

S&D

REFLECTOR

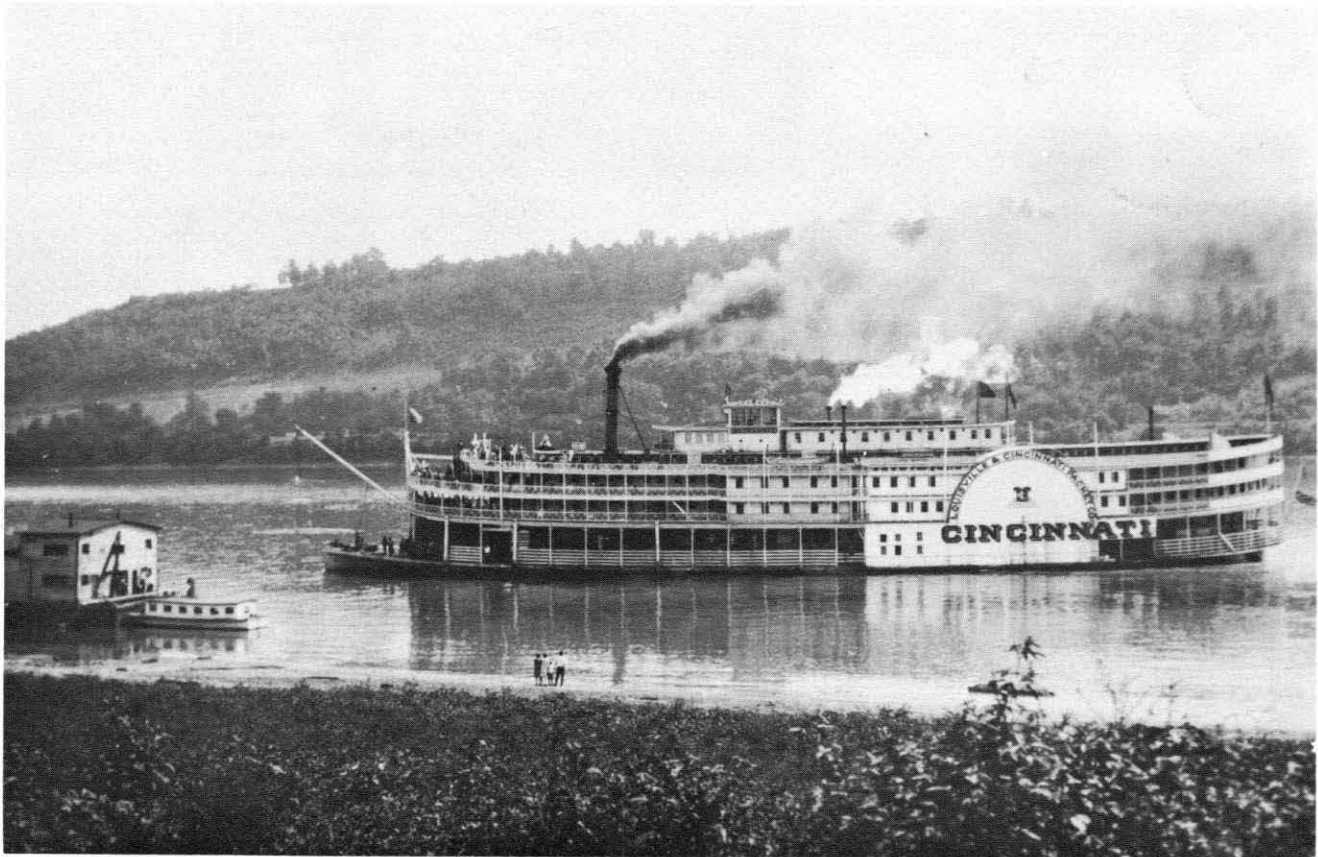
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Vol. 7, No. 1

Marietta, Ohio

March, 1970



The CINCINNATI in the above picture is landing at Madison, Ind. on one of her regular packet trips between Cincinnati and Louisville in 1929. Her steel hull was 285 by 45.6 by 7.3 and was constructed at the Midland Barge Co., Midland, Pa. (Ohio River Mile 36.5). Visible remnants of the yard still exist in 1970. Two identical hulls were built there in 1923 for the Louisville & Cincinnati Packet Co. which planned to complete two large side-wheelers to replace the CITY OF LOUISVILLE and CITY OF CINCINNATI destroyed by ice in 1918.

As the hulls neared completion one of them was sold to the Coney Island Co., Cincinnati, and became the ISLAND QUEEN (2nd) which ultimately was destroyed by fire at Pittsburgh (Sept. 9, 1947). The other one was retained by the Louisville & Cincinnati Packet Co. but instead of putting on a regular cabin architect Tom Dunbar was directed to design a double cabin for her. This double cabin superstructure was built at Cincinnati, making the boat much deeper draft than originally planned. Also she became the most elaborate o-

vernight passenger side-wheeler in Mississippi and Ohio service.

She was named CINCINNATI and immediately upon completion in early 1924 she was sent off on a Mardi Gras cruise which was so successful (she cleared \$40,000) that she ran such cruises every year through 1930 with no cancellations, but was forced to cancel in 1931.

The CINCINNATI and ISLAND QUEEN both had similar engines, compound, non-condensing 22's, 40's, 9 ft. stroke built by the Charles Barnes Co., Cincinnati. If the reader wants to see one set of these still operating in 1970, all he needs do is go aboard the PRESIDENT at New Orleans. She has the CINCINNATI engines and hull, although the superstructure was all new when Streckfus rebuilt her into an all-time excursion boat at St. Louis, completing the alteration in 1934.

This picture was found in a photo album kept by John Wolfe, an ardent river fan of Madison, Ind. Johnny may have taken it--we don't know--if so it is one of the best in his collection. His album now is on file in the Inland Rivers section of the Cincinnati Public Library.

Sirs: I have been reading the December issue of S&D REFLECTOR with great interest. The picture of the wharf at Newport, O. on page 40 was taken, almost certainly, by some member of the Altvater family who were prolific photographers in the Newport area years ago. Later the name was changed to Altvater, and they became professional photographers at Pittsburgh.

I have the original post card, from which the page 40 picture was made, and on its back is penciled "circa 1911." This may be fairly accurate.

James E. Cree,
Box 648,
Utica, Ohio 43080

=See picture below. -Ed.



MAIL BY FERRY

Here is Jim Cree with mail sack hoisted on his shoulder at the B&O station, Vaucluse, opposite Newport, O. in the 1930s. The mail was handled by skiff ferry across the Ohio River. Francis (Patsy) Greene of Newport was the mail ferryman.

WHISTLE BLOW ON JUNE 6

Read the details on page 28 and be sure to come.

S&D MEETING ON SEPT. 19

Mark this date on your MUST List. Details will be told in the June issue.



Frederick J. McCabe of Beallsville, O. sent us this picture of the JULIUS C. WILKIE last Christmas. It was taken at Winona, Minn. in January, 1968. The Winona County Historical Society maintains a museum aboard of Upper Mississippi lore, and also they have an extensive Robert Fulton collection. We had forgotten what boat the WILKIE was created from, searched high-and-low for a clue--total blank. Then the telephone bell rang. On the line was Bob Niemeyer, St. Paul. At his elbow was Dave Tschiggfrie, Dubuque. On the sidelines was Mary Sexton, St. Paul. "No problem," said Dave, "the WILKIE was the old JAMES P. PEARSON." Well. Double well when you stop to think that the PEARSON was a wood hull towboat built at Moline, Ill., 1898, last operated by the Moline Consumers Co. and disappeared from the Inland River Record in 1953 as dismantled. So here she sits all dyked out packet style with a fence around her and our compliments to all concerned.

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Sirs: There's good news from the upper Mississippi. In fact, unbelievably terrific news. An honest-to-goodness sternwheeler is beginning construction at the yards of the Dubuque Boat and Boiler Works next week (first week of February -Ed). She's to be named JULIA BELLE SWAIN, as you know. The details of the proposed steamer were in the June '69 S&D REFLECTOR.

Yours truly is going to try to get down to the yards to photograph the stages in the construction of this steambot. My! What a beautiful word--steambot. To think that in 1970 a steamer will be built, coming from that famous Dubuque yard. Kind of makes you have goose bumps all over. Anyhow, if I do get a good series of construction pics, will send them along.

Thought you would like to know that construction is ACTUALLY GOING TO BEGIN. I was rather skeptical but it has happened. Oh, what a glorious maiden trip that will be when the boat steams out of the Dubuque yard for Peoria. I've got to figure out a way to be aboard for that trip!

David Tschiggfrie,
52 East 17th Street,
Dubuque, Iowa 52001

=Dave's enthusiasm is justified. The JULIA BELLE SWAIN, a stern-wheel passenger excursion boat, to cost \$300,000, is under construction. She will have the engines from the old ferry CITY OF BATON ROUGE and a new-style steam boiler plant. -Ed.

Sirs: The December issue of the S&D REFLECTOR is a real boiler explosion. Marion and I don't seem able to get away from the water. We moved from Darien back to the seashore on Bell Island in Rowayton and when we had that big blow and high tide last month we had to take to the boats again. Rowed home right down the street to our house. Dubuque Boat and Boiler is building a steambot.

Dick Bissell,
6 Rocky Point Road,
Bell Island,
Rowayton, Conn. 06853

=Yes, Dubuque Boat & Boiler is at work on the JULIA BELLE SWAIN we talked about in the June '69 issue, page 38. More later. Also Dubuque's president Hank Miller is building a new twin paddle-wheel diesel excursion boat to carry 250 passengers. She's to be named LADY MIM ("Mim" is Mrs. Miller's nickname). -Ed.



Dennis Trone

River buffs are getting goose bumps

Dennis Trone, vice president of Dubuque Boat & Boiler Co., stands at the left. He is king-pin of the project under way to build the JULIA BELLE SWAIN (see letters left column). The new steambot will get engines from the old ferry and what's left of CITY OF BATON ROUGE will become a glorified landing boat at Peoria. -Courtesy Telegraph-Herald.



G. F. Steedman Hinckley

Ø The transfer of Greene Line to ONA was completed on Nov. 21 last in New York. The details of this transaction appear on page 38 of this issue, reported by S&D member Cmdr. E. J. Quinby.

Ø Greene Line Steamers will keep its corporate title and operate the DELTA QUEEN with offices in Cincinnati.

Ø All stockholders of record on Nov. 21 last sold entire to ONA; this means that Dick Simonton no longer has any stock, nor is anybody named Greene associated with the reorganized Greene Line.

Ø As we go to press no announcement has been made of the officers of Greene Line. Bill Muster is managing the DO on what may be

a temporary basis. Betty Blake Simcox is running the Cincinnati office as usual.

Ø President and chief executive officer of ONA is G. F. Steedman Hinckley, 37, Princeton graduate. ONA's operations are based at the Kennedy International Airport, Jamaica, N.Y. 11430.

Ø ONA has had its ups and downs. In 1964 it suspended operations at which time Mr. Hinckley became vp. and director of Saturn Airways. When ONA was reactivated, Mr. Hinckley returned as vp. and director. He has been president of ONA since April, 1966.

Ø Mr. Hinckley has had an impressive career as an air pilot. He flew planes in the Military Air Transport Service 3½ years and joined ONA in 1958 as a copilot, then captain of 4-engine aircraft. He was groomed for executive competence at Harvard Business School.

Ø ONA is widely diversified. It is currently participating in the construction of a 400-room luxury hotel at Nassau in the Bahamas; is building a 15,000-ton cruise ship at Rotterdam, Holland, to be delivered (hopefully) in April, 1971.

Ø ONA operates Lockheed Electra freighters with built-in horse stalls for transporting race horses by air.

Ø ONA has announced to stockholders that "we and the Greene Line are moving ahead on the design of a modern riverboat to replace the DELTA QUEEN."



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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr., at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue (save a few which now are depleted) are available at \$1.25 each. Send your order to Captain Way.

Site Recommended

MARIETTA, OHIO, Jan. 28, 1970:- The Ohio River Museum Site Selection Committee today recommended that the proposed \$450,000 museum be constructed along the east bank on the Muskingum River between Washington St. and Sacra Via.

Marietta Development Supt. Robert Nicholas, chairman of the 17-member site selection committee, sent the recommendation in a four-page letter to Daniel R. Porter, director of the Ohio Historical Society.

The Ohio General Assembly last year appropriated \$450,000 for the proposed Ohio River Museum. The amount includes \$350,000 from the state bond issue approved in 1968 and \$100,000 which the Ohio Historical Society's trustees appropriated from the sale of the Ohio Historical Museum in Columbus to the Ohio State University.

Mr. Porter last fall expressed hope that the museum site could be acquired and plans drawn so contracts could be let prior to late spring, 1971.

Mr. Nicholas informed Mr. Porter that the committee also proposes that the Ohio Historical Society and the city of Marietta strive to acquire and clear the built-up land along the east side of the Muskingum River between Putnam St. and Sacra Via as had been recommended 25 years ago by the Ohio Postwar Program Committee.

Part of the area proposed for the Ohio River Museum site contains houses.

Mr. Nicholas cited seven major factors for the selection of the site:

1. Protection for floating exhibits--the currents in this area are such that the eastern shoreline is normally free from floating debris, and the site is far enough from the Ohio that river traffic presents no hazard.

2. Pleasant setting--the area and the view from it are both scenic and relaxing.

3. Good access to the traveling public--the area is easily reached by both automobile and river craft.

4. Although not on the Ohio, the confluence of the Ohio and Muskingum rivers is visible from the site.

5. Close to the downtown area--restaurants, service stations, stores and other facilities the traveling public may need are a short distance away.

6. Ideal location to coordinate with existing historical attractions that are well known.

7. Land is available and cleared if it has to be used.

The actual location of the museum within this area, Mr. Nicholas said, would be determined by the State Site Selection Committee and the Historical Society staff. --Marietta Times.

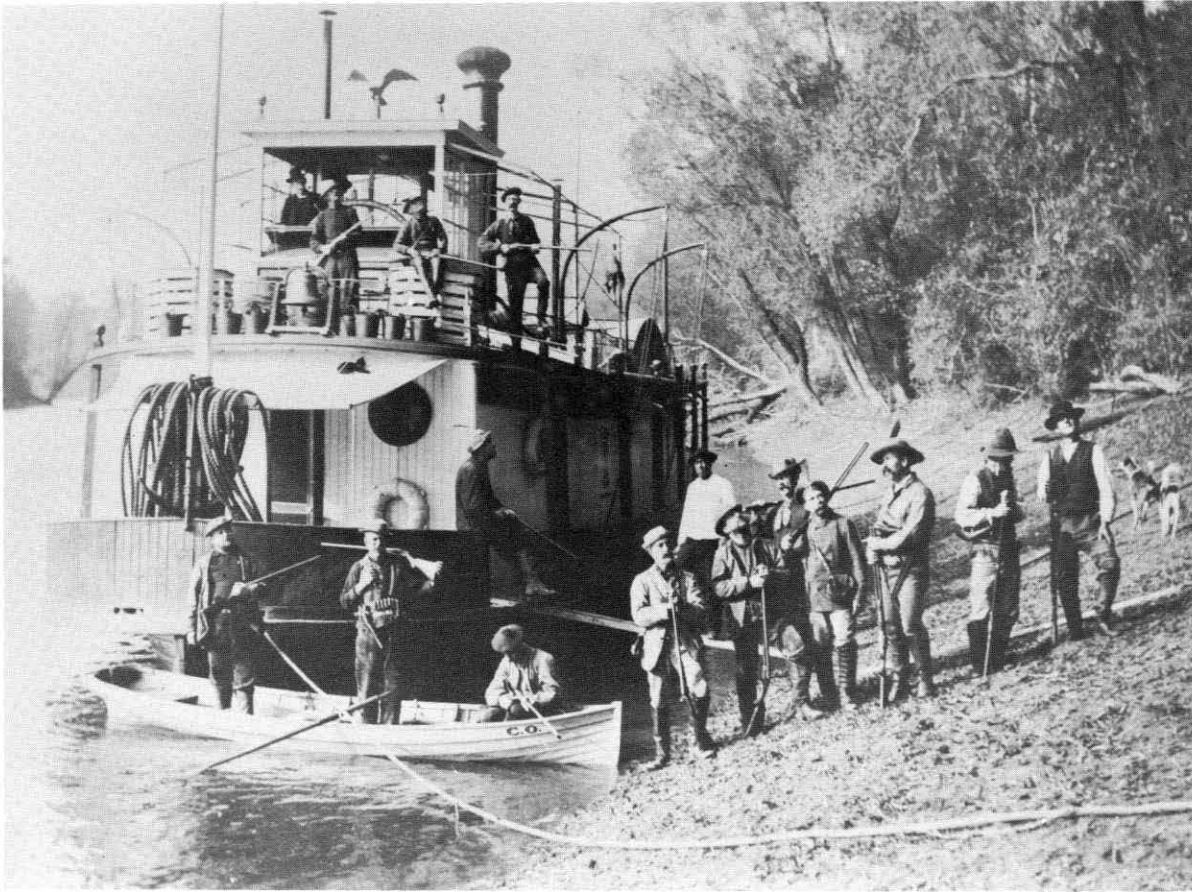
Fresh water, the stuff river boats float in, has lately staged some newsworthy capers. Elsewhere in this issue is a run-down on the Flood of 1913, a shocking exhibition of what four or five days of rainfall can do. While this article was being prepared for the S&D REFLECTOR rain was falling in Tunisia, kept on falling for 36 days, and produced the second-best flood since Noah; rivers 38 feet above normal, 600 persons dead, 70,000 homes destroyed. In some areas there was a 16-inch rainfall in 24 hours, and this in a country no more prepared for such excess than was the state of Ohio in 1913.

Two Russian scientists put some tiny glass capillary tubes in a closed bowl, pumped out the air, squirted in some water vapor, and sat back two or three days and waited. What they found has been dubbed "polywater" and it's plain H₂O with an unusual atomic bonding. This new Russian Dressing is absurdly easy to make, boils at about 1000°F, does not evaporate, and at -40°F hardens into a glassy substance "quite unlike ice." What it's good for remains to be seen, but it is being considered as fuel for an extraordinarily efficient steam engine. As of this writing there exists less than one thimbleful.

Our friends at Union Carbide, steam-supplier for three Whistle Blows so far, have come up with a gook they call "Polyox" which, when fed into water a boat is about to pass through, reduces friction resistance enormously. It works so well that international yachting and rowing competition rules have declared it illegal and totally contrary to purity of sport and all that. Union Carbide calls Polyox the "latest wrinkle in maritime technology."

Now for less than the price of a Volkswagen you can buy a new speed boat, Spectra I, which hums over river water at 60 mph., weighs only 450 pounds, and measures 10 by 6 feet. It makes a lot of noise when it's going places but for somebody who commutes like between Marietta and Parkersburg (where there is no bus service worth shucks) the 12-mile distance could be covered in 12 minutes. Not bad. When you stop too quickly the driver goes right out over the bow.

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



Here's the CO moored at shore on the St. Francis River with her nimrods ready for action. The clinker-style ship's boat has C.O. painted on its bow, but the name on the pilothouse was CO without periods. She was a stern paddlewheeler. Everybody but the chef (white jacket) and pilot has a gun, total of 14 and most of them double-barrel shot-guns.

BELOW: Taken at or near Cave In Rock. Looks like an ad for Abercrombie & Fitch. Only one of this group identified is Capt. Wes Doss, center, at the rear, with the tam-o'-shanter. The youngster at the left possibly is Nicholas Longworth, the statesman, in his youth.

Browsing around in the Inland Rivers Library, Cincinnati, we happened on a cumbersome album of old-time family photographs once owned by Nicholas Longworth and dated 1885. The volume found its way to the Library through the kindness of Bruce Edgington, and where he got it is a mystery we have not yet solved.

These pictures, all 8x10 size, are on heavy cardboard mounts. They were taken during an expedition of the Longworth family steamboat CO (yes, that's her name, simply CO, although she's listed in the Merchant Vessel volumes as C.O. with the periods but that's wrong). The CO was built in 1885 at Cincinnati. The Longworths fired her up, took along friends, and went down the Ohio, the Mississippi, and up the St. Francis River in Arkansas on a hunting and fishing trip.

If you're reading this aloud to some friends, CO is pronounced "Sue" and we'll explain in a moment.

There were two famous Cincinnatians both named Nicholas Longworth. The early edition was a grape grower and financier (1782-1863) and the latter one was a U.S. congressman who lived 1869-1931 and whose wife was Alice Roosevelt, daughter of ex-president Theodore Roosevelt (Alice is still living as this is typed, in England, and we saw her on TV not long ago). In between these two was Joseph Longworth who was principally distinguished as being "son of his father and father of his son."

From the family album



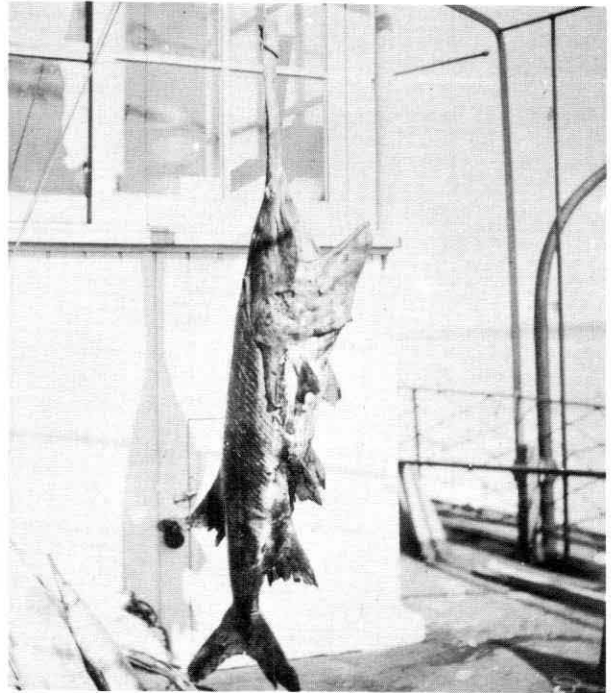


This is along the banks of the St. Francis River in Arkansas where the party aboard the CO went on a bear hunt. There is no evidence in the Longworth album whether any bear was found. The St. Francis River in 1885 was largely wilderness, forests and swampland. These ancient cypress trees undoubtedly predate the New Madrid earthquakes of 1811-1812 which formed Reelfoot Lake. The St. Francis is a meandering stream entered from the Mississippi above Helena. After ascending it 17 miles a boat is back within $1\frac{1}{2}$ miles of the Mississippi, close enough to hear steamboat whistles.

Inasmuch as CO was built in 1885, at which time Nicholas (2nd) was 16, we take it that his father was the builder. There is a book "The Making of Nicholas Longworth" by Clara Longworth De Chambrun which has in it, facing page 134, the same picture of the CO reproduced here. Clara's mother was the "Sue" the boat was named for. She says her father, at the age of six, was taken to visit neighbors Judge and Mrs. Walker and was enamored, charmed and captivated with their young daughter dressed in white muslin frock with polkadots of lavender. He borrowed his mother's ring and with the diamond he scratched upon a window pane the mystical statement "I LUV CO." In later years he married her. So Sue Walker Longworth was CO.

The CO (pronounced SUE) may have been one of the first, if not the first, private steam yacht on inland rivers. Her hull was 81.6 by 15.7 by 2.7. The engines were 9-inch bore and $2\frac{1}{2}$ ft. stroke. There is no known record of how long the Longworths operated the boat, or where all they went, but there are hints in Mrs. De Chambrun's book that hunting and fishing expeditions in the fall were regular features. Later the CO was sold to Capt. A. B. French to tow his showboat--said to be the first towboat he owned in his long and eventful career.

Capt. Jesse P. Hughes recalls seeing the CO stuck on the bar at Little Grave Creek, at Moundsville, W. Va. during the low water of 1897. "She was caught good and proper, and stayed there until the river raised," he says, adding "--and that was a high bar; came out dry when the Wheeling marks showed $4\frac{1}{2}$ feet."



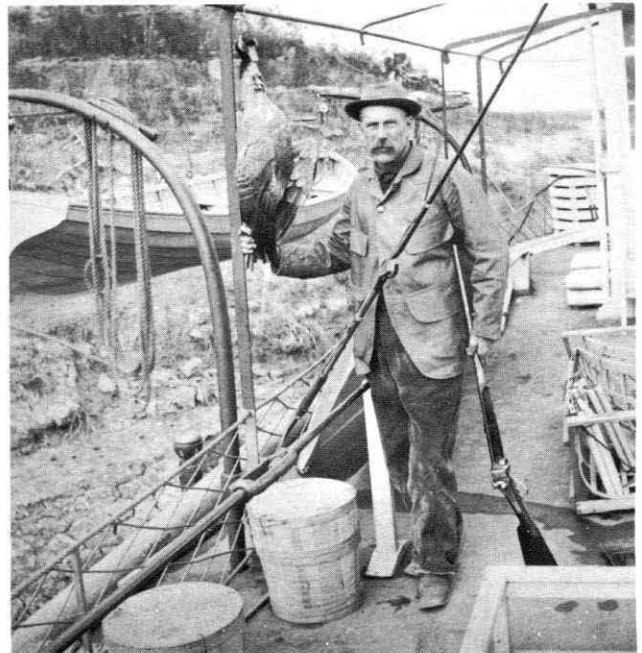
ABOVE: Nicholas Longworth captioned this photo "sturgeon" and certainly it is a large specimen of the fish, also known as a paddlefish or spoon-bill. These fish are very playful, particularly about sundown, when they often leap their length out of the river and fall back with a great splash.



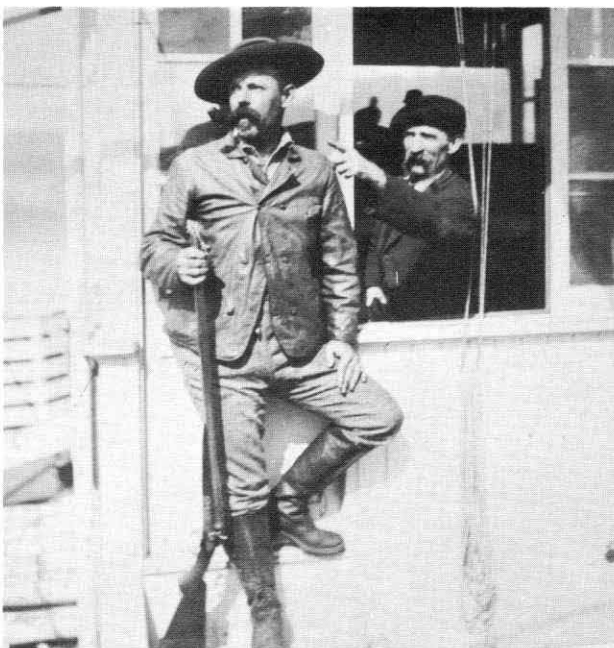
LEFT: An excellent portrait of Capt. Wes Doss who frequently was pilot on the CO. Wes lost his life following the burning of the side-wheel CITY OF PITTSBURG reported in detail in our March '68 issue, page 33. He was the father of Capt. Harry Doss who piloted the ISLAND QUEEN many years.



In the Longworth album this picture is titled "Vespers." It is taken on the roof, looking out over the stern, and we assume the boxlike structure in the rear is a doghouse for the black spaniel. Tootling the bugle is Capt. Wes Doss. The chef bending behind Wes is getting out a couple of cans from a neat wooden box such as canned goods came in. Wes Doss spoke of the Longworth steamboat as THE MADAME; the name SUE sounded to him a trifle disrespectful. We'd give a pretty to know for sure whether the lad on the coiled rope is Nicholas Longworth--he'd have to be 16 to qualify.



Wes Doss was no expert pilot on the St. Francis River, so this gentleman went along, identified in the Longworth album as "Captain Weeks." Maybe someone reading these lines will know who he is. He's just bagged himself a wild duck, so prospects for supper are good indeed.

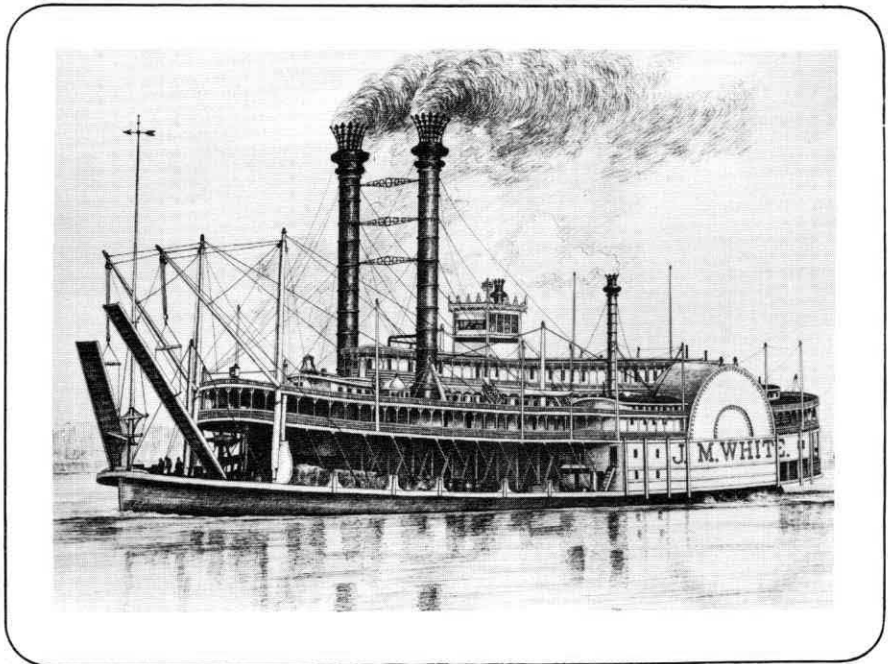


"Here Come the Geese" is the caption under the original of this one. The Skipper is being alerted by Capt. Wes Doss. We hope you have enjoyed this 1885 expedition, and our thanks again to Bruce Edgington for putting the Longworth album in the Library.



The original picture is titled "The Skipper," although we know not his identity. He looks like he carries authority what with all those shotgun shells laced around his middle. We are reminded of the Rough Riders looking at that hat.

J. M. WHITE in India ink, drawn by artist William E. Reed. This is a reproduction of the three by four foot original Bill used giving his demonstration at S&D last September. Many in the audience gasped to realize that the foundation of Bill's steamboat oil paintings is a painstakingly drawn pen picture with every last detail exactly placed.



WENT TO HARTFORD, KY. ON ROUGH RIVER

A self-propelled houseboat named ROWE HOWE arrived at Hartford, Ky. on Friday, Jan. 2, 1970, having come there from Livermore on Green River. Hartford is on Rough River about 30 miles from the confluence. No boat had made the voyage in the past 25 years, since the discontinuance of the lock at Rough River's only navigation dam. Rough River Lock & Dam No. 1 was built 8 miles up the Rough in 1890 with a lock 123 by 27 feet. The dam is still there and ROWE HOWE's crew had to pick high water in order to jump up over it.

Skipper of ROWE HOWE is Charlie Hoover of Livermore. Accompanying him on the trip were his brother Medley Hoover, son Douglas Hoover, Gail

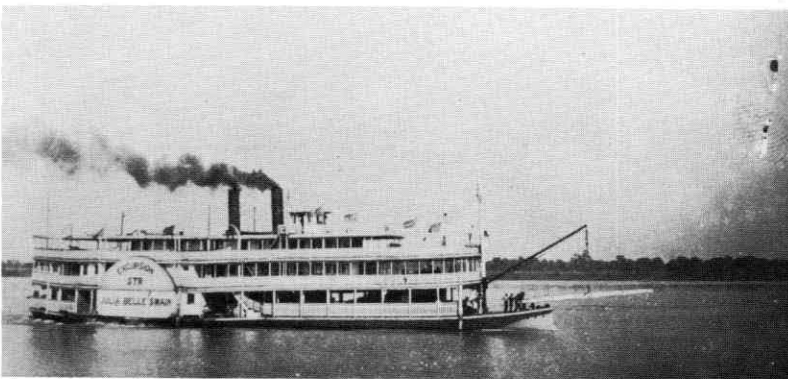
Trimble (all from Livermore) and Capt. Raybourne Trimble stationed at Fort Knox. They left Livermore at 7:15 a.m. in the 31.5 by 11 houseboat powered with a 55 hp. outboard, and arrived at Hartford seven hours later at 2:15 p.m. Skipper Hoover said the trip was "rough" due to the swift current.

Capt. Charles B. (Dixie) Vinson of Beaver Dam, Ky. was on hand to welcome the crew at Hartford. He recalled when steamboats were regular visitors at the Hartford wharf. He remembered the SCIOTO which ran Evansville-Hartford; the CITY OF HARTFORD; the WE THREE. The latter was destroyed by fire on a return trip from Evansville in 1909 at which time the packet trade to Hartford ended.

Another boat Dixie Vinson recalled was the PEANKISHAW NO. 108, and liberal reward goes to anyone who tells us where such a name as that originated. She was a sternwheeler built on the Wabash River above Vincennes at Russellville, Ill. in 1891 on a hull 80.9 x 20.2. In her first year she took excursionists from Vincennes to old Fort Knox, 25¢ the round trip and loaded at the foot of Broadway. Later she graduated to the Hartford-Evansville trade. In the winter of 1896 all the floating property at Evansville was moved to the mouth of Green River for ice protection, including the wharf-boat. The PEANKISHAW NO. 108 went along under her own steam. When abreast of the IC incline about 6 miles above Evansville, the P No. 108 dropped behind, was cut by ice, and sank. The engineer, in advanced years, was drowned.

Also the REPOSE is mentioned as a Hartford steamboat. We're wondering if this is the one we remember in 1915 when the REPOSE reposed at Sewickley all summer--a little one-stack sternwheeler?

Paging Capt. Kent Booth:- Kent, do you remember striker engineer Carl Buchanan who worked under chief Charlie Brandon? Well, here's news. Carl now heads up Michigan Cab Co., 229 South Cedar St., Lansing, Mich. 48912. He sends regards to you and to Capt. Bill Pollock.



Did the JULIA BELLE SWAIN ever have two stacks? Yes, obviously (see above). This picture is unique, to us, at least--it is the only one we have seen during the brief period when the second (aft) stack was there. She came out new in 1913 named CHARLES E. CESSNA built at Santa Rosa, Fla., a town not marked in our atlas, but somewhere near Pensacola. Her original fore-castle signboards were marked PENSACOLA--MOBILE. She had only one stack then, just aft of the pilothouse, and still was a one-stacker when the Swains bought her in 1916 and remodeled her into a full-time excursion boat at LaSalle, Ill. that winter. Our guess is that the second stack was added when Edward Cody and Capt. Oscar A. Moore had the boat after 1924. Then it disappeared. In her last years and until the time she burned on Dec. 2, 1931 she had but one.

The DELTA KING, brother of the DELTA QUEEN, is in the news almost daily. Currently she's moored at Sacramento, Calif. having been brought there by a group "Riverboat's Comin'! Inc." and the exclamation point in the title is merited. The old hulk had been choking a stump at Stockton, Calif. on the San Joaquin (tributary of the Sacramento) virtually abandoned. Sacramento businessmen decided to do something about it. Last July they formed their corporation and hi-jacked the old sternwheeler to their local wharf. They called her "an irreplaceable historic document."

This surprise move brought out of the woods of southern California one Gene Detgen who at once filed suit in the U.S. District Court claiming ownership and asking for damages. Thus as we go to press the matter stands.

The DELTA KING has had adventures since she and the QUEEN were sold by the U.S. Maritime Commission in 1946. She was towed to the coast of British Columbia and used as a barracks for workers during the construction of a power dam, using steam from her boilers to provide heat and light aboard. Her engines and paddlewheel shaft were taken off and stored at the Fulton Ship Yard, Antioch, Calif.

Then she was returned to the San Francisco Bay area and was to be converted into a floating restaurant. This plan died aborning. Towed to Stockton, she idled there several years, doors flopping open and rain damaging much of the interior woodwork.

We have vaguely wondered from time to time what happened to Capt. Prescott Hildreth Devol. This Marietta skipper was in command of the side-wheel CLIPPER NO. 2, taking the place of Capt. Horatio Nelson Crooks in January, 1849. After that, far as we ever knew, Devol disappeared off the face of the earth. Now we have the answer and a peculiar story it is. We are indebted to Jerry Devol for the following:

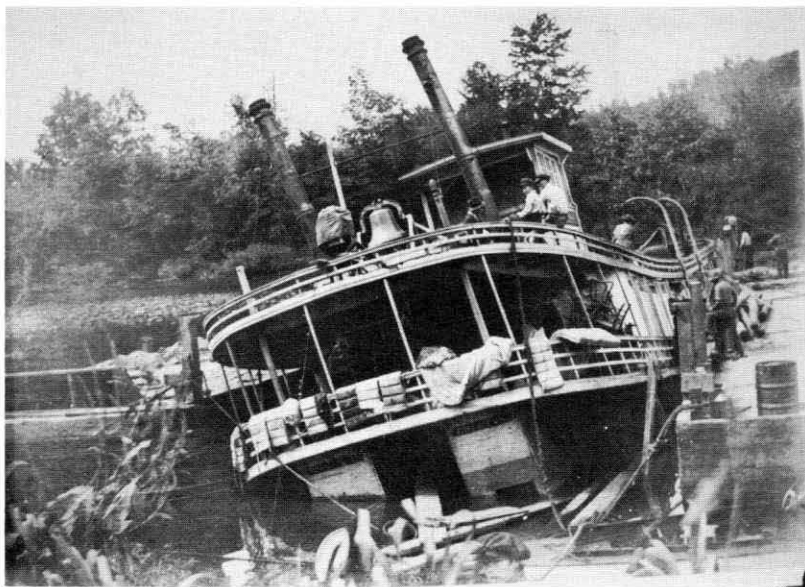
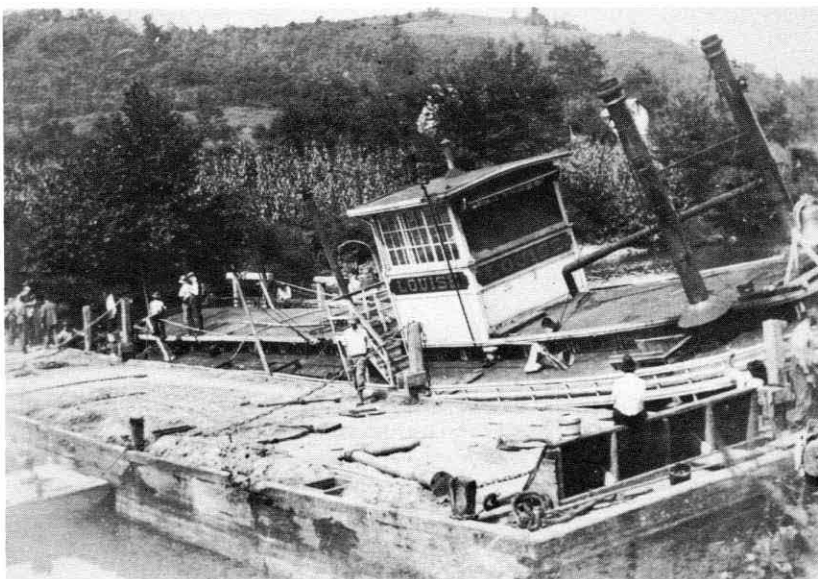
When the war with Mexico began, Captain Devol volunteered his services and navigated a steamer on the Rio Grande, transporting troops for General Zachary Taylor. After the war he returned to Marietta and commanded the CLIPPER NO. 2. Then he emigrated to California, and thence to China, and skippered a river boat there for several years.

Then Devol went to Siam and commanded a war vessel searching out pirates. He got into one major engagement, sank three that were flying the skull-and-cross bones, and came back to get a personal thanks from Siam's king. The king thought Devol was quite some pumpkin and outfitted him with three elephants and trappings at Bangkok for an expedition into the jungles in search of precious metals.

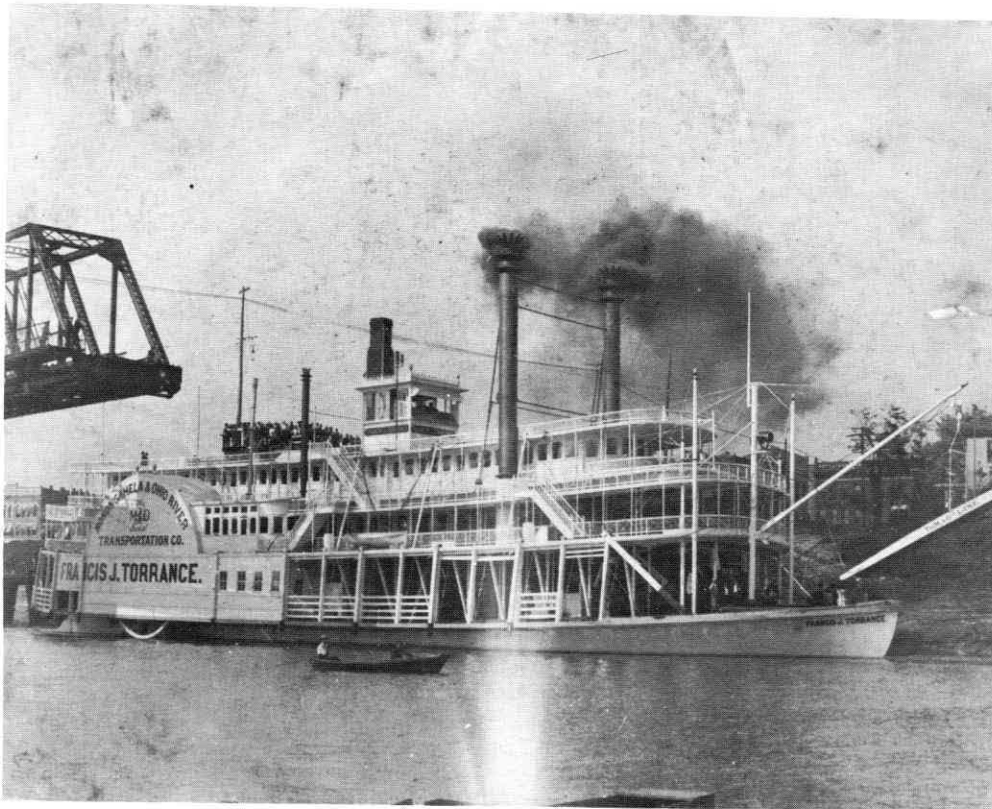
Alas, Devol contracted jungle fever and in four days was dead. The American consul at Bangkok advised his relatives of these details and advised them that the date of death was Thursday, April 22, 1858. This news did not reach here until mid-September, at which time generous notices were printed in the newspapers of Lancaster and McConnellsville, Ohio.

RIVER DRIFT is the name of an attractive magazine lately issued by The Waterways Journal. It has adopted a 6 by 9-inch page size, 32 pages of text and pictures done offset using set type and brown ink, with a wrap-around paper cover showing a handsome study of the side-wheel SPREAD EAGLE vintage of 1892. The pages are not numbered. No editors are listed.

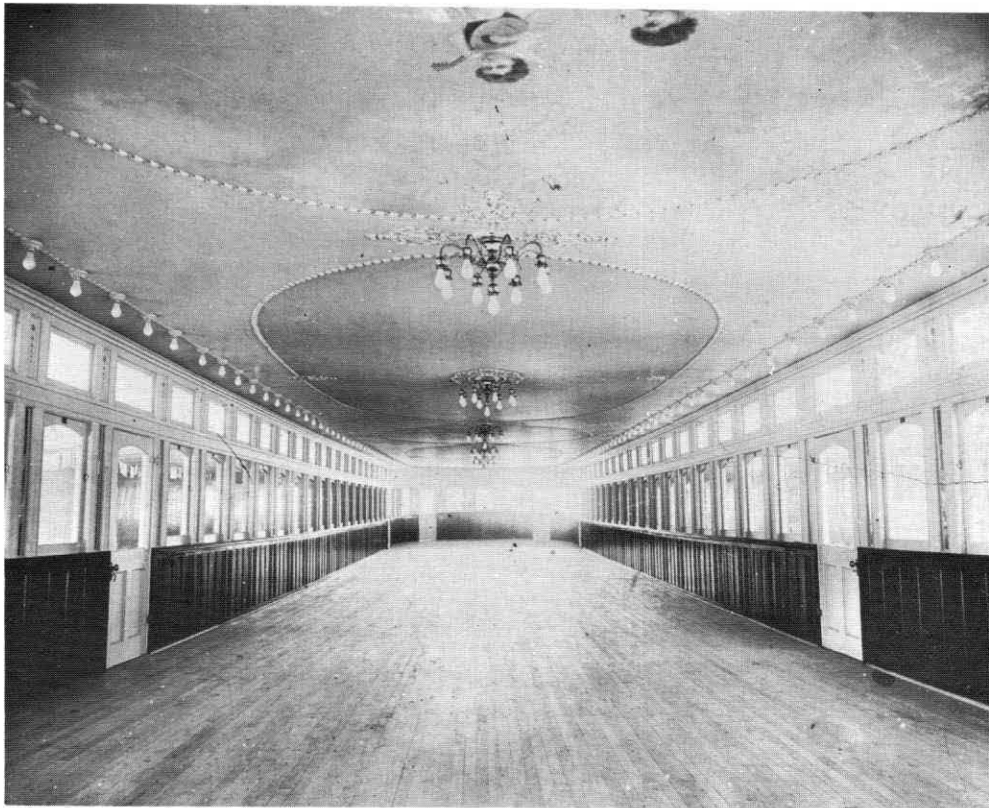
"This may be the first of a series of RIVER DRIFTS; if the readers of this volume find it interesting," predicts a foreword. The book is priced \$2 the copy, and may be obtained by writing The Waterways Journal, 701 Chemical Building, St. Louis, Mo. 63101.



Now here's something of a puzzle. A gentleman bought a batch of old glass plates and among them were these two pictures of the LOUISE sunk in the Little Kanawha River. He sent prints to S. Durward Hoag, who kindly forwarded them to us. We featured the LOUISE in our March '69 issue, page 12, and the accident must have happened between 1911-1917 although we have no record, nor knowledge, of the details. Any enlightenment on the subject will be appreciated.



The new FRANCIS J. TORRANCE coming through the swing span of the B&O Railroad, out of the Muskingum River, at Marietta, O. on her first trip in June, 1900. There is a picture elsewhere in this issue of the W. P. SNYDER, JR. coming through the same span on November 12, 1969.



The grand ballroom of the FRANCIS J. TORRANCE. The ceiling is unique for that period, without any of the usual ornamental treatment. The cameraman was standing on the bandstand, forward, when he took this shot aimed aft. Note the painted cherubs overhead.

Quadruple Discovery

Every now and again we feel that all of the old steamboat pictures have been discovered and looked at. Then out of the blue sky some new finds appear. This time we present a quadruple discovery, four photographs of the side-wheel excursion steamer FRANCIS J. TORRANCE taken when she was new in 1900 at Marietta, O. Our thanks to Jerry Sutphin, Huntington, W. Va. for sending these.

This wood hull boat was built at the Knox Boat Yard, West Marietta (then Harmar) in the early spring of 1900, and was taken into the Muskingum River, through old Lock 1, to the plant of the Marietta Manufacturing Co. to receive her engines and boilers, and to be completed structurally. She was completed about the first of June, 1900----and these pictures were made at that time.

The TORRANCE was one of the few excursion boats built expressly for that purpose, commencing with the ISLAND QUEEN in 1896. Her hull was 211.5 by 34.9 by 6.4. She was built for the Monongahela & Ohio Transportation Co., a Pittsburgh firm headed by Mr. Torrance and composed of some 60 stockholders. In 1900 Mr. Torrance was the president of the Pittsburgh Exposition Society. He and his wife (the former Mary Rachel Dibert) and daughter Jane lived on Western Avenue in Pittsburgh's North Side.

The first skipper of the new boat was Capt. R. M. Boyd, formerly master of the side-wheel ELIZABETH while she was in the Pittsburgh and Elizabeth packet trade. The veteran Capt. Aaron McLaughlin was her first pilot. The first arrival in Pittsburgh was on June 5, 1900.

Many S&D's remember Capt. Joseph W. McLaughlin when he was on the OUACHITA as pilot in the Pittsburgh-Cincinnati trade, 1934. Joe's first piloting was on the FRANCIS J. TORRANCE, a job he took great pride in later. Joe was son of a former river steward, Elisha B. McLaughlin, who spent a good many years on Monongahela side-wheelers.

The TORRANCE was a trifle too large for the Monongahela River and could get under its numerous low bridges only when the pools were at summertime scant stages. Even then her stacks had to be put back and the flagstaffs taken down and caution taken. Capt. Ira B.

Huntington was her skipper in 1903 and by then she was running opposition with Capt. Johnny Klein's popular MAYFLOWER.

Commodore Lee H. Brooks, head of the Coney Island Co., Cincinnati, bought the TORRANCE in November, 1905. She was renamed PRINCESS and became the running mate of the ISLAND QUEEN in the park trade. This arrangement continued until the PRINCESS was lost in ice below the mouth of the Kentucky River in January, 1918.

Years later the Campbell Transportation Co., Pittsburgh, had a towboat named JOHN G. BRITTON, and her roof bell was inscribed with the name FRANCIS J. TORRANCE. How it got there was by straight inheritance, for it had been on the L&C packet KENTUCKY. Much of the KENTUCKY was used in building the towboat ECLIPSE which turned into the JOHN G. BRITTON. Where the KENTUCKY got it we know not. Anyhow Charles T. Campbell sold the BRITTON to Capt. Birch McBride, and he sold her to Kosmos Towing who dismantled her in 1947.

About that time your scribe had a call from Mrs. Horace Forbes Baker, the former Jane Torrance, who then was living in the old Capt. Marsh McDonald place in the Sewickley Valley. Mrs. Baker had developed a sudden yen to have some sort of a souvenir from the steamboat named for her father. We told her about the roof bell. She was a go-getter but despite much telephoning and sleuthing she was unable to locate it. She has since died.

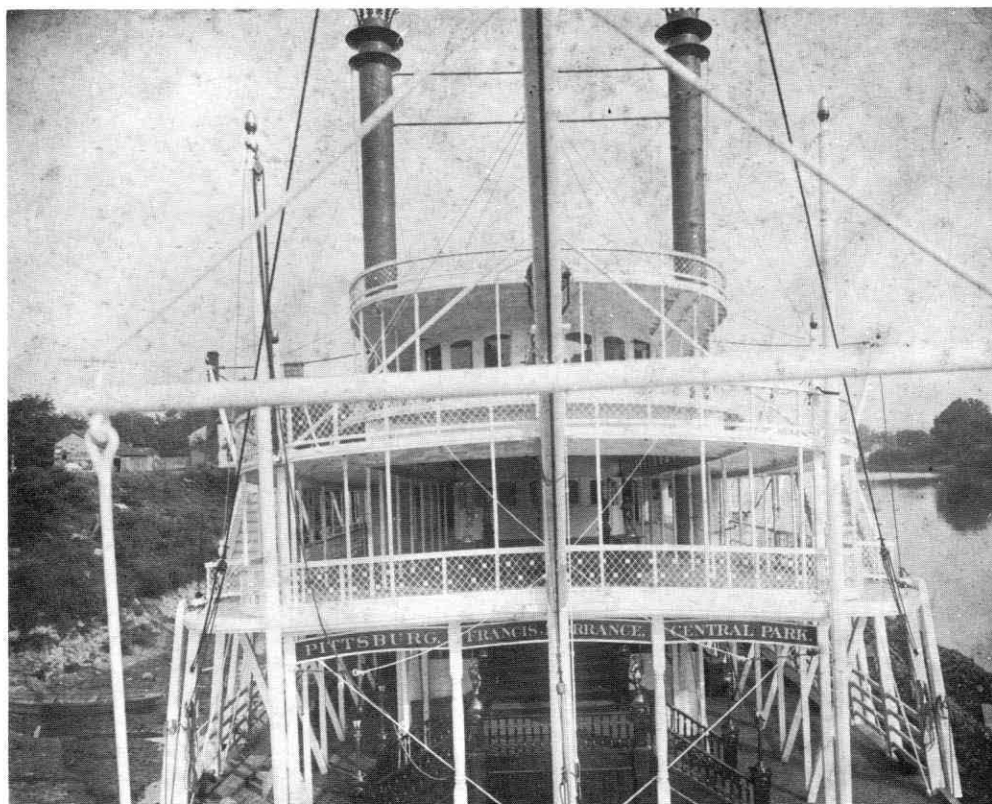
We believe it is so that the late Capt. Harry Doss got his entree into Coney Island service on the PRINCESS as pilot. He came there after Capt. Jim Mace retired in 1914----Captain Mace was a real old-timer who dated back to service on the FANNIE McBURNIE (1860-1863), the OHIO NO. 3 and the first EMMA GRAHAM. Harry Doss was later on both of the side-wheelers named ISLAND QUEEN.

Identification of the large building shown on page 47 of our December issue is answered on pages 32 and 33 of this issue. Also our thanks to Frederick K. Creasey, 2512 Bethabara Road, Winston-Salem, N.C. for writing to correctly identify the hospital.

The Periodical Room of the Carnegie Library, 4400 Forbes Ave., Pittsburgh, now has a complete file of S&D REFLECTOR and will add future copies as they appear.



This is believed to have been taken in the Muskingum although the location is uncertain. The smokestacks were set rather wide apart so's not to interfere with the wide texas. The wire railing on all decks was quite popular in 1900, first used on the ISLAND QUEEN.



An interesting head-on view plainly showing the divided main stairway, an unusual style. Notice the ornamental brass lamps and the metal statues on the newel posts. Nobody we have contacted so far knows where Central Park was located. The observation area forward of the ballroom is unusually spacious.

THE MARCH FLOOD OF 1913

It's even a little hard for us to believe

A low pressure area developed in Colorado, spawned a series of destructive tornadoes, turned into a sousing rainstorm and progressed eastward. There still was no hint of what was in store. The states between the Great Lakes and the Ohio River got the tail-end of the Colorado storm with high winds and rain. Then, instead of the usual pattern, clearing and colder, other low pressures formed over Illinois, Indiana and Ohio. In five consecutive days a tropical deluge dumped from eight to ten inches total rainfall. The general direction of the storms (for a series was involved) was north-easterly through Vincennes, Columbus and Richmond, Ind. and Middletown, Dayton, Urbana, Marion, Mansfield, Wooster, Canton, Alliance and Warren, O. These towns, and for miles around, experienced rainfall the like of which nobody ever dreamed could happen.

Richmond, Ind. and the area ten miles on all sides, had eleven and a half inches. In Ohio, about midway from the state capitol, Columbus, to Lake Erie, and in the headwaters of the Miami, Scioto and the Muskingum, the area was clobbered with more than ten inches. There was rain in the Ohio River towns, yes, deluges, notably at Cincinnati, Madison and Louisville where from six to seven inches fell. Above Ironton two to three inches fell at Pomeroy, Marietta and Wheeling, rather mild in comparison. East Liverpool and Rochester had over five inches. Pittsburgh had three and a half. The headwaters of the Beaver, more to the north, were socked with from six to ten inches.

Hence the "Dayton Flood," so called, was a major flood in all tributaries of the Ohio River entering from the north, the Wabash, Miami, Scioto, Muskingum, Beaver, Allegheny--and of all of their tributaries. A few examples:- Dayton, O. had 29 ft. at crest, 7.7 ft. higher than any previous recorded flood there. Zanesville, O. was much worse off with 51.8 ft. crest, 15 ft. above any recorded flood. Beverly, O. also on the Muskingum, had 46.5 ft., 11.5 ft. above any flood of record. Record heights also extended to Youngstown, O. on the Mahoning (7.1 ft. in excess), Columbus, O. (1.6 ft. in excess), Chillicothe, O. also on the Scioto (9.5 ft. in excess), Hamilton, O. on the Miami (13.4 ft. in excess), Indianapolis, Ind. on the White (6.2 ft. in excess), Logansport, Ind. on the Wabash (5.2 ft. in excess), and several Ohio River towns broke prior flood records, notably Marietta, Parkersburg and Madison.

Easter Sunday in 1913 came on March 23, and that evening, at Omaha, Neb., a tornado tore into town, killed 95 persons and wrecked the place. This low pressure area moved north-easterly into Sault Ste. Marie, grew, spread, dipped south of the Great Lakes and stagnated. The Pennsylvania Railroad's No. 13, enroute Pittsburgh to St. Louis, pulled into Dayton at 11:42 p.m., Monday, March 24. Attempts were made to find a detour west of Dayton, something of a problem with all telegraph wires down, and then news came in that all escape routes had wash-outs. When the Pullman passengers looked out of their windows early Tuesday morning they found themselves stalled in the Dayton station. By the time they had their clothes on the "Dayton Flood" came through the train shed with such volume that they could not be evacuated. The tracks were several feet higher out near the bridge, so the train was pulled to this safer elevation. A Big Four sleeper train also was in the same predicament and followed suit, parking on a parallel track. By four that afternoon the flood was lapping at the floors of the Pullmans. The cars of No. 13 could not be moved again as debris had jammed them. The

Handling the aft pair of oars is S&D member Lou Seshier. He was one of the two oarsmen who boated visiting dignitaries on a tour of the 1913 Flood aftermath at Marietta. The big man seated on the bow is Ohio governor James M. Cox who later ran for the U.S. presidency and lost to Harding. Marietta's mayor Leeper is seated on the middle thwart (he's wearing a derby) and U.S. Secretary of the Navy Josephus Daniels is in the stern with soft felt hat.



water was still rising. The cars of No. 13 were evacuated, the passengers transferring to the Big Four cars. Meanwhile the population of these two trains had been augmented by 56 persons rescued from bobbing houses and passing tree limbs. Then the Big Four train was moved back to the depot with all the ticket-holders and otherwise on the roof-tops of the cars. They jumped over to the top of the train-shed roof, and went across that through second-story windows of the depot into two storerooms, heatless and lightless. Here they resided Tuesday night, 25th, and until the afternoon of the 26th. By then the water had fallen and this population was transferred to some heated railroad cars for the night of the 26th. By Thursday afternoon 27th old No. 13 was coming back to life with heat in its Pullmans so another transfer was made. Soon a wild rumor spread like the wind. "The dam has broken!" Nobody knew what dam, or where, but the vision of sudden engulfment was plain enough. The outcome was a Thurber epic. All passengers with two good hind legs took to the hills, literally, clamoring into debris-strewn streets and up a hill to the safety

of a section called Dayton View. The few who did not stampede were the physically incapable and the train crew. The deserters were taken in by some of the hilltop natives and fed by relief crews, and were persuaded to return to train No. 13 next day, Friday.

Ol' 13, now bathed in something of historical atmosphere, pulled out of Dayton, O. on Saturday evening 29th and hopefully took off for Xenia, O. which is in the wrong direction but the only one available. They made it to Xenia, and next day, Sunday 30th the train started for Columbus over a detour but had to return to Xenia. On Monday 31, ol' No. 13 tried again---this time getting within three miles of Columbus where the passengers were transferred to carriages and taken to the station for St. Louis connections. All in all, quite a railroad ride. Eight days from Pittsburgh to St. Louis.

The Great Flood of 1913, March 23-27, focused on Dayton, O. because for several days the city was completely isolated, all communication severed, and consequently the first news was supplied

SAMPLINGS OF RAINFALL IN THE 1913 FLOOD PERIOD							
STATION	COUNTY	Rainfall for 24 hour periods in inches ending 8:00 a.m.					TOTAL
		Sunday, March 23	Monday, March 24	Tuesday, March 25	Wednesday, March 26	Thursday, March 27	
ILLINOIS							
Cairo.....	Alexander.....	.04	.02	4.29	.24	.02	4.61
Chicago.....	Cook.....	1.16	.21	.13	.01	.00	1.50
Casey.....	Clark.....	1.17	1.58	1.31	.55	.18	4.79
INDIANA							
Indianapolis....	Marion.....	1.27	2.76	1.56	.34	.08	6.01
Richmond.....	Wayne.....	.88	5.30	4.17	.76	.04	11.15
Terre Haute....	Vigo.....	1.05	2.45	.77	.19	.10	4.56
Fort Wayne.....	Allen.....	2.08	1.98	.69	.40	.21	5.36
Winoka Lake....	Kosciusko....	1.73	1.54	1.18	.31	.00	4.76
Columbus.....	Bartholomew...	.07	.72	7.00	1.60	.53	9.92
Vincennes.....	Knox.....	.20	1.10	6.20	1.30	.60	9.40
Madison.....	Jefferson.....	.00	2.49	1.78	2.65	.63	7.55
OHIO							
Columbus.....	Franklin.....	.50	2.10	2.96	1.40	.00	6.96
Wooster.....	Wayne.....	1.20	1.90	4.80	1.40	.80	10.10
Cincinnati.....	Hamilton.....	.00	2.20	4.20	1.10	.00	7.50
Dayton.....	Montgomery....	.50	2.90	3.30	1.50	.80	9.00
Bucyrus.....	Crawford.....	1.40	2.10	3.40	1.60	1.20	9.70
Cleveland.....	Cuyahoga.....	1.90	1.50	2.70	.90	.20	7.20
Toledo.....	Lucas.....	1.90	1.80	1.79	.50	.20	6.19
Canton.....	Stark.....	1.00	2.20	3.00	1.60	.60	8.40
Bellfontaine....	Logan.....	1.40	1.50	5.60	2.16	.50	11.16
Marietta.....	Washington....	.20	.10	.70	1.30	.40	2.70
PENNSYLVANIA							
Pittsburgh.....	Allegheny.....	.20	.72	.55	1.66	.38	3.51
Beaver Falls....	Beaver.....	.00	.59	1.65	1.79	.92	4.95
Sharon.....	Mercer.....	.00	1.19	2.92	1.24	.84	6.19
Greenville.....	Mercer.....	.00	1.34	1.11	3.74	.95	7.14

DAILY RIVER GAUGES

*Obtained by survey or subsequent measurement

°Measurements made at another place after destruction of the gauge

OBSERVATION STATION	Flood Stage	MARCH								HIGHEST, 1913		PREVIOUS RECORD		
		22	23	24	25	26	27	28	29	STAGE	DATE	STAGE	DATE	
Mahoning River Youngstown, O.	5	.6	.5	4.7	15.5	22.9	....	....	10.4	22.9	Mar. 26	15.8	Jan. 21, 1904	+7.1
Beaver River Beaver Falls, Pa.	11	4.6	4.4	6.6	13.2	16.7	17.4	15.1	12.0	17.4	Mar. 27	15.4	Jan. 22, 1904	-2.0
Tuscarawas River Canal Dover, O.	8	....	....	2.3	7.0	13.0	15.0	16.1	9.0	16.1	Mar. 28			
Muskingum River Coshocton, O.	8	1.0	1.2	2.5	11.0	....	....	....	....	*20.0	Mar. 25	22.0	Mar. 24, 1898	-2.0
Zanesville, O.	25	9.9	9.7	9.9	21.2	....	*51.8	....	....	*51.8	Mar. 27	36.8	Mar. 24, 1898	+15.0
Beverly, O.	25	7.9	7.6	7.7	16.6	....	*46.5	....	....	*46.5	Mar. 27	35.0	Mar. -- 1898	+11.5
Scioto River Columbus, O.	17	4.4	4.8	6.2	21.9	20.9	19.7	17.4	14.7	22.9	Mar. 25	21.3	Mar. 23, 1898	+1.6
Circleville, O.	12	....	....	....	11.6	24.2	20.3	16.2	13.8	24.2	Mar. 26	19.3	July 17, 1884	+4.9
Chillicothe, O.	14	1.6	1.6	1.6	11.9	*37.8	....	....	24.6	*37.8	Mar. 26	28.3	Mar. 24, 1898	+9.5
Great Miami River Dayton, O.	18	3.0	3.0	7.0	24.0	°28.1	°22.2	°15.7	11.6	*29.0	Mar. 25	21.3	--1866	+7.7
Hamilton, O.	12	3.0	3.0	4.8	19.6	....	25.0	19.2	14.8	*34.6	Mar. 26	21.2	Mar. 24, 1898	+13.4
Little Miami River Kings Mills, O.	17	....	....	3.3	17.8	33.7	....	....	....	33.7	Mar. 26	27.2	.....	+6.5
White River Anderson, Ind.	9	4.3	3.8	11.8	17.6	20.6	14.0	10.2	7.8	22.1	Mar. 25	18.8	Mar. 23, 1904	+3.3
Indianapolis, Ind.	12	4.7	....	11.0	18.0	....	....	....	....	25.7	Mar. 25	19.5	Apr. 1, 1904	+6.2
Shoals, Ind.	20	7.4	8.0	8.8	21.6	29.5	37.0	42.2	41.7	42.2	Mar. 28	34.1	Mar. 30, 1904	+8.1
Wabash River Bluffton, Ind.	12	3.2	2.5	12.3	17.5	20.0	19.0	13.8	12.3	20.0	Mar. 26	16.7	Apr. -- 1904	+3.3
Logansport, Ind.	12	3.6	3.8	12.1	....	22.5	....	....	....	22.5	Mar. 26	17.3	Feb. -- 1883	+5.2
Terre Haute, Ind.	16	7.1	7.0	14.5	19.5	27.0	31.2	30.8	29.2	31.3	Mar. 27	27.7	Feb. 18, 1883	+3.6
Mt. Carmel, Ill.	15	11.9	13.4	13.6	18.3	21.4	23.0	24.8	27.8	31.0	Mar. 30	28.3	Aug. 7, 1885	+2.7
Ohio River Pittsburgh, Pa.	22	5.3	4.8	4.5	7.8	20.1	28.1	30.4	24.8	30.4	Mar. 15	35.5	Mar. 15, 1907	-5.1
Wheeling, W.Va.	36	8.8	8.3	7.5	11.5	30.5	45.5	50.8	50.0	51.1	Mar. 28	53.1	Feb. 7, 1884	-2.0
Parkersburg, W.Va.	36	10.5	10.0	9.5	10.0	22.1	43.0	54.9	58.7	58.9	Mar. 29	53.9	Feb. 9, 1884	+5.0
Cincinnati, O.	50	27.5	24.7	22.6	29.3	50.3	57.2	62.6	66.0	69.8	Apr. 1	71.1	Feb. 14, 1884	-1.3
Madison, Ind.	46	25.1	23.6	21.6	27.5	43.5	53.6	57.0	59.6	62.8	Apr. 1	61.8	Feb. 15, 1884	+1.0
Louisville, Ky.	28	11.3	10.8	10.0	11.4	22.5	33.6	38.4	41.1	44.9	Apr. 2	46.7	Feb. 15, 1884	-1.8
Cairo, Ill.	45	39.0	39.9	40.3	40.9	43.5	45.5	47.4	49.1	54.8	Apr. 4	54.0	Apr. 6, 1912	+0.8

by Dame Rumor. The Pittsburgh Gazette Times ran a headline on March 26 reading THOUSANDS REPORTED DEAD AT DAYTON. The first reports coming in over railroad telegraphs reported that probably 5,000 were drowned, that a great portion of the city was on fire, and that the water was from 12 to 18 feet deep in the main streets. The sober truth, learned much later, was that about 100 lives were lost at Dayton. Similar wild reports were widely circulated as to the state of affairs at Zanesville, where, actually, no lives were lost at all. The total life-loss during the flood, embracing the three states, Illinois, Indiana and Ohio, is given in the World Almanac as 732, bad enough, but astonishingly small for so widespread a holocaust.

The railroads in the three-state area were KO'd. Hundreds of miles of trackage parallel tributaries of the Wabash, Miami, Little Miami, Scioto and Muskingum. The Muskingum is formed at Coshocton, O. by the junction of the Tuscarawas and the Walhonding. The Walhonding is formed by the junction of the Kokosing and the Mohican.

The Pennsylvania RR. has a branch line from Coshocton to Loudonville following up the Walhonding and Mohican, the Little Mohican and Black Fork. The track is on one side, then the other, crossing these streams 13 times. All 13 bridges were knocked out or destroyed. There was one sure fact about railroad bridges everywhere in the widespread three-state area: where there had been a bridge prior to March 22, 1913, there was no bridge left on March 27. The wonder is that so few passenger trains plunged off bridges; PRR's No. 3, Pittsburgh to Chicago, detouring on the Big Four, went down with the bridge over Mad River at West Liberty, O. The engine went in the river and one sleeper turned on its side. Seven passengers and one employee were injured, and one brakeman was drowned.

The Muskingum was cleaned of bridges from Zanesville to Marietta, and, as noted in a prior paragraph, the tributaries forming the Muskingum and their tributaries were cleaned as well. The plight of Zanesville caused great sympathy in Pittsburgh, and a determined effort was launched

to send supplies. The Bellaire, Zanesville & Columbus, a narrow-gauge connecting Bellaire, O. and Zanesville (called locally the "Bent, Zigzag & Crooked") was functioning---or so the reports indicated. The idea was to load a packet at Pittsburgh, send it to Bellaire, and reship the cargo via the B.Z. & C. Pittsburgh's Flood Relief Committee was headed by W. H. Stevenson of the Chamber of Commerce, and his immediate helpers were John W. Hubbard, president of the Ohio & Mississippi Navigation Co. and A. H. Burchfield, of the Joseph Horne Co., a large downtown department store.

Mr. Hubbard's packet ADMIRAL DEWEY was chosen to carry the supplies. Zanesville's flood crested on March 27 and the ADMIRAL DEWEY was loaded and sent on her way the next day, something of a record for prompt response. Peculiarly, Pittsburgh's rivers crested on the 28th, the day the DEWEY departed, with 30.4 ft. on the marks--not a record high water but plenty high (the record at Pittsburgh prior to 1913 was in March, 1907 when the gauge read 35.5 ft.).

The cargo on the ADMIRAL DEWEY included one thousand loaves of bread, twelve hundred pounds of coffee, fifty-two hundred pounds of ham, two thousand candles, and a liberal tonnage of salt, sugar, potatoes, onions, soda crackers, canned baked beans, tin cups, pie pans, knives, forks, spoons, frying pans, safety matches, underwear, shirts, pants and shoes. Three young men from Carnegie Tech, George A. Kaufmann, Guy W. Fagan and F. M. Potter, rigged up a primitive wireless in the boat's cabin and there were great expectations that news reports could be sent back as events unfolded. Capt. Michael B. Davis was in command of the DEWEY, and Capt. Ed Sims was his partner-pilot. One newspaper reporter went, Nor-

man A. Caldwell, of the Pittsburgh Gazette Times. There was but one passenger, L. D. Abell, who owned several farms near Zanesville. Departure from Pittsburgh was made at 3:20 p.m. on Friday, March 28 on Pittsburgh's flood crest.

This was a highly precarious excursion inasmuch as the Ohio River, although crested at Pittsburgh, was swelling below. The Beaver River was two feet higher than ever before and the crest had not yet arrived out of the Muskingum at Marietta. The regular packets had tied up for safety, the CITY OF PARKERSBURG at East Liverpool, the STEEL CITY at Ashland, the KANAWHA at Pt. Pleasant and the LORENA at Pittsburgh. No towboats were running on the Ohio.

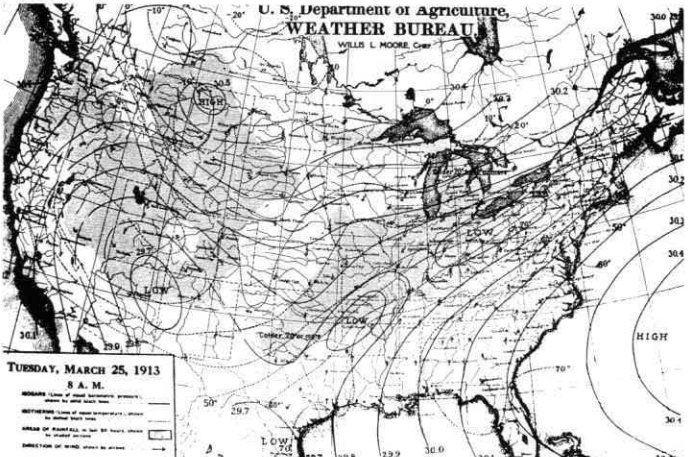
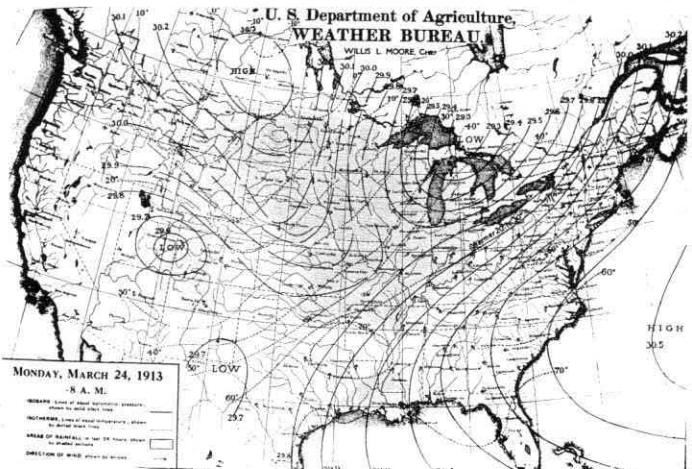
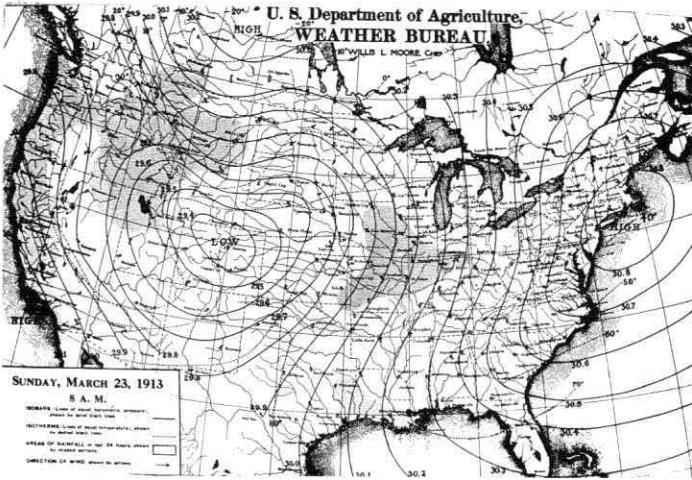
When the DEWEY got to Wheeling she found over 50 feet on the gauge there, and intelligence that Bellaire, O. was inundated and the B.Z. & C., although operative over most of its line, could not get into its Bellaire terminal--nor could the relief supplies be reshipped. The wireless was not functioning; the output was good but no messages could be received from Pittsburgh. Hence came the momentous decision to go on with the DEWEY to Marietta, ascend the Muskingum, and make direct delivery. Easier said than done.

The river stage at Marietta crested on March 29 at 58.7 ft., 5.8 ft. higher than ever before (prior record was on Feb. 9, 1884--52.9 ft.) The ADMIRAL DEWEY, unhindered by bridges and with her pilots blissfully ignorant of the twisted spans still lurking and immersed, commenced her brave ascent of the Muskingum. That stream was rapidly falling and backwater from the swollen Ohio considerably lessened the Muskingum's current. She jumped the low dams, No's. 1, 2 and 3, and paused

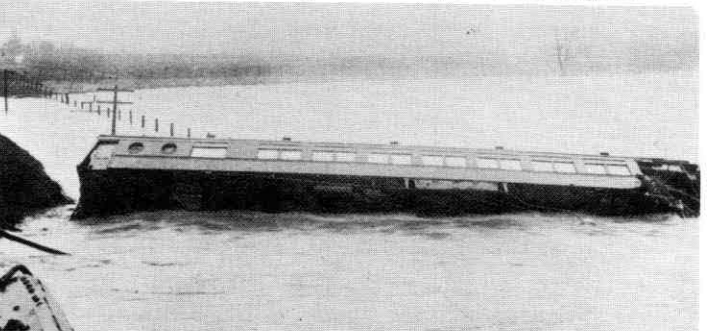
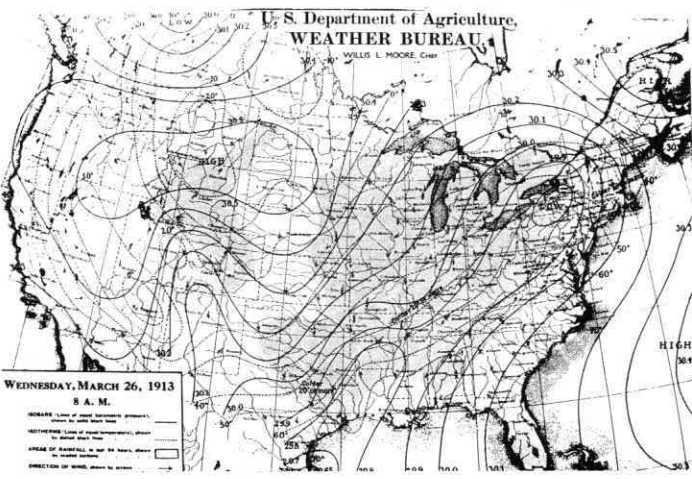
Continued on Page 17



This picture was made as the ADMIRAL DEWEY started up the Muskingum with her cargo of relief supplies. She is passing the foot of Sacra Via, about where the W. P. SNYDER, JR. belongs today. This is the only known photograph of the event, discovered just recently by S. Durward Hoag. Notice she is built packet style with bullrails. Her early career is recounted in our June, '69 issue, page 19. She had the boilers from the former HARRY D. KNOX and 12's- 4 ft. engines from an old sand drudge GEORGE R. FORD put on her in 1898 when she was built at Brownsville, Pa. John W. Hubbard bought her in the fall of 1912 and she ran briefly in the Pittsburgh-Parkersburg trade until the CITY OF PARKERSBURG was completed. Hubbard sold her in January, 1914 to Capt. Lewis Tanner; then Capt. John Donald of Ripley, O. bought her that June. Capt. John G. Britton was her first captain in 1898, and also he was her last captain in 1917-1918, then bringing her to Pittsburgh but she was lost in ice at Apple Grove, O., below old Lock No. 23.



Here's why ADMIRAL DEWEY could not deliver relief supplies at Bellaire. The PRR depot is in the foreground. Carnegie Steel plant at right.



The engine was backing when this sleeper went in Mad River at West Liberty, O., March 24-25, 1913. One trainman drowned. Engine was not recovered until late that fall.

Continued from page 15

briefly at Lowell and at Beverly, where some of the inhabitants were still perched on rooftops, trying to peddle her wares. For some reason completely unexpected, but universal, the "flood victims" of the Muskingum valley declined the tin pans, soups, coffee and underwear with polite but firm refusal. These self-sufficient persons had elected to tend to their own miseries and wanted no outside interference or charity. The net result was that when the DEWEY got to Dam No. 5, at Luke Chute (Mile 33 from Marietta) she had aboard her entire original cargo.

At this point the backwater from the Ohio had lost its effect, and the current was rushing over No. 5 with such velocity the DEWEY could not stem it. Worse, in making the attempt, and with the boilers hot, the engineer cried in alarm that a rupture had formed in one boiler. Further progress was impossible. Capt. Mike Davis prudently limped the boat back to Marietta under nominal steam pressure. There the fires were withdrawn from the furnaces and an examination disclosed that the damage was beyond local repair.

While idling at Marietta the DEWEY became the object of local contempt. A flood edition of a local newspaper reported that the crew was drunk and otherwise irresponsible, and suggested that the Pittsburghers would do well to recall their boat. Marietta wanted nothing to do with it.

Capt. Harry B. Hulings was bidding his time at Marietta with his towboat M. D. WAYMAN, and he contracted to shove the crippled DEWEY to Bellaire. When arrival was made there, the river had fallen and the B.Z. & C. was back in its terminal. Part of the relief supplies, as was originally intended, indeed went to Zanesville over this route. The balance was lotted out to relief agencies in Bellaire and Benwood. The U. S. Engineers sent down the towboat T. P. ROBERTS from Pittsburgh to bring the cooled-down DEWEY back to port.

As was discovered later, but not too late, the prime need of flood sufferers was a bountiful supply of mattresses. There is nothing quite so forlorn as a flood-soaked mattress. The packet OHIO left Pittsburgh on Friday, April 4, 1913 with 1,200 mattresses, although nothing much was said about it at the time. She was in charge of

Capt. Mel Irwin, with Doggy Cross and Bert Cramer as pilots, Jimmy O'Brien, mate, Sard Kinnaird, chief engineer, Jesse Cramer, purser, and Happy Morrison, clerk. Ed McLaughlin was steward.

In defense of what may appear to have been an aborted relief trip, as performed by the ADMIRAL DEWEY, let it be said that much misinformation was abroad, and believed, as the voyage progressed. When she got to Marietta the water was at the second floor of the Bellevue Hotel (now the Lafayette) and the people in Marietta were sure that some 200 lives had been lost at Lowell, O. on the Muskingum--the whole population wiped out. The people at Beverly were friendly enough, and were sincere in declining aid--they didn't need it. As far as meat goes, there were chickens roosting on the tops of sheds, and sometimes on housetops, all the way to Luke Chute. The allegations of a drunken crew at Marietta may be taken with a little salt. The Flood of 1913 was the highest of record for that section of the Ohio River including Marietta and Parkersburg-----was then, and still is.

During the crest at Marietta, water was backed up Duck Creek so that the tracks at Whipple, O. were submerged. Train service was not resumed to Marietta until April 2nd. Although Duck Creek did not itself contribute to the 1913 Flood, it went on a solo rampage about four months later. On Sunday, July 13, 1913 there was a cloudburst in its headwaters with an unprecedented fall of 6.5 to 7.4 inches in a matter of eight to nine hours. On Monday morning, 14th, the PRR between Ava and Marietta, 43 miles, was in big trouble. In that distance the line crossed Duck Creek no less than 22 places, weaving across and back, and there were washouts aplenty. One of the line's truss bridges near Whipple was demolished. One passenger train near Stanleyville had water two feet over top of the coaches, the passengers having been evacuated beforehand with skiffs and johnboats.

The difference was that in March, 1913 scores of Duck Creeks, with names seldom heard by rivermen---streams named Shenango, Olentangy, Tuscarawas, Kokosing, Muscatuck, Driftwood, Sandusky, Mississinewa, Cuyahoga and Neshannock--all turned wild at once.



Aftermath of the 1913 Flood in the Muskingum at Marietta. The Putnam Street bridge in the foreground was a mass of ruin. Some of the truss work lodged below Dam No. 1 and was not recovered until the fall of 1968. The swing span of the B&O railroad bridge survived, plainly seen here. Beyond it is the old Nye Foundry, most of which was later torn down, the site now occupied by the U.S. Engineers.

Sirs: I was talking to an old guy in Dubuque the other day who had ridden all the old Upper Mississippi packets and some of the Lower. He was complaining about the lousy grub.

"But what about all those fancy printed menus we see?" said I. "All those courses, all those jellies and ices and french pastry."

"It was slop," he replied.

So I asked my Aunt Bess, who is 92.

"Oh heavens the food on those boats was dreadful. The state-rooms were stifling. You never had any idea when you would get anyplace in the summer. The pie was so terrible your grandfather threw his overboard."

Oh well, I can dream can't I?

Dick Bissell,
6 Rocky Point Road,
Bell Island,
Rowayton, Conn. 06853

=Give an old-time river cook a can of lard and he could whip up anything, including technicolor dreams. -Ed.

LATEST NAVY INTELLIGENCE

Sirs: On assignment from the U. S. Navy, I am compiling an illustrated collection of reported sightings of sea monsters in both American and foreign waters.

Such sightings could involve sea serpents, unknown marine beasts, or exceptionally large examples of strange and unidentifiable species out of the sea.

If you know of any sources for such material, I would appreciate your letting me know.

James B. Sweeney,
Lt. Col. (Ret.)
7205 Burtonwood Drive,
Alexandria, Va. 22307

Sirs: A friend of mine has the whistle from the towboat RELIEF that sank here one time. It was used several years on the local power plant, a large three-bell whistle. Maybe you'd like to try it out at the next Whistle Blow?

Bradley R. Bedgood,
335 S. Mulberry St.,
Rising Sun, Ind. 47040

=Yes, the RELIEF hit a barge of railroad rails which the JIM WOOD had sunk opposite the lower dike at Rising Sun, this in June, 1902. She turned over, and was later righted by the JOS. B. WILLIAMS and E. A. WOODRUFF, and was put back in business. For a time it looked like curtains, and The

Waterways Journal reported that she had been abandoned as a total loss. She finally was cut down by ice at Cincinnati, Feb. 12, 1905. The whistle offer has been passed to tooter-rooter Walt McCoy. -Ed.

In latter October last year the Gilbertsville Dam on Tennessee River closed its lock for a five-day repair job. Boats were advised to detour up the Cumberland via Barkley Lock and the Barkley Canal. There's more than one way these days to get where you're going up the Tennessee.

F. E. Bissell, 325 Alpine St., Dubuque, Iowa 52001 writes to amplify the story of the HELEN BLAIR's excursion to Galena, Ill. in 1913. He talked with George Blair some years ago while aboard the GORDON C. GREENE about that unique trip. At that time there was a turntable railroad bridge at the mouth of the Galena River, owned by the Burlington Lines. Today, 57 years later, the gear and pinions are still there. After passing through the span, the BLAIR went immediately into a small lock. This was the only one on the Galena, and water was backed up by a stationary dam. Today the dam has entirely disap-

peared, but the lockwalls, and lockmaster's house in ruins are there.

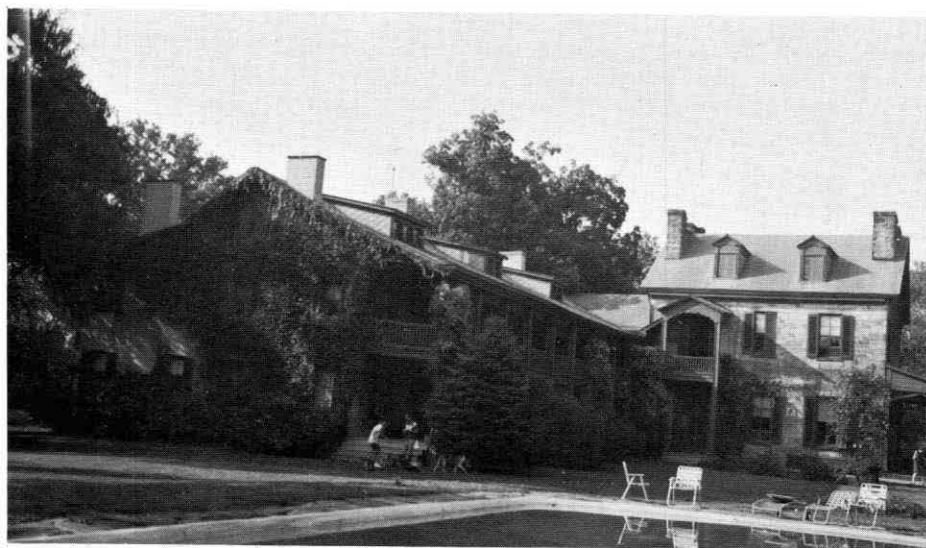
Before landing at Galena, the BLAIR had to pass through the bascule lift span of the Illinois Central RR. bridge, which had to be activated for the purpose.

The objective--the reason Capt. Walter Blair took the HELEN BLAIR up there to Galena in 1913 was because the lock was in imminent prospect of being abandoned and the river declared unnavigable.

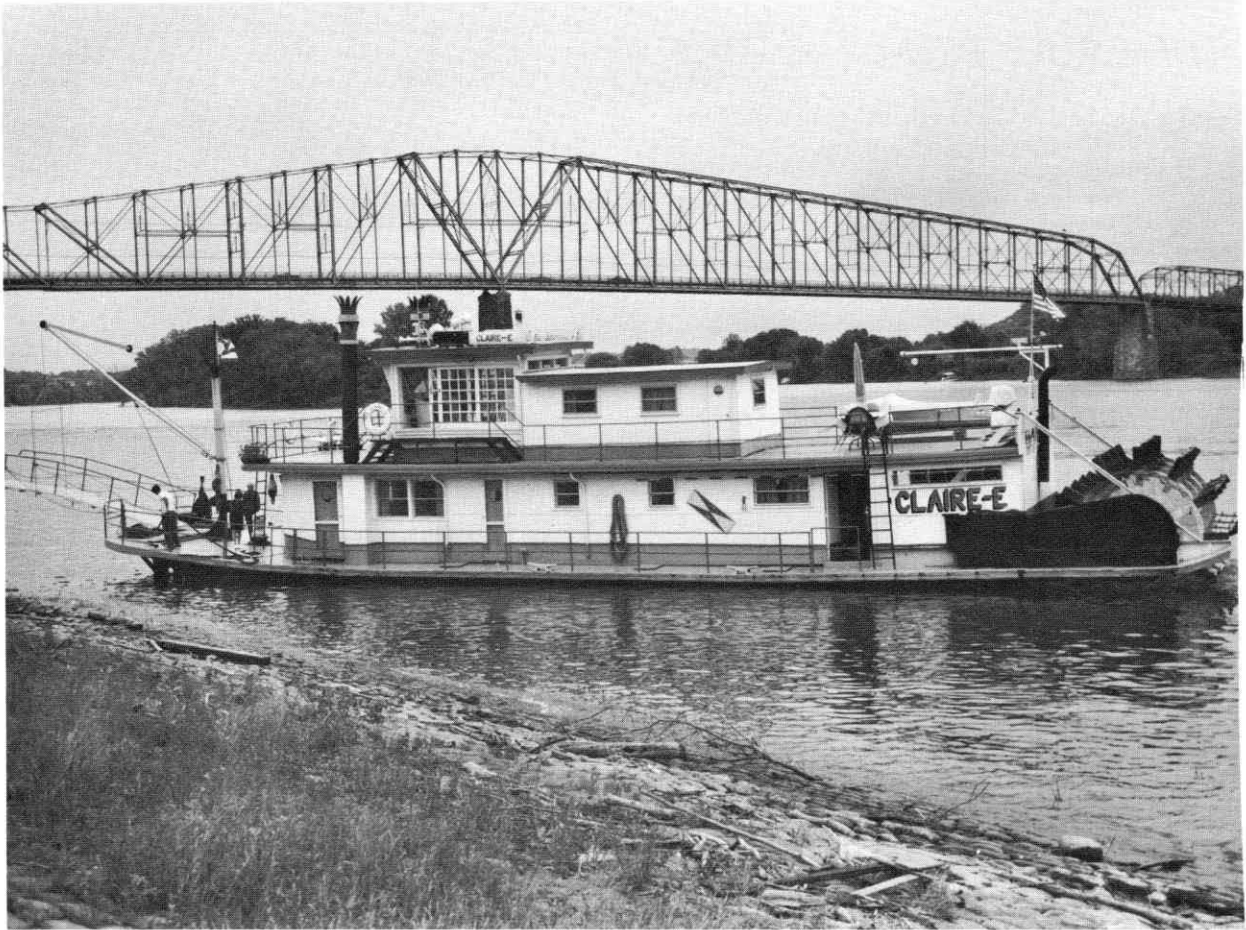
Today a motorboat can now go to Galena by using the lower approach through Harris Slough. The modern Dam 12 at Bellevue, Iowa backs about four feet up to Galena. The north, or upper end of Harris Slough is now impassable with drift and snags.

Fred Bissell says, "How those old-time packets got turned around at Galena is a mystery to me. In old photographs they seem to fill up the whole river. Maybe there was a turning basin then. The river there does not seem to be filling up or narrowing, although there is now a good bit of silt at its mouth.

Fred is brother of Dick Bissell and has in his backyard the pilothouse of the towboat AQUILA, using it as a gazebo.



Capt. and Mrs. William S. Pollock did some touring in the Monongahela River regions after reading "29 Typical Monongahela Gals" (June '69 issue, pages 12-22). They visited the old Albert Gallatin home near New Geneva, Pa. and took the above picture. The brick section, left, was built in 1789. The stone wing (right) was added about 1822. Gallatin left the mansion in 1826 to serve as minister to England and never returned to it. He called his estate "Friendship Hill" and one of his distinguished visitors was Marquis de La Fayette in May, 1825. The bedroom just as La Fayette occupied it is retained today. Gallatin sold the estate in 1832. Since then it has passed through several ownerships and now is managed by the Friendship Hill Association. It is situated on a hilltop overlooking the Monongahela.



ABOVE: The handsome CLAIRE-E as she appeared at the Marietta wharf for S&D Day, last Sept. 20, as pictured by William E. Reed. This elegantly appointed craft is owned by Gene and Claire Fitch of Hebron, Ohio (due west from Zanesville in Licking County).



SAME BOAT as above in her commercial days, then named DIESEL. Built with a steel hull in 1926 by Dravo, she was first operated by Glyde Paden and J. C. Williamson. Then for a long period she was owned by M and O Dredging Co., and lastly by Seneca Towing Co. Gene Fitch bought her in 1967, put in a G-M 4-71 diesel, added a cabin behind the pilothouse, and gave her a luxury interior. Hull 90x16.



NO RELATION to the other two pictures on this page, the CLAIRE sank at Shippingport, Pa. on the Ohio last fall and was photographed on Oct. 18, 1969 by William E. Brandt of Steubenville. This wood hull sternwheeler was built in 1930, hull 79.7 x 18.8, operated most of her career by M and O Dredging Co.

GOLDEN RULE Pilot

Our Tell City, Ind. correspondent, Bert Fenn, has had access to, and has read, many of the issues of a steamboat newspaper called Golden Rule Pilot. Bert doesn't say where these came from, or who owns them. This newspaper was printed on board and issued from the steamer GOLDEN RULE as she plied between Cincinnati and New Orleans in the years 1878-1881.

Her printing office is described in the Dec. 11, 1878 issue:

The Golden Rule Pilot is composed and printed in a room eight feet wide by fifteen feet long. In this room we have one case stand occupying two by five and one-half feet space, one imposing stone two and one-half by seven feet, one inking table, one seven-column hand press, one folding desk manufactured expressly for the editor by the carpenter, and room enough for the devil to turn his feet around and stretch himself. The office is warmed by steam passing through a register, and is altogether one of the cosiest establishments in the land or on the waters.

In printer's parlance a "case stand" is a repository for hand-set type, compartmented to keep the e's, i's, p's and so on each in its own small barnyard, usually divided "upper case" for capitals and "lower case" for small letters, etc. An "imposing stone" is the work bench for assembling type in forms, so-called because the table-top is made of stone. The "inking table" was probably for pulling proofs. The "seven-column hand press" is an impressive hunk of machinery, big enough to handle newspaper-size sheets. The "devil" mentioned is an apprentice printer, sort of a cub pilot or striker engineer. This was no mean type shop.

There is further identification of the whereabouts of this floating print shop in the issue of May 24, 1879:

Sewing machine agents and book peddlers are invited to call at the Pilot office. We can insure them a warm reception. Our office is right over the boilers, the thermometer 175 in the shade, and the type runs together as the compositors place them in the sticks, necessitating a trip out doors to cool off the metal before emptying out the sticks. Hot! Why there's nothing like it this side of Cairo.

And in the same issue the editor was beginning to doubt the adequacy of his domain:

The whole editorial staff of the Natchez Democrat honored us with a visit yesterday. The portly editor in chief mistrusted the dimensions of our doorway, but was able to pass through without rubbing.

To say nothing of other obstacles encountered, as witness this quote from the issue of Oct. 18, 1879:

Through the mate's carelessness in placing a lot of not very dry hides too near the Pilot office, one of the compositors was nearly overcome with ox-hide gas.

Nor was his physical situation the only problem of the editor of the Golden Rule Pilot:

7/5/79 This publishing a newspaper on a steamboat is a thankless task. We have come to the conclusion by observing the effect it has on the public. Everybody on the boat expects the editor to notice them through the paper, and especially the ladies. Last week, before our issue was entirely off the press, we received visits from several gentlemen, because we had spoken of them in the Pilot, and heard of several ladies who were going to call on us because we had not mentioned them.

12/6/79 Mr. George Linfoot, late our mechanical assistant, has taken charge of the Gold Rule Bar.

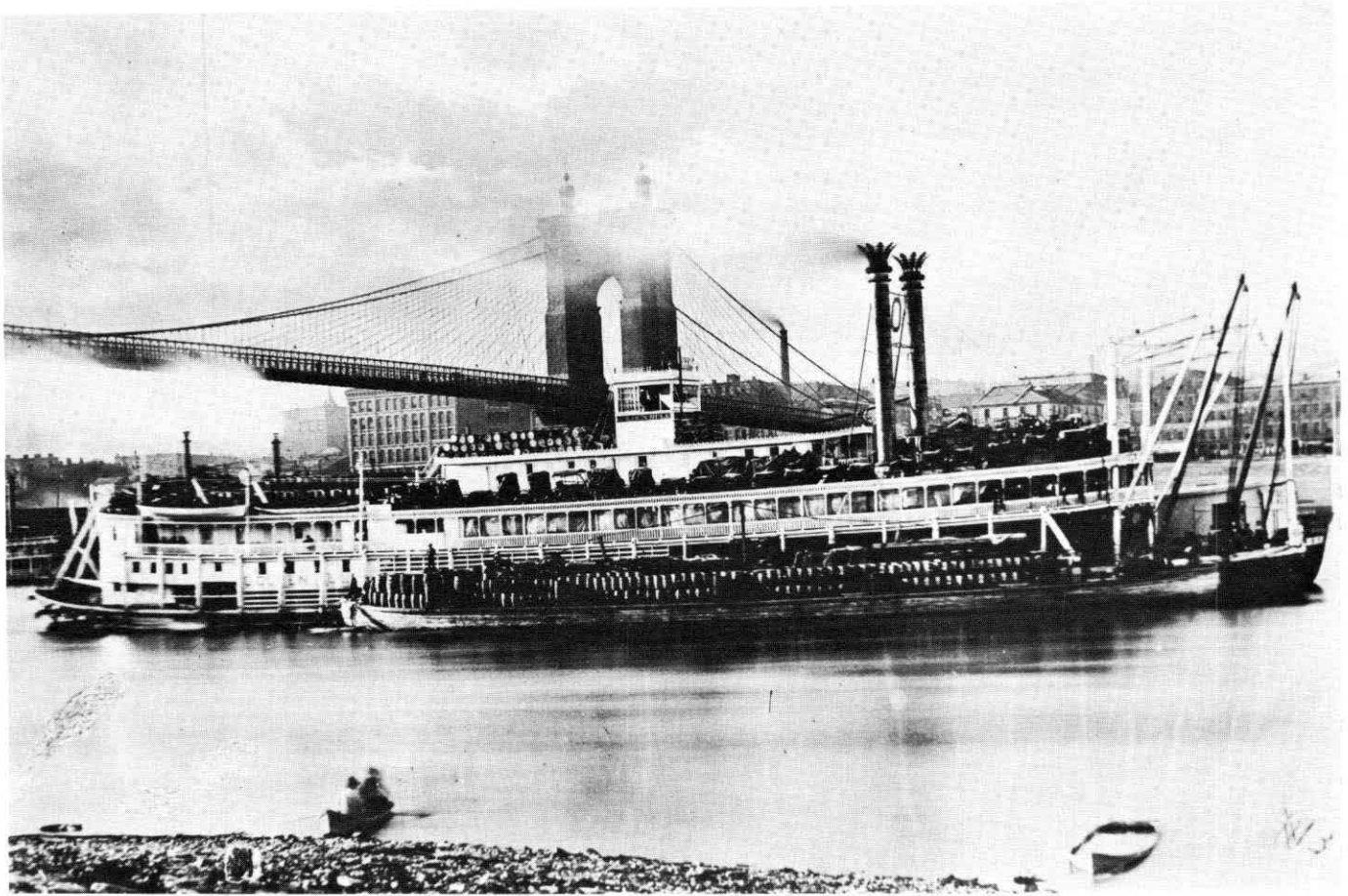
12/6/79 Elder J. E. Cox, editor of the GOLDEN RULE, a newspaper of Baptist faith, published at Evansville, paid us a visit while the RULE was at that place. It seems that the postmaster at Evansville got the correspondence of that paper and the Pilot slightly mixed, and Elder Cox called to rectify the "confounded" matter. Four good old hardshell Baptists have, through this mistake, been receiving the Pilot as a religious journal.

The above quotes were culled from a fairly complete file of the Golden Rule Pilot, beginning with Vol. I, No. 4, issued April 8, 1878, and running to Vol. III, No. 43, June 11, 1881. The first issue in this file is a five-column paper of four pages 19 by 12 inches. Somewhere between Vol. I, No. 23 and Vol. I, No. 25, the page size was increased to six columns, full newspaper size. All issues are four pages.

The early issues have no set publishing dates, and this is explained in the Dec. 11, 1878 issue which states, "The circulation of the paper is an average of 2,500 per trip of four issues." Advertising rates were quoted on a "per trip" basis. However, Vol. I, No. 45, April 19, 1879, announced that the Pilot would henceforth be published every Saturday. This practice was continued throughout the file except when the boat was laid up. The same issue also quoted advertising rates by the year and announced the subscription price of \$1 a year. On Sept. 13, 1879, there was an announcement that the Pilot had been entered as second-class matter at the Post Office at Cincinnati, Ohio.

J. C. B. Leach was editor of the Golden Rule Pilot, Vol. I, No. 4, April 8, 1878. Somewhere between April 8, 1878 and Aug. 14, 1878 Charles Ross, Jr. became editor. He continued until Nov. 7, 1878 when he was replaced by Warren Ingles. On Jan. 17, 1880, it was announced that W. P. Bryan had succeeded Warren Ingles as "manager" of the Pilot. No editor is listed on the masthead after that.

Continued at bottom of page 21



The GOLDEN RULE
Job printing, calling cards, and a newspaper..

The above picture was taken at Covington, Ky. with the Cincinnati suspension bridge in the background. The GOLDEN RULE is about to round to and depart for New Orleans, two model barges in tow loaded with freight in addition to her own enormous cargo. This large sternwheeler (hull 261 feet) usually was aided making this departure by the towboat HERCULES CARREL, and before her time the CHAMPION NO. 8. She had nominal power, engines 20's-7 ft. stroke; four boilers. With such a load she sometimes was flanked around such sharp bends as Wolf Creek. The multitude of barrels on the model barge, also on the boat's roof, are probably molasses barrels enroute to the "sugar coast" for filling. Capt. Oliver P. Shinkle was chief owner and master, resident of Covington.

Thomas E. Reardon once recalled that the GOLDEN RULE published a newspaper on board, "much finer than published on the THOMPSON DEAN and the RICHMOND; it was real newspaper style." We had no idea that any copies survived, and Bert Fenn's

story is something of a revelation. Bert also traces steamboat newspapers back at least to one issued from the side-wheel JAMES E. WOODRUFF of the 1850's. The S&D REFLECTOR got its name from the "Fleetwood Reflector" composed aboard the side-wheel FLEETWOOD, although in that case the actual printing was done at Gallipolis, Ohio.

The actual location of the GOLDEN RULE's print shop, deduced from hints in the accompanying story, was on the main deck, probably on a barricade, so-called, a platform deck built alongside the boilers at an elevation of six or eight feet utilized for stowing light package freight. Such barricades were common on boats high between decks.

The GOLDEN RULE burned at Cincinnati, moored at the Main Street wharfboat, on March 31, 1892. The KEYSTONE STATE was alongside when the blaze was discovered but escaped injury. Six deckhands and one lady, Miss Nellie Maloney, lost their lives. Miss Maloney attempted to jump over to the KEYSTONE STATE and fell between the boats.

Continued from page 20

The earliest issues of the Pilot list H. M. Kendrick and Henry C. McNeil as publishers. However, by Vol. I, No. 23, after a gap in the file of eighteen issues, the publisher is shown as the steamer GOLDEN RULE.

The make-up of the Golden Rule Pilot was very similar to weekly papers ashore. A typical issue carried feature stories on the first page, national news on the second, a story and poems aimed especially at the ladies on the third page,

and news of the crew, boat, passengers and the river on the last page. Crew and passengers were always listed, as was the manifest of cargo and some kind of a brag for the boat itself.

The Pilot did well in the advertising department. A typical issue carried from 50 to 75 ads. --And they did job printing, too. The April 4, 1878 issue states: "Besides publishing the Pilot, all the boat's job work is done on board." Early issues also advertised calling cards at 50¢ for 50, with a choice of ten type faces.

Sirs: Just before last Thanksgiving my wife and I went to Marietta and visited the River Museum. One of my projects is making a model of the SPRAGUE and I was hopeful of finding some information there. I received much more than I expected. Both Mr. and Mrs. Remley spent considerable time helping me with my problems. They also introduced me to the S&D REFLECTOR and other river material. I left there with much more information than I ever dreamed was available.

I have been interested in the inland rivers since in the '30's my Dad took me down to the banks of the Arkansas at Pine Bluff. My grandmother talked of such old packets there as the S. S. BROWN, MARLEN SPEED and the J. N. HARBIN (with one smokestack). Grandmother's brother Ed Stanfield was captain of the latter two. I also knew Capt. Rees V. Downs but never was able to pry much out of him about the old days.

Ray W. Sheppard,
Box 308,
West Hill Road,
Painted Post, N.Y. 14870

Sirs: I sure did not want to miss the S&D meeting and the Whistle Blow last year but things didn't work out that way.

Earl Olson,
Box 390,
Norris, Tenn. 37828

Sirs: I am pleased to see the portrait and story in the December issue about Capt. C. C. Bowyer. He always sent me an annual pass on the HOMER SMITH but I don't think I ever presented it. It is a mystery to me how that Lake George sternwheeler gets even 7 mph. with that paddlewheel. It reminds me of the toy boats I used to build and push around the floor, on which I used a spool to represent the paddlewheel.

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

Sirs: I have the S&D REFLECTOR with me at every meal in every truck stop from Des Moines to New York...

Bob Lees,
Little Chuckie Tpn. Co.,
3818 East Eighth St.,
Des Moines, Iowa 50316

Sirs: While each issue of the S&D REFLECTOR seems to out-do the previous one, the December issue had particular and special interest for me.

The HOMER SMITH has been something of a legendary vessel in my life. I saw her but once (that I can remember)--but more of that later. I once asked my Mother (who has been dead now less than a year) what was the first steamboat I was ever on, and she told me (many years ago) that she took me on a church picnic on the HOMER SMITH when I was three weeks old! Now, to begin with, I understand a child three weeks old cannot really see perceptively, as we adults understand the term, so I guess I never actually saw the HOMER SMITH, but she was the first boat of my life.

What I do remember was that fateful day in November of 1929 when the Presidential Party arrived in Louisville. I was sitting in spelling class at the Highland Junior High School, and heard a bunch of whistles blowing. I raised my hand and, when called on, said "Miss Eggers, do you realize that all of those whistles signal the arrival of President Hoover in Louisville?" The reply was to the effect that I should keep my mind on my spelling lesson and forget all

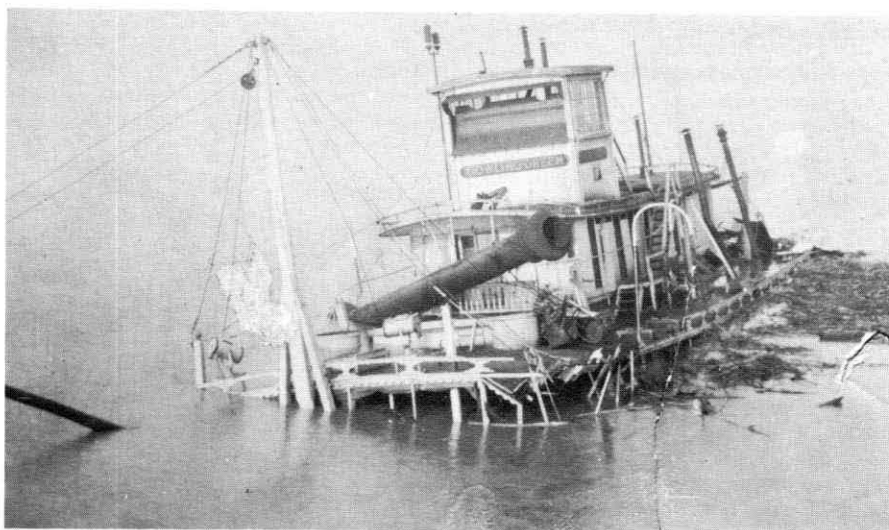
extraneous noises and interruptions. So there you are. But my permissive parents, God bless them, did drive me down to the wharf on that misty, cold, miserable day, so that I could see the GREENBRIER (which I later rode, courtesy of Red Schletker), the CINCINNATI, which I had already ridden, and the GREATER PITTSBURCH, a stranger to me at the time but, unbeknownst to me, the boat that was the first in a long line of this fascinating business of boat-loving.

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

Sirs: My mother often told me that I was the first baby on the HOMER SMITH. I really enjoyed the history of that boat; I rode on the baseball excursions from Maysville to Cincinnati. I was born and raised in Augusta, Ky.

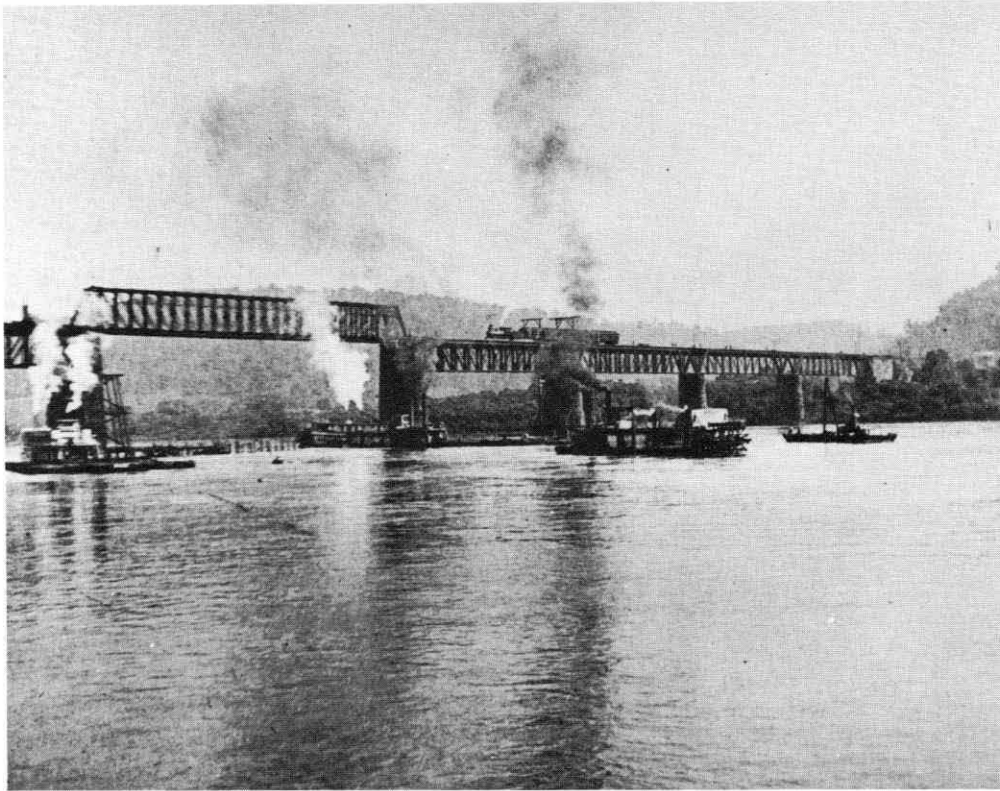
Nancy Hook Fuentez,
(Mrs. Arthur)
1108 Perry St.,
Gretna, Louisiana 70053

Our thanks to Marjorie Byrnside (Mrs. Jack) Burress, Cincinnati, for contemporary news clippings about the packet MOSELLE dated in 1838.



Every now and again we come to a screeching halt. This is one of those times. The above picture came from the collection of the late Capt. Charles H. Ellsworth, showing the BOWLING GREEN sunk at Evansville, Ind. Now this omnipresent and omniscient font of all river wisdom didn't know that the BOWLING GREEN ever WAS sunk at Evansville. But you can't argue with a photograph; she IS sunk. And the stacks have been knocked down. And the port boiler deck and roof is badly bashed. Looks like high water, too, with all of that driftwood to the right. The BOWLING GREEN eventually was lost on March 31, 1920 near South Carrollton on Green River, caught in a storm and her hull stove on rocks. We have a picture of that affair and it bears no similarity to the above. Who can shed light?

THE JULY RISE IN 1889 PICTURED



The Pittsburgh, Cincinnati and St. Louis Railway built a bridge across the Ohio River 1862-1863 at Steubenville, Ohio. This was the first time the "Iron Horse" had crossed the Ohio, an engineering feat which won plaudits for Andrew Carnegie and his Keystone Bridge Co.

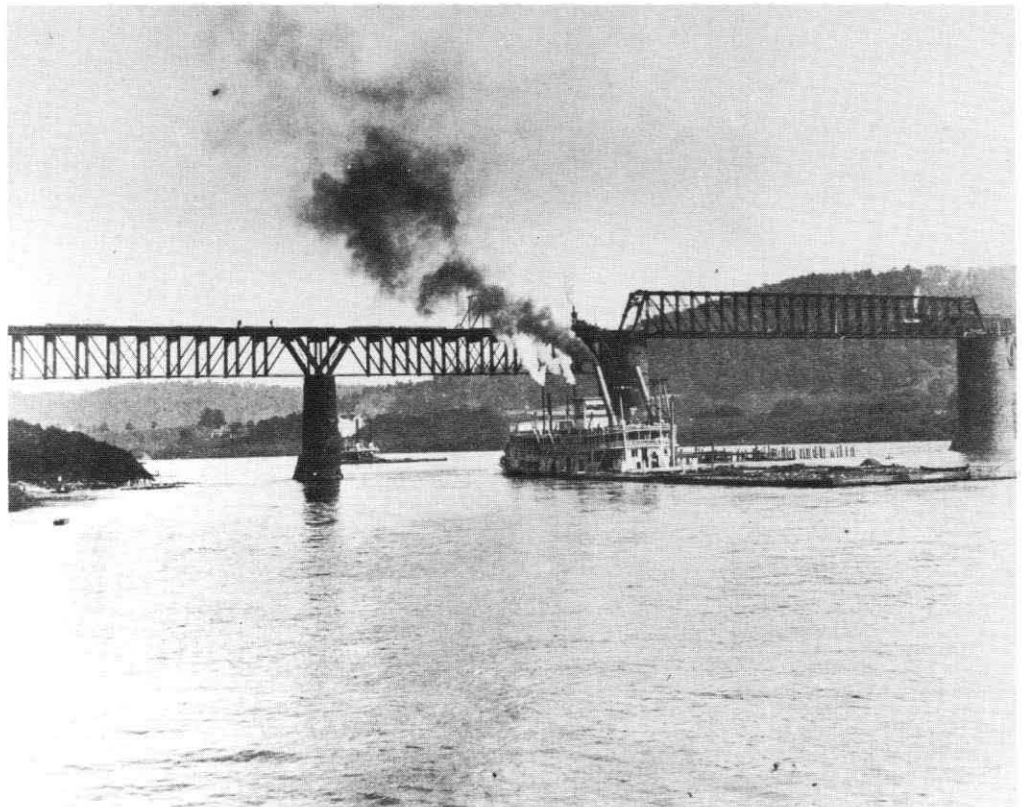
By 1889 the original channel span had become too frail for weightier engines. In order to replace it, the contractor decided to erect a temporary trestle of piling and timbers. He picked the summer low water season and went to work.

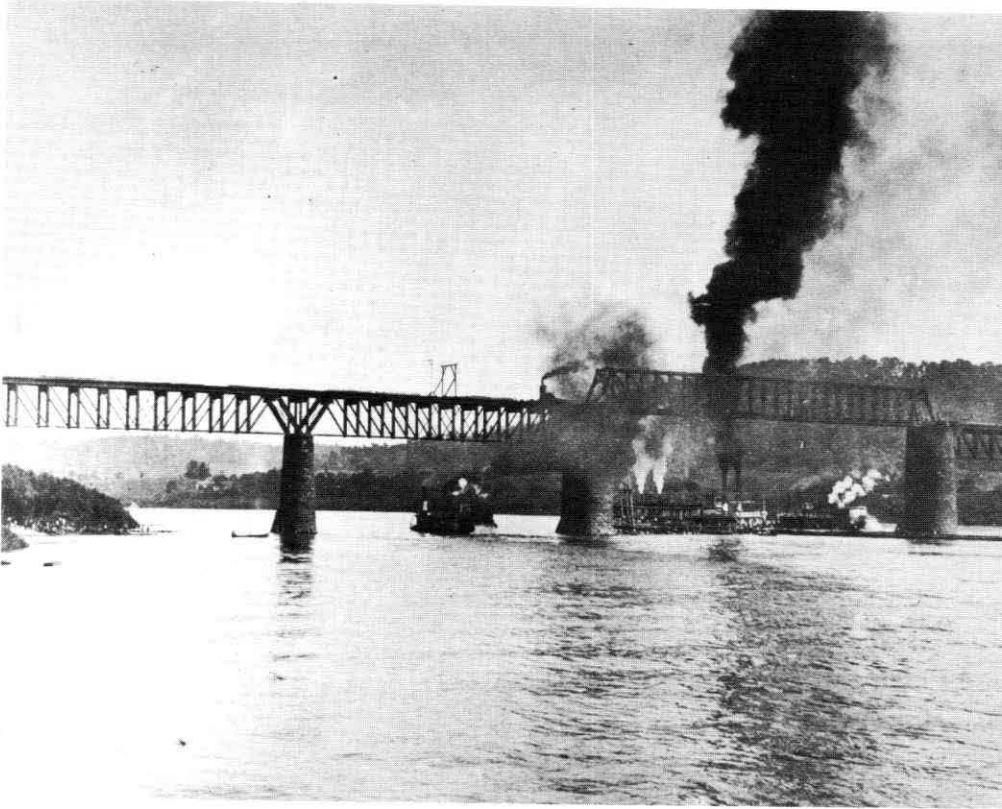
Unseasonable rains fell and on July 22 there was "coalboat water." This view was taken that day. The J. S. NEIL (extreme left) took her tow of coal through the shore span. The ADVANCE ran the channel span (center) while the I. N. HOOK stood by. The local passenger train proceeded with caution toward Steubenville.

Next, the BEAVER and tow (her stacks prudently set back to clear the underspan) made it successfully through the shore span. These first three pictures are taken below the bridge, looking upstream, from the Ohio side. The partly submerged piling driven under the channel span shows plainly in this view. It blocks fully half of the space. The space between piers is 303 feet so those pilots who chose to graze the piling had about 150 feet of freeway.

Above the bridge, the towboat ALARM hovers, and we can't tell you which course her pilot took. Apparently he made it o.k.

We hardly need remind the oldsters that one rub with those frail wooden coalboats was the recipe for catastrophe. What the pilot of the BEAVER has just done is really a hair-raising stunt.





So now the PACIFIC comes along with her coal tow. Her pilot elects to try his luck with the channel span and piling. This photograph is too blurry to show the details but we have the photographer's word for it that the starboard coalboats mowed down a gob of piling.

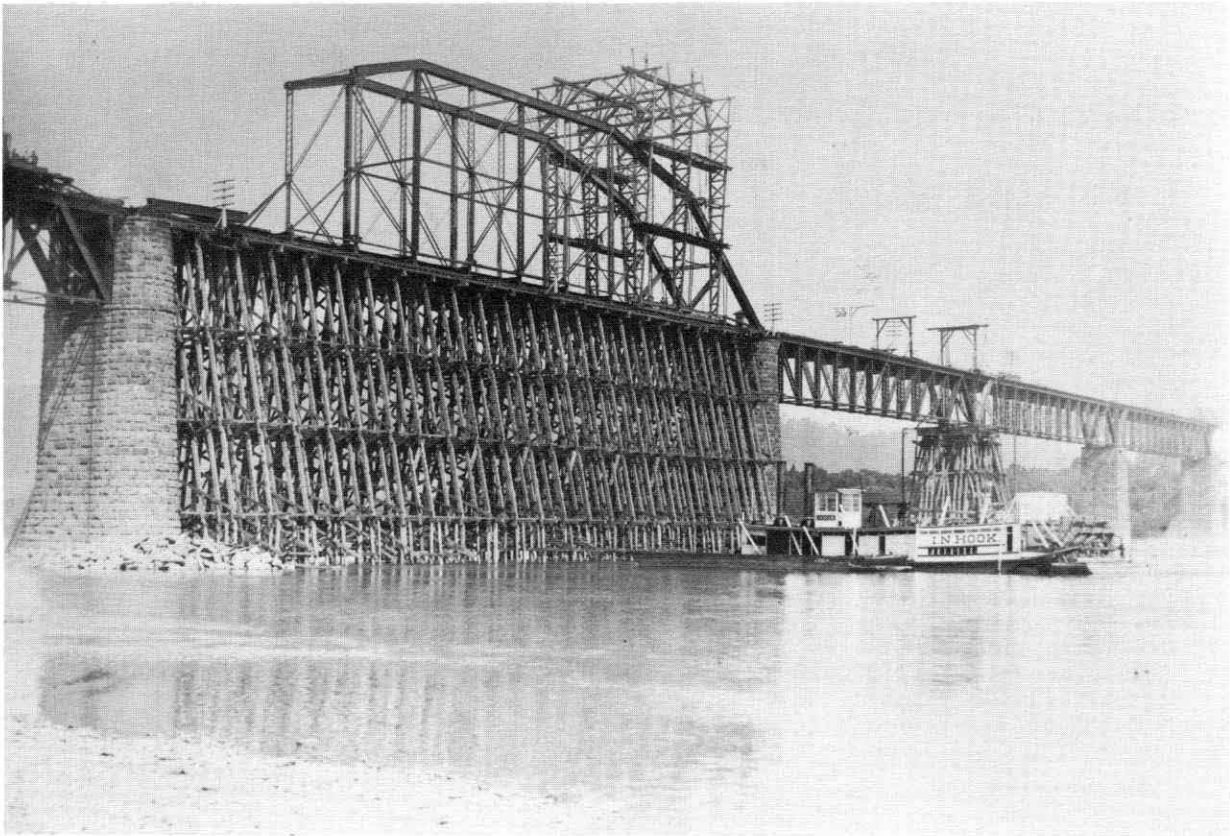
The two small towboats up-bound are unidentified.

These first three pictures are the only ones to our knowledge showing the original Ohio River railroad channel span. They were taken just in the nick of time, for within another month it was gone. The river fell back to normal and the new span went up according to plan.

We are indebted to Jerry Sutphin for the views on these two pages. They are from the files of the National Archives, Washington, D.C.

See next page for discussion of the picture below.





The lower picture on the opposite page is really a gem. It was taken from the West Virginia hillside, about where W.Va. Route 2 is today, at the curve where the highway wheels up the valley of Harmon Creek midway between the Steubenville highway bridge and Weirton. This picture was taken on July 27, 1889, five days later than the previous three. Not only is the river back to normal low water, but construction of the piling has gone rapidly forward.

This is familiarly called the "Panhandle Bridge" inasmuch as the P.C. & St. L. RR. runs across the West Virginia panhandle (so called because the state looks like a panhandle--look at a map). The Penn-Central now owns the line, and railroaders speak of it as the Panhandle Division. It is the short route, Pittsburgh to Columbus, O. and points west. Not only did this bridge have the distinction of being the first railroad bridge across the Ohio River, but for years and years its channel span was the narrowest (303 feet) and most treacherous. Pilots downbound with coal tows seldom ran it by night.

The blast furnace and iron works showing beyond the channel span was known as the Riverside Mill. No sign of it remains today.

Now special mention of the two dipper dredges is in order. At extreme left is the OSWEGO and closer to the bridge is the OHIO. Both were built for and owned by the U.S. Engineers. The OHIO was built in 1880; the OSWEGO in 1882. Both were constructed at St. Louis by Allen and Blaisdell. The smaller of the two, the OSWEGO, (hull 94 by 31'6") is still in service in 1970,

owned by the Monongahela and Ohio Dredging Co. of Pittsburgh. She now is named NORTHERN NO. 2 and Bob Frankenberry tells us when his firm got her (about 1930) she still had the original wrought iron hull. In 1959 she was pulled out at the Hillman yard, West Brownsville, Pa., and given new hull plates of steel, attached to the original wrought iron framing of 1882.

The other dredge, OHIO, also still may be afloat. She was the larger, hull 112 by 31'6", and Monongahela and Ohio Dredging bought her from the U.S. Engineers, renamed her ATLANTIC, and used her until 1950. At that time the hull was sold to Capt. Bill Grimm, Pittsburgh, who may still use it as a landing boat. So of all the things you see in this picture, one dipper dredge still exists, the hull of the other possibly, and that's about it save for the distant hill.

NOW, as to the picture above:- This was taken later in 1889 when the original span had been removed and erection of the new span about half completed. The towboat I. N. HOOK in the foreground was new in 1889, just built at the Knox Boat Yard, Marietta, O. and her first job was this one--helping with the Panhandle bridge span replacement.

In 1927 the bridge above was entirely removed and the Pennsylvania Railroad built a much bigger and better bridge, still in service today, with a channel span of 546 feet.

Will Chapman's Dog Story

by Virgil E. Bennett

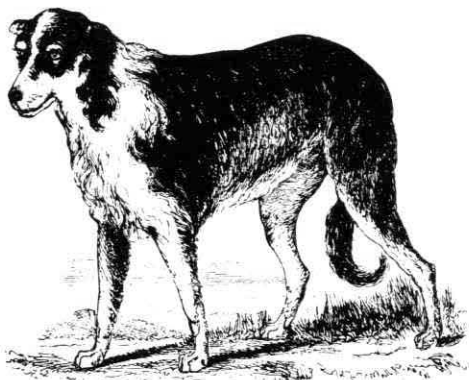
THIS STORY relates to a favorite recollection of Will Chapman, who was an efficient clerk on several boats of various packet lines operating on the Ohio River and its tributaries above Cincinnati. Will Chapman, originally from Letart Falls, Ohio, was first employed on the steamer VALLEY BELLE in the Middleport-Marietta trade. He then became third clerk on the W. N. CHANCELLOR in the Pittsburgh-Charleston trade where he soon was promoted to second clerk.

Later, he served on the White Collar Line steamer HENRY M. STANLEY, the P&C (Henderson) Line steamers HUDSON and QUEEN CITY, and on other packets. He was scheduled to come out on the initial trip of the new QUEEN CITY but was prevented from doing so by minor illness. Capt. Ralph Emerson filled in for a trip or two until Will's recovery.

When the Monongahela & Ohio Packet Company was organized in 1906 to take over the properties of the Pittsburgh & Morgantown Monongahela River Line, Will was placed in charge of its Pittsburgh wharfboat. He had built up an excellent record on the river and his selection by Capt. William E. Roe for the job was a distinct tribute to his ability.

Will was in charge of the M. & O. Morgantown and Fairmont wharfboat until 1912. At that time his former employers, Capts. James A. Henderson and G. W. C. Johnston of the P. & C. Line were also officers of the Pittsburgh Terminal Warehouse and they employed him for warehouse duties. He remained in the employ of the warehouse concern for many years. It was a well known commentary that profits from the P. & C. Line assisted materially in the original financing of this large warehouse.

Will Chapman continued his interest in packet affairs until the end.



SHEP
He missed the boat...



ONE OF HIS FAVORITE stories concerned a shepherd dog which was a mascot of the HUDSON. The dog, named "Shep," was a great favorite of the HUDSON's crew and passengers. The dog's sleek hair and bulging sides seemed to fairly glow in the sunshine. The HUDSON's crew carefully trained Shep to come aboard at the first tap of the roof bell when the boat was about to leave a landing, so he would not become lost or left behind.

On a very dark, cloudy, and sultry August evening while upbound, the HUDSON had freight and passengers to discharge and load at Ravenswood, West Va. Soon after the boat had backed away from the wharf and straightened up, word spread like lightning that Shep had not come back aboard. The HUDSON was having a good season that year since low water had not set in, although long overdue. Several hours late and proceeding upstream on a "pop" rise, it was unpardonable to back up to the wharf for the dog.

Continuing upstream, the HUDSON picked up passengers and a moving (household goods) at Ground Hog, labored around Buffington Island and prepared to land at Portland, Ohio. (In a spirited military action during the Civil War, Morgan's Raiders were cut in half while crossing the Ohio at this island.) The keen eyes of the pilot also observed a hail from the landing at Skull Run, across the river from Portland. Baled hay, consigned to Pittsburgh, was to come aboard there.

Any packet stopping at Portland in those days was the signal for a general community gathering at the head of the pleasant wharf. Luxuriant willow, beech and elm trees provided abundant shade on a hot day and protection if a light shower suddenly came up.



UNDER CERTAIN atmospheric conditions it was claimed the sound of boat whistles pierced the calmness across country from Point Pleasant, West Va., which is close to 45 miles away as the Ohio flows in its looping course. The distance, however, is much less on a direct line. Sometimes it would take a packet 10 or 12 hours to run from Pt. Pleasant to Portland on account of heavy way business in the Pomeroy Bend. The whistling, therefore, would sometimes be heard from 10 to 12 hours as a packet entered the Pt. Pleasant area and proceeded upstream to Portland. After leaving Portland, a boat's whistle would be heard as far away as Hockingport. So great was Portland's interest in packets that attendance at church on Sunday evenings in later years would be almost nil if the VIRGINIA's deep whistle was heard above Long Bottom on its way downstream or if any other packet happened along. Prayer meeting on Thursday evening had hard competition, too, if the QUEEN CITY was heard whistling far away in the distance above Portland downbound for Cincinnati. It should be emphasized that church interest in this tranquil community was paramount unless a packet was approaching.

As the HUDSON steamed to the Portland wharf the customary crowd had collected. Matt Bennett and Capt. Lon Ritchie were talking about the Parkersburg wharfboat. Eudell Middleswart, a leading resident and his sister Estella, had come to the wharf from their comfortable homes. Hiram

Keyst's State.	Andes.	Hudson	Scotia.	Iron Queen.	Congo.	*SEE NOTE AT BOTTOM.	Keyst's State.	Andes.	Hudson	Scotia.	Iron Queen.	Congo.
MONDAY	TUESDAY	WEDNES.	THURS.	FRIDAY.	SATURD'Y	Leave Arrive.	SUNDAY.	MONDAY.	TUESDAY.	WEDNES.	THURS.	FRIDAY.
4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.	... PITTSBURG...	7:00 P. M.	7:00 P. M.	7:00 P. M.	7:00 P. M.	7:00 P. M.	7:00 P. M.
6:00 "	6:00 "	6:00 "	6:00 "	6:00 "	6:00 "	... Rochester...	3:00 "	3:00 "	3:00 "	3:00 "	3:00 "	3:00 "
8:00 "	8:00 "	8:00 "	8:00 "	8:00 "	8:00 "	... East Liverpool...	11:00 A. M.	11:00 A. M.	11:00 A. M.	11:00 A. M.	11:00 A. M.	11:00 A. M.
9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	... Waterville...	10:30 "	10:30 "	10:30 "	10:30 "	10:30 "	10:30 "
10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	... New Cumberland...	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "
11:00 "	11:00 "	11:00 "	11:00 "	11:00 "	11:00 "	... Steubenville...	8:00 "	8:00 "	8:00 "	8:00 "	8:00 "	8:00 "
8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	... Wheeling...	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "
10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	... Bellaire...	4:30 "	4:30 "	4:30 "	4:30 "	4:30 "	4:30 "
5:00 P. M.	5:00 P. M.	5:00 P. M.	5:00 P. M.	5:00 P. M.	5:00 P. M.	... Marietta...	4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.	4:00 P. M.
7:00 "	7:00 "	7:00 "	7:00 "	7:00 "	7:00 "	... Parkersburg...	2:00 "	2:00 "	2:00 "	2:00 "	2:00 "	2:00 "
11:00 "	11:00 "	11:00 "	11:00 "	11:00 "	11:00 "	... Ravenswood...	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.
1:00 A. M.	1:00 A. M.	1:00 A. M.	1:00 A. M.	1:00 A. M.	1:00 A. M.	... Racine...	4:00 "	4:00 "	4:00 "	4:00 "	4:00 "	4:00 "
3:00 "	3:00 "	3:00 "	3:00 "	3:00 "	3:00 "	... Pomeroy...	12:00 P. M.	12:00 P. M.	12:00 P. M.	12:00 P. M.	12:00 P. M.	12:00 P. M.
3:30 "	3:30 "	3:30 "	3:30 "	3:30 "	3:30 "	... Middleport...	11:30 "	11:30 "	11:30 "	11:30 "	11:30 "	11:30 "
5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	... Point Pleasant...	9:30 "	9:30 "	9:30 "	9:30 "	9:30 "	9:30 "
6:00 "	6:00 "	6:00 "	6:00 "	6:00 "	6:00 "	... Galipolis...	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "
9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	... Huntington...	3:00 "	3:00 "	3:00 "	3:00 "	3:00 "	3:00 "
10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	... Gallatinburg...	2:00 "	2:00 "	2:00 "	2:00 "	2:00 "	2:00 "
10:30 "	10:30 "	10:30 "	10:30 "	10:30 "	10:30 "	... Ashland...	1:00 "	1:00 "	1:00 "	1:00 "	1:00 "	1:00 "
12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.	... Ironton...	12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.	12:00 N'N.
3:00 P. M.	3:00 P. M.	3:00 P. M.	3:00 P. M.	3:00 P. M.	3:00 P. M.	... Portsmouth...	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.	8:00 A. M.
5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	... Vansburg...	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "
8:00 "	8:00 "	8:00 "	8:00 "	8:00 "	8:00 "	... Marysville...	12:30 "	12:30 "	12:30 "	12:30 "	12:30 "	12:30 "
9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	9:00 "	... Ripley...	11:30 P. M.	11:30 P. M.	11:30 P. M.	11:30 P. M.	11:30 P. M.	11:30 P. M.
10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	10:00 "	... Cincinnati...	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "
12:00 "	12:00 "	12:00 "	12:00 "	12:00 "	12:00 "	... CINCINNATI...	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "	5:00 "
WEDNES.	THURS.	FRIDAY.	SATURD'Y	SUNDAY.	MONDAY.	Arrive. Leave.	THURS.	FRIDAY.	SATURD'Y	SUNDAY.	MONDAY.	TUESDAY.
*PITTSBURGH TO CINCINNATI—READ DOWN.						*CINCINNATI TO PITTSBURGH—READ UP.						
PASSENGERS REMAIN ON BOARD UNDISTURBED UNTIL MORNING FREE OF CHARGE												

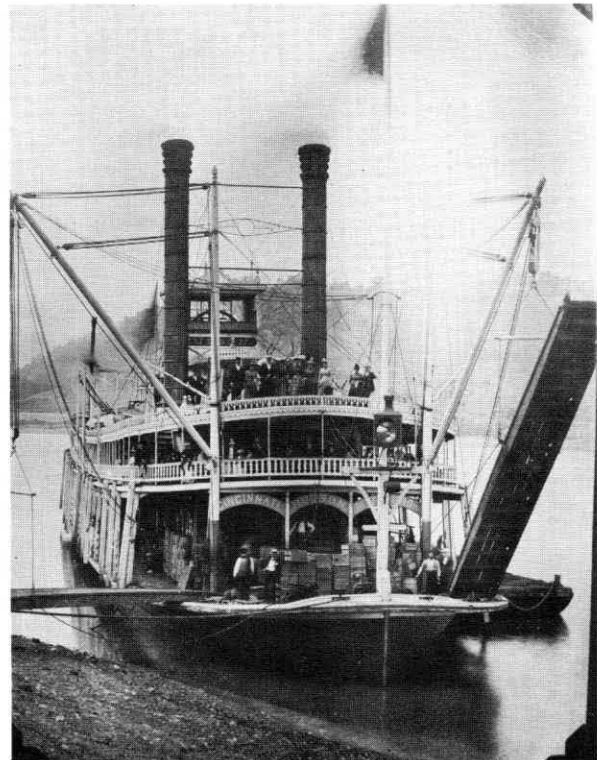
If Shep had read the schedule he would have had no problem. Instead of chasing the HUDSON he could have hauled up with wharfboat proprietor George P. Fleming at Ravenswood, caught the SCOTIA upbound next day, and then transferred to the HUDSON around East Liverpool.

McDade had a huckster shipment bound for Pittsburgh and, together with his son Ward, was to accompany it. George Thompson was shipping a skiff to Rochester, Don Webster was present to send bundles of hoop poles to East Liverpool. Louis and Herschel Bennett, both youths, were waiting to roll barrels of sugar and salt or carry boxes of merchandise up the hill to Alfred Allen's general store. Capt. Wheeler, who had been a Union cavalry commissioned officer, wheeled his chair over from his fine home overlooking the river to obtain a better view. During a southern campaign the Civil War had been extremely unkind to him. After knocking young Capt. Wheeler from his horse, an enemy soldier severed the captain's spinal cord with a hard blow from a sword, thus dooming him to a long, helpless, remaining life in a wheel chair. Dr. Simmons, Dr. Gale, Scott Carney, the Bangors, and the youth of the neighborhood also were there in their usual places.

The 'scapes from the HUDSON's engines were heard now as she approached the Portland wharf. The stage plank squeaked as it was swung around and lowered. Hastily, a head line was run out, to an iron ring in the cobblestone wharf while the heel of the stage was properly adjusted. The HUDSON was all fast for her work but no dog Shep came out on shore as in the past. News of Shep's disappearance was broken to the disappointed crowd by the clerk.

CREW MEMBERS PROCEEDED to unload and load the freight. But the large crew of Negro deckhands did not step along as rapidly as was expected on the HUDSON. Neither was the mate nor captain driving them. Moreover, some of the spectators said the pilot did not display his best skill in landing the HUDSON. Others laid it to the engineer's poor handling of the engines or said the firemen had permitted the steam pressure to go down. Collection of a pre-paid shipment was nearly forgotten by the clerk. The steward seemed to be looking at a newspaper upside down. Shep's disappearance had taken the heart out of all the crew.

Backing away from Portland, the pilot blew the whistle for the Skull Run landing situated on the opposite side of the river. But the whistle only



HUDSON
Shep was up the hill.

This picture was taken by Thomas Anshutz (1851-1912), noted American painter who was born at Newport, Ky. and was kin to the Anshutz rivermen of Buckhill Bottom, Powhatan Point, O. and Moundsville, W. Va. The original of this is owned by his son, Edward R. Anshutz, of Fort Washington, Pa. This view may have been taken at Skull Run, or perhaps at Georgetown, Pa.

responded with a strange snort from its rasping throat.

The HUDSON was made fast to the Skull Run landing. Just as the roustabouts were commencing to load the baled hay, a familiar bark was heard from the far-away, silent blackness followed by more barking and crying.

Skull Run and vicinity was a dark and spooky section when the HUDSON was plying the Ohio. Lights and shadows reflected from the iron-colored hills in a weird fashion. These hills also acted as sounding boards for all kinds of noises. While the dog's barking and crying echoed louder and more frequently, the roustabouts pardonably shivered and whispered that Skull Run might then be living up to its spectral name.

FOR ONCE, everyone connected with the HUDSON stopped working and peered into the darkness while the barking came closer and closer. Sleepy eyes even peered from the texas. A few minutes seemed like ages. Finally, out of the impenetrable darkness, came dog Shep by leaps and bounds.

First, there were pats and hugs from the roustabouts. Then Shep dashed over the stage plank with

a sharp bark up to the boiler deck wagging his tail a split second to the steward, who immediately hustled to the ice box for a piece of juicy steak to feed Shep, this time in plain sight of everyone, including the captain and pilot, who had come down from their places above, excited as everyone else.

At the time of this occurrence, the distance from Ravenswood to Skull Run was considered approximately five miles. The writer has not looked up the official distance. Perhaps this should have been done because time changes so many things. A surveyor will say the contractions and expansions of the earth's surface will sometimes change distances and boundary lines slightly. Yet I can vouch for the fact there was only a badly-kept dirt road and a single track B. & O. Railroad track between Ravenswood and Skull Run at that time, also that there were several railroad trestles which are always difficult for dogs to walk over.

How Shep managed to follow the HUDSON for the five-mile distance was the crew's subject of discussion for a long lome. Recalling the course of events, the pilot thought two B. & O. trains passed over the line while Shep was away from the boat. Most of the crew were of the opinion Shep followed the dim lights of the boat from a distance along the dirt road. No doubt the HUDSON's exhausts, whistle, roof bell, and engineroom bells helped Shep, since dogs have an acute hearing sense. Other crew members believed Shep had superior intelligence and followed the more direct railroad line, walking the trestles and dodging the trains. Another speculation among the crew was how far Shep would have followed the HUDSON if the packet had not landed at Skull Run. Will Chapman maintained the return of Shep immediately restored zest to the HUDSON's crew.

The ultimate end of Shep is not known. But, as Will used to say with twinkling eyes, "Peace to his ashes."

exactly what it sounds like

A Whistle Blow will be staged at Long Reach, West Va. at the Union Carbide plant, on Saturday, June 6, 1970. Walter W. McCoy, Sistersville, chairman of the event, says this will be an all-day affair. S&D members and families are invited to attend and participate. Those fortunates who have a whistle, or whistles, formerly used on river steamboats, are requested to contact Walt at Box TOOT, Sistersville, West Va. 26175. Please give a description of the whistle, pipe size, and what boat it came from. His home phone is 304-652-6461.

Yes, bring along tape recorders. Convenient 110-v. plug-ins will be available. Early reservations are advisable at the Wells Inn, Sistersville, headquarters for the show. Their phone is 304-652-3111. Those wishing to stay at the Motor Hotel Lafayette, Marietta, should also reserve in advance, phone 614-373-5522. Other attractive motels are located in the area between Marietta and New Martinsville, West Va.

Walt contacted Paul Taylor of the Lunkenheimer Company, Cincinnati, who expressed interest. This firm provided the lion's share of whistles to river steamboats and is still very much in business.

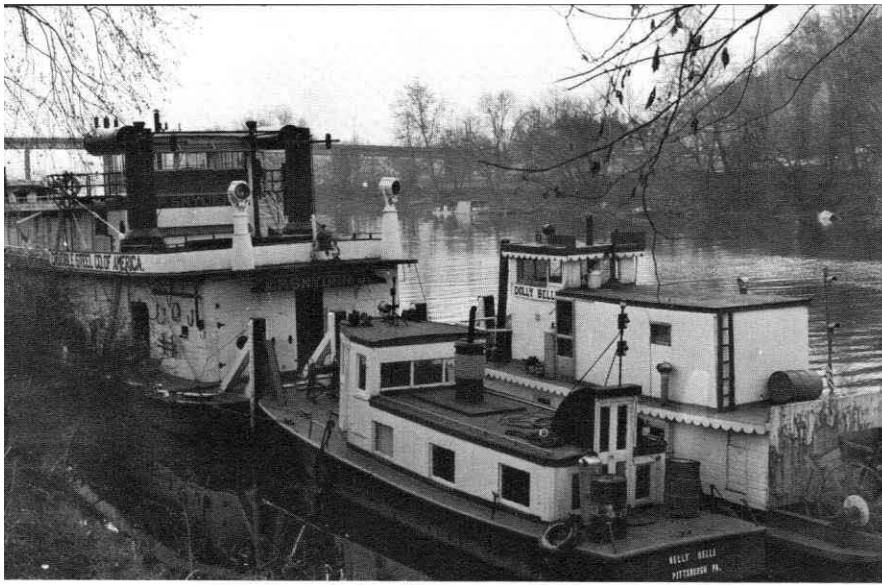
John Hedge, Longview, Texas, recently asked Walt about bringing up 15 whistles from the Lone Star State. Plans are definite to blow the mighty whistle of the SPRAGUE, also that of the GORDON C. GREENE.



The W. P. SNYDER, JR. pulled on the marine ways of the Marietta Manufacturing Co., Pt. Pleasant, West Va. Photo made on Thursday, January 15, 1970, by Capt. Ross Rogers, Jr.

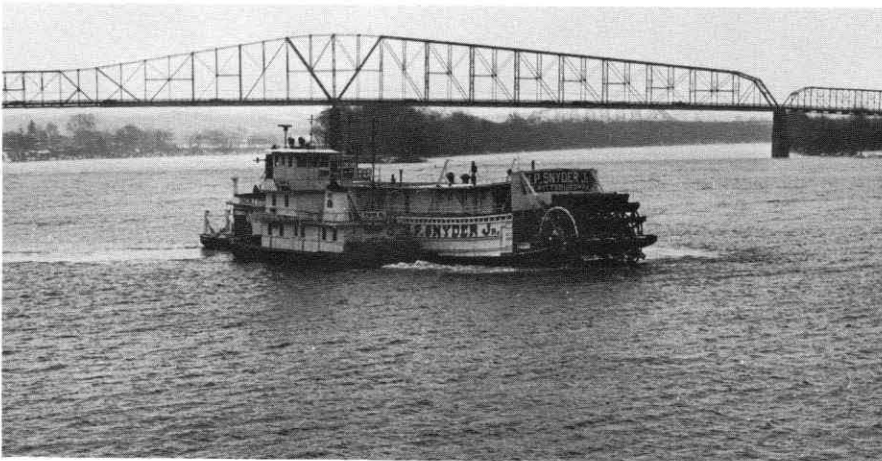
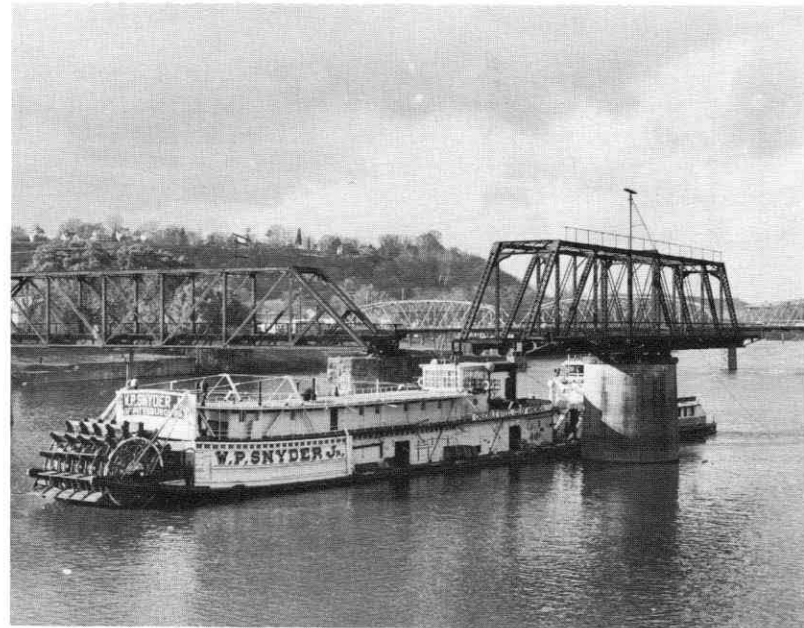
The hull repairs were completed when this was taken. One-eighth steel plate was half-soleed to the underwater areas of the sides and bottom.

The final part of the program, putting epoxy paint on the new steel, was delayed because of the severe January weather. Meanwhile the boat was allowed to rest on the cradles until the temperature moderated.



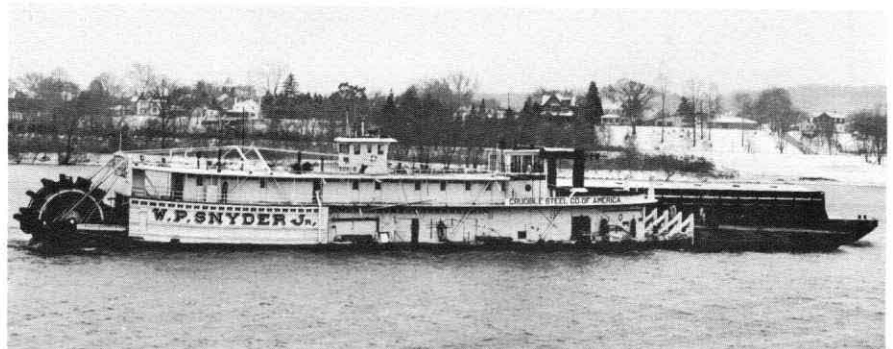
One of the few remaining steam paddlewheel towboats still afloat has a new lease on life. The Ohio Historical Society procured funds from the State of Ohio last November to repair the W. P. SNYDER, JR. Since 1955 she has been moored in the Muskingum River at Marietta, O. open daily during seasonable weather to visitors. Attendance has soared year by year until the old towboat has become one of the State's most popular attractions. --But the hull was rusting thin. Last November 12 the towboats NELLY BELLE (foreground) and DOLLY BELLE, both owned by Nelson Brown, Marietta, were hitched to the SNYDER and the journey to drydock commenced.

Getting the SNYDER out of the Muskingum took some doing. The U.S. Engineer towboat ROBERT G. WEST was too high to clear the Putnam Street bridge but received the SNYDER from the NELLY BELLE and DOLLY BELLE just below there and maneuvered her through the swing span of the old B&O railroad bridge which RR. officials had opened. The day was windy and it took the WEST's power and maneuverability to do this play. S. Durward Hoag, who took all four pictures on this page, was roosting on the apex of a derrick A-frame and says he nearly froze. Nelson Brown had volunteered to take the SNYDER to the docks at Point Pleasant, W. Va. (92 miles) with the NELLY and DOLLY but adverse weather caused a change of plans.



The Al Johnson Construction Co., building Willow Island Locks, Ohio River (Mile 162), provided their 850 hp. twin prop TOM G to make the trip. In this picture the TOM G has the SNYDER under her starboard wing maneuvering to pick up two barges to take along. The view is aimed upstream with the Marietta-Williamstown highway bridge in the background and the foot of Marietta Island showing. The date is Saturday, November 15, 1969.

Here the SNYDER is downbound for the docks of the Marietta Manufacturing Co., Pt. Pleasant, W. Va. in tow of TOM G. Departure was made about 3 p.m., Nov. 15 last, and the trip was concluded about 3:30 a.m. on the 16th. The crew on the SNYDER included Charles G. Remley, superintendent of the boat; Mrs. Remley, curator of Campus Martius Museum; Larry Steinel, Nelson Brown and Lew Eros. Skipper on the TOM G was Wiley Washnock. Their party included Mr. and Mrs. Leroy Terveen, Mr. and Mrs. Lyman Allen, Mr. and Mrs. James Tucker and Bernie Breitung.



Charleston, Parkersburg and Marietta	
PACKET	
STR. LOUISE.	
TIME TABLE.	
Up Trip.	Down Trip.
Leaves Charleston, 5 A. M. Monday.	Leaves Marietta, 6 A. M. Tuesday.
" Winfield, 11 "	" Parkersburg 9 "
" Buffalo, 12 M. "	" Ravenswood 11 "
" Gallipolis, 2 P. M. "	" Pomeroy, 4 P. M. "
" Pomeroy, 4 1/2 "	" Gallipolis, 10 "
" Ravenswood 10 1/2 "	" Ft. Pleasant 11 "
" Parkersburg 5 A. M. Tuesday.	" Buffalo, 6 A. M. Wed.
Arrives Marietta, 6 "	" Winfield, 8 "
	Arrives Charleston 1 P. M. "
DISTANCE FROM	
Marietta, Ohio, to	Armstrong's..... 25
Briscoe Run, W. Va..... 5	Ventrioux..... 27
Cole Island, middle..... 11	B. F. Ruffner's..... 29
Kanawha River, Parkers-	Red House & Winfield... 31
burg, W. Va..... 12	Minorsville..... 35
Hockhocking River, O.... 19	Dr. Steward's and Ray-
Newberry Bar..... 22	mond City..... 38
Big Hockhocking, O..... 28	Mouth of Poca and V. B.
Ravenswood, W. Va..... 46	Walker's..... 39
Hartford City, W. Va.... 75	L. L. Bowling..... 40
Pomeroy, Ohio..... 80	Mouth of Scary and Ma-
ON KANAWHA RIVER.	s n's..... 43
Point Pleasant to..... 6	Mouth of Coal River..... 46
Rock Castle..... 6	Brown's Landing..... 49
Puffenbarger's..... 7	Slack's and Friend's... 51
Robert Alexander's and	Chandler's..... 52
Ten-Mile..... 9	Preston's..... 53
Thirteen-Mile..... 12	Mouth of Elk & Charles-
C. W. Maupin, and N.	ton..... 57
Long's..... 15	Black Hawk and Salines. 60
Sam'l Couch's and Geo.	Malden..... 63
Craig's..... 16	Brownstown..... 63
John S-bred's..... 17	Platt..... 67
McConaha's..... 18	Cannelton..... 85
Buffalo..... 21	

The late Capt. Ellis C. Mace relates that the LOUISE was chartered early in her career by Collis P. Huntington (who was building the C&O) for an inspection of the right-of-way between Huntington and Cincinnati. Eighteen saddle horses were taken along so the dignitaries could disembark and observe the grading operations. One aged gentleman who owned considerable land opposite Manchester told Mr. Huntington he didn't mind the railroad taking a considerable slice of his land. "At my age," he said, "my main concern is a plot six by two feet."

Her crew at the time of this event was composed of Capt. A. J. McAllister, master; C. C. Dusenberry, clerk; E. L. Curtis, clerk; Charles Barton of Gallipolis, mate; John Bailey of Burlington, engineer, and John Steel, steward.

Ellis C. Mace recalls that the LOUISE had steam radiators in her cabin when new. One of them exploded while at Burlington, and old-style coal stoves were put in pronto.

Capt. A. J. McAllister in 1869 took up the money for the C&O interests which paid landowners for the present site of Huntington, W. Va. He then was running the MOUNTAIN BELLE in the Portsmouth and Proctorville trade. The farmland where Huntington now sprawls was known those days as Holderby's Landing.

There is another story concerning Captain McAllister. One day in September, 1871, at Cincinnati, a group of 'teen-age boys was goofing off out on the public landing. Among them was Cap McAllister's 18-year-old son. One of the boys struck young McAllister in the neck with a hunk of iron, whereupon the

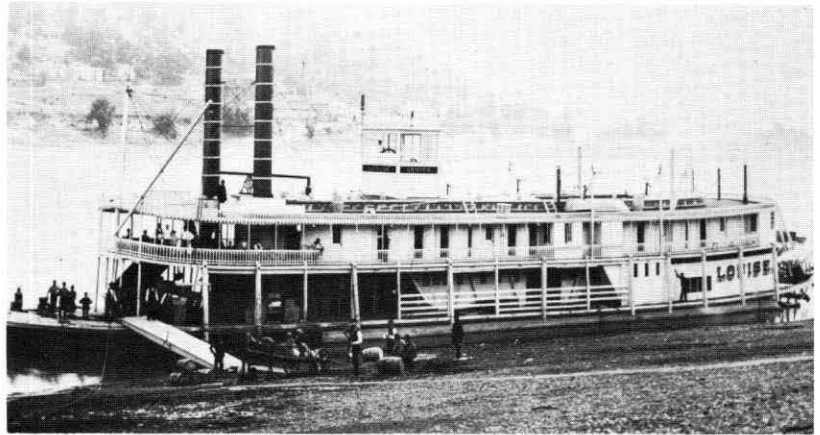
KANAWHA RIVER,
GALLIPOLIS, PARKERSBURG & MARIETTA
 PASSENGER STEAMER

LOUISE!

HOWARD DONNALLY, **WILL ARMSTRONG,**
 Captain. Clerk.

GIVES THROUGH RATES TO PITTSBURGH.
 Leaves Charleston every Monday and Thursday at 5 A. M.
 Leaves Marietta every Tuesday and Friday at 6 A. M.
 GOES THROUGH TO COAL VALLEY EVERY SATURDAY.

When the LOUISE was new she ran twice-weekly between Marietta and Charleston and on Saturdays went through from Charleston on up the Kanawha to Coal Valley (old name for Montgomery, W. Va.). The old "card" here reproduced, both front and back sides, was handed to us by S. Durward Hoag. She was built at the Mack yard, Cincinnati, in 1882, and her original appearance is shown in the photo below. The towns and landings named on the Distance Card (which dates c. 1885) are interesting. On Kanawha River the location marked Rock Castle now is Brighton. Minorsville (perhaps should be Minersville?) at Mile 35 became Plymouth. There was no St. Albans at the mouth of Coal River. Brownstown and Camp Piatt were on the left shore above old Lock 5--Camp Piatt was a U.S. Army Depot in Civil War times. Cannelton was opposite Coal Valley, now Montgomery.



LOUISE
 Collis P. Huntington Rode Her.

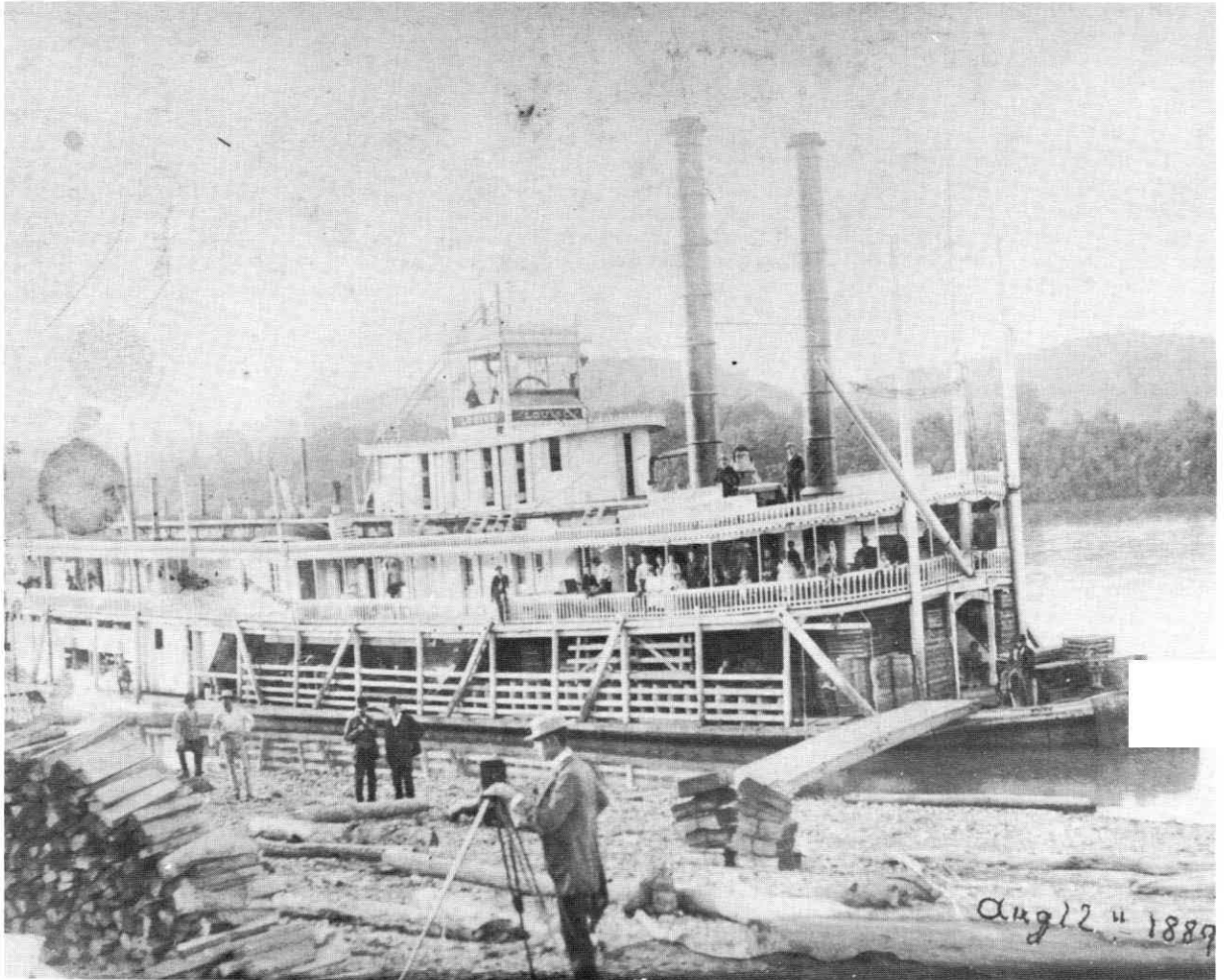
youthful McAllister whipped out a pistol and shot. The bullet entered the lad's right chest and passed out his back. He fell dead. Young McAllister did a fade out at high speed up the levee and into the city. At the time of this affair the MOUNTAIN BELLE was running Cincinnati-Portsmouth during low water season. This is one of those oh-my-gosh tales because we don't know anything more to add to it.

But back to the LOUISE. She happened along at Pine Creek, above Sciotoville, in 1888 the day the BOONE sank there. She took aboard what freight could

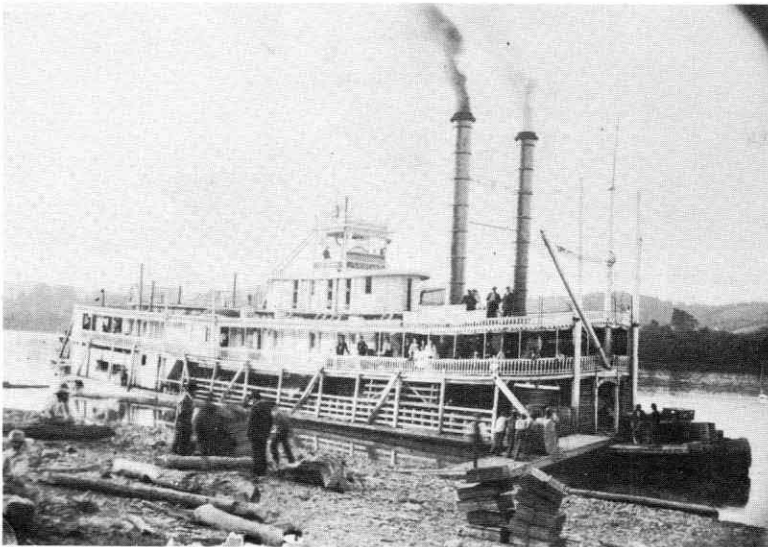
be rescued and proceeded on to Charleston with it. Thereafter, so Ellis Mace relates, she ran in the Cincinnati and Charleston trade--probably the reason a Texas (see next page) was added.

Eventually she burned while laid up at Coal Grove, O., not far below Ashland, Ky.

Capt. Howard Donnally, the original skipper of LOUISE, operated Kanawha River packets most of his active days. He was later on the URANIA and then president of the Montgomery & Gallipolis Packet Co. which ran the COLUMBIA 1902-1905.



This interesting picture of the LOUISE (same boat described on opposite page) was procured long ago from Thornton Barrette's Photograph Art Gallery, corner of Second and Center Streets, Ironton, Ohio. It was taken on Monday, August 12, 1889. The signboard on the roof reads CINCINNATI AND KANAWHA RIVER PACKET-- LEAVES WEDNESDAY AT 5 P.M. There is no clue about the location. Her cargo is principally barreled salt, coops of chickens and livestock, so she's downbound for Cincinnati. The pile of cordwood on shore (lower left) would indicate that boats still were burning some wood at that late time. The young man with the camera and tripod (lower center) is about to take the boat's portrait. We are indebted to Jerry Sutphin for this view.



Now here's something! Here is a print of the picture the photographer shown in the above picture took. He was too close to show the cordwood pile, but he discloses to us that the LOUISE is loading hogsheads of tobacco. The deck crew has one of these on the stageplank and another has a gang around it (left center). This might have been taken at Greenup, Ky., but that's a guess.

BULLETIN: After writing the above we went to bed and had a dream. An old riverman who said he was off the LOUISE told us that these two pictures were not taken at Greenup. "Look again, Fred," he said, "that's at Quincy, Ky."

Sirs: There is mention in the December issue about the parade down the Ohio River in 1929 when the dams were completed.

Oh, boy, forty years ago; hand me my cane, please. The steamer MISSISSIPPI of the Mississippi River Commission was supposed to be the flagship of that parade from Cincinnati to Louisville and her honor guest was to be U.S. president Herbert Hoover. This did not come to pass. On her way up the Ohio to participate in the occasion she ran hard aground, either at Old Maid's Crossing at the head of Dog Island, or maybe it was at Cumberland Towhead. At one time I actually knew where, in a conversation with her master and one of the pilots (not the pilot who stuck her as he was a man that I never spoke to even under pleasant conditions).

At that same time the towboat CITY OF PITTSBURGH, Capt. Calvin Blazier, master, and the towboat PLYMOUTH, Capt. Al Schipper, master, were tied up because of adverse river conditions near Paducah. The WEBER (later the J. C. RAWN that blew up at Huntington) also was tied up. The D. A. NISBET was very much aground in the vicinity of Cottonwood Bar. There were others. This situation certainly was not much of an advertisement for the "Completion of Year Around Navigation on the Ohio."

I was on the PLYMOUTH. The only reason the parade got down the river was because a pop raise came along. The president made his journey on the Lighthouse tender GREENBRIER. If the U.S. Engineers engineered that raise, like they used to do to get Kanawha River coal tows to Cincinnati, they put out a little more liquid than they intended. If the Good Lord provided, He was a bit too generous.

The U.S. Engineers held the pool at Fernbank (No. 37) so the president, Hon. Mr. Hoover, could see a lock operated from his vantagepoint aboard the GREENBRIER. Old No. 37 differed from most of the other dams in that there were three beartraps. Well, that day they were running all three and had a bunch of wickets down. The fall in the lock was around one foot, so that's as near as Herbert Hoover came to seeing the operation of an Ohio River dam. They tripped the balance of the wickets as soon as the GREENBRIER departed, and Nos. 38 and 39 were down and the GREENBRIER sailed over the passes.

If Hoover had continued on to Paducah or Cairo he might have

seen more. The dams below Louisville, most at least, were kept up, running strong beartrap water.

It took several years of dredging and some changes in the dams before the much-heralded slack-water project really got in gear and started to work smoothly. Some of the lower river dams had to have longer wickets installed.

Well, today we are on the verge of a new system of super-doooper HIGH dams, about to take over, and a whole new set of boatmen, and a whole new set of problems--as ever will be the case I suppose when men and nature work against each other.

Lewis B. Reade,
222 Caro Lane,
Marietta, Ohio 45750

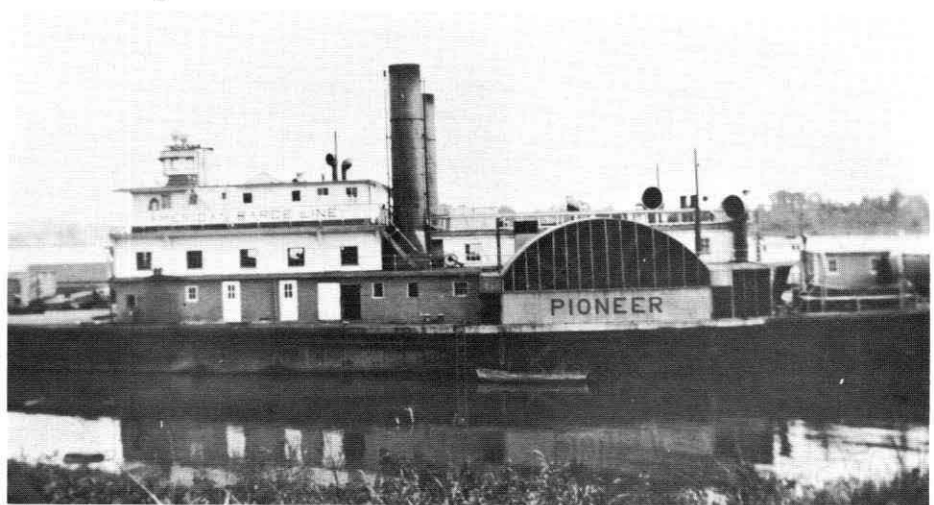
The Scientific American, in its Nov. '69 issue, reports that the Ohio and Tennessee valleys will have "very heavy precipitation with the likelihood of flooding" in the spring of 1970. The forecast is based on a program worked out at MIT by three men who have formed Statistical Weather Information, Inc. The computered information involved collecting 70 years of U.S. weather patterns and is described as the most comprehensive study yet made.

This account you are reading is being written in November, 1969. You can be the judge of its accuracy.

Sirs: The picture on page 47, December issue, was taken at Lock 3, Kanawha River. The building is the Sheltering Arms Hospital. It is no longer there. Sam Fleet tore down the remainder of the building and used the stone to build a wall around his house and made some retaining walls. His place is up Burning Springs Hollow, Route 60, east of Charleston. He did the work about 1952 or 1953.

Now as to the picture of the ferryboat OHIO on page 45, same issue. Our company used to winter some of the fleet in the mouth of the Kentucky River and I was always elected to stay and watch the digger boat, the 32 hp. sternwheel REBA and a few flats. To make a little pocket change I would pilot the ferry OHIO during the tobacco season. We would start in the morning about 5 a.m. and stop when the traffic quit, about 7 or 8 p.m. I would take her out in the morning and work until noon, then the other pilot worked from noon until evening. He brought her to our fleet where she spent the night. In the early morning the ferry watchman would call me and I'd take her out. Jenks Wilhoite was the man who paid me, I think about \$3 a day--this about 1929 or 1930.

Capt. Bert Shearer,
Box 286,
Cedar Grove, W. Va. 25039



Guess again--this is not a Civil War gunboat--it towed barges on the Mississippi for the American Barge Line in the early 1930 period. This steam side-wheel monster originally was a railroad car ferry named FERDINANDO GEORGES built at Bath, Maine, 1909 for the Maine Central RR. of Portland, Maine. She had a steel hull 240 by 47.4 by 15.7. In the latter 1920s she was sold to the Hudson River Navigation Co. of New York and renamed PIONEER. Then American Barge Line brought her to the Mississippi, made some changes, and actually put her in their fleet as a steam side-wheel towboat. In 1935 they converted her at Louisville to become a diesel propeller towboat. As such she stayed in operation until American Barge dismantled her in 1950.



Dampfer GOETHE

The description on the photo received from our Sweden correspondent (see letter at right) goes this way: Dampfer GOETHE, K&L-Düsseldorfer Rheindampfschiffahrt. Länge: 83,35 m, Breite: 8,25 m, Üb. Radkasten: 15,70 m. Maschinenleistung: 700 PS. Geschwindigkeit: Gegen Strom 17,1 km, mit Strom 27,1 km je Std.

Sirs: I was surprised to see the picture of my father (Capt. E. A. Burnside) in the December issue, as well as my Uncle Harry. Joe Gould has renewed my interest in river history. I should be steeped in it since not only my father and his father were river pioneers, but my mother's great great uncle Robert Fulton cooked up the whole thing!

Mary Burnside Reynolds,
(Mrs. Wendell S.)
1039 Ninth Ave.,
Huntington, West Va. 25701

Sirs: I am interested in river boat artifacts but have not had very good luck away up here. It seems that so few boats were built up here (most of the ones that were burned) so little or nothing survives. In four years of collecting I have come up with only five items; three of these are pieces of wood from old river boats.

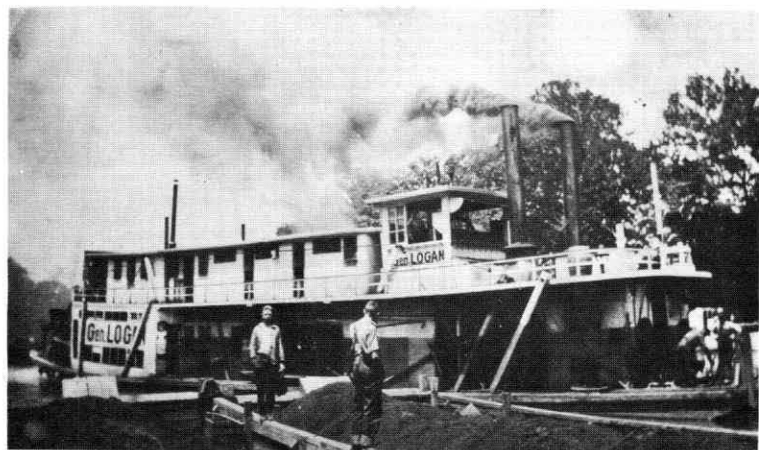
Gordon F. Root,
31 Minn. Ave., South,
Aitkin, Minn. 56431

=Aitkin is away up thar on the Upper Upper. -Ed.

Sirs: My friend Wayne Williams who lives in the Hansford area recognized the building shown in the December issue, page 47. He identifies it as the old Shelter-

ing Arms Hospital opposite Lock 3 on the upper Kanawha. That building was torn down to make way for a new road about 1940. Another building nearby (not shown in the photo) was the living quarters for the doctors and nurses, and still stands.

Herschel W. Burford,
138 Strawberry Road,
St. Albans, West Va. 25177



GEN. LOGAN on Green River

This towboat was built in 1918 at Jeffersonville, Ind. on a hull 90 by 18. Our bet is that less than four of our members remember the GEN. LOGAN. The Kentucky Rock Asphalt Co. renamed her W. C. TAYLOR, using her on Green River along with the EMMA (later renamed M. C. CLAY). In the fall of 1925 Capt. Walter C. Houglund bought both of them. He sold the W. C. TAYLOR in early 1933 to the Frazier-Davis Construction Co. Anybody know what happened to these boats?

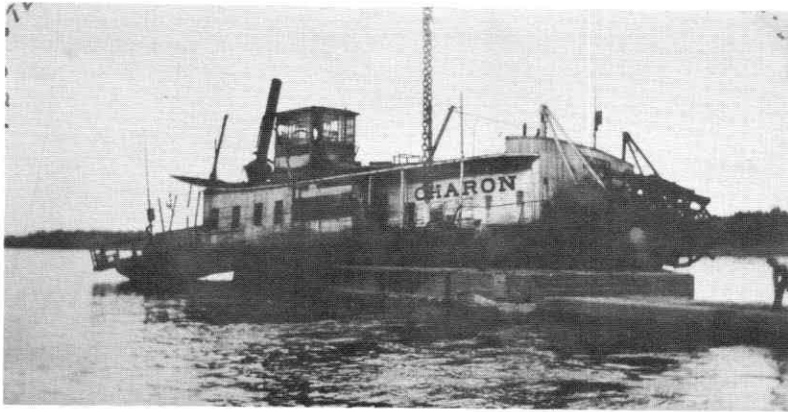
Sirs: I am very interested in paddle steamers and I wonder if you would send me a photo of an American river paddler. Are there any left now?

Jan Lindquist B.O.A.,
Båtsmansgatan 12,
S89021 Domsjöverken,
Sweden

=A copy of the Dec. '69 S&D REFLECTOR went to Jan Lindquist in exchange for the GOETHE (see accompanying picture). -Ed.

Sirs: I notice that the picture on page 20 of the December issue is the one I took in October, 1929. Well do I remember that occasion. Jimmy Rowley and I were the pilots on the CINCINNATI from Pittsburgh to Cincinnati. Capt. William E. Roe invited me to stay aboard to Cairo. The Lindenburns piloted her to Louisville, and there Birch McBride came aboard, and his partner for the balance of the trip was William Zurlinden who lived above Lock 41 in Louisville. He was a new one on me but he got along all right. We went on by Cairo and took a look at the Mississippi and then came back to the wharf where I took the other picture shown on page 21 of that issue. Capt. C. C. Bowyer was on the CINCINNATI to Cairo and enjoyed it. Every issue of the S&D REFLECTOR is a joy to me.

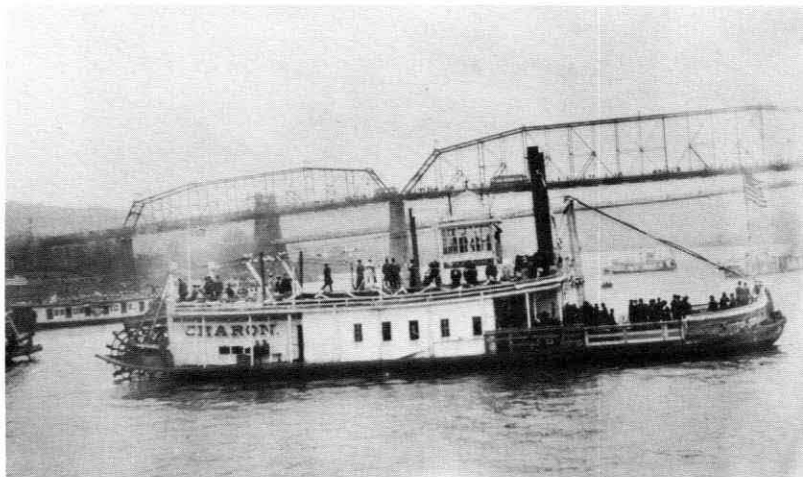
Jesse P. Hughes,
Box 1418,
Sarasota, Florida 33578



The removal last summer of Lock and Dam No. 23, Ohio River, at Apple Grove, O., reminds us of the above pictured accident which happened there. The ferry CHARON, in tow of the ferry RUTH ANN, ended up on the upper end of the outer lock wall. The two ferries were downbound on open river when the trouble happened. Both had been operating between Bellaire, O. and Benwood, W. Va., then owned by the Bellaire, Benwood & Wheeling Ferry Co. of which R. M. Gilliland was long-time president. The CHARON was built at Brownsville, Pa. in 1889 with a hull 110 by 30, named for the mythical Greek boatman who ferried dead souls across the river Styx in Hades.

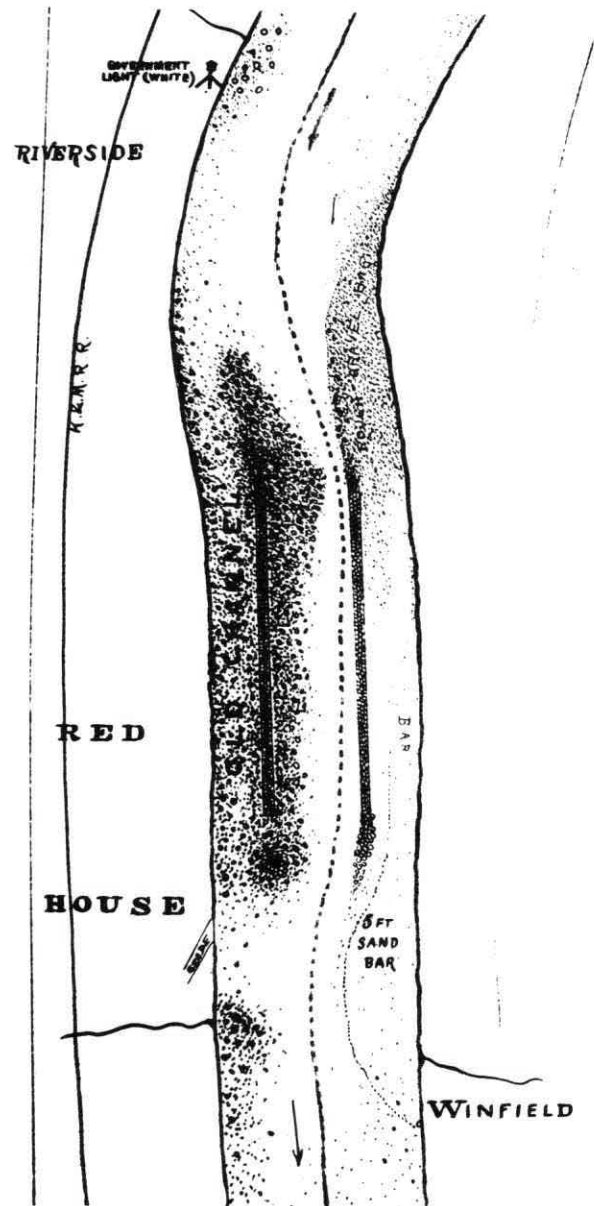


Both of these pictures were taken by the late Capt. Leon Ash. This shows the wreckage of the CHARON while being removed from the wall at Lock 23 by the U.S. Engineer fleet. We don't recall the year this happened; possibly about 1927 when the Bellaire-Benwood highway bridge was completed.



Here she is unsunk in a photograph taken at Wheeling during some sort of marine festivities, date unknown.

Red House Chute



There was this Monongahela River deck-hand on vacation who got off the B&O at Pt. Pleasant, W. Va. and hailed a taxi. "There's three things us guys up in the pools are always hearing about; Capt. E. A. Burnside, the ROBERT P. GILLHAM and Red House Chute; take me to 'em." This was back in Joe Goold's time on the Kanawha.

So here, ladies and gentlemen, is the famous Red House Chute. It was drawn by a no less famed artist than Capt. Jesse P. Hughes.

In early 1896 Cap'n Jesse walked in Weldon's Book Store, Wood Street, Pittsburgh, and bought a notebook. During January and February, 1897 while at his father's home at Willow Island, W. Va. he drew maps in it of the Ohio River from Pittsburgh to Ironton, O. and of the Great Kanawha from Pt. Pleasant to Kanawha Falls. He had no data at hand, using his knowledge and recollection solely. The reproduction above is scaled about half-size of Jesse's original.

Sirs: Capt. Orië D. Stallions of Baton Rouge told me he once was on a boat named OHIO at Paducah which later became the packet JOE CURTIS at Memphis. He said she had a roof bell marked on it KATIE STOCKDALE. Now, on Sunday, Oct. 19, 1969 I was along on the BELLE OF LOUISVILLE's historic cruise to Westport and Bethlehem. I met W. F. Carr who gave me a photo of a little packet named OHIO built in 1909 at Harmar, O. for the McCandless Bros. who ran her Paducah-Golconda. She had other owners later and after dismantling in 1924 some of her parts were used in a new OHIO operated by the Royal Route Co., Vicksburg. Question: Which OHIO was which, and how does the OHIO shown on page 45, December issue, fit into the picture?

Arthur V. Sheckler,
Milner Hotel,
Louisville, Ky. 40202

=The "little" ferryboat OHIO whose picture appeared in the Dec. '69 issue proved too small for the Paducah-Brookport ferry business. She was sold to Carrollton, Ky. and replaced with the ferry OHIO NO. 2. This is the one Capt. Stallions was on, and where he saw the KATIE STOCKDALE roof bell. When the bridge was built at Paducah, OHIO NO. 2 was sold to Capt. Peters Lee, Memphis, built into a small packet, and renamed JOE CURTIS. This was an old, old ferry and before she was the OHIO NO. 2 she had been the DIXIE BEE LINE at Henderson, Ky. and before that she was the EMILY, built at Jeffersonville, Ind. in 1891.

The OHIO built at Harmar, 1909, was dismantled in 1924, at which time a new OHIO was built at Vicksburg owned by the Royal Blue Route (Ltd.) of which we know very little. -Ed.

Sirs: Telling the stories of famous boats seems to me one of the best features of the S&D REFLECTOR. I was aboard the HOMER SMITH on a tramping trip out of Wheeling. John Douglass was master and Henry Holloway was pilot. Henry invited me to the pilot-house inasmuch as I then was striker pilot on the OTTAWA. Then later, when she was at the Ayer & Lord Marine Ways, we lay alongside of her. I was then on the DOROTHY BARRETT, Capt. Roy Hughes being master. Henry Holloway was there as "acting master" and he was very downhearted over the future of that fine boat which I

believe was THE boat to him. He had a long career as a pilot but it seemed to me that he was as proud of the HOMER SMITH and his part as pilot of her as though he were the sole owner. Enough. If I get in high gear on the subject of the HOMER SMITH I would probably write as much as appeared in the REFLECTOR. But one more item before I end up. In the parade from Cincinnati to Point Pleasant (Ohio) for the dedication of the U. S. Grant Memorial Bridge (over Big Indian Creek) the HOMER SMITH was to my mind the best looking of all the boats participating.

Lewis B. Reade,
222 Caro Lane,
Marietta, Ohio 45750



BELLE CAROL

The odd part of this picture is the way that wheel is rolling and apparently she has no headway at all. Hot-rodding, we expect.

Sirs: I enjoyed the story about the HOMER SMITH. In regard to the PEORIA mentioned in the story I notice in Virginia Eifert's book, in her chapter about the GOLDEN EAGLE, that the Leyhes had a boat named PEORIA. Since Eagle Packet Co. used twin stages on their boats, and you mention that the PEORIA was about to have them, could it be one and the same?

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

=Yes. She was the real swinger in the Eagle Packet fleet while she lasted; only ran three seasons and was lost in ice. -Ed.

This 74-foot excursion boat operates at Memphis, named for Carol Meanley, wife of the owner. The git-up-and-go for the paddlewheel is supplied by a G-M 4-71N, 100 hp. The boat has capacity for 78 passengers. Tom Meanley was a newspaper man for 25 years before chucking it to get afloat.

LATEST NEWS ON BERTRAND DIG

Gov. Robert D. Ray of Iowa made an inspection of the recently excavated packet BERTRAND. "I was fascinated by the boat and her contents," he said. "And I was amazed by the amount of work that has already gone into salvaging the boat."

Officials of the National Park Service have estimated that some two million separate items were contained in the 160-foot hull. She carried a varied cargo of frontier goods that included a reported 55,000 pounds of mercury for use in the Montana gold fields. It was the lure of this quicksilver (worth \$250,000) that spurred the search. Only nine flasks were found.

These items from the cargo are being protected in a prefabricated building 120 by 40 feet erected at the site. The Christensen Lumber Co. of Fremont, Neb. built it on a low bid of \$9,312.

Ron Switzer, 27, was called in by the National Parks Service to inspect the cargo and recommend means of preservation. "I came here expecting to find cloth so fragile it would fall apart at a

touch," he said. "Instead even such fragile cloth as cotton has kept beautifully."

Priority will be given to saving such fabrics. Boxes of men's and women's clothing have been recovered, as well as bolts of whole cloth and children's outfits. Next in priority will be leather goods. Hundreds of pairs of boots and shoes are included.

Hundreds of cases of bottled goods were uncovered, everything from champagne to wine. Many are not properly sealed. Canned coffee, pickles, tomatoes and peaches were plentiful.

"How do you save 100-year old wet cigars?" pondered Switzer. "Or peanuts or almonds in the shell?" Switzer is curator of an anthropology museum at Albuquerque, N.M., but is an Iowa native. He worked several summers at Pt. Barrows, Alaska, reclaiming Esquimo relics.

Meanwhile the old hull has been winterized by reburying it in sand. Several plans for preserving and displaying it are being considered, work to commence in the summer of 1970.

Thomas G. Addison, librarian, Rare Book Room, Cincinnati Public Library, has issued the Annual Report 1968-1969 of the Inland Rivers Library. The acquisitions of the year are listed and discussed. One that caught our eye, and also Tom Addison's, is a log book from the U.S. gunboat TYLER, kept by her master, Charles L. Ackley, in 1865. On April 23 the following entry appears:

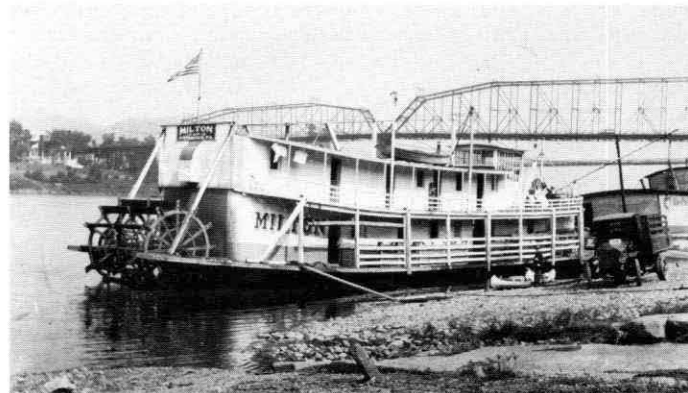
"Friday morning about 3 o'clock the Str. SULTANA blew up about 7 miles above Memphis. I was called up but upon going on deck I saw that she was so far up that we could not be of any assistance and after watching her awhile again went to bed. After about a half an hour I was again called with the report that the river was full of drowning people. I immediately went on deck and of all the sounds and noises I ever heard that was the most sorrowful ..."

If Charles L. Ackley rendered aid he did not record the fact.

Tom Addison noted that the Inland Rivers Library gets frequent calls, in person, by phone, and by mail---persons seeking answers "on many different aspects of the rivers."

Also he notes that during the summer of 1969 death came to Cincinnati photographer Paul Briol who illustrated several books by Clark Firestone on river topics and also the original edition of "The Log of the Betsy Ann."

Donors to the Inland Rivers Library include a number of S&D's, among them Alan Bates, Gabriel Chengery, Charles Dooley, Bert Fenn, Ruth Ferris, J. W. Rutter.



ABOVE: Sometimes boats grow with age; sometimes they shrink. This one was a shrinker. The MILTON is new in this scene with packet guards and bull-rails. UPPER RIGHT: Now she's lost her bulge and is slimmed down for Little Kanawha locks. LOWER RIGHT: Finally in her old age she's sprouted a pair of smokestacks and has become a towboat. See the article in the center column above.

Wesley McDougal, Clarrington, O. sent us a photo of the gas packet MILTON at Christmas time, together with a description of her operations. He says this 100 by 18.2 wood hull boat originally had a gasoline engine, a one-cylinder F-M job, 50 hp. "It was so large and heavy and the width of the boat was so narrow that very little room was left to get past the engine on either side of the interior of the boat," says Wes.

He says later on she got an oil engine, also big and heavy, 60 hp. John Ueltschy of New Martinsville, W. Va. built her at the Mozena Bros. boatyard, Clarrington, O. in 1918. She ran in the Wheeling-New Matamoras trade and was sold in Feb. 1919 to B.B. Armstrong of Burning Springs, W. Va. (3,4) and Jacob Huffman of Grantsville, W. Va. They trimmed down her guards to make her fit the narrow Little Kanawha locks and ran her Parkersburg-Creston. Huffman sold out his interest in Dec. 1919 and Armstrong then owned her entire. Capt. John B. Roberts of Parkersburg had her in 1920.

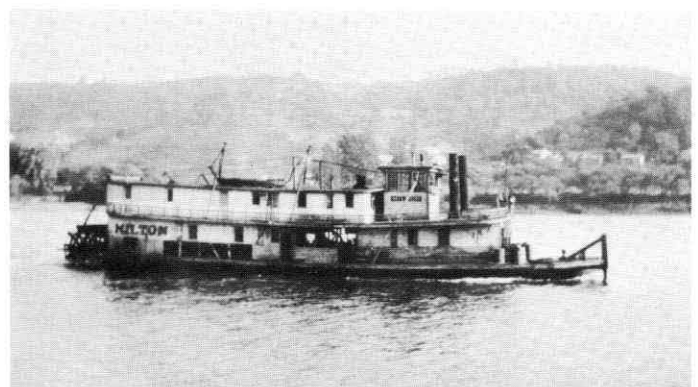
Thanks to Wes McDougal's card we are reminded that while this scribe was clerk on GENERAL BEACH in 1921 we borrowed the MILTON at Parkersburg to go to Zanesville and back while the BEACH underwent boiler repairs. The huff-puff of that heavy oil engine set the upstairs of that boat into

a continual earthquake. The big freight book in the office took on the reciprocal motion of a flatbed printing press. Purser Homer Mozena jabbed down his pen to make an entry, landed two lines above where he'd aimed at, and quick as lightning that pen drew an indicator diagram six inches long.

Later on the MILTON underwent further surgery and became a towboat of sorts, operated at Rochester, Pa. by the West Penn Sand Co. Hitched to a load, she was the only towboat on the Ohio which could be overtaken and passed by a canoe with one paddler. She was finally ground up in the big ice of 1936. The funeral was not a large one.

But as Wes says that MILTON was a haven for a good many boatmen when jobs were scarce. He mentions Sid Booth, Davey Boyles, Lee Murphy, Henry Mozena, Cecil Smith and Eb Cline. Yes, Brady Litman ran her for a time, but we don't think he was really an owner--some sort of a gentlemen's agreement with Mr. Ueltschy.

S&D welcomes to the flock John M. Bascom, editor of "Scanner," monthly news bulletin of the Toronto Marine Historical Society. He joined S&D last December. His address: 100 Whitehall Road, Toronto 5, Ontario, Canada.



"The Hillmans of Pittsburgh" is the title of the featured article in the Sept. 15, 1969 issue of Forbes Magazine. Henry Lea Hillman appears on the color cover, the gentleman for whom the towboat HENRY L. HILLMAN was named in 1949 (currently renamed JIM MURPHY operating in Queen City Harbor Service, Cincinnati).

The Hillmans play second fiddle to the Mellon interests at Pittsburgh, but they have been coming in loud and clear since John Hartwell Hillman came to the Golden Triangle in 1886. They were not river operators until many years later. The demise of the famed Combine (Sept. '66 issue, pages 6-13, and Sept. '68 issue, pages 6-10) and World War II provided the entree. They acquired the old Diamond Coal & Coke Co., a former Combine competitor, and operated the towboats A. R. BUDD, SAM BARNUM (second) and VOLCANO (second) towing Monongahela River coal with operations based at Dravosburg, Pa. The BARNUM was renamed A. B. SHEETS honoring Arthur B. Sheets, partner with J. H. Hillman, Jr. and his brother Ernest. They bought the new towboat ACTIVE from Pittsburgh Coal and renamed her HECLA (Hecla Coal & Coke was a Hillman consolidation of four concerns). Also they had the HILLMAN, the original SAM BARNUM (first) with a new name on her.

The first boat the Hillmans built outright was the J. H. HILLMAN, regarded as the best towboat in the pools. She was new in 1927. Also they had acquired the W. Harry Brown marine ways at Alicia, Pa., built new in 1917, and had formed the Hillman Barge & Construction Co. Their first dip into the propeller-towboat field was the acquisition of the tunnel-stern steam ALICIA which they renamed HENRY A. ROEMER and later renamed her J. M. LEITHEAD. Another W. Harry Brown acquisition was the sternwheel COLLIER which Hillmans renamed WM. C. SUTHERLAND and later on called her JOE CARTER.

Between 1949 and 1952 they built four modern diesel prop towboats, the HENRY L. HILLMAN, PATSY HILLMAN, CAP'N HOWDER and MARY LEA HILLMAN, all of which they have since sold within the past several years.

Persons who dip back into river history are reminded that a large side-wheel packet named C. E. HILLMAN was built in 1860. Also sternwheel packets named T. T. HILLMAN and J. H. HILLMAN were built in 1875 and 1882 respectively.

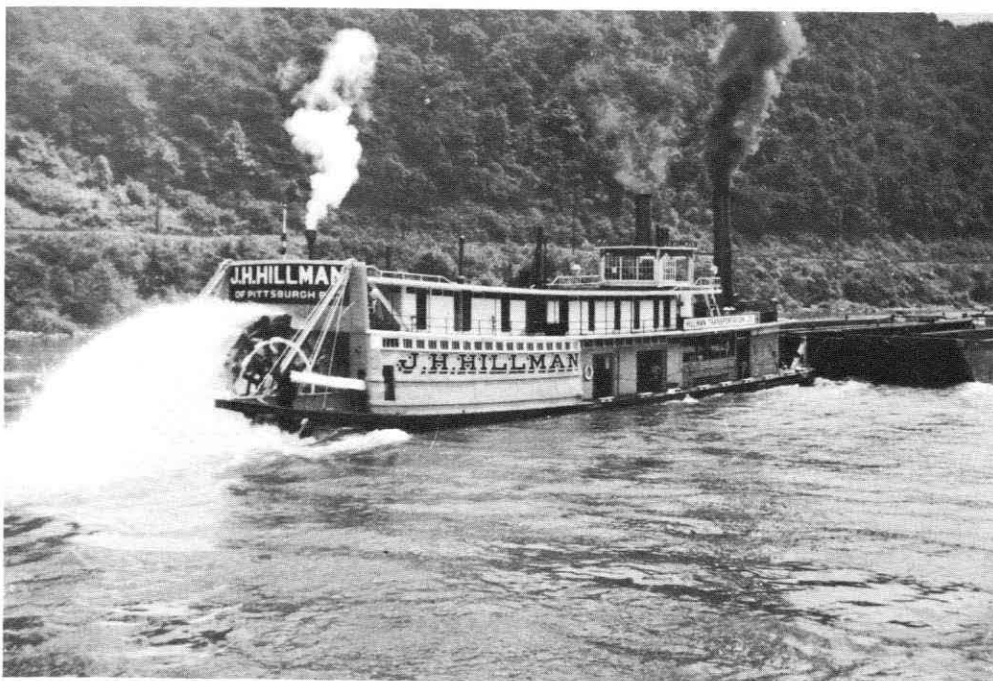
The Hillman family arrived in the U.S. in 1670 and prior to Civil War days Daniel Hillman was on the Cumberland River running iron furnaces. His brother C. E. Hillman became a Nashville merchant of consequence. Dan Hillman's son T. T. Hillman moved to Birmingham, Ala. and started the Tennessee Coal, Iron & Railroad Co., which later was to become U.S. Steel's southern unit. Another son, J. H. Hillman, the eldest, came to Pittsburgh.

The side-wheel C. E. HILLMAN was built for the Cincinnati-Nashville trade, interrupted by the Civil War. The Johnny Rebs appropriated her at Paducah and took her to Nashville with the idea of converting her into a Reb gunboat. The fall of Fort Donelson put her back in U.S. hands and she became a transport. Later she was in the St. Louis-New Orleans Anchor Line, and by 1866 was in the Wheeling-Cincinnati trade, Capt. Theodore Fink.

The T. T. HILLMAN operated Paducah-Nashville, and in her later days was lost on the Missouri in Miami Bend. The J. H. HILLMAN also was a Paducah-Nashville local, Capt. Tom Ryman.

The elder J. H. Hillman who migrated to Pittsburgh is described by Forbes Magazine as a man who "loved horses more than he did business." He and family are listed in the 1908 Pittsburgh Blue Book (social registry) residing at 1083 Shady Avenue. Mrs. Hillman was the former Sallie Murfee Frazer, and her children were Elizabeth, Sara Frazer, J. Hartwell, Jr., Ernest and James F.

It was J. Hartwell Hillman, Jr. (called "Hart" to distinguish him from his father) who became a dynamic figure in the Pittsburgh business world. When he died in 1959 his son Henry Lea Hillman commenced standing his own watches and has guided the Hillman empire to its present status. The current holdings are estimated at three billion.



The J. H. HILLMAN
Best in the pools..

Built by American Bridge Division, U.S. Steel, in 1927, Ambridge, Pa. Hull 148.2 by 33.4. She had compound condensing engines, 16's, 32's- 7 foot stroke by Marietta Manufacturing Co. Five boilers, coal burner. Capt. Elmer Culp was her first master, then Capt. John M. Hudson served many years. Frank Silliman, who now heads Hillman Barge & Construction Co., was one of her engineers. Retired in 1951, the boat was sold to Charles Zubik.

Sirs: I was pleased to receive your recent letter expressing your appreciation for my recent efforts in keeping the DELTA QUEEN afloat. Since we usually hear when we do anything wrong, it is always good to get a "pat on the back" when we do something right. Thank you for writing, and please know your views are always welcomed and valued.

Robert J. Corbett,
18th District, Pennsylvania,
House of Representatives,
Washington, D.C. 20515

=Congressman Corbett introduced legislation to prolong the life of the DELTA QUEEN for two more years, terminating in November, 1972. No action has been taken as we go to press. -Ed.

Sirs: I am writing to express my disappointment with the editorial and news makeup of the S&D REFLECTOR. It seems to me they are avoiding the pioneer period, which seems inexcusable to me. The Society is supposed to be devoted to Pioneer Rivermen, not the latecomers.

My grandfather, Capt. William A. Gregg, of Cincinnati, died in 1868. He was a river pilot and owner, and plied the rivers between Cincinnati and New Orleans. During the Civil War he was of great value to the Union, as few northern pilots had any knowledge of the Red River of the South, as my grandfather did.

Can't the Society really go back a hundred years and more to get us the news of the Pioneer rivermen?

Col. Clifford C. Gregg,
USAR, Ret.,
Route 1, Box 156,
Valparaiso, Ind. 46383

Sirs: The pilotwheel in my yard overlooking the Ohio River at Fairview Light (Mile 376.4) is from the old sternwheel towboat LA BELLE of the Wheeling Steel Corporation. The freight bill getting it here from Pittsburgh came to more than the price of the wheel, I seem to recall.

William C. Dugan,
Vanceburg, Kentucky 41179

Sirs: Here are a few details of the voyage of the W. P. SNYDER, JR. from Marietta to Pt. Pleasant for drydocking. First I wish all of you could have been with us. The beautiful diesel towboat TOM G. rounded the bend, entered the

Muskingum, eased alongside the SNYDER, and hitched to us. After attaching two barges ahead, we whistled our way from the port of Marietta.

Shortly thereafter there was the worst screech, clatter, groan and any other excruciating noise you can imagine. The paddlewheel began to turn -- the prettiest sight you ever did see! But it only lasted a short while, and then stopped, and did not start again. The crew was kept busy for a while with water in the hull, but Brownie had brought along his oakum and, with a little pumping, all was well.

The good old pot-belly stoves kept the pilothouse comfortable and the diningroom cozy. The old cookstove had a sizzling fire for steaks and mashed potatoes. And we sat down to a delicious dinner--even hot baked apple pie.

Watched the river from the pilothouse until we got to destination at 3:35 a.m. Then caught a few frozen cat-naps until the TOM G. returned to pick us up.

The trip back to Marietta on the TOM G. was something else. The little boat is a gem. Warm. Plenty of hot water to wash our filthy faces and hands. Such a beautiful day! We sat out on the back deck without coats while the men bar-b-que'd steaks. Saw many wild ducks and five beautiful geese. We arrived at Lock 17 about 7:30 p.m. With us was the head engineer of the Willow Island Locks, three of his assistants, and three wives. A beautiful trip.

Catherine G. Remley,
Campus Martius Museum,
Marietta, Ohio 45750

=At this writing the repairs to the SNYDER have been completed but due to extreme cold weather she has been kept on the marine ways of the Marietta Manufacturing Co. A coat of epoxy paint will be applied to the hull soon as the temperature gets above 50° and then she will be towed back to her berth in the Muskingum River. -Ed.

Sirs: Perhaps you will be interested to know that Jack Quinby (my son) and I were the only stockholders of Greene Line, Inc. present at the closing ceremony which took place on Nov. 21, 1969 at New York, when the firm of Overseas National Airways, Inc. acquired possession of all stock in Greene Line Steamers and took title to the steamer DELTA QUEEN. The other stockholders were rep-

resented by our attorney, Norman F. Hoover, of Cincinnati.

The complex transaction which involved a veritable avalanche of legal papers occupied eight hours from 10 a.m. to 6 p.m. around a long conference table in the quarters of Breed, Abbott & Morgan, attorneys, who occupy the entire 55th floor of the Chase-Manhattan Plaza building in the financial district.

When it became evident that the deal could not be completed as quickly as expected, luncheon was sent in, and we struggled on without interruption. The magnificent view of New York seemed appropriate, as did the fact that Jack and I had been present at the occasion in Cincinnati on Washington's Birthday, 1958, with Dick Simonton, when we first acquired control of the historic steamboat line, and managed to rescue it from the financial doldrums.

This new deal brings with it the necessary financing to enable Greene Line to continue in business with a replacement for the DELTA QUEEN if and when she must be retired. However it is hoped to continue her operation one way or another; either by another reprieve or by removing her passenger sleeping accommodations and running her in excursion service.

Overseas National Airways is a progressive organization engaged in acquiring attractions on both sides of the Atlantic to stimulate patronage of its transoceanic plane service. Under its president, G. S. Steedman Hinckley, O.N.A. acquired Greene Line as part of its expansion program.

Subsequent to the closing of the deal with O.N.A., son Jack and I succeeded in picking up an interest in O.N.A., so that at least a part of the "Old Guard" is still with the DELTA QUEEN in spirit and in fact.

Happily we report the laying of the keel of a \$14-million luxury liner at Rotterdam, Holland, expected to be ready late in 1970 for O.N.A. cruise service on this side of the Atlantic, in the Caribbean and through the West Indies. Best regards to all hands.

E. Jay Quinby,
30 Blackburn Road,
Summit, N.J. 07901

We are advised by Harold R. Brown, Cincinnati, that Tucker Marine, Inc. of that city is now building the new steel hull for the showboat MAJESTIC.

RECAPITULATION OF S&D REFLECTOR ISSUES TO DATE

S&D members wishing to order back issues of the S&D REFLECTOR may do so by remitting \$1.25 each to Capt. Frederick Way, Jr., 121 River Avenue, Sewickley, Pa. 15143. A survey of the available issues follows:

Vol. 1, No. 1 8 pages. Contains a survey of the history of S&D. Front page is b&w photo of ex-canalboat steamer COME AND SEE ME.

Vol. 1, No. 2 12 pages. Contains drawings and description of CRICKET. Front page is b&w photo of KANAWHA on first trip.

Vol. 1, No. 3 12 pages. Contains double-page photo of Pittsburgh boat parade, 1911. Front page is b&w of IRON QUEEN.

Vol. 1, No. 4 20 pages. Contains pictures and story of Indian Rocks; also story of 1905 Congress Trip. Front page is b&w of CITY OF LOUISVILLE.

Vol. 2, No. 1 20 pages. Contains story of the burning of excursion steamer J.S. and double-page picture spread of BONANZA. Front page is GREENLAND in b&w.

Vol. 2, No. 2 28 pages. NOT AVAILABLE. Contains story of VIRGINIA's first season, also double-page spread of building the OTTO MARMET. Cover is b&w of VIRGINIA.

Vol. 2, No. 3 20 pages. NOT AVAILABLE. Contains "Music On the River," by C. W. Elder, also story of the towboat JOHN PORTER's yellow fever trip. Cover is b&w of KEYSTONE STATE.

Vol. 2, No. 4 28 pages. Contains story of the destruction of Wheeling Bridge, also the building and first trip of DICTATOR. Front page is b&w of GORDON C. GREENE.

Vol. 3, No 1 32 pages. NOT AVAILABLE. Contains story of the VIRGINIA in the cornfield. Front cover is VIRGINIA stranded.

Vol. 3, No. 2 32 pages. Contains Life & Times of Capt. C. W. Batchelor, also story of KANAWHA disaster. Front page is b&w of the opening of Davis Island Dam, Ohio River, 1885.

Vol. 3, No. 3 32 pages. Contains story of the "Combine," also of a trip on the TELL CITY in 1916. Front page is b&w of second Whistle Blow.

Vol. 3, No. 4 36 pages. Contains story by Capt. W. B. Miller of the THOMPSON DEAN, also four pages of tow diagrams, and the history of Coal River navigation by J. Mack Gamble. Front page in color is the GUIDING STAR.

Vol. 4, No. 1 36 pages. Contains story of the maiden trip of GREAT REPUBLIC, also double-page color picture of QUEEN CITY, and story of Big Sandy River navigation by Jesse P. Hughes. Front page is b&w drawing of GREAT REPUBLIC.

Vol. 4, No. 2 32 pages Contains story of 1914 trip Pittsburgh-St. Paul on JOE FOWLER, also the story of the JAMES RUMSEY - D. T. LANE pushing contest at Charleston, W. Va. Front page is an accident at Lock 5, Kanawha River when the SPRING HILL was sunk.

Vol. 4, No. 3 32 pages. Contains the history of the packet QUEEN CITY with many illustrations. Front page is broadside b&w of QUEEN CITY.

Vol. 4, No. 4 40 pages. Contains story of Gray's Iron Line. Also story and pictures of the ISLAND QUEEN accident when her decks caved in. Front cover is AVALON in b&w in 1901.

Vol. 5, No. 1 40 pages. Contains story of the side-wheel CITY OF PITTSBURG. Also set of eight daguerreotypes taken at Cincinnati, 1848, and story of the Silver Bridge collapse. Front page is b&w of CITY OF PITTSBURG.

Vol. 5, No. 2 40 pages. Contains testimony presented in Wheeling Bridge Case. Also history of steamer GENERAL WOOD. Front cover is color of the GENERAL WOOD.

Vol. 5, No. 3 40 pages. Contains Decline and Fall of the Combine, by Edward H. Scheibler. Also recollections of Capt. Fred Hornbrook. Cover is b&w of scene at Newell's Run, Ohio River, 1890.

Vol. 5, No. 4 40 pages. Story of the collision of AMERICA and UNITED STATES and history of the Wheeling Union Line. Cover is color of the sternwheel TARASCON.

Vol. 6, No. 1 40 pages. Contains history of the towboat JOHN A. WOOD. Also story of navigation on Little Kanawha River. Cover is b&w of towboat JOHN A. WOOD.

Vol. 6, No. 2 40 pages. Contains the story of side-wheelers on the Monongahela River. Also the RUTH NO. 2 and her travels. Cover is color of packet R. DUNBAR.

Vol. 6, No. 3 40 pages. Story of the MORNING STAR and HELEN BLAIR. Also story of Nelson Brown and his store-boats. Cover is b&w of MORNING STAR on the Upper Mississippi.

Vol. 6, No. 4 48 pages. Story of the HOMER SMITH. Also story of flatboating from Marietta to New Orleans. Cover is color of BETSY ANN.

Those fortunates who have all issues from the beginning up through Vol. 6, No. 4 have 748 pages of river history, photographs, drawings and 6 full color boat pictures from paintings by William E. Reed. We regret that we cannot supply complete sets of all back issues. Three are now out of print, indicated as NOT AVAILABLE in the foregoing compilation.

An ancient steam side-wheeler, the ASSINIBOINE QUEEN, sunk over 50 years ago, has been dug up by youths connected with the Brandon, Manitoba Chamber of Commerce. The wreck lies on the shore of the Assiniboine River, tributary of the Red River of the North, a few miles east of Brandon. The Winnipeg Free Press ran a picture of the "dig" in their November 15, 1969 issue. Bob Brown of Brandon, has researched the boat's history and hopes to do a book about it. We are indebted to William G. Patterson, Richmond, Ind. for these details.



Ever hear of the MARY McCONNELL? Here she is, owned by Richard McConnell and carrying U.S. Mail and passengers between Cave In Rock and Shawneetown, Ill. This steel hull motor vessel was built at Dubuque in 1922, hull 65 by 12. Anybody know what happened to her? Photo was taken by Capt. Leon Ash, and was made available to us by the Inland Rivers section of the Cincinnati Public Library.



Coming events cast their shadows before, said British poet Thomas Campbell whose bones have reposed in Westminster Abbey since 1844. These kids in the Marietta River Museum are contemplating Dean Cornwell's superb oil painting of the race between the ROB'T E. LEE and the NATCHEZ run in 1870 between New Orleans and St. Louis.

One hundred years will have passed come this June 30 - July 4 since Messrs. Cannon and Leathers told the whole world they had no remote idea of racing their boats, and then poured on the coal hell bent for election up the Mississippi to start an argument which hasn't been settled in a century--which was the faster boat?

The coming event, the centennial of the U.S.'s most famed race, will probably go off quietly. There's talk of a speedboat spectacular retracing the route, dragon flies imitating dragons, much buzz-buzz but surely no race riots in the streets of Louisville afterward like they had in 1870. Those days, of course, it was the LEE-NATCHEZ race which called for the arnica, college presidents please note.

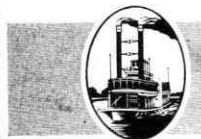
You would wonder what the two youngsters are thinking about. The young man probably is a bit vexed about the rowboat crew in the foreground. They'd better make up their minds who's going to row the thing before those waves catch 'em. The young lady is wondering how-come such fiery boats out for blood look more like something out of a sewing basket what with all the valentine lace and feathers and filigree.

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We are indebted to Cy La Tour & Son, Pasadena, California, for the picture.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, O. 43110



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