McKeesport. The hull was taken into the mouth of the Yough and the completion happened at that spot. She came out with Capt. Elisha Bennett on the roof. The JEFFERSON ran on the Monon her whole career. The LUZERNE eventually was sold and cut down by ice in the Mississippi. The township of Luzerne bordered the river above Brownsville, and Jefferson below. Youghiogheny buffs take note that the side-wheel THOMAS SHRIVER built at McKeesport in 1850 is noticed in the Pittsburgh Gazette, spring of 1854, running to West Newton. Sandbar Zenn says to be sure and mention the JUDGE McCCLURE, built at Elizabeth in 1857, which ran McKeesport-West Newton. Capt. Joseph Price of Braddock got his eye-teeth cut on this one; later he was skipper of the towboat FRED WILSON and was killed when she exploded boilers below Louisville in 1904. Now in 1969, there still is a trace of old No. 2 at Buena Vista. Our friend Sandbar Zenn says that no remnant of No. 1 at Greenock, can be seen. Both were destroyed during a memorable ice break-up about the date of Lincoln's assassination.

...Hand-powered lock gates

The recent modernization of the Monongahela River with roller-type dams and commodious locks (more to come) recalls to mind that in 1902 only two of the 15 old-style dams had mechanically operated locks, No.'s 1 and 2. The rest were opened and closed by hand-operated windlass. Also in 1902 the available depth, normal pool, on the lower miter-sills at No.'s 1, 2 and 3 was a scant 6 ft. The controlling depth of the slackwater project, Pittsburgh-Morgantown, was at old No. 5, Brownsville, which had but 3.4 ft. on its lower miter-sill.

Obviously the original slackwater dams above Brownsville were not designed for towing. They were built to facilitate the packet traffic. The miter-sill at old No. 6, at Rice's Landing, had but 4 ft. of water over it. The opening of coal mines in the upper pools dictated deeper water and various of the old dams later were "splash-boarded" or "topped."

The building of the original Monongahela dams was a progressive thing. No.'s 1 and 2 were completed in 1841 taking slackwater to Elizabeth, Pa. at Mile 25. Three years later No.'s 3 and 4 were opened, extending traffic to Brownsville, Mile 60. In 1856 No.'s 5 and 6 carried navigation to Mile 83, New Geneva.

The side-wheel TELEGRAPH, built at California, Pa. in 1856, came on the track coincident to the slackwater extension to New Geneva. Her name was a compliment to Gen. J. K. Moorhead who had interested himself in telegraphy and was one of the leaders in extending the wires from Philadelphia to Pittsburgh, and thence to Cincinnati, Louisville and elsewhere. Capt. I. C. Woodward was skipper of this boat until 1860, after which she was in charge of Capt. Z. W. Carmack, and later Capt. Doyle Bugher.

...Jerry Carmack's recollections

Jeremiah Carmack was one of her clerks. Years later he (then 72) was clerk at the New Girard House, Brownsville, and often related his river experiences. He 'minded the time' when the Rebs were reported enroute to sack the city of Brownsville. The officers of the Monongahela National Bank packed up the bank's cash and securities and were about to load them aboard the TELEGRAPH and skedaddle to Pittsburgh. Assurance came from

Morgantown that the crisis was unfounded. The TELEGRAPH was at Pittsburgh the day Lincoln was assassinated. Carmack helped drape the boat with black crepe and she went to Brownsville in mourning. Mrs. Ann Jacobs, wife of Capt. Adam Jacobs, came aboard there for the return to Pittsburgh. While in her stateroom, at night, and prior to departure, a weapon was fired from shore shattering the skylight glass, sprinkling sharp fragments about the cabin. The culprit was not apprehended. Apparently there was one person, or a faction, in Brownsville unsympathetic with the display of mourning for Lincoln. Jerry Carmack also recalled that the Packet Line carried many soldiers for free, those penniless ones enroute home, or to their regiments. The TELEGRAPH is known to have made trips in high water to Morgantown, early as 1858. A tabulation was made when this steamer was retired in 1866. During her career the TELEGRAPH had handled 179,309 passengers. Her tolls paid to the Monongahela Navigation Co. totaled \$28,612.39.

The side-wheel DUNBAR, built at Brownsville in 1859, was named for boatbuilder James Dunbar (whose son Tom Dunbar designed the hulls for the ISLAND QUEEN, CINCINNATI, et al.) but after making only a few trips was sold away. Her subsequent story is interesting inasmuch as she was operated on the Tennessee by Capt. Gus Fowler, a Reb, and was captured by the Feds at Chattanooga. She was used to ferry troops the day Hooker gained Lookout Mountain.

Then came the FRANKLIN and the GALLATIN, both built at Brownsville in 1860. The information at hand is hazy but it appears the FRANKLIN was "impressed" into Civil War service and was General Grant's dispatch boat at Vicksburg, Capt. Henry Conant in charge. She returned to the Monon River, if so, and operated there until about 1870. The GALLATIN, named in memory of the statesman who built and resided at "Friendship Hill" overlooking the Monon at New Geneva, had a calliope.

...The JAMES REES and the BAYARD

Meanwhile the COL. BAYARD in the Pittsburgh-Elizabeth trade was replaced in 1862 with a new side-wheeler, the JAMES REES. She ran there "regular as clock works" for the next four years. She had opposition in 1864 when the side-wheel BAYARD, Capt. Joel C. Peebles, also ran from Pittsburgh to Elizabeth and Monongahela City. She was built at the latter place. In mid-December, 1864 the BAYARD was sold away, and Capt. George D. Moore ran her Pittsburgh--Parkersburg with notable success until 1869. She then went to the Upper Mississippi, there owned by the St. Louis & Alton Packet Co.

The side-wheel FAYETTE was built by the Packet Line in 1865 at Brownsville, and replaced the old TELEGRAPH. While new in the trade she was at Pittsburgh when the news of Lee's surrender came. Her whistle was blown lustily all the way to Brownsville. Sam Welser, barkeep, who in his youth had been a circus clown, yelled "on the house!" and the imbibing was noteworthy. Esley Fairfax, the porter, an ex-slave from Virginia, was allowed to ring the roof bell and is said to have cracked it.

By 1866 the Packet Line had two boats daily out of Pittsburgh for Monongahela points; one at 8 a.m. and the other leaving at 6 p.m. Capt. C.

BROWNSVILLE IN 1854

Sirs: In the winter of 1854-5, I was allowed for the first time to leave the old homestead in East Bethlehem Township, Washington County, Pa., to attend the High School at Bridgeport, separated from Brownsville, Pa. by the bridge over what is so well known as the Neck. The High School was conducted by Prof. L. F. Parker and his estimable wife, both from Vermont, I believe, in the Public School building on the hill in Bridgeport, then called 'Hardscrabble.' Coming from the quiet of the country, where I had literally ploughed by starlight to hurry through the fall work in order to get away to school, how well do I remember the effect upon me when, on the frosty mornings of October, I walked to the school building and heard coming up to me from all directions below the sound of hammering on metal and wood, and the rapid puffings of steam from the engines and from the boiler and machine shops of Snowdon & Mason across the Neck; of Herbertson & Co., near the east end of the Monongahela Bridge; from the planing mills of Carver, Wood & Co., on the river bank in Bridgeport, and the boatyard of John S. Pringle over in West Brownsville, first put in operation by Jas. G. Blaine's father and mine, 1831. Brownsville, with its sister towns, then made a busy place, and the noise of its industries was a startling wonder to the country youth.

Two of my most intimate school mates were Henry S. Bennett, and Elisha Gray. We three were about the same age, apparently between 16 and 17. Bennett was the son of Capt. Elisha W. Bennett, then owning, at least commanding, one of the steamboats plying between Brownsville and Pittsburgh. He had a dark-eyed sister Sallie, who with Ruth Ann Miller, Edith Griffith and certain other Quaker maidens, sat on the other side of the schoolroom from us, and took care of us in and out of school hours. --Boyd Crumrine.

=This extract is taken from the original letter, now deposited in the Historical Collections, Washington and Jefferson College Library. -Ed.

S. Spears commanded the FAYETTE; Capt. Doyle Bugher on the TELEGRAPH (which ran a month or so that spring before dismantling); Capt. Z. W. Carmack on the FRANKLIN and Capt. A. S. Carlisle on the GALLATIN.

...The People's Line

Business was booming and invited serious opposition. In 1866 two side-wheelers were built by an organization called the People's Line. The CHIEFTAIN was built at California, Pa. and the ELECTOR was built at Brownsville. Operations commenced in June with Capt. Robert R. Abrams in charge of the CHIEFTAIN, and Capt. Robert Phillips on the other. They ran to Greensboro and New Geneva (which were towns opposite) amid the inevitable accompaniment of fights, arguments and finally a collision.

The ELISHA BENNETT was built as a replacement by the Packet Line in 1867 and the GALLATIN was retired. The new boat usually fought the CHIEFTAIN of the opposition People's Line, and was in

charge then of Capt. M. A. Cox. The BENNETT was named for the veteran Capt. Bennett who had died prior. His portrait in oils hung in the clerk's office.

Following legal preliminaries, the two opposing Lines were consolidated on September 28, 1868 and a new corporation (\$150,000 issued stock) was headed by General Moorhead. He was succeeded by General Cass who, in turn, was succeeded by Capt. Adam Jacobs.

...ELIZABETH had many stockholders

The JAMES REES in the Elizabeth trade was replaced in 1867 by a new side-wheeler named ELIZABETH built by an array of stockholders worthy of space here. They were:- Benjamin Coursin, Mary Boyd, Samuel W. Hendrickson, Estate of James Irwin, Adam Jacobs, William McElroy, O'Neil & Co., J. N. O'Neil, James McCune, Caleb McCune, James Rees, B. L. Wood, F. Rhoads, D. Rhoads, Samuel Roberts, Joseph Walton, John Gumbert, Lysle Coal Co. and Horner & Roberts. She entered the trade on Feb. 17, 1867 in charge of Capt. F. Houghton.

The side-wheel GENEVA was built at Brownsville by the Packet Line in 1871, long commanded by the veteran Capt. M. A. Cox (who dated back to being skipper of the CIRCASSIAN in 1846) and the twice-daily service was continued. In 1875 the Line boats were departing from Pittsburgh at 8 a.m. and 4 p.m., the GENEVA, ELECTOR, CHIEFTAIN and ELISHA BENNETT.

Now came a departure from the usual thing. The Packet Line built at Brownsville in 1876 a stern-wheel packet, the JOHN SNOWDON, and she came out with Capt. Peter Donaldson in charge. The boat was named for a noted Brownsville machinist who invented the Snowdon heater, used universally on Western-style return-flue boilers. John Snowdon had come from England. The first steamboat engines he built went on the MONONGAHELA built in 1827. From his foundry came the cast iron for the Dunlap's Creek bridge built by General Cass. One of his daughters, Ann, married Capt. Adam Jacobs. The Snowdon shop built the engines for the ALVIN ADAMS of the Wheeling Union Line (see Dec. '68 issue, pages 28-32).

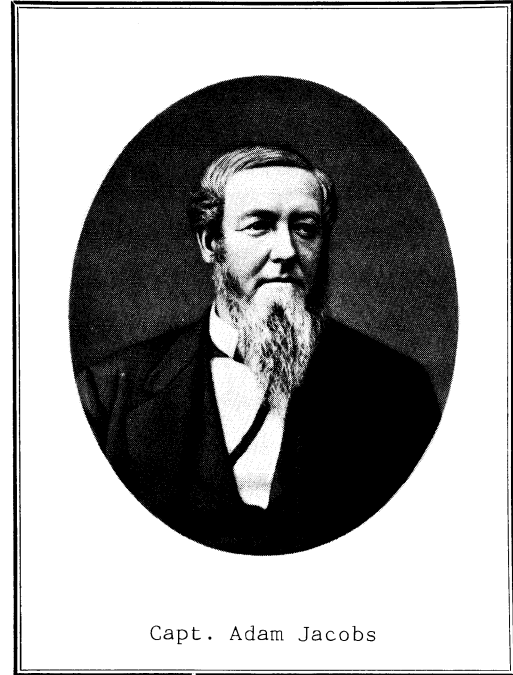
Next in the Line was the side-wheel GERMANIA, built at the Pringle yard, Brownsville, in 1878. She is said to have been the first with two rudders on the Monon. Capt. R. R. Abrams was her first skipper. It would be interesting to know why that name GERMANIA was selected; and of this writing we have not the slightest idea. The word had currency in the area, for at Pittsburgh there was a Germania Savings Bank organized in 1870 with an array of German directors; Meyran, Steinmeyer, Schleiter, Reineman, and so on. Anyhow the CHIEFTAIN and ELISHA BENNETT were retired at the time the GERMANIA appeared.

...Buried under a gob pile

Capt. Adam Jacobs by now had graduated from commanding steamboats and, in addition to being president of the Packet Line, he contracted for and superintended the construction of steamboats. He had a home at Brownsville and also another on the Jacobs farm at East Riverside, Mile 72.6, the site of which today is buried under a gob pile. The "gob pile" in the Monon valley is the modern equivalent of the old-style Indian mound, a mound of slate, rock and such cullings from coal

mines. After a period of decomposition and internal burning, with consequent acrid stink, fumes and blue smoke, the cheap refuse, called "red dog," is useful for converting mud roads into low class highways. Arley Kisinger, a Brownsville mortician now deceased, some years ago bought and renovated the George Jacobs home, built about 1843, just opposite East Riverside.

According to Monon historians, Adam Jacobs set up a boat yard at East Riverside and built the side-wheel JAMES G. BLAINE there in 1882, contracting with the Herbertson & Co. shop at Brownsville for the machinery. It is recorded in Fayette County history that at least four steamboats were built at the Jacobs farm 19 miles above Brownsville. (We can't think of any boats of such size being built above that location -ED)



Capt. Adam Jacobs

...Ephriam Blaine and son James

Ephriam Blaine arrived at West Brownsville in the first place from Economy, Pa., selling his frame home to the Harmony Society at the time of the removal. Ephriam went to West Brownsville while in partnership with Abishai (rhymes with Elisha) Way, a Pittsburgh merchant (and great-grandfather of this author). Ephriam was supposed to facilitate the shipping of grindstones to Pittsburgh, a commodity then in some demand, but apparently was more interested in other pursuits, so the firm of Blaine & Way was short-lived. The son, James G. Blaine, was born at West Brownsville in 1830, and became a noted statesman and Republican candidate for the presidency. At the time the Monon side-wheeler was named in his honor, Blaine had just resigned as U.S. Secretary of State following the assassination of President Garfield.

Then came the side-wheel ADAM JACOBS, built at Andrew Axton's yard, West Brownsville, in 1885. An innovation was the installing of a McTighe electric light plant, the first of the Monon fleet with such extravagance. She was the wonder of the region.

The first ELIZABETH wore out and, in 1888, was replaced with a new edition of the same name, al-



ADAM JACOBS

This picture was discovered by Capt. William S. Pollock to whom our thanks. We surmise it was taken at New Geneva, Pa. with Greensboro, Pa. across the river. During the July, 1888 flood (on the 11th of the month the gauge at Lock 4 showed 42 ft., a record) the towboat DAUNTLESS with loads hit the Tenth St. bridge pier, Pittsburgh, and one of her free-astray loads headed for the ADAM JACOBS moored at the Smithfield Street wharfboat. The JACOBS was turned loose and just in time---the load hit the Pittsburgh & Cincinnati Packet Line wharfboat at the foot of Wood Street and demolished it. The JACOBS barely had enough steam to roll her wheels but was safely landed. After retirement the JACOBS' hull became the wharfboat at McKeesport, Pa. at the foot of Market Street. Capt. J. Mack Gamble superintended the conversion, but resigned and returned to Marietta about the time the wharfboat was placed in August, 1903.

so in the Pittsburgh-Elizabeth trade. The "new" ELIZABETH was built at Belle Vernon and completed at Brownsville. Capt. R. M. Boyd was in command when she was selected as the flagship of a major boat parade to celebrate the toll-free Monongahela locks, staged at Pittsburgh on July 16, 1897. John F. Dravo, the hero of that day, was admiral of the fleet, and rode the ELIZABETH. He was born at West Newton, founded Dravosburg, and as long-time president of the Pittsburgh Coal Exchange he was instrumental in the take-over of the Monon locks and dams by Uncle Sam. Since 1868 he had been living at Beaver, Pa. "Gifted with a ready flow of language" he also was an ordained Methodist preacher, and for a time worked at it.

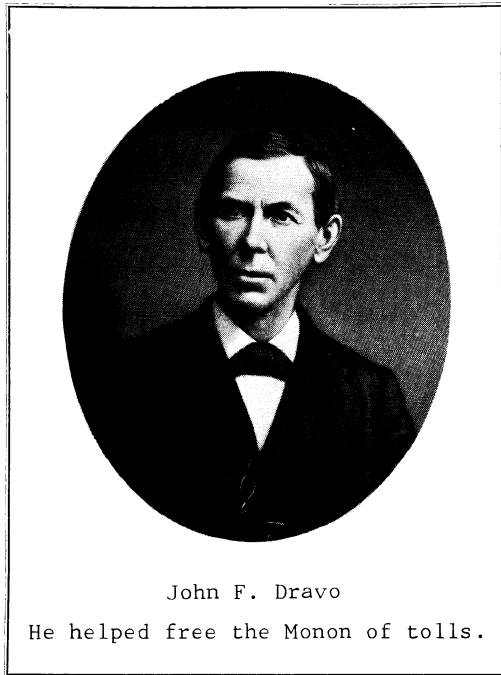
...ELIZABETH quits her trade

Capt. Boyd left the ELIZABETH in 1900 to command the side-wheel excursion steamer FRANCIS J. TORRANCE, built for Monon service. Capt. Leonidas Drake succeeded him, but the trade had dwindled. Although the route was extended to Monongahela City freight was scarce. For some years she had been running occasional excursions to make out.

The OLIVETTE had run the trade early as 1894, a small sternwheeler, Capt. Joe Ketchell. The very small F. A. GOEBEL arrived in that trade early in 1897, Capt. William Weigel, but soon extended to Monongahela City. Under various owners she continued until the spring of 1900. Capt. Weigel also had the single-deck LEE H. BROOKS in the Elizabeth trade in this same period. This seems to have been the last attempt.

...Roll on, Monongahela,
Roll on to the O-hi-o--
Roll on past Aliquippi
Down to the Mississippi
Clear to the Gulf of Mexico!

These older packets in their time were highly regarded and were descended from still older side-wheelers back to the beginnings of slack-water. The Monongahela for most of its length in that day-and-time was in summer a sparkling clear stream, the water drinkable. The well-to-do families of the region looked forward to boarding these packets. Your scribe has seen elderly ladies wall their eyes and drop their hands help-



lessly in their laps at the recall of bountiful meals, the excellent crews and the scenic splendor. Somebody wrote a song once, "Where the Monongahela Flows." Many a schoolgirl didn't know that old fashioned cornstarch pudding became "blanc mange" with butterscotch or chocolate added until she rode the GERMANIA; nor that sweetened whipped cream garnished with ladyfingers became "Charlotte Russe" until she was served the delicacy on board the JAMES G. BLAINE. And all of this finery was served up while a three-piece orchestra played sweet music, too. \$5 round trip from Morgantown. Cheaper than staying at home and a thousand times more fun.

...Sabbath traffic was denied

The Monongahela Navigation Co. collected tolls and had rather strict rules. No towboats were locked during the 24-hour period commencing Saturday midnight unless an emergency existed. No excursion boats were passed through on Sundays. The only desecration of the Sabbath was the passing of the usual packets; an exception probably of Quaker origin. Strangely it was the Quakers who first urged Sunday operation of U.S. railroad passenger trains.

When negotiations were firm for the transfer of Monongahela Navigation Co. to the U.S. Engineers, no further tolls were collected. The government purchased No.'s 1 through 7 for \$2,210,000 but had been in the picture prior to that. The U.S. Engineers had built No.'s 8 and 9.

Morgantown, W. Va. at Mile 102 had slackwater from No. 9 in 1879, but traffic to that place was delayed 10 years, until 1889, pending the completion of No.'s 7 and 8.

...Trade to Fairmont commenced

The U.S. Engineers also built No.'s 10 through 15, by which time the need for deeper pools had become imperative, and 7 ft. was allowed over the lower miter-sills. These upper dams above Morgantown were opened in 1904, a rather vacuous accomplishment. A low B&O railroad bridge above

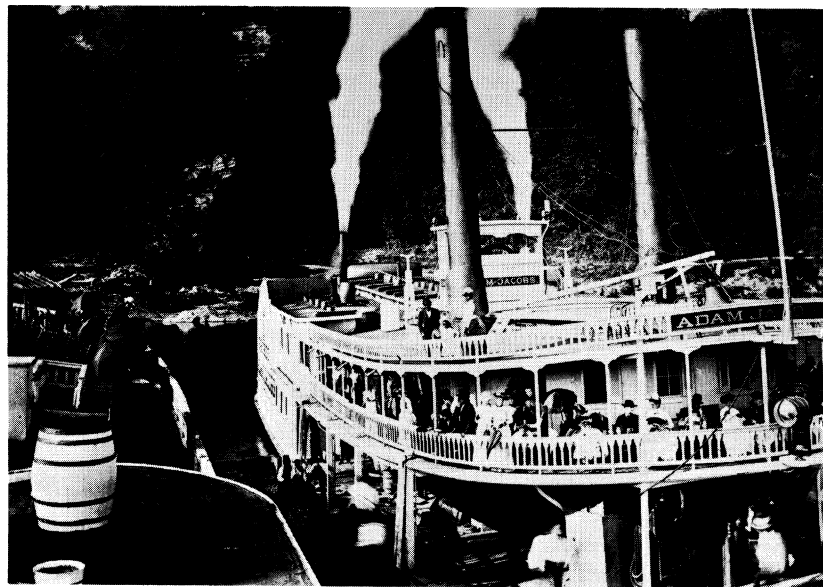
No. 15 prevented regular packets from getting up to the Fairmont landing place. This situation was not corrected until 1907 when the bridge was removed and a new, higher one replaced it. In the interim a small-fry shuttle packet, operated between Morgantown and Fairmont, served. This was the J. O. WATSON, offering the first regular Fairmont service, commanded by Capt. R. F. Eberhart who was an S&D member, and a good one, until his passing.

It is said that the side-wheel JAMES G. BLAINE was the first packet through on the new slackwater to Morgantown, arriving there on November 8, 1889. Col. William E. Merrill of the U. S. Engineers rode up for the occasion from Pittsburgh aboard the boat. The first packet scheduled from Pittsburgh through to Fairmont (Mile 127) was the side-wheel COLUMBIA, departing Pittsburgh on May 1, 1907 in charge of Capt. William H. Lloyd and with pilots R. L. Demain and Geo. B. Hendrickson.

Be that as it may, and for the record, packets had reached Fairmont prior to the completion of the slackwater in 1904. The sternwheel FLORENCE BELLE made a special excursion from Morgantown to Fairmont on Wednesday, May 18, 1898. There were delays enroute while the crew cut overhead telephone wires, and several ferry cables had to be parted. The natives of Fairmont turned out en masse to cheer and ogle; this was the first steamboat at their wharf in 16 years. Capt. Thomas P. Hudson was master, and Harry Donaldson was the pilot. Harry had been there 16 years prior on the sternwheel packet WEST VIRGINIA. One time the side-wheel ELECTOR went there on a flood, and as of 1898 Fairmont had seen but one towboat, the HARRY. According to the semi-weekly Fairmont "Index" the FLORENCE BELLE was the fourth steamboat at that place in its history.

...Capt. Hudson was biding his time

Capt. Thomas P. Hudson would not have gone to



ON THE MONON

In this picture two of the Line side-wheelers are taking coal from a flat lashed between. Note the throng of passengers aboard the ADAM JACOBS. Also note her electric headlight, first of its sort on a Monon steamboat. The barrel and buckets were required by law for fire protection.

Fairmont in 1898 save that the Monongahela was in flood and he was caught at Morgantown and could not go below because the locks were flooded out. To bide his time, he advertised the Fairmont excursion which was liberally patronized by Morgantown people. One year prior Capt. Hudson had made river history of an enduring sort when he took the FLORENCE BELLE up the Allegheny River to Oil City, Pa. and ran an advertised excursion down to Indian God Rock and return. As events turned out, that was the last steam packet ever to visit Oil City.

Capt. Bob Eberhart, who commanded the first regular packet in the Fairmont trade in 1904, also participated in other adventures. On two occasions that year he hitched the J. O. WATSON to an excursion barge and went 6 miles up West Fork above Fairmont and took excursions out of the coal mining town, Monongah, W. Va. This was three years prior to the great mine disaster at that place, when 361 were killed, the worst ever in the Monongahela valley.

...Capt. John O. Watson

The J. O. WATSON was a trim little feller, built with plenty of sheer, with fancy-top stacks and a pretty whistle. Capt. John O. Watson, who built her, ran a boat store at Monon River Lock 4 and played around with this pint-size packet. At various times between 1902, when he built the boat, and 1908, when he sold her, he had run in the short trades between Lock 4 and Donora; Morgantown and Fairmont; and Charleroi and Rice's Landing. He also had a propeller steam packet named HAZEL L. WATSON, built in 1901, that ran principally between Brownsville and Rice's Landing. In 1906 Capt. William S. Syphers, who owned the Monongahela Hotel at Rice's Landing, took interest in the propeller packet and eventually bought the boat entire and continued her in that trade for some years.

...Tragedy at Belle Vernon

A tragedy connected with these short-traders happened at the Belle Vernon landing in the fall of 1889. The R. B. KENDALL and J. M. BOWELL both were running between Belle Vernon and Brownsville. An argument started between Capt. Jesse M. Howell and Capt. E. D. Abrams, the skippers of these rivals. Abrams, of the KENDALL, pitched a rock which struck Howell in the head, resulting in concussion and several days later Howell died. Captain Abrams was arraigned in court at Uniontown, Pa. and released on bail. Later tried, he was acquitted. He sold his share in the KENDALL to Capt. Peter C. Williams who, with Abrams, put the boat in the Brownsville-Geneva trade. The R. B. KENDALL originally was the JOHN LOMAS, built in 1881 for Monon short trades, and gained enduring notoriety when she collided with the SCIOTO on July 4, 1882 at Mingo Junction, O. on the Ohio River with life-loss of nearly 70. Arley Kisinger of Brownsville had a chair from the R. B. KENDALL a few years back. and his son Bill still may own it.

J. M. Howell and Morgan Bowers had run the ATHLETIC in the Belle Vernon-Brownsville trade in the 1870s and the J. M. BOWELL was built to replace her. The BOWELL later was made into a towboat and, after eight years service on the Kanawha, went to Green River and ran seven or eight more.

..."Mason Line" appears

It was these short trades on the Monon that gave birth to the so-called "Mason Line" which built the sternwheel packet ISAAC M. MASON in 1893 for the Belle Vernon and Morgantown trade. She was named for a Monon River native, Capt. Isaac M. Mason, who eventually became head-push in the St. Louis & New Orleans Anchor Line. Her first skipper was Capt. John G. Britton (for whom a towboat was later named) who also held financial interest along with S. H. Pearsall, Aubrey & Son (the "son" was R. L. Aubrey for whom the towboat was named, see March '68 issue, page 25) and J. L. Bakewell, all of Brownsville; also Capt. Jacob Menges of Port Perry, Pa. where old Lock 2 was located.

One year after building the MASON, these same stockholders went down the Ohio and bought the trim sternwheel packet HARRY D. KNOX and entered her in sort of a primitive Greyhound bus daylight operation between Charleroi and Rice's Landing. This was in 1894. They had opposition. Capt. Isaac L. Reno had the sternwheel LENI LEOTI in the same run. He said for the public print that despite the MASON, he was operating "with great success" but apparently not, for he sold out to the Mason Line.

Capt. John G. Britton, et. al. apparently did all right. The HARRY D. KNOX wore out (she had been built in 1883) and was replaced by a new boat built at Brownsville, the ADMIRAL DEWEY, which appeared in August, 1898. Commanded by Capt. John G. Britton she entered the Pittsburgh and Brownsville trade, and soon extended to Morgantown. This was hot stuff. The regular Line of side-wheelers had just completed the new I. C. WOODWARD (first Monon packet with a texas) and otherwise had two creaky old side-wheelers overdue at the glue factory, the ADAM JACOBS (built 1885) and the JAMES G. BLAINE (built 1882). They had just retired the veteran GERMANIA (built in 1878).

The Mason Line went down to Tennessee River in 1899 and bought the sternwheel EDGAR CHERRY, and in the fall of 1900 dipped south to Evansville and got the ROSE HITE. Our late S&D member Capt. Jim Rowley piloted her to Pittsburgh.

...Packet lines were consolidated

Such a ruinous situation could not long endure nor did it. The two factions smoked the pipe of peace and as of July 10, 1901 the Pittsburgh, Brownsville & Morgantown Packet Co. was formed. The first officers were T. J. Wood, president; John G. Britton, superintendent; W. J. Wood, secretary and treasurer. The board of directors was composed of C. L. Snowden, D. B. Blackburn, Samuel Pearsall, G. W. Thiess, James A. Henderson, William Rees and T. J. Wood. The ADAM JACOBS was retired (the GERMANIA had long since gone to the boneyard) and a new superlative side-wheeler was built, the COLUMBIA, using the engines from the JACOBS.

Then as now the stockholders bowed to the doctrine that the surcease of earthly woes was the remedy of consolidation. New opposition appeared almost at once. Charles C. Foster of Pittsburgh whose father was William G. Foster of the printing firm Stephenson & Foster headed up what be-

came the Monongahela River Packet Co. They went to Evansville, Ind. and bought the sternwheel GERTRUDE. Also they bought the side-wheel ELIZABETH which had outlived her usefulness in the once-lucrative Pittsburgh-Elizabeth trade. These boats were entered in the Pittsburgh-Morgantown trade in the summer of 1902. In this case the reorganized Pittsburgh, Brownsville & Morgantown Packet Co. won out. By July, 1903, both boats of the Foster Line were sold by the U. S. Marshal and left the Monongahela.

...A pot of tar boiled over

On Friday, January 16, 1903 an unwary overpaid workman let a pot of tar boil over aboard the new COLUMBIA at the Pittsburgh wharfboat and she went up in flames, and almost took the BEN HUR with her; thanks to a sharp axe the BEN HUR was cut loose and drifted out of danger. When this happened the general manager of the Line was Capt. J. Mack Gamble who had been imported to take the place of John G. Britton.

The hull of the COLUMBIA was taken to Brownsville and the boat was rebuilt, using this time the machinery from the JAMES G. BLAINE. Manager



ELIZABETH

In her latter days this boat added EXCURSION on her paddleboxes and deserted her regular packet trade. This photo was made at West Elizabeth, Pa. The lady in the center foreground was Mrs. Frank Trembly who 55 years later in 1953 was living in Jacksonville, Fla. and owned the original glass plate. At that time she rented rooms to Harold Holland, a boat fan, who kindly sent us this print made from the original plate.

The final fate of the ELIZABETH was quite a spectacle. In 1903 a one-legged marine diver, Samuel W. Carpenter, bought the boat and moored her at his landing, Allegheny, Pa. He also had the OLIVETTE, mentioned in this Monon story. On January 24, 1904 the OLIVETTE caught fire. The flames spread to the ELIZABETH. Both were cast loose. The ELIZABETH drifted down under the old wooden covered Union Bridge at the Point. Her stacks caught in the understructure; she stopped a moment; she set the bridge afire. The tug JOHN DIPPEL came to the rescue and nudged the burning ELIZABETH ashore where she sank. Firemen put out the bridge blaze and estimated damages at \$1,000.

Capt. Gamble was running ads in the Pittsburgh papers as of July 4, 1903, advertising the I. C. WOODWARD and COLUMBIA daily to Morgantown at 3 p.m., and the EDGAR CHERRY daily to Brownsville except Sunday at 4 p.m. Bell Phone, Court 2358. Round trip to Morgantown \$5. The ROSE HITE was being used as a temporary wharfboat at Bridgeport and the Line had its own wharfboats at Pittsburgh and Brownsville; also at Charleroi, California and McKeesport.

The older side-wheelers for some reason carried no swinging stages ahead. Even when the I. C. WOODWARD came out in 1898 she had none. It may be that the advent of Capts. Roe and Noll on the scene changed that. The COLUMBIA had one, and the I. C. WOODWARD did too, later. Or perhaps the ROSE HITE and EDGAR CHERRY started the custom; they were so equipped. The packets were built, of course, lock size; a dictate that permitted about 160 feet in length. All of the locks were 50 feet wide, or better. Low bridges influenced height; as consequence the Texas had the pilothouse in front, not on top.

...EDGAR CHERRY knocks down the gates

The severe winter of 1903-1904 stopped all traffic in December. On March 10, 1904 the EDGAR CHERRY departed Pittsburgh for Morgantown, first boat up in three months. In entering Lock 4 she rammed the upper gates and knocked them loose. A torrent of water rushed through the chamber (shades of the NELLIE WALTON and C. F. HOOD, see Dec. '68 issue, pages 24, 25). After some exciting moments the EDGAR CHERRY sank about a hundred yards below the locks. Capt. Robert L. Demain was master and Robert A. Covert was the pilot on watch. His partner was W. H. Lloyd. That was the end of the EDGAR CHERRY, all save the engines which were retrieved to do service on a towboat named COLLIER, later WM. C. SUTHERLAND, later JOE CARTER. Incidentally those were the only compound engines ever on a Monon packet, nice little Marietta Mfg. Co. jobs, 10's, 17½'s-5 ft. stroke.

Win Clendennin was steward-cook on the EDGAR CHERRY that night, and he told this scribe later (hope Joe Gould is listening to this as he knew Win down at Campbell's Creek Coal) that he was packed up and ready to leave the EDGAR CHERRY there at Lock 4. The boat was haunted, or, as he told it, "hanted." Win said they had been having trouble with the electric light plant, a flat-belt job from a horizontal steam engine to the dynamo. Win said he'd been on boats where the lights went out when the belt flew off, but this was the first time he ever saw the belt fly off and the lights stay on. Engineer Craven stopped the steam engine, slipped the belt back, started up, and the lights went out. Win had never seen that happen either. He was figuring on unloading on the wall at No. 4. He never had time.

...Financial woes

They dug the ROSE HITE out of hibernation to replace the CHERRY, and a year later, or such, she collided with the tow of the JOHN F. KLEIN a mile above Lock 5 and sank. About two months later the Valley Supply Co. (subsidiary of the Combine) libeled the I. C. WOODWARD, ADMIRAL DEWEY and ROSE HITE--which was still sunk. The Marine National Bank, Pittsburgh, foreclosed and took over the COLUMBIA.

Capt. William E. Roe and Capt. Martin F. Noll

appeared on the scene within a week and formed the Monongahela & Ohio Packet Co. They raised the ROSE HITE and sent her to Fairmont to run excursions, and continued the I. C. WOODWARD and COLUMBIA in the Pittsburgh-Morgantown trade. The ROSE HITE didn't carry her weight, and was sold in 1907 to Capt. John L. Kerr and others who ran excursions out of Pittsburgh. The ISAAC M. MASON was taken over for a dock bill, and soon was sold to Capt. Thos. F. McCleary, of New Sheffield, Pa. who made a towboat of her. The ADMIRAL DEWEY went to Capts. Thomas J. and William K. Hudson, who took her around into the Allegheny.

...LEROY had a notable crew

Capt's. Roe and Noll procured the LEROY and ran her Morgantown-Fairmont in the fall of 1907. Later that fall the I. C. WOODWARD was laid up and the LEROY ran Pittsburgh-Fairmont. After the ROSE HITE was sold, the LEROY became a regular in the Line with Capt. Jack Ward as master. The clerks were Thomas Jackson of Clarrington, O. and Virgil E. Bennett who today is S&D's board member. The pilots were Thomas Axton, Brownsville, and Frank Marker, West Brownsville. Sard Kinnaird was chief engineer; Charlie Justice the mate, and Louis Ritchey, watchman. The Greene Line bought the LEROY in August, 1908, to replace the NEVA which had just burned.

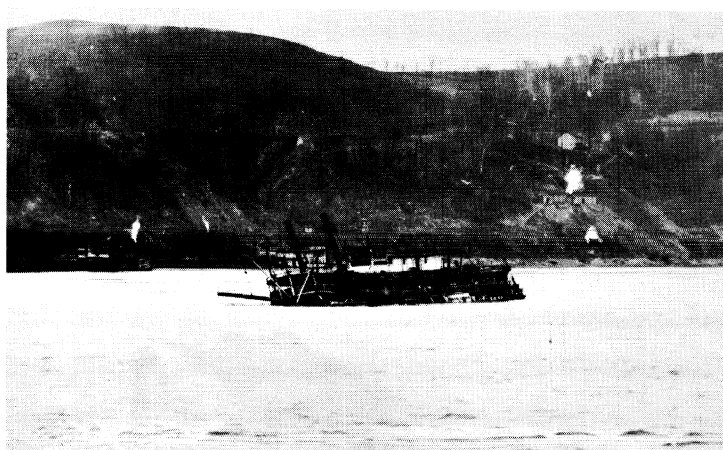
The career of the ROSE HITE would be dismal reading and we'll abstain. Suffice to say she was in the hands of the U. S. Marshal ten times within three years and finally went back where she came from, the Tennessee River. Capt. J. S. Tyner renamed her GRACEY CHILDERS down there and a year later she burned at the foot of Broadway, Paducah.

...COLUMBIA burned and replaced

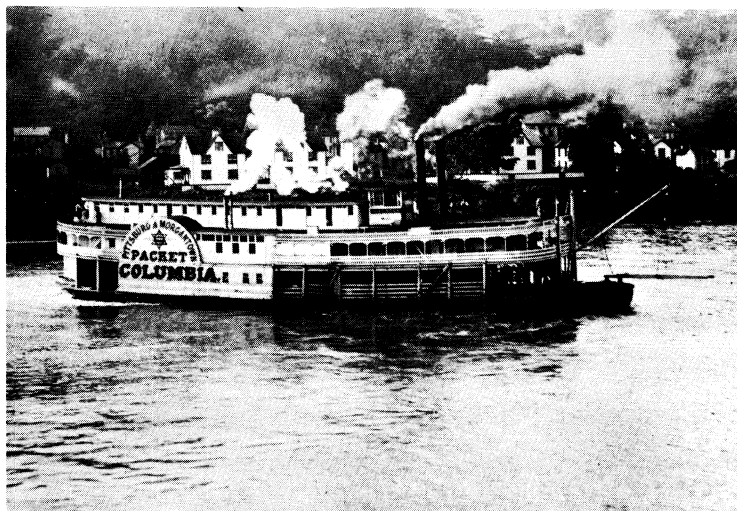
Deterioration had set in. The old story. When the COLUMBIA burned at Moss Side Landing, Camden Station, opposite Glassport, Pa. on February 17, 1910 at 6:15 p.m., the most elaborate packet ever on the Monon was gone. She had 75 staterooms. Capt. Martin F. Noll replaced her with a rickety wheelbarrow (sternwheel) tub with no texas, the BESSIE SMITH. The I. C. WOODWARD and the BESSIE SMITH ran Pittsburgh-Morgantown, and on week-ends the WOODWARD went through to Fairmont. This did not last the season. Both were operated at a loss. The BESSIE SMITH was taken to Parkersburg for dock work, caught fire and burned. The I. C. WOODWARD went it alone in 1911, and wintered at Fairmont, having quit the trade in mid-October.

Rivermen could not believe it. The mighty Greene Line of Cincinnati sped the diminutive GREENDALE to Pittsburgh. Object:- Pittsburgh to Fairmont. Capt. Jack Ward in command. She lay at Pittsburgh from January 5 to March 2 waiting for the Monon to clear of ice and high water and then got mixed up in a mighty mid-March flood. The outcome was dismal all around. The I. C. WOODWARD ran excursions, apparently none too profitable, and landed in the lap of a U. S. Marshal at Fairmont, who sold her on April 5, 1913 to Thomas M. Rees, Pittsburgh. He sold her to John F. Klein, a boat broker and excursionist, who ran her that summer on excursions at Fairmont and elsewhere. Her packet days were over.

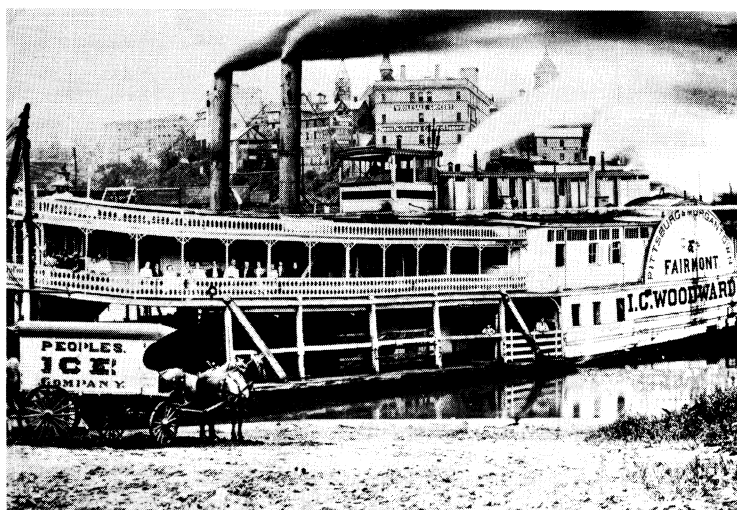
In 1913 there was no packet service on the Monongahela at all.



EDGAR CHERRY wreck below Monon Lock 4. Taken looking downstream from the Monessen side. Towboats are moored along shore awaiting completion of the repairs to the lock gates. The black horizontal line on the hillside is a bridge for the Pittsburgh-Charleroi interurban street cars.



Packet COLUMBIA on the Monon. This is the second of the name, almost identical to the first one save for a few embellishments. Her round-trip fare, Pittsburgh-Fairmont, was \$5.50 in 1905 and she frequently handled capacity trips.



An unusual picture showing the I. C. WOODWARD at Fairmont, W. Va. in 1912. Capt. I. C. Woodward was raised near Brownsville in the David Cattell family, Luzerne Township. He went on the river in 1834 and did well. His later home was in the same area where he died in 1898, during his namesake boat's first season.

...Capt. J. Orville Noll ran boats

Capt. J. Orville Noll of Hannibal, O. had a notion that the Monon packet trade was fallow, not barren, and bought a sternwheel one-lunger from the Little Kanawha, the GRANTSVILLE, and ran her Pittsburgh-Brownsville in 1915. The response was good. The GRANTSVILLE burned, and in 1916 Capt. Noll got the REVONAH to replace her, a larger gas packet. This worked out so well, he appeared in 1917 with the old steam sternwheel VALLEY GEM from the Muskingum River and entered her in the Pittsburgh-Fairmont trade.

The first trip this scribe made to Fairmont was aboard the VALLEY GEM. She had plenty of freight but very few passengers. The pilot was Capt. Jos. W. McLaughlin, a fortunate event, for he was a kindly person and tolerated this 16-year-old "river fan" in the premises of his pilothouse. Capt. Orville Noll was master, and his good wife was the cook, and their young son Tom was aboard as handyman. That winter was a severe one and the VALLEY GEM was cut down by ice and destroyed.

In the late fall of 1919 Capt. George F. Bauersmith chartered the steam packet CORKER from the Louisville & Cincinnati Packet Co. and entered her in the Pittsburgh-Fairmont trade. Only one trip was made, with no success, and the boat was returned to her owners.

...CITY OF CHARLESTON didn't get far

There was a big splash around Pittsburgh in the spring of 1920 when the side-wheel CITY OF CHARLESTON (ex-I. C. WOODWARD) was announced for the Pittsburgh-Fairmont trade under the auspices of a Capt. Condict. She actually attempted one trip. Her stacks were too high for the Port Perry bridges and there was no way to lower them. Mate Charlie Justice said he could do it; lash her to the lower bridge and get up there and cut them off. But the owners objected, and she was returned to Pittsburgh.

...LEROY the last

Later in 1920 the packet LEROY was procured for the Pittsburgh-Morgantown trade, a venture financed by a prominent Pittsburgh restaurant owner, William F. Hammell. His attitude was that tasteful steak and chicken dinners would draw patronage. Capt. William Syphers was master, and Howard L. Sibley, son of Frank L. Sibley of Galipolis, was head clerk. Your scribe came down from Morgantown on one trip. The sole freight item was a bedstead and there were no passengers. The meals were excellent.

So it was the LEROY which ultimately became the last of the Monongahela River packets.

...Roll on, Mon-on-ga-hela,

Where the catfish and the carp left long ago!
You used to be so pewer but now you're just
a sewer,
Messing up the Guli of Mexico!



LEROY at Morgantown in 1920, thanks to
Capt. Jesse P. Hughes.

ROMANTIC RETURN

A widely circulated press release datelined at San Francisco, March 4, 1969, hints broadly that negotiations have been under way for the sale of the DELTA QUEEN. "Sacramento and San Francisco would like to have her back," it says. "The people here would love once more to ride her majestic decks, but even her presence with paddle-wheel silent, might be enough."

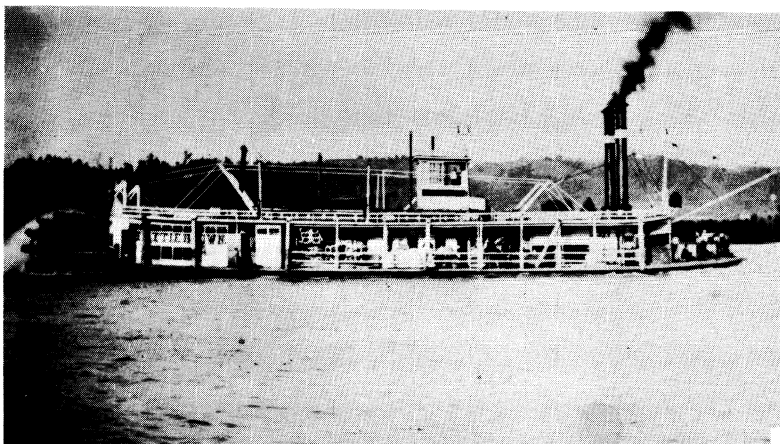
The DELTA KING, sister to the QUEEN, presently is moored at Stockton, Calif. somewhat under a cloud. Recently there were notices of a sheriff sale tacked to her bulkheads, but the sale did not come off as advertised. According to William McCreery of Fairfield, Calif., the "hitch" was that a clear title would not be guaranteed to any purchaser. Bill McCreery inspected the KING and reports to us that to all effect she is an abandoned hulk, no watchman aboard, and doors and windows broken. Much of her machinery was removed some years ago, purchased as spare parts by Greene Line Steamers.

Taking the DELTA QUEEN back to her Sacramento River beginnings would be a task probably more precarious than the original trans-ocean voyage. The offer made by West Coast representatives is said to be \$1-million.

Norris F. Schneider, historian of Zanesville, Ohio, has authored a paperback guidebook titled "The Muskingum River," published by The Ohio Historical Society. Copies are available at Campus Martius Museum, Marietta, O. at \$1.25. The 48 pages are done offset with many historical illustrations. The text is slanted for the influx of pleasure boaters who are expected to explore the revitalized Muskingum this coming season. It's a good little source book loaded with interesting information. The cover is done in blue with a head-on photograph of the LORENA on it.

Dr. N. Philip Norman of New York City was born and raised along the banks of the Red River in Louisiana. He is one of those persons who wanted to be a riverman and turned out to be an M.D. instead--albeit a good one, specializing in nutrition. Isolated in N.Y. he turned to building boat models and collecting pictures. Last December he presented four of his models to the University of Louisiana's Department of Archives at Baton Rouge. Most lovable one perhaps is of the sternwheeler VALLEY QUEEN which he remembered as a boy. Several of Dr. Norman's models are on exhibit at the River Museum, Marietta.

"Illinois River Hokeypokey" is the title of a new book by S&D member Charles Gerard of Chicago. Published by Doubleday & Co., the novel is priced \$4.50. Some of the old Illinois steamboats are mentioned, just for color and flavor. The value of the work is precisely that:- the color and flavor of the Illinois valley dwellers fifty years ago. A wampus cat has sand-colored fur and they all eat watermelon and dance by moonlight. The wreck of the BELLE OF PEORIA rests in cattails, her faded pilothouse and two stacks towering above the willows. When the moon shines through her windows she looks like she is cruising to Peoria. A certain woman wears a flaming hokeypokey nightgown. The shitepokes have a way of fooling people, pretending to be tree stumps.

I'D LIKE TO HEAR HER WHISTLE ONCE AGAIN

They claim there ain't no music when the keyboard's hitched to steam;
They claim an old calliope would spoil a deaf man's dream--
But I find that there're exceptions to most things now and then
And I'd like to hear the HATTIE BROWN's old whistle once again.

An organ's built to play a hymn; a band's for martial strains;
A banjo for spirituals; a uke for love's refrains..
The HATTIE's song was like the birds' -- the notes she used were few,
But every time she whistled she played "Home, Sweet Home" clear through.

The hills all loved that whistle, for mornings when she blew
They turned her notes to echoes and bounced them in the dew.
When sunset paused for one last look through evening's half-closed door,
Her echoes lingered in her wake; her rollers on the shore.

I'd like to see her churnin' up, once more through Vevay Chute;
I'd like to hear her once again give that old landing toot.
I'd love to feel that atmosphere of home folks comin' back--
The HATTIE somehow had a way that bus lines seem to lack.

I dreamed of the old Ohio in the Valley Memory,
Departed voices that I loved were coming back to me;
I heard the HATTIE's whistle as she gaily rounded to--
Her notes still live in many hearts as human voices do.

--Claude Brown.



ORA LEE

She's named for an old Lee Line boat.

Next time you cruise along by Clermontville, between New Richmond and Point Pleasant, O., at about Ohio River Mile 447, keep an eye peeled for the ORA LEE, pictured above. She's named for

the old Lee Line steam sternwheeler ORA LEE. Her owner is S&D member Randall McFarlan of New Richmond. Neither ORA LEE or her owner are spring chickens. Randall has been dabbling in Ohio River water since 1907 and he spent a year on the Miami & Erie Canal before that. He designed his cruiser and had her built at the Sturgeon Bay (Wis.) Boat Works in 1951. She was ready to go that September. Randall brought her down Lake Michigan and around to Cincinnati with no special difficulty.

He says the stack is not strictly ornamental. He has two 60-pound Pyrofax cylinders inside for fueling the galley stove and refrigerator. Her speed is about 12 mph., and he gets 2½ miles to the gallon--not so bad for 14 ton weight displacement.

In 1915 Randall McFarlan went on a Cook's Tour of the rivers. He climbed aboard the side-wheel MORNING STAR at St. Louis and went on her to New Orleans and back to Cairo. There he caught the sternwheel RAPIDS to Paducah, and thence back to Cincinnati aboard the sternwheel OHIO. We'll be hearing more about that journey in a future issue of this magazine.

"Steamboats Out of Baltimore" by Robert H. Burgess and H. Graham Wood is a copiously illustrated clothbound book loaded with one-stack sidewheelers. Most of them have fascinatingly fancy paddleboxes, better than anything ever seen on the Mississippi. We looked up the side-wheel ice-breaker ANNAPOLIS built at Baltimore in 1889 with a wrought iron hull 202.5 x 65.2 but she gets scant mention. Probably she was not in the proper class to be included. Anyhow the late river engineer Charles R. Harding, Jr. walked aboard in 1928 sightseeing and as an engineer will be head-

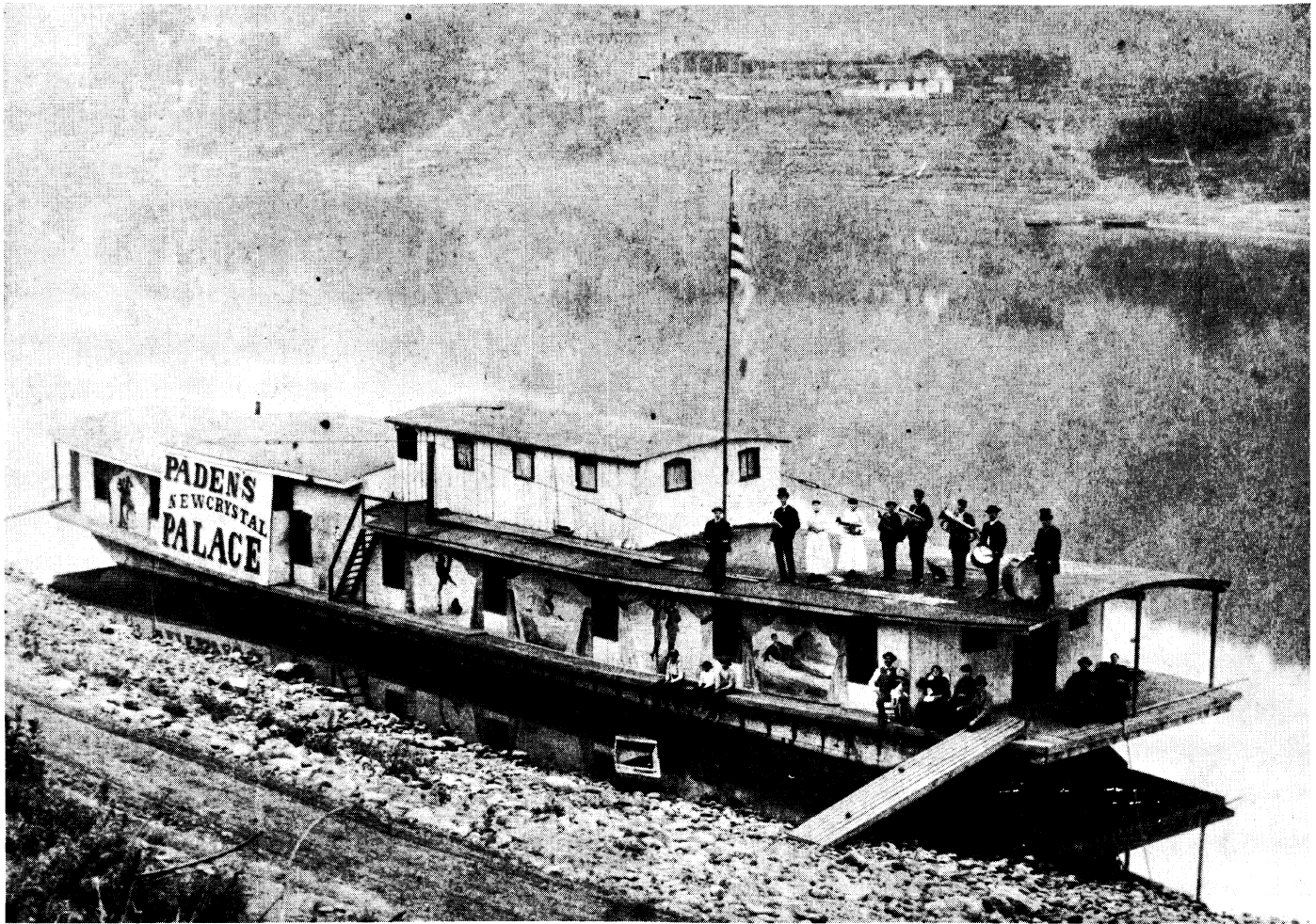
ed for the engineroom. When he looked at those compound engines he nearly did a double-take. Attached was a beautifully polished brass plate inscribed:

HARTUPEE & SONS CO.,
PITTSBURGH, PA.
1876.

This is the same concern which built the compound engines for the JOHN A. WOOD described in our last issue. Also Charlie was on board the side-wheel BALTIMORE built at Wilmington, Del., 1888, and her compound engines had a similar plate:

HARTUPEE & SONS CO.,
PITTSBURGH, PA.
1879.

Charlie went back to Baltimore in 1942 and looked again at both, this time with his wife and son and daughter-in-law along. The last Hartupée engines on our rivers were undoubtedly those on the JOHN A. WOOD, lost by fire in 1925 at Baton Rouge. Our thanks to H. C. Putnam for sending a copy of the new book. Priced \$10 and published by Tidewater Publishers, Cambridge, Md.



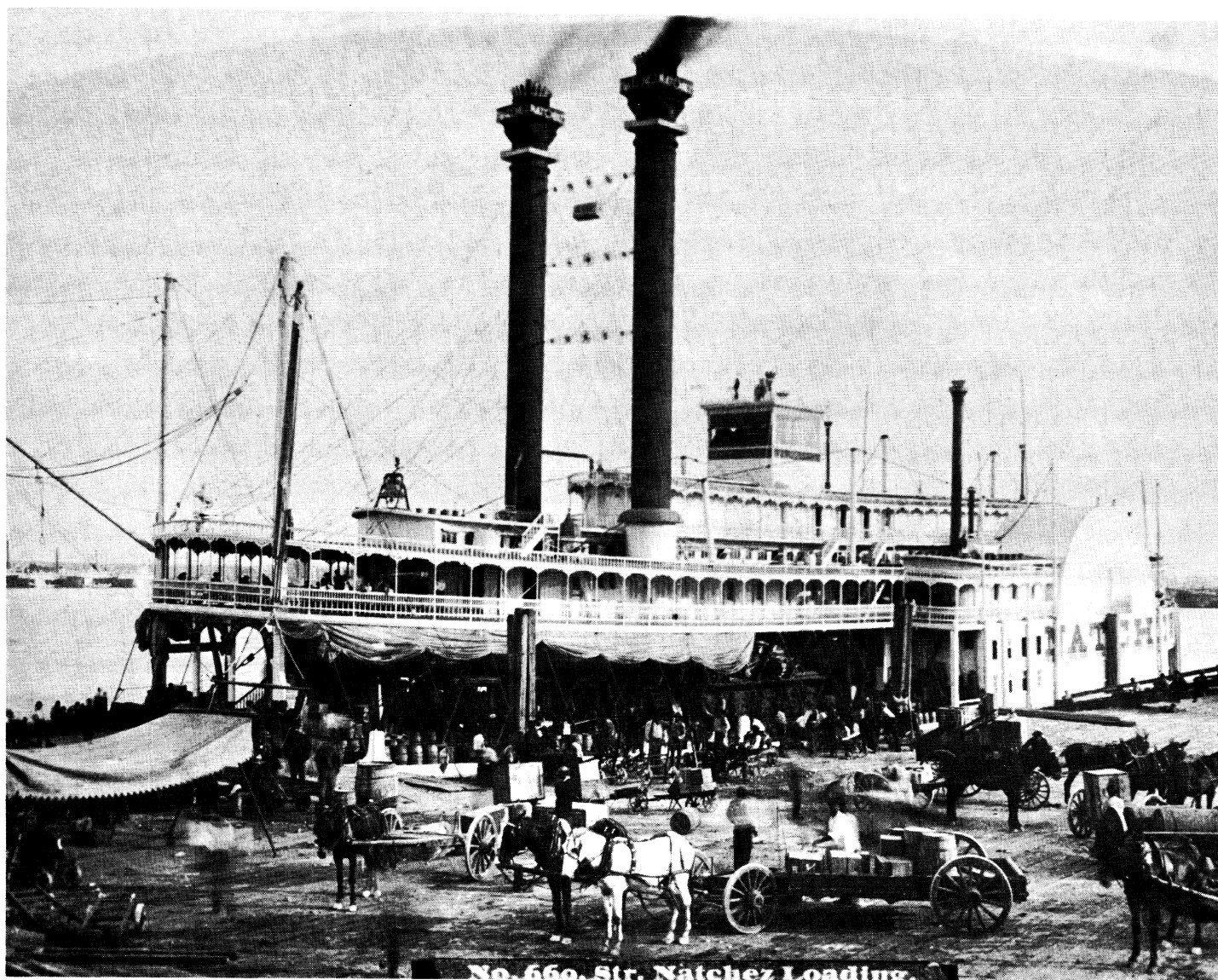
PADEN'S NEW CRYSTAL PALACE
The family had roots in Paden City, W. Va.

This picture was taken on the Kanawha River at Malden, West Va. on Tuesday, Sept. 3, 1889. The persons grouped near the front, from the left, are William Wesley (Capt. Billy) Paden, holding on his left knee his son William Harry Paden, then Capt. Billy's wife Sarah Louise Paden; then Anna Paden and her husband Alfred Paden; then Jesse Paden, father of Capt. Billy and Alfred; then their mother Mrs. Jesse (Jane Dunn) Paden.

Alfred Paden, brother of Capt. Billy, today is 92 and lives in Ashtabula, Ohio. This view is from Jerry Sutphin who is a friend of Marvin Paden, younger brother of William Harry

in the above picture. The Paden showboating family had roots in Paden City, West Va., descended from pioneer Obediah Paden for whom the town and nearby island are named.

Although we are not certain of it, but the existing photographs of old showboats seem to prove that many of the 1870-1890 vintage were built quite like this one. The "glorified" showboats came later; 1890-1910. A notable exception to this growth pattern was Spalding & Rogers' "festive barn on an oversized scow" quoting Walter Havighurst, which toured the rivers in the 1850's. But there again, that was no showboat; it was a circus afloat.



THE END OF THE LAST SIDE-WHEEL NATCHEZ
As the story was told by Capt. Jeff Hicks, pilot.

Wallace Lamb and I were the pilots on her that New Year's eve in 1888. We were upbound from New Orleans and were just backing out from Vicksburg shortly before watch-change at supper time. The night was dark, the skies clouded, and a gentle cold rain, sort of a mist, was falling.

Capt. Thomas P. Leathers sent word to me that he had learned at Vicksburg that there was heavy running ice in the Mississippi between Memphis and Greenville. He wanted to get the boat up to Greenville as soon as possible, so's to have her protected. He had already told the engineers, and they had warmed her up.

When I changed watches with my partner soon after that, the big boat surely was travelling. Wallace Lamb would take her until one a.m. next morning, for we were standing square watches. About midnight, possibly confused in the drizzle, Wallace had the bad luck to run head-on, at full tilt, into a reef at Ajax Island or, as we then called it, Shipland's Own.

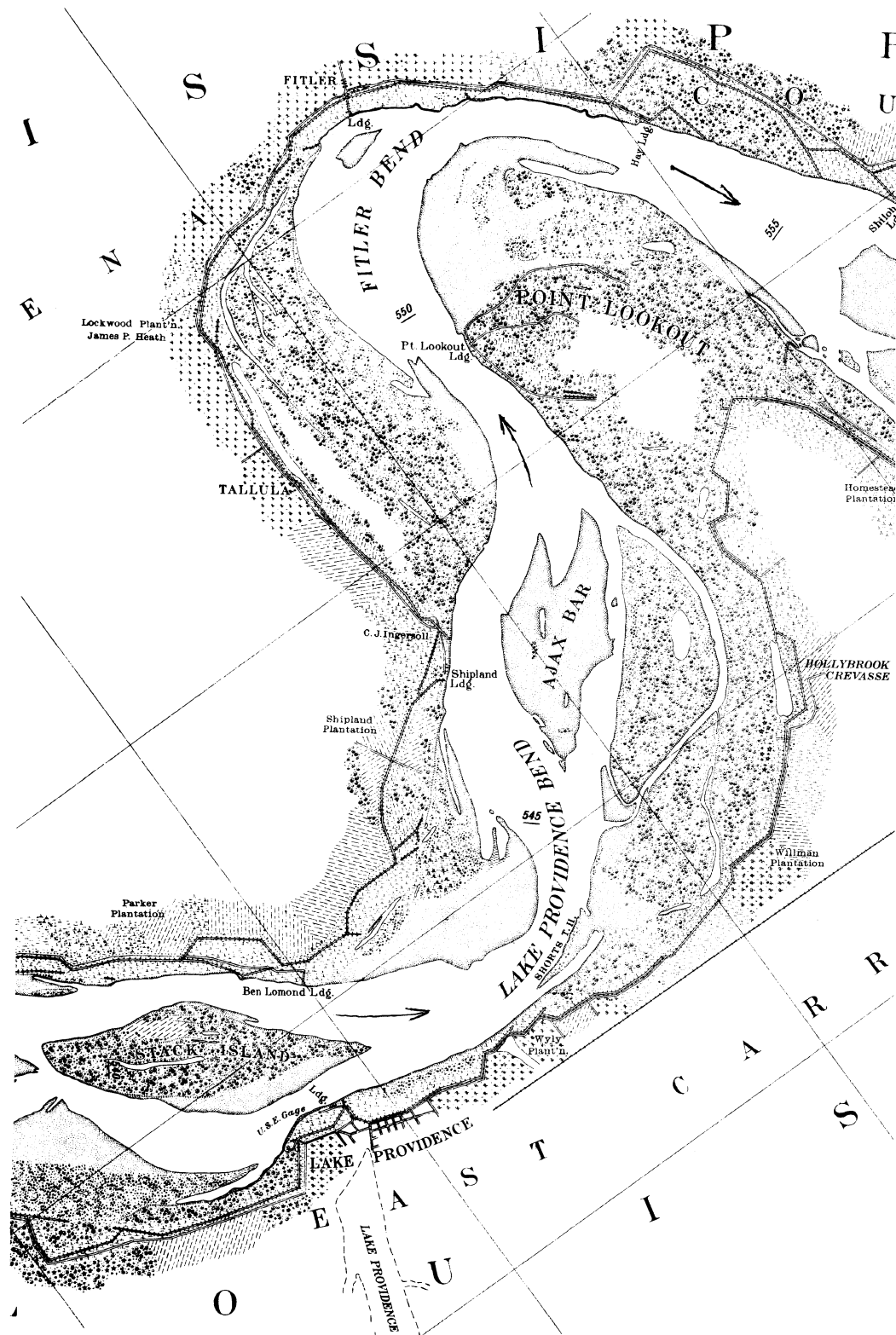
The reef had made high and bluff, so when she hit, she hit hard. The head raised up, and there was a tremble through the whole frame. But she

didn't stick, and Wallace backed her off without much difficulty.

Captain Leathers came to the pilothouse soon after I came on watch. "Jeff," he said, "She's sprung her seams pretty bad. We've got all the syphons running and the water's gaining on us. First place that looks about right, you beach her out."

We were coming up on the foot of Stack Island just then right there at Lake Providence, and so I ran her out on the foot of the island bar. She flattened out pretty as a picture. The river was rising, a fast rise, and there was nothing for it but abandon the boat and try to save what could be taken off. During the next couple of days most of the furniture, including the piano, was taken out. The roof bell was removed, and it was a big one. It had been used at the Hard Times plantation and was on loan to Captain Leathers. He got it back to them.

Without doubt that NATCHEZ was the greatest boat ever I stood watch on. We all knew she was faster than the one before her which had raced against the ROB'T. E. LEE. When she settled on the bar at Stack Island at about 4 o'clock, away before dawn, on New Year's morning, 1889, there were tears shed. I don't mind telling you that some of them were mine.



This map was made about 1912 showing the relationship of Lake Providence, Stack Island and Ajax Bar. We are grateful to Edward A. Mueller for the handsome photograph of the side-wheel NATCHEZ on page 25. It was taken at New Orleans. Sharp-eyed observers may note the whistle showing at the top of the starboard smokestack, a custom of Capt. T. P. Leathers. He put the whistle away up there, inside, saying that "it's meant to wake the people on shore; not those on the boat." This was the last side-wheeler of the name NATCHEZ, the seventh. She was built at Cincinnati in 1879, at which same time the old "racer" NATCHEZ was returned to Cincinnati for dismantling. The hull size was almost the same for both; 303 feet long by 46 feet wide. Due to slack times, the last NATCHEZ had been laid up almost two years when she was brought out to run in the Greenville trade at the time of her loss.

J. A. Mechstroth, retired Columbus newspaper editor, has been elected president of the Ohio Historical Society, succeeding Don E. Weaver. Gilbert W. Dilley of Akron was named first vice president. Re-elected were Fred J. Milligan, Sr., Columbus, as consul; Daniel R. Porter, Columbus, as secretary-director, and Charles C. Pratt, Columbus, as assistant director. Joseph R. Fawcett, Cleveland, was elected to a three-year term on the board by the membership, succeeding the late attorney William M. Summers of Marietta.

Norris Schneider, Zanesville, O., received an award of achievement from the Ohio Historical Society in April.

Sirs: The March issue was most interesting, especially about Capt. W. C. Hite. In the Feb. 2 issue, 1861, of "All the Year Round," edited by Charles Dickens, there is a delightful story of a ride down the Mississippi from Memphis to New Orleans on the steamboat PEYTOONA. Could this be the same PEYTONA of which Captain Hite was clerk and later master? If so I'm wondering why the extra "O" was added in the boat's name?

Neddie O'Moore Roberts,
Box 731,
Baton Rouge, La. 70821

=If the tale in Dickens' magazine was written 1860-1861, which seems likely, the journey was on a later PEYTONA. Capt. W. C. Hite was head clerk on the early one, built at Louisville in 1846. The boat's master was Capt. John Shallcross, and Hite's clerk crew included Barrett Mullekins and John Shallcross, Jr., this in 1849. The next PEYTONA, subject of Dickens' travel tale, was built at New Albany, Ind., 1858, considerably larger, Capt. John F. Leyden, master; H. C. Landrum, first clerk. She was hidden 25 miles above Yazoo City when the Civil War broke out, but the dam-Yanks found her, burned her. The curious spelling PEYTOONA may mirror the pronunciation of the name along the river. As the article states the boat derives "its harmoniously liquid name from a celebrated racehorse, on which many a cotton plantation has been staked, and in whose honour many a revolver has been revolved, to the increase in lawyer's fees and the lessening of what political economists call 'available population.'" -Ed.

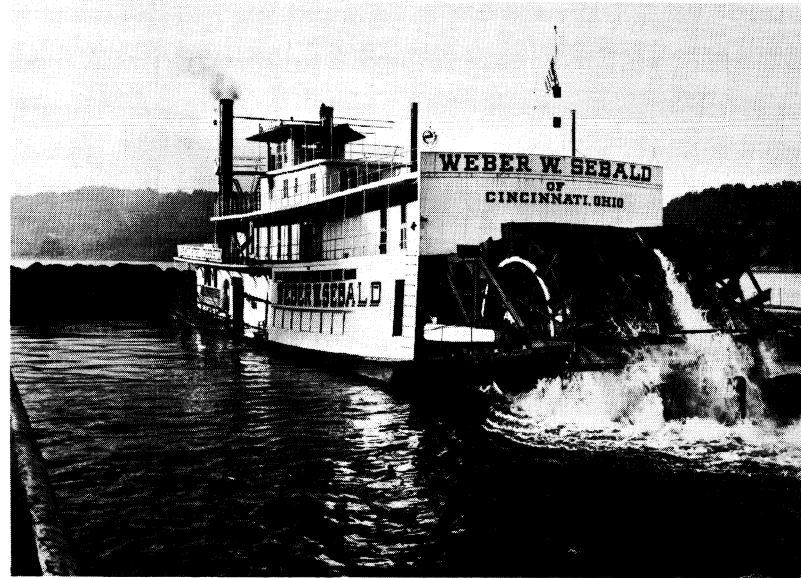
William M. Summers, senior member of the law firm of Summers, Haupt and Theisen, Marietta, O., died on Tuesday, March 18, 1969. He was 63. Mr. Summers also was vice president of the Ohio Historical Society and was instrumental in championing the proposed new River Museum at Marietta. On December 18th last he was chairman at a conference held in his office to discuss a possible site for the building. The details were reported in our March issue, page 4. At the time of his passing Mr. Summers was on his way to Cleveland, O. for a heart check-up, and death came at Alliance, Ohio. S&D extends sympathy to Mrs. Summers in the knowledge that the passing of her husband leaves a void not alone for her but for the citizenry of the town. In his quiet generous way "Bill" Summers did much for Marietta.

Mary Roberts Rinehart wrote a novel in 1908 called "The Circular Staircase," an instant hit. She and her husband and family in 1912 came to Sewickley, Pa. to make their home, purchasing an old frame mansion on a 4½ acre plot overlooking the Ohio River. While there, she authored another novel, "Tish," which again hit the best-seller brackets. Then came "The Amazing Interlude." Her husband was Dr. Stanley Rinehart, and their three sons were named Stanley, Jr., Alan and Ted. Later on Stan and Ted formed their own publishing house in New York and created a series called "Rivers of America" with the avowed intent of publishing a book about each U.S. stream big enough to float a catfish. They almost succeeded with some 30 volumes. By all odds the Rineharts published more river books than any other house. The original "Rivers of America" editors were author Carl Carmer ("Stars Fell on Alabama") and Stephen Vincent Benet ("John Brown's Body"-Pulitzer Prize poetry winner 1929).

The old Sewickley home occupied by Mary Roberts Rinehart and family 1912-1918 was torn down this spring. Built about 1868 it was called "Cassella" by the first occupants, Gen. George W. Cass and family. (There is news in this issue about General Cass in the story of the Monongahela side-wheelers.) The Rineharts called the place "The Bluff," inasmuch as it was an ostentation which sometimes tried their checkbook.

When Mrs. Rinehart died in 1958 at the age of 82 she had written 61 novels, eight plays (best, perhaps was "The Bat"), and hundreds of short stories, articles and poems. Stan and Ted tapped Dick Bissell to do "The Monongahela" for the river series. "The Allegheny" was done by your editor. The Rinehart firm also published "Pilotin' Comes Natural."

"Mankind," a relatively new magazine of world history published bimonthly, contains in its 11th issue a story "Steamboating; Adventure in Luxury" authored by Peggy Robbins of Memphis, Tenn. The illustrations in full color are from old lithographs, mainly. A bill of fare from the ECLIPSE, Capt. E. T. Sturgeon, dated March 28, 1853, is reproduced. The story of the Mississippi's plush packets is a good one. Peggy Robbins researched the subject thoroughly and evidently had a good time writing about it. Our compliments to the author, and a pat on the back to the enterprising editors of "Mankind." The magazine was started in May 1967 with a reported 40,000 subscribers and, says "Saturday Review," the last issue had a 220,000 press run.



WEBER W. SEBALD
Another redskin bites the dust.

The WEBER W. SEBALD was built by the Dubuque Boat & Boiler Works in 1928. Originally she was named JOHN W. WEEKS, posthumously honoring John Wingate Weeks, U.S. War Secretary in the Coolidge administration. Federal Barge built her for Upper Mississippi towing. Armco bought her in 1948, changed the name, and used her for towing coal between Huntington, W. Va. and Cincinnati, most of this West Virginia fuel destined to the company's Middletown, O. plant. In 1960 she was sold to become a boat club at Ashland, Ky. for \$1 paid in hand. The boat is best remembered as a contestant in staged races. In 1956 a contest with the J. T. HATFIELD (2nd) at Huntington was televised by NBC as Capt. Charles Young, skipper of the HATFIELD, nosed out his rival over an 8-mile course. These boats were twins, same hull size and same engines. The HATFIELD originally was the GENERAL ASHBURN of Federal's fleet and briefly was the CHARLES R. HOOK (2nd) before retirement in 1959. Now word comes that the SEBALD's hull is critically bad, and so another redskin bites the dust. See story below.

The old towboat WEBER W. SEBALD has been a decorative part of the riverfront landscape at Ashland, Ky. since 1960. She was used as a club for local yachtsmen and small boat owners there. But no more. The hull was found to have deteriorated to the extent that it was no longer safe. The estimated cost of repairs was beyond the available budget. Abandonment was decided upon. Lately, all items of value were removed. Whistle went to the River Museum at Marietta (see March '69 issue, page 33) and the bell's removal is reported in another paragraph in this issue.

The SEBALD was named for an ex-president of Armco Steel Corporation, as was the GEORGE M. VERITY now beached at Keokuk. The CHARLES R. HOOK was named for another Armco official. Armco Steel is the outgrowth of the American Rolling Mill Co. originally of Middletown, Ohio. They bought the Ashland Iron & Mining Co. in 1921 when Mr. Verity was president and Mr. Hook was superintendent of sheet mills. The Ashland Works was modernized with a new-fangled continuous sheet mill developed by John B. Tytus, the first of its sort in the world. Put in operation in 1924, the invention worked. Such high-speed rolls now are standard in the industry.

Sirs: The tug MAUD WILMOT which took part in raising the JOHN A. WOOD (March '69 issue, pages 21-22) was named for the daughter of Robert W. Wilmot who had his desk in the office of my boss when I went to work in 1919. Mr. Wilmot's son Willis Wilmot is a director of the bank here in New Orleans where I do business, the Hibernia National.

I well recall the day Mr. R.W. Wilmot walked into the office and gave us the news that Lindbergh had crossed the Atlantic over Ireland.

L. M. McLeod,
Box 19021,
New Orleans, La. 70119

=In addition to the MAUD WILMOT, there also was a tug named R. W. WILMOT built in Cleveland, O. in 1898, the most powerful tug in the New Orleans area, rated 2418 horsepower (SPRAGUE was 2079). She was operated by the Wilmots until they turned her over to the Combine in 1900. Robert W. Wilmot was born in the Pittsburgh area, if our notes are to be trusted, and his father Capt. W. G. Wilmot operated boats on the Monongahela and Upper Ohio. The tug W. G. WILMOT, built at West Bay City, Mich, in 1892 (steel hull) was named for him, and was considered the most powerful New Orleans tug (863 hp.) until the R. W. WILMOT was built. It still operates today renamed H. C. WHITEMAN, owned by George W. Whiteman of Gretna, La., but was diesel-converted 1937. We also may remark that a Pittsburgh towboat in the 1890s was named WILMOT, rebuilt in 1907 at Point Pleasant and renamed BLUE SPOT, then owned on Tennessee River.
-Ed.

The last regular river service between Sistersville and New Matamoras on the Ohio River (four miles) was handled by the stern-wheel EVELYN. In 1918 the EVELYN was sold to Capt. Charles T. Campbell and John L. Howder of Pittsburgh. What in the world did these two gentlemen, who owned her 50-50, want with a gasboat? We asked J. Mack Gamble. He dug through his files of The Waterways Journal and came up with the following quote from his own columns in that magazine:-

"The gasoline packet EVELYN, which for a number of years operated in the New Matamoras, O.-Sistersville, W. Va. trade, has been sold by Brown Bros. of New Matamoras, to Charles Campbell and others of Pittsburgh. Her

purchasers will use her as a ferry on the Allegheny River at Pittsburgh. A bridge at that point was burned some time ago and the county let a contract to the purchasing company to operate a free ferry there. She passed here (Clarington) several days ago en route to her new field of labor."

What had happened was that the old wooden Sixteenth Street bridge over the Allegheny had burned. Messrs. Campbell and Howder were operating the EVELYN under lease to Allegheny County's Department of Highways.

The state of Indiana has refused to permit the sale of the Howard National Steamboat Museum to Clark County, Ind. whose Board of Commissioners were ready to act. The price had been set at \$77,500. The mayor of Jeffersonville, Ind., where the Museum is located, doubts that his city can pick up the tab without aid. Mrs. Loretta Howard and Mrs. Catherine B. Richardson announced they expected to open as usual this spring. "We want to go on," they said. The hours are 10 to 4:30 weekdays, and 1:30 to 4 on Sundays.

Senator E. L. (Bob) Bartlett who rode the DELTA QUEEN last August (see Dec. '68 issue, page 26) died last December. His name will live on. The largest ferry ever built by Jeffboat, Inc. has been named E. L. BARTLETT and when finished it will be taken down the Mississippi, through the Panama Canal and up the Pacific Ocean to Alaska. The 193-foot vessel will carry 165 persons on her route along the coastline of Prince William Sound making three ports of call. Senator Bartlett hailed from Juneau.

The recent completion of a new diesel towboat named SUGARLAND for Chotin Transportation, Inc. honors an old sternwheel packet named SUGAR LAND, in the pilot-house of which Capt. Jos. Chotin stood watches. Also Capt. Jos. Chotin was purchaser of the Little Kanawha packet LOUISE featured in the last issue of this magazine. He took her from the Muskingum River to Mound City, Ill., docked her, then went on south having renamed her JOS. S. CHOTIN for himself. After using her for a while, he sold the ex-LOUISE to the Wm. Lorimer Lumber Co. of Jonesville, La. At that time he

sold the J. N. PHARR (first) to the Panuco River in Mexico, and built the second J. N. PHARR for work on Tombigbee River. We have no knowledge of the fate of the JOS. S. CHOTIN ex-LOUISE, save that she is still registered in the 1929 List of Merchant Vessels.

Being a veteran riverman brings an occasional surprise when the home telephone rings. Last evening it was Mrs. Richard M. Delafield who lives down Thorn Street here in Sewickley. "I'm so sorry to bother you," said Mrs. Delafield, sounding like she meant it. "But a boat just whistled in D-flat second inversion; what one is it?"

"In second what?"

"In second inversion---upset the original triad and you have it."

"A boat did that?"

"Beautiful! I've also heard one blowing A-flat in second inversion, very stunning effect."

"This was a river boat?"

"Wait---hold the 'phone; perhaps if I strike the chords on my piano you may recognize it."

Pause.

Bul-loo-loo.

Good gravy it did sound like one of those deep-throated air horns.

"Recognize it?"

"Yes, it does sound familiar."

"But you don't know which one it is?"

"No, I can't place it."

"Oh, pshaw, I thought you would know if you heard it."

Imagine a diesel towboat blowing D-flat in second inversion. I can't get it off my mind.

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

Sirs: We recently purchased a model of the steamer RIVER BOAT which was used on the Mississippi River in showboat days. We are displaying it in our lounge. Can you send us a history of this boat and, if possible, a photograph? It has four smokestacks, is painted white, and has a wheel behind. The upper deck has a rail around it. There are cabins on the lower deck with electric lights showing through. We want to show it in its true colors.

Al Savini,
Easton 138 Motel,
North Easton, Mass. 02356

=Keep it in absolute darkness and let the lights shine through.-Ed.

"Steamboats On The Kanawha: The Towboats" is the title of an illustrated 32-page article in the January, 1969 issue of West Virginia History. The authors are Herschel W. Burford and William R. Barr, both S&D members. Thumb-nail biographies are provided of scores of Kanawha River towboats. One of them, named ALERT, was news to us, and may also be interesting to the reader.

These historians of the Kanawha say this:- "The ALERT served as a harbor boat around Point Pleasant, but was used primarily at the Hatfield's company Cincinnati harbor. She was lost in the ice of 1918." In connection with this boat, a photograph was displayed with this commentary: "This picture of the ALERT shows J. T. Hatfield, Sr. with family, friends and relatives aboard, ready to start on a cruise from Covington, Ky. down the Ohio and up the Kentucky River. The young lad standing on the stageplank with Mr. Hatfield holding his hand is James Hatfield, Jr."

We have record of a boat named ALERT built in 1905 at Delhi, O. on a hull 86.4 by 20.4. Sure enough she was lost in ice at Boone Hollow, Ky., 1918. But we didn't know that this was a Hatfield steamboat. Live and learn.

Sirs: The proper spelling of Capt. Charles Dufour's name is with a "u" and not DeFour as used in the recent story of the collision of the AMERICA and the UNITED STATES. There were seven of the Dufours who came to this country from Switzerland. They first settled in Lexington, Ky. and were wine-makers. They went by boat from Lexington on the Buckhorn River to the Kentucky River, and thence to Carrollton, Ky. and on to Vevay, Ind. which town they settled and named. A book is available in our Madison Jefferson County Library detailing the story of the Dufour family. Interesting.

Alene Stottlebower,
614 West Second,
Madison, Ind. 47250

Kinnaird Hall, formerly mate on excursion boats and on towboats of Ashland Oil, Ohio Barge Line and others, now resides at 832 Linden Ave., East Pittsburgh, Pa. 15112. He was twice involved in rescue work when aircraft downed in the Monongahela River. One was the B-25 Air Force bomber which never has been found. The other was at Coal Valley, Pa.



The cabin of the CHRIS GREENE
Most of its life was spent stored in a wharfboat hull.

Sirs: A question:- What has ever become of the CHRIS GREENE's cabin-work that was stored in the Greene Line's Cincinnati wharfboat? Has any interest or attempt been made to bring it to Marietta? What would such a project entail?

Dale Flick,
6122 Glade Ave.,
Cincinnati, Ohio 45230

=When the wharfboat was sold all of this material was removed to shore and destroyed. In requiem, the design and patterns for this cabin were made by Capt. Jesse P. Hughes at the Gardner Docks, Pt. Pleasant, W. Va. in 1925. The CHRIS was the last packet built for inland rivers service. Her ornate cabin and staterooms were

removed in the fall of 1936 when the boat was converted into a freight carrier. Hence the bric-a-brac was in the hull of G.L.'s wharfboat (built 1936) for nearly the whole term of its existence. -Ed.

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.

The most discussed (and often plain cussed) Federal agency by modern barge line operators is the ICC, short for Interstate Commerce Commission. This eleven member board now has a new chief, Virginia Mae Brown, the first woman to head a U.S. regulatory commission. She was appointed to the board in 1964 by President Johnson. "Peaches" Brown, as she is known, is an attractive brunette, 45, and hails from Pliny, West Va., the ferry landing opposite Buffalo on the Kanawha River. The Brown estate lying in the rich bottom behind the willows there (700 acres) has been in Mrs. Brown's family since the days of George Washington--who indeed deeded the parcel. Mrs. Brown is an attorney by trade and in West Virginia she was the first woman to serve as assistant attorney general and later as state insurance commissioner. She finds time, somehow, to frequently visit her Pliny home where she has a husband and two children.

Sirs: The story of the Wheeling-Louisville Union Line (Dec. '68 issue) was most interesting to me. Would that I might have seen one of those handsome boats.

You mention the special queensware made in England for each steamer---some years ago I bought a pitcher and a platter of this ware from an out-of-town dealer. It arrived not properly packed and in consequence the pitcher was broken. Both pitcher and the platter bear the inscription:

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

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63144

News comes belatedly from W. A. Patrick of the passing of his father Alfred S. Patrick at Charleston, West Va. on December 23rd last. Alfred S. Patrick was the son of the late Capt. William H. Patrick, noted Kanawha River master and pilot.

S&D was vastly indebted to Alfred S. Patrick who sent along for our archives the extensive collection of photographs, negatives and clippings of his long-time friend, the late R. Kirker Wells, who died in 1966 (see June '66 issue, page 31).

Sympathy is extended to son W. A. Patrick and to the family.



Somewhere on the Kanawha (see letter, center column)

Sirs: The accompanying picture was made somewhere in the West Virginia country about 1945 or so, and maybe some one of your group may be kin to the owners. One of our doctors hereabouts is named Dr. John K. Shearer. He says some of his ancestors may have gone westward and be related to the O. F. Shearer family.

Cliff Scofield,
992 King Road,
Cheshire, Conn. 06410

=We'd give a pretty to know just where on Kanawha River this very fine picture was taken...anybody have an idea? -Ed.

Sirs: The former U.S. steamer MISSISSIPPI has been reopened or rather reborn here at St. Louis. The cabin and texas decks are fitted out for eating. The main deck contains Ruth Ferris's Midship Museum, the engineroom (all repainted), the boilers (still intact) and the office for the GOLDENROD SHOWBOAT, operated by the same person who operates the BECKY THATCHER II, as the old MISSISSIPPI now is called.

The interior of the THATCHER looks pretty good--not too doctored up. The decor is not too fancy for the boat. It is nice to have a steamboat in action here again. There hasn't been one since the end of the RIVER QUEEN, Dec. 2, 1967.

Fred Leyhe, son of the late Capt. Buck Leyhe, says his new LIEUT. ROBT. E. LEE (built on the hull of the former U.S. towboat

CHARLES H. WEST) will be ready in mid-summer.

Benton Roblee Duhme,
8 Edgewood Road,
St. Louis 24, Mo.

Sirs: A friend of mine has recently acquainted me with S&D. I am sorry that I didn't know about the organization sooner as I have long been a student of river history.

Our company operates a restaurant which features, in its decor, all sorts of historical memorabilia of St. Louis and the river.

We have recently leased the steambot BECKY THATCHER II (ex-MISSISSIPPI) and the hull of the old BECKY THATCHER I. This facility is tied up on the levee at St. Louis and contains a snack bar, two restaurants, and two bars.

We have sent in our membership application for S&D to Mrs. Rutter, and will appreciate information about getting all back copies of the magazine.

H. H. Pope,
Pope's Cafeterias, Inc.,
805 St. Charles St.,
St. Louis, Mo. 63101

Bernard Eichholz, former mayor of Covington, Ky. and S&D member, presently is the city manager at Franklin, Ohio. His intention is to restore a section of the Miami & Erie Canal as an historical and tourist attraction.

Sirs: Here is a picture of the TINA M. WHITE downbound on the Kanawha River at Charleston, W. Va. on March 16, 1969. As you know it is owned by Harry White and named for one of his grandchildren.

Tom S. Cook,
1504 Hampton Road,
Charleston, W. Va. 25314

=The TINA M. WHITE originally was named FORT ARMSTRONG, built in 1930 by the Ward Engineering Co., Charleston, for the U.S. Engineers, Rock Island District. For a brief time her name was KATHRYN before getting the present name in the fall of 1964. -Ed.

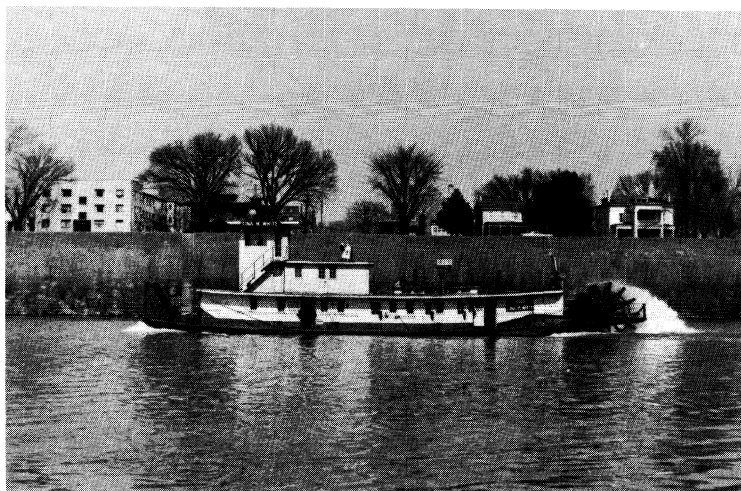
Reference in the March issue of this magazine on page 23 of ferryboats operating between Pittsburgh and McKees Rocks in 1889 prompts us to give the floor to a letter received 20 years ago from the late Capt. Jim Rowley:-

Sirs: I was pilot on the CITY OF CHARTIERS which was built and owned by Capt. Jackman T. Stockdale. We ran between the Pittsburgh wharfboat and Chartiers Creek. John Lankard was our engineer and Doss Swearingen was the clerk. Jimmy the Tough, a nice sort of kid, was boot-black. Every day, up and down, 6 in the morning until 7 p.m. Then some evenings after sundown we'd land in at the Sawmill Run ferry landing on the Allegheny side. Oh! how those 2nd Avenue moonlight ladies did flock aboard. We got them at this place so's to keep the police from getting too inquisitive.

There was a big dance pavilion at Chartiers Creek and we'd go there with our perfumed population and a crop of noted shellworkers who set up tables and took care of the loose change. About 4 a.m. we'd get 'em back aboard, make deliveries, and be at the Pittsburgh wharfboat in time to start another day's ferry work.

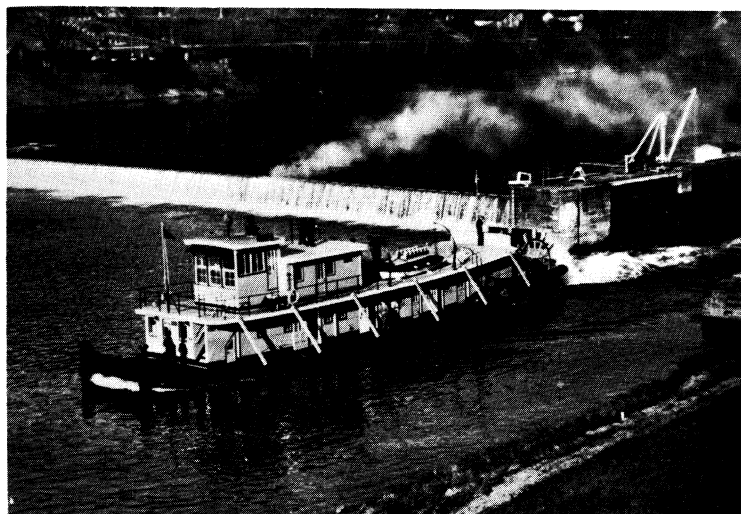
There were two other boats also in the ferry trade, the VENUS and the VENICE, owned by the Reno family. Things were fairly warm. One day in passing the VENICE we locked horns. I was on watch on the CITY OF CHARTIERS and I think Long John Dippold was on the VENICE. Anyhow both boats were running full head, tight together. I managed to shake out and threw the VENICE into a nice yaw that grounded her on the head of Brunot's Island where she stuck.

The result was an investiga-



TINA M. WHITE

See letter from Tom Cook at the left. This 39-year-old sternwheeler still operates. New Cat diesels were placed in 1962 and she is rated 250 hp.



FORT ARMSTRONG

Seen in this picture on her maiden trip downbound from Charleston, W. Va. on the Kanawha River at old Lock No. 6. Date was November 8, 1930.

tion by the U.S. Inspectors and they lifted my pilot's license for 30 days. At the end of that recess I got work elsewhere. Very truly yours, Jim Rowley.

"Kitten On the Keys," a perennial piano punchinello, was written and first performed by Zez Confrey who got started in the orchestra aboard the Illinois River side-wheeler DAVID SWAIN in 1915. Zez was 20 at the time. Later he did other piano jazz hits, "Dizzy Fingers," "Settin' On a Log," "Stumbling" and "St. Block" among them.

His real name is Edward Elzear Confrey, native of Peru, Ill. The Rev. Robert Leslie Brandstatter,

pastor of the United Methodist Church, Pleasant Plains, Ill. recalled Zez's steamboatin' start in the Spring Valley (Ill.) Gazette Times, issue Aug. 7, 1968.

In the April 17, 1969 issue of the Wellsville "Press" is a four-column cut of High School boys spring-cleaning the premises of the River Museum there. Looks like the annual opening, which was slated for Sunday, May 11, was unhindered by the rerouting program for Ohio Route 7 reported in these columns several issues back. The Wellsville (Ohio) River Museum is housed in an attractive stone home known as the Aten house, built in 1811.

The NEW ORLEANS Replica

Built in 1911

The Historical Society of Western Pennsylvania once built a side-wheel steamboat. It was duly documented in the U.S. Customs Office, Pittsburgh, official number 209,240, admeasurement 138 x 26 x 6 feet. Approval of the final plans were given on August 1, 1911. The boat was built at the marine ways of the Monongahela River Consolidated Coal & Coke Company at Elizabeth, Pa. This boat yard still operates, now owned by the Consolidation Coal Company, 23 miles up the Monongahela River above Pittsburgh. The keel was laid on August 5, and the replica was launched on the 31st of the same month.

Her name was NEW ORLEANS, and she had two Western-style boilers, each 22 ft. long by 36 inches diameter. The water wheels were operated by slide valve independent engines, each 12 inches in diameter by 26 inches stroke. They were gear-connected to the wheel shafts. She had electric lights and a steam capstan.

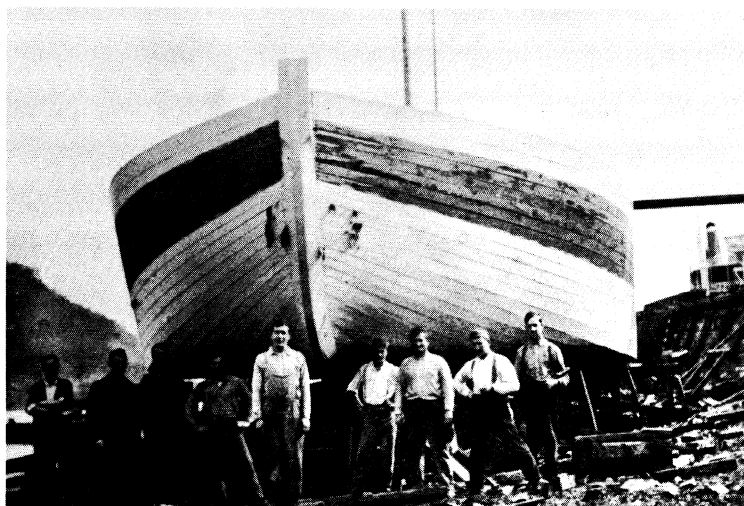
This boat had but a single smokestack, two masts with sails which were more ornamental than useful, and she was designed as a replica of the original steamboat built for service on Western Waters. As originally planned she was to reenact the voyage of the pioneer NEW ORLEANS on the identical schedule from Pittsburgh to New Orleans.

The occasion was the centennial of Ohio and Mississippi steam navigation. The first steamboat on these streams was built at Pittsburgh in 1811, constructed on the bank of the Monongahela River between the present-day Smithfield Street and Pennsylvania Railroad bridges. It departed from Pittsburgh on October 20, 1811 with two passengers, the crew and an enormous Newfoundland dog named "Tiger" aboard. The passengers were Mr. and Mrs. Nicholas J. Roosevelt, with financial interest in the venture. The boat was named NEW ORLEANS in honor of her home port.

The Historical Society of Western Pennsylvania was displaying interest in river improvement during 1911. At a Society dinner held on Friday, March 25, 1911, toastmaster William H. Stevenson, chairman of the Society's Executive Committee, introduced the Hon. Theodore E. Burton. This Ohio congressman had done much to further the improvement of the Ohio River by locks and dams. Also introduced was Archer Butler Hulbert, then president of the Ohio Valley Historical Association.

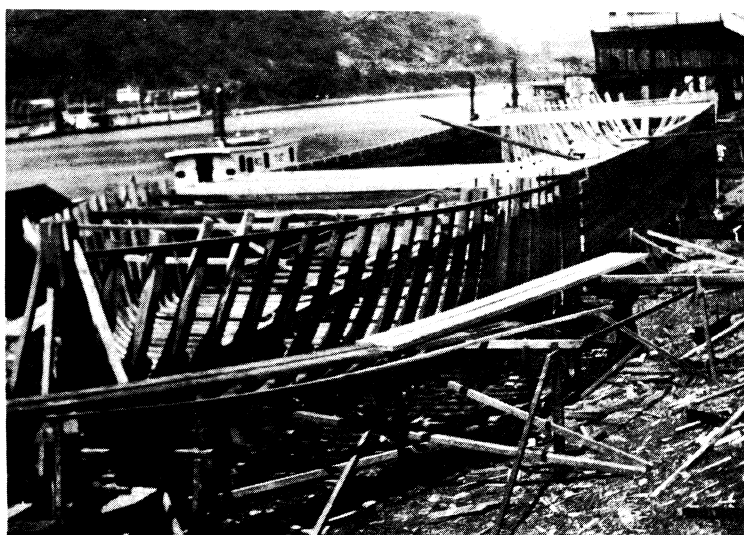
In July the Rivers and Harbors Committee was invited over from Washington, D.C. to make a tour of inspection. Twenty-five congressmen came to Oil City, Pa. A delegation from Pittsburgh met them, coming up by special train, in time for a breakfast at the Arlington Hotel. The tour was arranged by congressman Andrew J. Barchfield. On the receiving line at the Arlington that morning were Mrs. W. H. Stevenson, Mrs. James A. Henderson, Mrs. Stephen G. Porter, Mrs. Thomas Spencer, Mrs. A. J. Barchfield and Miss Helen Barchfield.

The delegation was toured 13 miles down along the Allegheny River to Franklin. After a recep-



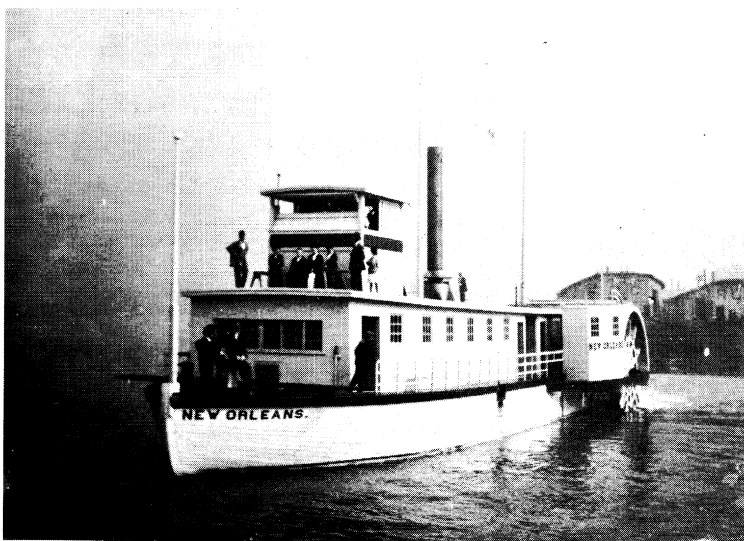
READY FOR LAUNCH

Workmen gathered around the bow just prior to the launching on August 31, 1911. None of these workmen has been identified.



BUILDING THE HULL

The construction of the NEW ORLEANS was rather novel in execution. She got a barge midsection with a bow built on one end (foreground) and a round stern on the other.



TRIAL TRIP

The replica NEW ORLEANS at Elizabeth, Pa. out on her first trial in early October, 1911. The marine ways is in the background with two model barges hauled out.

tion there, they boarded another train and went to Foxburg. Capt. William B. Rodgers Sr. of Pittsburgh gave a talk there on the value of river improvement.

Due to extreme low water in the Ohio River, the delegation could not embark on a steamboat at Pittsburgh as originally planned. Instead they continued by rail to Wheeling, W. Va. and went aboard the steamer KANAWHA which had been renovated for the occasion. After an arduous trip during which the boat bumped sandbars every day but one, they managed to get to Cairo, Ill.

The project of building a replica of the original steamboat undoubtedly stemmed from the historical significance of the anniversary. Also the need for the improvement of the Ohio River could be further dramatized by focusing public attention. Capt. James A. Henderson, whose wife shared honors with Mrs. Stevenson at Oil City, was president of the Pittsburgh & Cincinnati Packet Line. He and Mr. Stevenson discussed the possibilities of such a replica-steamboat. Capt. Henderson agreed it could be managed, but first of all positive facts about the construction of the original NEW ORLEANS should be sought. Capt. Henderson had a penchant for history, particularly river history as concerned Pittsburgh, and he was an active member of the Historical Society of Western Pennsylvania. He contributed several river articles to its magazine.

As events developed, Capt. Henderson was given the responsibility of building such a boat for the Society. He appealed to the citizens of Pittsburgh, by a notice in the daily papers, to come forward with any 1811 contemporary evidence which might contribute to making the boat more authentic. A fund-raising campaign was launched by the Society and the donors included Andrew W. Mellon, Richard B. Mellon, the Pennsylvania Railroad, Carnegie Steel Company, Pittsburgh Railways Company. Other firms contributed to the outfitting of the boat; H. J. Heinz Company stocked the larder with their products, Hubbard shovels stoked the furnace, a Westinghouse dynamo lit the lights, Kincaid Bros. donated the sheet-iron work, Doubleday-Hill put on the electrical appliances. The bedding and cabin furnishings came from Boggs & Buhl, McCreery's, Joseph Horne Company and Kaufmann Bros. The life preservers (required by law but unneeded) came from Armstrong Cork Company. The glassware was from the John B. Higbee Glass Company. Groceries came from the Geo. K. Stevenson Company, and canned goods from Allen Kirkpatrick Company. Somers, Fitler & Todd supplied the tools. Crutchfield & Woolfolk gave a bountiful supply of fruits.

As to what the replica should look like, the available facts were scant indeed. The records in the Pittsburgh Customs House did not go back to 1811--in fact only to 1830. Historians in 1911 were divided as to whether the original NEW ORLEANS was side-wheel or sternwheel, and some even raised objection that her name properly was ORLEANS. No contemporary description then known to exist told anything a marine architect would need to know. Hence Capt. Henderson had to play it by ear, going principally on the contention of Capt. Charles W. Batchelor that the sternwheel steamboat was unknown on Western Waters until the first one was built in 1830, the ALLEGHENY, her

idea imported from the Connecticut River. We now know that Capt. Batchelor was right, just as Capt. Henderson suspected. The replica was built correctly as a side-wheeler.

The hull shape probably wasn't far wrong, built something on the lines of Noah's Ark. But and probably aside from the one smokestack, this 1911 replica of the rivers' first steamboat was historically out of joint. She was loaded with anachronisms. Much of the equipment had not been invented in 1811; steam capstan, electric lights, and glass-enclosed pilothouse. But scoff as we may, the underlying idea was sound as a rock. The enthusiasm about this project permeated into the sanctity of the Duquesne Club.

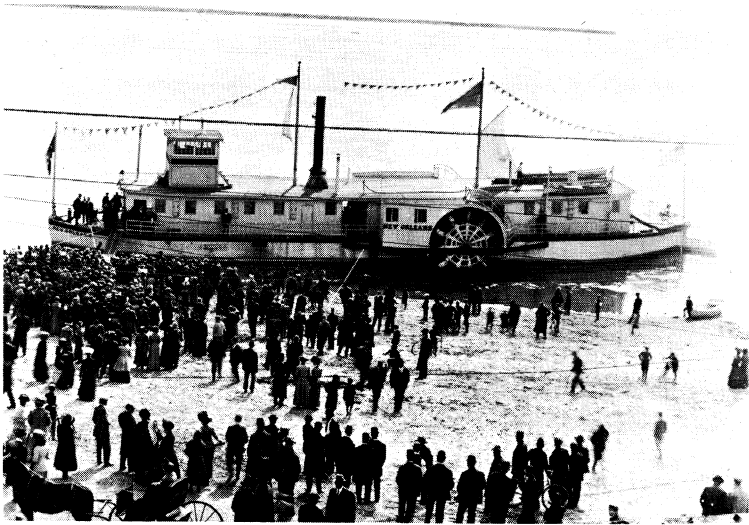
The gentlemen of that club decided that the departure of the 138-foot NEW ORLEANS replica deserved a befitting send-off. A mammoth river parade was decided upon. U.S. President William Howard Taft was invited. (Taft had been in the city during June, 1911, visiting at the home of his wife's sister, Mrs. Thomas K. Laughlin, of Woodland Road). Inasmuch as the incorporators of the original "Ohio Steamboat Navigation Company" of 1811 included Robert Fulton and Robert R. Livingston, invitations went to Mrs. Alice Gray Sutcliffe, descendant of Fulton; and to the Reverend C. S. Bullock, relative of Livingston. And also inasmuch as Nicholas Roosevelt was the prime promoter of the first NEW ORLEANS, an invitation went to Mrs. Nicholas Longworth, nee Alice Roosevelt, daughter of former president Theodore Roosevelt, to christen the replica at a proper ceremony. The rather surprising outcome is that all of the abovementioned accepted and appeared, with the proviso dictated by President Taft that the date be delayed from October 20 and rescheduled for Tuesday, October 31 to accommodate the affairs of state.

Accordingly the parade and christening ceremonies were changed. The weatherman cooperated handsomely; October 31 turned into a balmy, warm summer day.

Capt. James A. Henderson was named Admiral of the fleet, and his headquarter-boat was the famed packet VIRGINIA late of cornfield adventures.

In addition to the NEW ORLEANS and VIRGINIA, thirty-one other steamboats participated. They were nosed in at the Monongahela wharf, head-on, reaching from the Smithfield Street bridge to the Wabash Bridge. The entire wharf area was packed with spectators. Mrs. Longworth whacked champagne on the capstan-head of the NEW ORLEANS with such vigor that her beautiful coat and furs were drenched with fizz. President Taft spoke briefly from the fore-castle of the replica, venturing the assertion that locks and dams for the entire length of the Ohio River would be an accomplished fact within five years. (As a matter of record, the completion of slackwater came in 1929, eighteen years later).

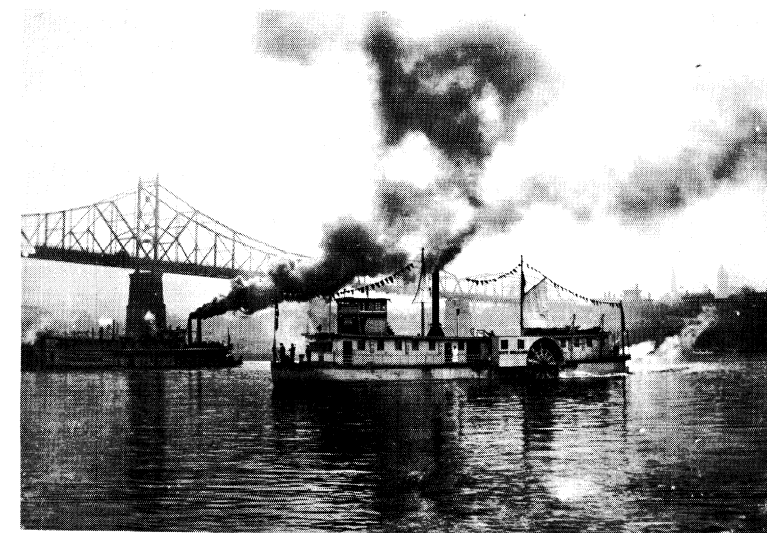
The crew of the replica during the parade and for the trip to New Orleans was headed by Capt. Melvin O. Irwin, a tall, red-headed, loud-voiced riverman from New Matamoras, O. The chief engineer was Thomas Walker of Bellevue, Pa. The clerk was Robert Kimble, younger brother of Capt. William D. Kimble. The steward was J. Orville Noll of Hannibal, Ohio.



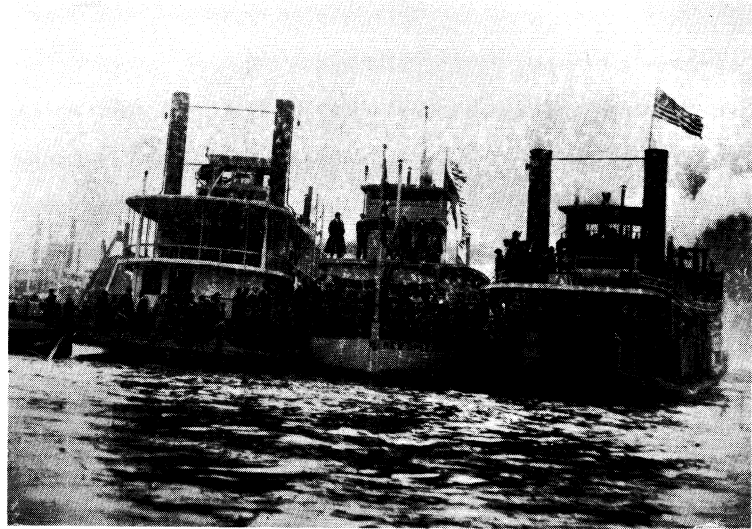
The arrival of the replica NEW ORLEANS at Marietta, Ohio, in early November, 1911 on a sunny day was photographed by Harry Fischer. In charge of local arrangements for the reception was Capt. J. M. Hammett.



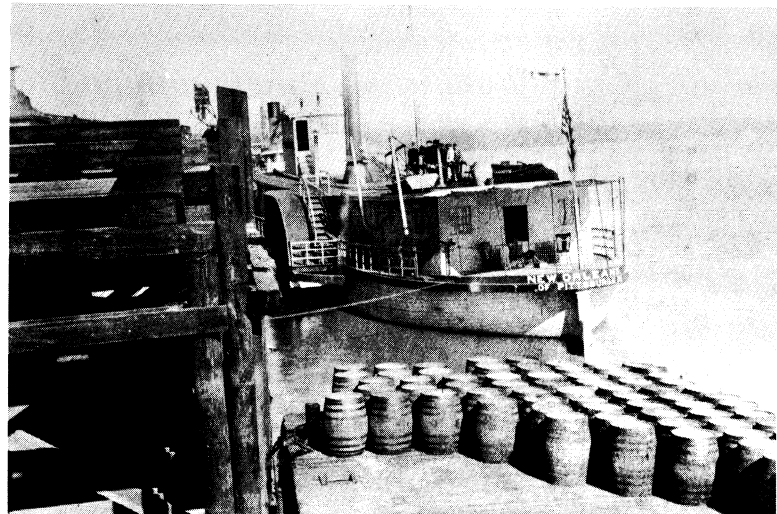
School children were toured aboard the replica at Manchester, Ohio, weather breezy and cool.



The arrival at Cincinnati was photographed by Richard L. Hunster. Combine towboat RANGER at left carried a local reception committee.



Weather was windy and cold at Louisville at 11:30 on the morning of November 10, 1911. A parade of boats escorted the NEW ORLEANS to her landing including the CHEROKEE (left in the picture) and FULTON (right). The others were the TRANSIT, MONTEREY, DUFFY, NORTHERN and tug SADIE PARKER. Other boats in port were the ferry CITY OF JEFFERSONVILLE and packets CITY OF CINCINNATI, TELL CITY, ORIOLE and LENA MAY.



Here is a stern view of the replica NEW ORLEANS at the end of her journey, docked at New Orleans. She never again ran as a steamboat after this picture was made.

Continued from page 33.

The thirty-three steamboats paraded down the Monongahela single-file, under the old Point bridge (built in 1877) and on down through Glasshouse Riffle and the narrow channel at Brunots Island. They turned, one by one, opposite Bellevue, and returned to the Monongahela wharf. President Taft reviewed the fleet from the flagship VIRGINIA, part of the time in the pilothouse and more often on the aft texas roof where he waved to the crowds. Capt. James A. Henderson, regaled in a splendid uniform, directed the parade from the same vantagepoints. Also aboard the VIRGINIA was Pennsylvania governor John K. Tener, Pittsburgh mayor William A. Magee, Dr. Joseph A. Holmes, director of the U.S. Bureau of Mines, and the Allegheny County commissioners.

Although this celebration was designed as a send-off for the replica NEW ORLEANS' departure, the little craft did not actually leave Pittsburgh until Thursday, November 2nd, two days later. Mr. and Mrs. William H. Stevenson and Capt. and Mrs. James A. Henderson came aboard and made the entire trip. The weather remained mild for the first week and stops were made at many towns. Schools were dismissed and children filed aboard to see the boat. At Cincinnati and at Louisville there were marine demonstrations staged in welcome.

Louisville was reached on November 10, and by that time the skies had clouded and a stormy period developed. The west wind was blowing so hard at Concordia, Ky. that the little boat was tied there overnight. The thermometer got down below freezing. By some misadventure some clothing draped on a chair too near a cabin coal stove caught fire. Mrs. Stevenson and Mrs. Henderson were promptly alerted and, throwing some wraps around their nightclothes, they aided in putting out the blaze.

There were celebrations and speeches at Paducah, Cairo, Memphis and the arrival at New Orleans was climaxed by receptions and a banquet. It may be said in all truth that the entire project was carried out with success and competence, and the impact was enormous.

The replica steamboat was not suited for any commercial project and she was sold at New Orleans to Capt. Willie Ditch of Morgan City, La. who converted her into a twin-propeller gasoline powered freight boat. He ran her from Abbeville on Bayou Vermillion to New Orleans. The project was not very successful and only a few trips were made.

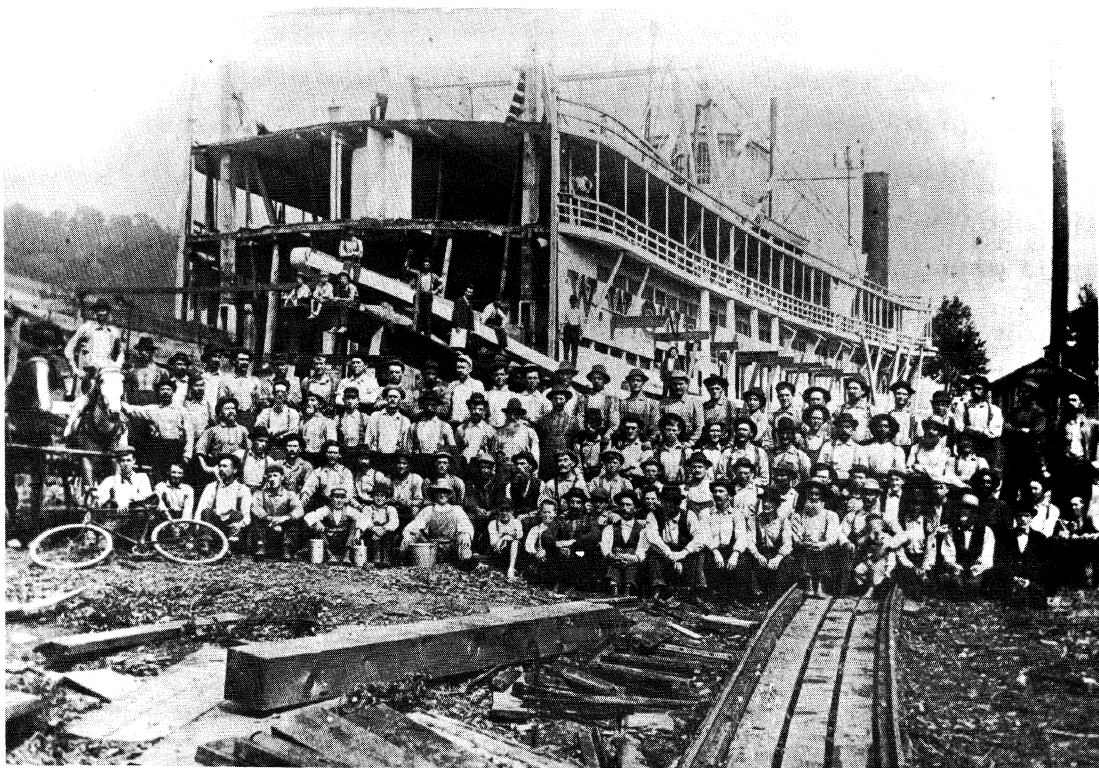


THE END
NEW ORLEANS converted into a freight
boat. Same pilothouse was used.

Here is the W. W. O'NEIL on the marine ways at Elizabeth, Pa. on the Monongahela River. Capt. Larry Ehringer sent this along to us. He had no clue as to when it was taken. Our estimate, judging by the rather modern bicycle in the left foreground, is between 1900-1908.

The W. W. O'NEIL is getting new cylinder timbers and stern bulkhead. She was the only towboat other than the SPRAGUE with 12 ft. stroke engines.

We have counted 105 persons in this group, most of them workers, with a sprinkling of boys.



Sirs: What do you know about the Hammett family? In the story of the RIVAL and NELLIE WALTON (Dec. '68 issue, pages 24,25) mention is made of Capt. J. M. Hammett who operated the boat yard at Marietta. When I was a little girl at McKeesport a grocery at the corner of Center and Fifth was run by two gentlemen named Hammett. A son of one of them, Louis Hammett, today is a director of the Western Pennsylvania National Bank and lives in McKeesport. I went to school with his brother Courtney Hammett.

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

=The Monongahela River valley was loaded with Hammetts away back. Gen. Isaac Hammett in early days was a shipwright. During the War of 1812 he and a number of expert builders went to Lake Erie and built Commodore Perry's fleet. One of his associates was Peter Shouse, then living at Williamsport (now Monongahela, Pa.) In 1832 he drafted and laid down the lines for the first steamboat built at Belle Vernon, Pa., the side-wheel LANCASTER. General Hammett is buried in Belle Vernon cemetery.

His son Isaac M. Hammett, Jr. also was a shipbuilder, born at Pittsburgh where the family then was living down near the Point. In 1852 he was running a yard styled Isaac Hammett & Co. at West Elizabeth, Pa. He seems to have removed to McKeesport.

At any rate, J. M. Hammett was born at McKeesport, son of Isaac, Jr., this event about 1857. He grew up to follow the trade of his father and grandfather, and designed and built some 32 boats. Biggest was the J. B. FINLEY and the best, perhaps, was the towboat ROBT. P. GILLHAM, first compound-condenser on Kanawha River. He was associated with W. Harry Brown when the marine ways was built at Alicia, Pa. in 1917, the same shop, albeit modernized and expanded, now operated by Hillman Barge & Construction Co. His last active work was as manager for National Transportation Co., in Pittsburgh. He died, 89, in February, 1946.

Robert "Roddy" Hammett, whose address is Waterside, Route 3, St. Marys, W. Va. is a grandson of Capt. J. M. Hammett. He seems to have in his system some of the family flair, and he has been on the DELTA QUEEN as watchman and in the boat's office as assistant purser. -Ed.

Sirs: I can understand the john-boat on the stern of the WARRIOR (March '69 issue, page 34), but the mini-bus on the ALABAMA--is that in case she winds up in a cornfield, like the VIRGINIA?

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

=Stars fell on ALABAMA; she got in no cornfields. Capt. Dick Hiernaux was free-loading that mini-bus to Charleroi, Pa. -Ed.

Heavy snowfall in the Rockies and on the western plains this past winter brought apprehension to the U.S. Engineers. Things looked ripe for a howling spring flood in the Mighty Mo and along the shores of the Upper Mississipp. Damage into the multimillions, perhaps billions (plural), was forecast if warming came quickly. TIME Magazine a week later featured "Astrology; Fad and Phenomenon" but cited no star readings for the impending river valley calamities. Sybil Leek's "Dairy of a Witch" is in its second printing, a seeress who did some foretelling aboard the DELTA QUEEN in November, 1967. Double, double toil and trouble; Fire burn and cauldron bubble.

Lou Seshar says he went up the Little Kanawha and brought out the GRANTSVILLE when she was sold to Pittsburgh (see March issue, page 12). "Chuck Garen was my deckhand and we had one passenger, a corpse in a casket, registered to Parkersburg," he adds.

Capt. Raymond C. Peck, mentioned in our last issue as possibly the only living crew member aboard the KITTANNING on her trip to Oil City, Pa. and return in 1928, now resides at Route 1, Orchard Terrace, New Wilmington, Pa. 16142.

Last issue, on page 18, we said that Scott, Miss. was not on our map. A letter came pretty quick from Early C. Ewing, Jr., vp. of Delta Pine & Land Company enclosing a brochure (in color) telling how Mr. Ewing, Sr. started a cotton breeding program at Scott in 1915 which has since continued under the direction of his son. The firm has 24,000 acres in cultivation. Mr. Ewing, Jr. also says the wrecked WM. LARIMER JONES is being replaced by the Benoit Outing Club. A new club-

house was expected to be completed during this past April.

Capt. Arthur J. (Pete) Briscoe, noted pilot on the lower Ohio, Tennessee and Lower Mississippi, died on Monday, March 24, 1969 in Louisville, Ky. He was 90. He was one of the pilots on the TRANSPORTER when that boat was demolished in a tornado below Joppa, Ill. on May 9, 1927. In 1934 he was pilot on the PEACE, then new, when Union Barge Line sent her down on the maiden trip. He had stood watches on the SUNSHINE and PILGRIM when they were excursion boats in the Louisville area. He retired from piloting in 1959. He was survived by one daughter, Mrs. Flora B. Greenwell, and by two grandsons. Burial was in Evergreen Cemetery, Louisville.

Twenty-five years ago on Saturday, March 25, 1944, Ben D. Richardson died. He was president of S&D 1940-1941. The original River Museum was opened at Marietta during his term and he presided at the ceremonies. Ben was rather a frail person with a lot of enthusiasm. His whole lifetime was spent along the Muskingum and he lived at Malta, across from McConnellsville, in a neat white-painted frame house with his wife Fannie. Ben's father was Capt. W. W. Richardson of the famed LORENA and owner and skipper of other boats. When the HIGHLAND MARY was sold to South America Ben rode down to New Orleans on her and used to tell about it. One of the front downstairs rooms in the Richardson house, off to the right, was fixed up into a private Steamboat Museum, loaded with pictures and souvenirs of Muskingum steamboats and rivermen. Much of this was transferred to Marietta, gifts of Ben and Fannie R.

The old K & I bridge at Louisville, crossing to New Albany, built in 1912, has a swing span. According to records, it was only opened three times. The first was a test made on July 7, 1913. The second was to pass the packet TARASCON through, January 18, 1916. The last time, 49 years ago, was to pass the British prison ship SUCCESS, March 26, 1920. The Bridge Company was allowed to permanently seal the swing span in 1955 by authority of the U. S. Engineers.

Among new members is M. D. Harrington, 5228 Eleventh Ave., S., Minneapolis, Minn. 55417. He was born just south of La Crosse, Wis. and recalls the burning of the first J.S. with the excursion aboard. When the Streckfus side-wheeler QUINCY sank at Trempealeau Mountain his father hitched up the driving team to the "surrey with the fringe on top" and drove the family down to see the wreck. Mr. Harrington is assistant district traffic manager with the Green Bay and Western Railroad Company, an east-west line between Kewaunee on Lake Michigan and Green Bay to Winona, on the Upper Mississipp'.

Irven F. Wright, retired river engineer, now living at Nashville, Tenn. says he was born and raised at Pt. Pleasant, West Va. about two city blocks below the Marietta Manufacturing Company's plant. "There was a vacant lot between our place and the river," he writes, "and as a boy I used to look out the back window and watch the towboats with Pittsburgh coal go past one after another like a parade." He was one of the engineers on the towboat TRANSPORTER when she was demolished in a tornado below Joppa on the Ohio in 1927. The picture in the March issue of the wrecked WM. LARIMER JONES brought memories, as he had stood watches in her engineerroom.

The DELTA QUEEN made an Easter tour this spring between St. Louis and Hannibal, and aboard were Bob and Nel Hamilton of Whiting, Ind. They joined up three of their fellow passengers to the ranks of S&D, Miss Virginia Steele of Sweet Brier, Va., Mrs. Jerome Kabel of Rhinelander, Wis., and F. A. Dunnagan of St. Louis. As for the DQ, this bulletin:- "New carpeting on both staircases, ditto in all of the enclosed areas (staterooms excepted) and in the texas lounge. Indoor-outdoor carpeting on the landing stage and on the outside deck of the forward cabin. New lifeboats, new paint, and lots of new crew. The Cruise Director, Vic Tooker, plays about 17 instruments and can he make that calliope sing--wow!"

Among the visitors aboard the DQ at St. Louis were Mr. and Mrs. Fred Semple and family. Fred Semple heads Semple Engine Co., Inc., which builds steam engines a.d. 1969. The LORENA of Cincinnati has a set of Semple compound condensers. Currently a set is

being built for Wilbur Dow of New York City, who has launched and is completing a sternwheel steamboat on Lake George, New York State.

Ravenswood, West Va. is not so isolated. Interstate 77 is but a whoop-and-a-holler away. The ferry service across the Ohio River was discontinued when Frank Smeeks up and quit, selling the towboat RAVENSWOOD and the flat to Nelson Brown of Marietta, this about two years ago. Now we hear a new ferry franchise has been granted to Earl Naylor, and he has the diesel CINDY KAY and a suitable flat in service. Ohio's state route 124 across from Ravenswood takes you (left) to Racine (home of Weaver skiffs) and Pomeroy, or 'tother way to a nice exploring trip along the Ohio up to Little Hocking, thence to Route 7 to Belpre, Marietta, and on up the river dern near to East Liverpool.

We welcome as a member Charles E. Williams of Little Hocking, Ohio, who has a distinction few can claim. He was born aboard his father's floating photograph gallery at Sistersville, West Va. on December 13, 1895. The WILLIAM'S FLOATING GALLERY was a regular visitor to Upper Ohio towns for quite a few years and there still survive many excellent 8x10 prints made during the "oil boom" in that area which were the handiwork of the elder Mr. Williams. The GALLERY was operated until 1900, after which Mr. Williams (Sr.) had a photograph studio at St. Marys, West Va. until his death in 1930.

Michael M. Lachowski, retired naval architect long associated with the Dravo Corporation, died on Saturday, March 1, 1969. Mike was an S&D member in his active years. He is survived by his wife Kyra V. Lachowski, a brother Julius in Russia, and by nephews and nieces.



SHANTYBOAT SCENE

Somewhere behind an island along the Ohio.

Leave it to Walt McCoy to come up with an unusual picture. This was taken maybe 1900 somewhere along the Upper Ohio obviously behind an island. Here we have a typical shantyboat scene with what appears to be Ma (with the dark skirt) and Pa (extreme left) and three sunbonneted pretty daughters (how come so many snappy-eyed, peach-complexioned beauties lived on shantyboats?) and the young man in the bow of the Bell yawl may be a son. Maybe not but he's right at home with no shoes

on (Pa's in his bare feet too).

Walt says those two chairs on deck would bring a real price today. There's a minnow seine on the roof, an enameled wash basin on the bulkhead (those basins had a punched hole at the rim so's you could hook 'em on a nail). When the shades of evening fall Pa will hang out a lantern to attract the 'skeeters, the fish will be jumping, the frogs singing, and Pa'll get out his fiddle to keep Ma from worrying so much.

New Steamboat Planned At Dubuque

As most river buffs are aware the recent purchase of the old steam catamaran ferry CITY OF BATON ROUGE by Capt. Dennis Trone differs from most such purchases of old steamboats. There are great expectations in store. The old Howard-built ferry is now at Dubuque, Iowa, at the plant of the Dubuque Boat & Boiler Company. It will be torn up for scrap--yes--but many of the usable parts, including the engines, are being lifted out with care. The objective, providing there "are no slips between cup and lip" is to build a new steam sternwheel excursion steamboat. "There are a couple of loose ends to pull together yet before we start cutting steel," says Captain Trone guardedly, "but we hope to commence in July of this year."

The proposed boat will be built on a model bow steel hull 108 feet long, 22 feet width, and 5 feet deep. This is approximately the same size as the former packet HELEN E., although wider. The steam engines from the CITY OF BATON ROUGE were built by Gillett & Eaton, Lake City, Minn., and are 12's- 5 ft. stroke. "They are in splendid condition," says Captain Trone. The HELEN E. for sake of comparison, had Sweeney high pressure engines 9's- 4 ft. stroke, and was considered a fast packet for her size. Hence the proposed new boat will have ample power.

The disappearance of steamboats from the river was never charged to faulty engines. In fact the slim-bore long-stroke engines seldom wore out. The culprit which caused the universal change-over to diesels was the boiler plant. Nobody came up with an efficient scheme for converting water into steam that was economically useful. But modern technology perhaps has solved the problem.

"We're planning to use a forced-circulation flash boiler built by the Vapor Steam Corporation," says Captain Trone. "The unit will be installed within the hull and will be unmanned. This unit is quite similar to steam generators used in the old steam automobiles. A sensing unit in the main steam line near the throttle (which is pilothouse controlled) senses the steam demand and relays this intelligence to the boiler, which automatically fires and feeds accordingly. This boiler can be started cold and brought up to full capacity in three minutes and in maneuvering the cycling time is four to six seconds. The steam is generated in a myriad of small coils so there is no huge amount of water held at temperatures above the atmospheric flash point, ready to cause the classic steamboat explosion. It is impossible to obtain destructive results with this boiler. The Gillett & Eaton engines will be fully pilothouse controlled. However, we will be required to have a licensed engineer on board."

Parenthetically, readers of "Motor Trend" and "Hot Rod" are aware of the new Lear Steam Car now being road-tested. William Lear, who developed the Lear Jet, has powered this car with an external-combustion motor and a coil-tube boiler which uses not water but rather an anti-freeze liquid chemical which vaporizes. The fuel is kerosene. It becomes operational from a cold start in 15 seconds. Ford Motor Co., according to TIME Magazine, has signed an agreement with the Thermo

Electron Corp. for joint development of a small steam engine, and G-M has contracted with Oakland's Besler Developments, Inc. to install a steam motor in a Chevrolet for testing.

Capt. Dennis Trone, king-pin of the proposed Dubuque-built steamboat, is no novice to experiments. Within the past year or so he has perfected a style of pitman-operated sternwheel boat using orthodox long-stroke engines. Instead of using steam, he uses a diesel compressor which forces oil at a high pressure through the cylinders, exhausting into a reservoir which doubles as a supply source for the compressor, effecting a closed system. It works.

The Dubuque Boat & Boiler Co. is headed by H. B. (Hank) Miller who shares the enthusiasm for the excursion steamer idea. Moreover, his company is the direct successor of the old Iowa Machine Works which built its first steamboat one century ago, in 1870, the iron-hull rafter CLYDE, a side-wheeler. In 1875 they rebuilt the boat into a sternwheeler with a hull 125 by 19 by 4. Hank Miller and Dennis Trone are hopeful that their centennial may be consummated with the construction of another steamboat. If so, she's to be named JULIA BELLE SWAIN, honoring the side-wheeler of that name which was a popular excursion boat on the Illinois, and later on the Ohio. The real-life Julia Belle Swain, now at an advanced age, resides in California.

No, the CITY OF BATON ROUGE did not come to Dubuque under her own steam. She was towed up. She was originally built at Jeffersonville, Ind. in 1916 and since then has been ferrying passengers and cars across the Mississippi at Baton Rouge. The completion of a new highway bridge caused her retirement. Her pontoon hull will be used as a shore dock during the construction of the JULIA BELLE SWAIN.

"Let's hold off the publicity splash until construction actually begins," says Capt. Trone. --And that is good enough for us.



CITY OF BATON ROUGE

Photographed when new in 1916 at the Howard Shipyard, Jeffersonville, Ind. by James E. Howard. This and a sister ferry LOUISIANA were delivered from the Howard yard for Baton Rouge ferry service that year. Both went out of service last year when a new highway bridge was opened.

Sirs: Re. March issue, C. W. Stoll can move over. I still call it "coal oil" and always have. Back in the 1850s there was a thriving coal oil refinery at Cloverport, Ky. This was an English firm named Breckinridge Coal & Oil Co. which owned several thousand acres of cannel coal lands plus 5 or 6 thousand acres of mineral rights about 7 miles back from the river. They built a narrow gage railroad with the cutest little engine you ever saw and by 1855-56 had an oil refinery going on the river bank (at the lower end of what now is Cloverport) that produced about 600 to 700 gallons of oil per day. They refined the oil out of their cannel coal--hence the name "coal oil."

About 1860 the refinery burned and by this time I guess the oil boom was on in Pennsylvania so they never rebuilt the oil refinery. But they still mined and shipped cannel coal and I have a picture of their river tipple and that cute little engine, taken about 1889.

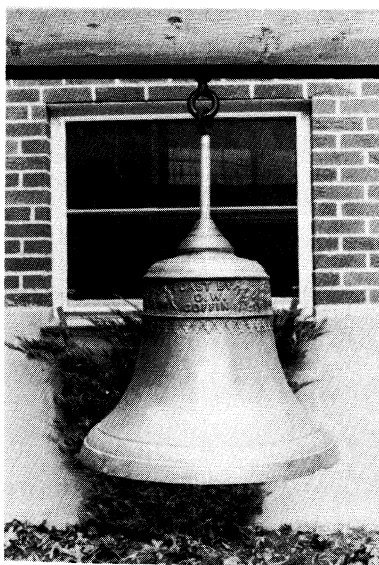
Some years back an old-timer from Cloverport took me to the site of this refinery and so help me there still was goeey-slimy stuff seeping up through a man's yard and driveway after all those years--a residue from the refinery I was told.

This same old-timer asked me if I'd ever seen any real cannel coal. I said I didn't think I had. So he dug around in a shed and came up with a chunk he said he'd picked up at the tipple site a few years before. Then he flaked off a sliver of it, set fire to it with a match--no priming necessary--and it flamed and burned steadily giving off a thick black smoke. Then he held it under my nose and made a believer out of me. It smelled for all the world like a coal oil (pardon me, kerosene) lamp burning.

Bert Fenn,
Box 157,
Tell City, Ind. 47586

=The latest bulletin on this subject of "coal oil" is the new pilot plant of Consolidation Coal Co. along the Ohio River at Cresap, W. Va. (Mile 111.8) where experiments are under way to convert bituminous coal into automotive gasoline. Project Gasoline got under way in 1963 and now the economic feasibility is guardedly reported as "marginal." You cannot miss seeing the Cresap plant if you drive by; it has the high-

est smokestack in the world, 1210 feet. -Ed.



Mystery Bell

Without a clapper it can't talk.

Dale Flick sends us this view of a "mystery" bell he took at the Faith United Church of Christ on Salem Road, Mount Washington, Cincinnati. He says the bell has no clapper and had no hanging device until the Vanduzen Company made the rod and hook now suspending it. The lettering says "Cast by G. W. Coffin" which indicates it is an old bell indeed. (see June, '67 issue, page 31.) The clincher is that the late Capt. Tom R. Greene presented the bell years ago to Withrow High School. The Faith Church got it from there. Now the unsolved riddle is where did Tom get it? --And was it from a steamboat?

The July, 1968 issue of the monthly bulletin "Echoes" published by the Ohio Historical Society, features Cincinnati's once-famed Western Museum. "The two most spectacular entertainments, which gave the museum its national reputation, were introduced in 1828. The 'Invisible Girl', an unseen oracle who answered patrons' questions in seven languages, employed a stereo technique in that the oracle's voice came through trumpets suspended from the center of the ceiling, which produced the effect of surrounding the audience with sound."

The other entertainment, says the story, was the "Infernal Regions." "The Ohio sculptor Hiram Powers created grotesque auto-

mated life-size wax figures ofimps, monsters, tormented spirits, skeletons, and hideous animals. Powers, who utilized his previous experience as a clockmaker to develop the mechanisms, had the figures move about in two hells, one hot and one cold, amid a cacophony of groans, shrieks, and clanking chains."

The most ingenious creation of sculptor Hiram Powers undoubtedly was a life-size nude female statue he called "Greek Slave." In 1849 a side-wheeler built at Jeffersonville, Ind. was named GREEK SLAVE and on her paddleboxes, in color, were pictures of the statue. Said the river reporter of the Louisville "Journal:" They are as large and as natural as life; very neat and chaste and very appropriate; attracts the attention of everyone." This is the first printed notice we have seen in old newspapers of artistry on river paddleboxes.

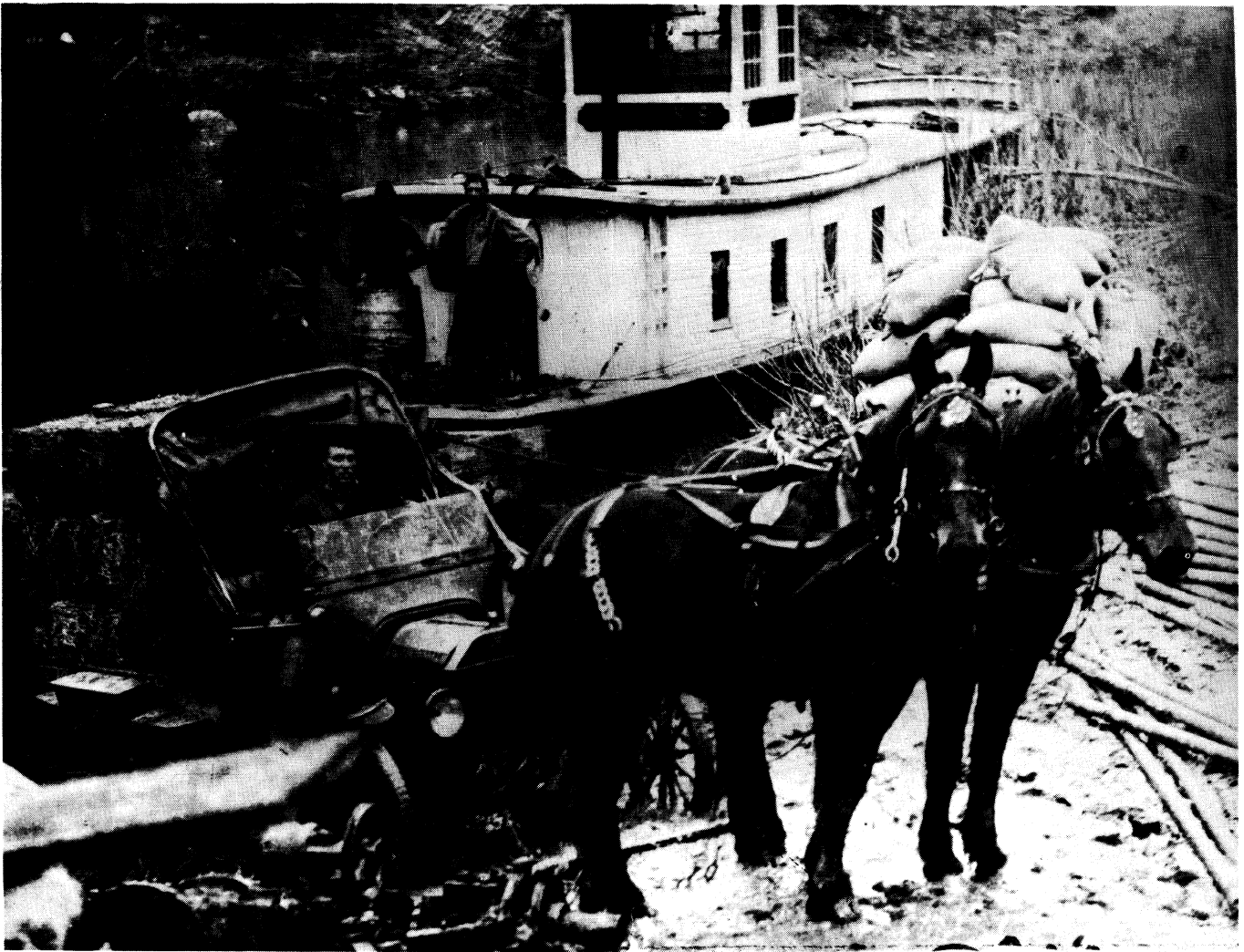
Capt. Harry W. Kraft was given a surprise 86th birthday party at the Arcadia Nursing Home, Coolville, Ohio 45723 where he is in residence. His birthday is April 19. Mrs. Lytle R. Young, organist of the Rockland United Methodist Church played "Beautiful Ohio." The party was planned by C. L. Parr of Belpre, Ohio. Mrs. Iona Fisher arranged with Captain Kraft's Parkersburg neighbors to come. S&D joins in a belated but genuine "Happy birthday, Harry!"

Sirs: I am wondering if you could help me - I am a designer employed by a large Catering Organization, designing high class restaurants and hotels.

My present assignment has been to design the interior of a high class lounge bar as a paddle-steamer such as the ROBT. E. LEE. I find it very difficult indeed to gain any information at all apart from black and white prints of the exterior of such paddle steamers. I have been in touch with the Smithsonian Institution, Washington, D.C., and Mr. William E. Goeghegan, the Museum specialist, suggested that I contact you for views of these interiors.

T. Yardley-Jones,
Fortes & Company Limited,
Forte House,
225/230 Piccadilly,
London, England

=Mr. Yardley-Jones was sent a copy of our March, 1967 issue showing interiors of the GREAT REPUBLIC. If reproduced in London it will surely be a "high class lounge bar." -Ed.



A dividend from our story of the Little Kanawha River last issue is the photograph above. It was taken at Grantsville, West Va. on that stream in 1916 or 1917. G. W. (Jerry) Sutphin sent us the picture.

The gasboat is named CRANE, not mentioned in last issue's story, nor--to be truthful--had we ever heard of such a boat. We presented the task of identity to J. Mack Gamble who promptly consulted his old copies of "Lists of Merchant Vessels" and brought forth the following statistics. The CRANE was built at Grantsville in 1916, 25 hp., 9 tons gross, and 7 tons net. Hull measured 61 x 9.3 x 2. She burned on January 25, 1918, although the place or circumstance is not recorded. No life loss.

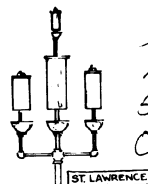
What's going on here is conjecture. The Model T Ford pick-up looks like a conversion job. The cargo of baled hay may have been backed down the muddy grade with the idea of loading it aboard the wooden flat towed ahead of the CRANE. Or, the other way around, perhaps the hay was brought to Grantsville and is about to be pulled up the hill. For the sake of the horses we hope the first-mentioned circumstance prevails. Either way, a mighty muscular 2 horsepower is double-headed to the 4-cyl. Ford.

Operators of modern waterway terminals will do well to frame this view in their reception rooms as reminder that handling cargo on pallets with

40 mobile hi-lifts along cement floors is a relatively new way of life. Yet the pilot at the wheel of the Ford is taking things calmly, smoking his curve-stem pipe. The horses are more interested in the photographer than in the task at hand.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



*Mr H O Hawley
530 1/2 St SE
Charleston, W. Va. 25304*

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