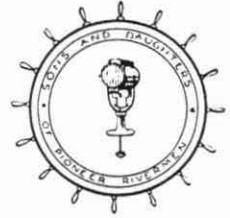


# S&D

# REFLECTOR

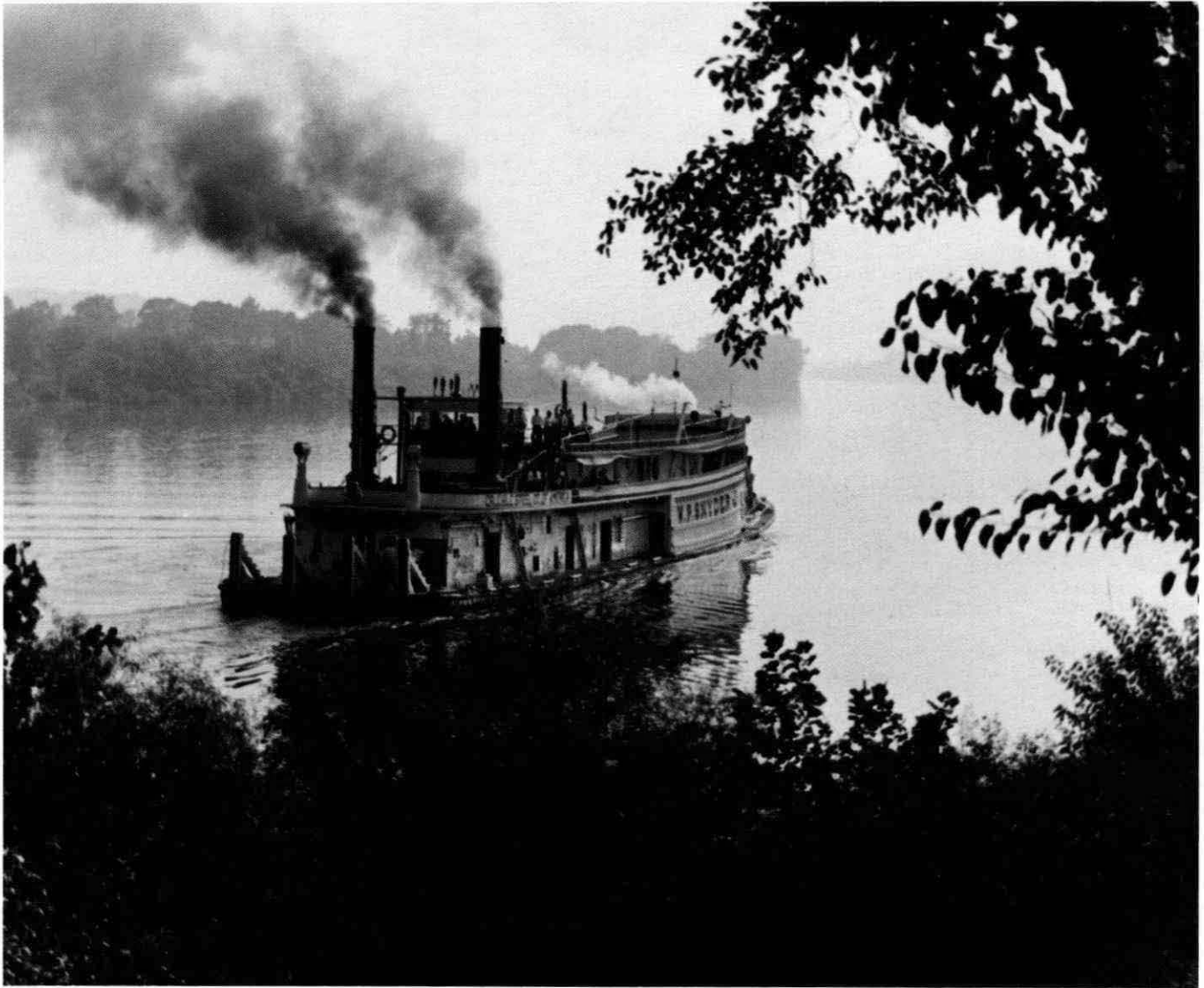
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 22, No. 3

Marietta, Ohio

September, 1985



W. P. SNYDER JR., Marietta, Ohio, September 16, 1955.

Photo by Harold C. Putnam

### S&D ANNUAL MEETING

The annual meeting of the Sons and Daughters of Pioneer Rivermen will convene on Saturday, September 14, 1985 at Marietta, Ohio. This is the official business meeting of S&D as specified in our constitution. Parenthetically, we might say that this is a family party and although "official business" is accomplished, unanticipated guests appear and unscheduled events are accommodated.

There will be a Friday evening reception and mixer beginning at 8:00 pm. Because of the new facilities at the Hotel Lafayette (described elsewhere in this issue) the reception will probably be located in one of the large meeting rooms now known as Bellevue; please check the hotel notice board. This is an opportunity to meet old friends and our first-time attendees.

The Board of Governors will meet at 9:30 Saturday morning, September 14, in the Bellevue Room. The Board is made up of nine members and is responsible for setting policy, hearing reports from the officers and considering future programs for S&D. This is the official meeting for the Board of Governors and all members are welcome to attend.

A plate luncheon will be served in the Bellevue Room, tickets purchased at the front desk or at the door. The luncheon will be followed by the informal afternoon program and we are never sure who or what will appear at this session; we have had learned discussions of historical discoveries to initiations into the Cherry River Navy.

There will be ample time during Saturday afternoon for looking around Marietta on your own or on the sightseeing trolley which departs across from the Hotel Lafayette. The Ohio River Museum, W. P. SNYDER JR. and Campus Martius Museum will be open and the VALLEY GEM excursions leave from the Muskingum River dock at the Washington Street bridge near the museums. We don't plan to have another champagne splashed boat christening again this year but the BECKY THATCHER is back in town.

The evening banquet Saturday is scheduled for 6:30 pm. in the Bellevue Room; tickets must be purchased in advance at the front desk. This is the official election meeting for the S&D corporation followed by an entertainment program.

### NEW HOTEL LAFAYETTE

The revamped Hotel Lafayette down on the river bank at Marietta which S&D members will find at the September annual meeting will, we predict, be a crowd pleaser. Exterior restoration and cleanup was still underway as of July 15 but all interior remodeling was completed. Jean Thomas, Lafayette manager, said that the hotel was busy with the summer tourist trade.

The most striking changes in the old hotel are on the first floor. Relocation of the front desk to the area where the lounge and bar once were has provided a greatly enlarged area for the lobby. With new paneling on the elevator wall and removal of the various exhibits in the corner the lobby has a more formal look.

The Gunroom has gone and its replacement is the Sternwheeler. The visual effect of the Sternwheeler is hard to describe; it doesn't attempt to duplicate the cabin of a packet but has a definite "steamboat feel". The arrangement of the tables, ceiling treatment and lighting all combine to give the boat impression; closer to eating out on the boiler deck than in the cabin. Good!

There is now a new outside entrance to the Sternwheeler foyer direct from Front Street. Actually, the new entrance is a reopening of the old entrance to the hotel coffee shop, closed up since 1946 or so. All of the first floor areas are tied together with a special design carpet which includes a steamboat motif.

The bar and lounge; you will now find it in the old Riverview Room which was large enough to hold the S&D banquets not too many years ago. The Riverview Lounge is definitely elegant and should be roomy enough to hold a half dozen "hot stove" steambating sessions simultaneously.

The Rufus Putnam Room, across from the diningroom, remains as it was. The conference rooms have only been changed in name, now The Bellevue. The Bellevue, incidently, was the name of the hotel which was the forerunner to the Lafayette on the same site and which burned in 1916.

The extensive remodeling of the Lafayette has not been confined to the main floor spaces. The guest rooms have received attention and a number of the small clothes-closet rooms have been combined, reducing the room total to 77 plus two executive suites.

Now, during the period that the Lafayette has been closed we have become acquainted with the amenities of the Best Western Motel on Muskingum Drive along the Muskingum River. If you don't have space at the Lafayette, the Best Western also has a "river view" if you ask for a room in back.

Betty Jean Buckley, 727 Westbourne Ave, Zanesville, OH died at 12:15 pm., May 12 at her residence.

Betty Buckley was a regular attendee at the annual S&D meetings and had a host of river friends as a result of her many trips on the DELTA QUEEN beginning in 1969.

Betty was a former employee of the Hazel Atlas Co., the Mosaic Tile Co. and Good Samaritan Medical Center in Zanesville. She was born September 21, 1919 in Zanesville, a daughter of Edmur and Myrtle Davis. Surviving are a sister, Mrs. Irene Hartman of Philo, OH and several nieces and nephews.

\*\*\*\*\*  
 Red, gold lettered binders to hold 12 issues, three years of the Reflector are available at \$7.50 each, postage paid; order from Mrs. J. W. Rutter, secretary.  
 \*\*\*\*\*



A MYSTERY BOAT

Another new excursion boat under construction, this one at Port Allen Marine and a John Connelly project. On page 31, June '85 we referred to this new dinner-cruise vessel designed to seat 600 and with complete food preparation facilities aboard. Work appears to be suspended at the time this picture was taken, perhaps because of the activity on renovation of the PRESIDENT at the same shipyard.

With a few cotton bales along the guards, this creation will be in demand for a Confederate ram in future reenactments of the Battle of Memphis. Photo by Chris Wirtjes, fireman, NATCHEZ.

OUR TURN

This edition of the Reflector may appear a little different in format, artistic flourishes and content than the 82 issues that preceded it but we trust you find it informative and enjoyable, nevertheless. The originator and regular editor, typist, layout artist and general expert Fred Way has been laid up for the past eight weeks and is only now (July 29) beginning move around at something approaching his usual style.

So, other arrangements had to be made to get your Reflector to you on time. Filling in as editor-producer of the magazine has been an education, a challenge and also fun. Only by putting all the pieces together can one fully appreciate the monumental amount of work and time Fred has devoted to giving us the Reflector since 1964 and we worked on only one issue.

Special thanks must be given to all the members who have contributed to this particular issue of the magazine. The magazine depends upon the participation of the many who send in photographs, letters, articles, newspaper clippings and ideas; the Reflector would soon become another stodgy recitation of history without the many lively contributions received by the editor. We have intended to credit all who have helped with this production but if we slipped, our apologies.

Now the copy goes to Richardson Printing in Marietta and a lot of luck to them in interpreting the layout notes. Nothing more can be done about the slips and miscues that you will find; just let us know about them for the next issue.

Kelly Girl Services, Inc.  
 Sewickley, PA 15143



We ran across this picture taken during the christening of the CHATAUQUA BELLE, Capt. Jim Webster's excursion steamer which operates out of Mayville, NY on Chatauqua Lake. It hardly seems that nine years have passed since the attractive BELLE went into service and it remains the authentic recreation of packetboat design.

The christening of the boat on that cool spring day was conducted with economy; in lieu of a brass band we have a solo trumpet player entertaining with a Dixieland piece from the boiler deck. Although we can't recall the musician's name we haven't forgotten his background: "I was convicted of musical treason during WW II. During a dance at Camp Roberts in 1943 I inadvertently played, "Japanese Sandman."

\*\*\*\*\*

- CONTENTS -

Obituaries -  
 Charles Brooker Page 40  
 Betty Buckley Page 2  
 E. R. ANDREWS Log Page 8  
 Allegheny Rafting Page 26  
 J. P. Hughes Diary Page 35

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# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 22, NO. 3 MARIETTA, OHIO SEPTEMBER, 1985

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, PA and printed and mailed at Marietta, OH. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$10 member to one copy per issue. Applications to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join, send \$11; for each child, \$1 additional, etc. Remit to:

Mrs. J. W. Rutter,  
964 Worthington,  
Birmingham, MI 48009

Membership cards may be used for free access to the steamer W. P. SNYDER JR. at Marietta.

Korrespondance is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Additional copies of the current issue are available from Mrs. Rutter at \$2.50 each. Back issues are available for most volumes within the past ten years at \$3 each; for older issues, please inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,  
121 River Avenue  
Sewickley, PA 15143

The S&D REFLECTOR is entered in the post office at Marietta, OH as third class matter, Permit No. 73. Please send address changes to our secretary Mrs. Rutter at the above address.

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#### W. P. SNYDER JR.

September 16, 1985 marks the 30th anniversary of the arrival in Marietta of the steamer W. P. SNYDER JR. and it is fitting that this issue of the Reflector carry a photo of the boat on its cover. Saving this typical poolboat for all to enjoy was one of the real achievements of the Sons and Daughters of Pioneer Rivermen.

Although S&D was responsible of saving this rare example of marine architecture, the W. P. SNYDER JR. belongs to the Ohio Historical Society, given to that organization by the Crucible Steel Co. following the five day delivery trip from Brownsville, PA to Marietta. For the first 20 years or so the boat was well cared for by several dedicated caretakers but more recently maintenance has suffered with the restricted Ohio budgets.

On this anniversary of her last trip it is appropriate to pay another visit to the SNYDER. What a grand gesture Crucible Steel made to the Ohio Historical Society and for the benefit of all of us who enjoy seeing a unique example of things past.

## CREDIT WHERE CREDIT IS DUE

It takes little sleuthing on the part of readers of the Reflector to determine that Ralph DuPae and the folks at the Murphy Library, University of Wisconsin-LaCrosse are valued contributors to our quarterly efforts. Concerning several of the photos appearing in our June issue, Ralph DuPae has some points of clarification; he writes:

"In order to preserve my integrity for giving credit where credit is due, the hull of the BELLE LEE was found by the observant eye of Dr. Thomas H. Gandy while enlarging the wharfboat portion in the original Norman negative (page 34). The side view of the BELLE LEE (page 41) is also a Henry C. Norman photo in the Dr. Gandy collection. The series of photos on building the PRESIDENT (pages 10-14) were made available with the valued assistance of Capt. Wm. Carroll of Streckfus Steamers, Inc."

And speaking of the PRESIDENT-

In addition to the five full page photos of the building of the PRESIDENT our June issue contained several other late and late-late bulletins concerning the boat's future. The renovation program outlined by New Orleans Steamboat Co. and John Connelly, excursion magnate of Pittsburgh, was carried out on schedule by Port Allen Marine Service. The PRESIDENT arrived in St. Louis on July 1, 52 years to the day of her maiden trip, and is now again running daily excursions.

The reported cost of the renovation of the PRESIDENT approaches \$2 million and Bill Dow of the New Orleans Steamboat Co. has provided us with some insight on how such projects are carried out. The following are excerpts from Mr. Dow's progress report as the work was underway:

"The PRESIDENT left New Orleans at 1pm May 6 and arrived at Port Allen Marine 25 hours later. During the trip we worked a crew of 28 men (painters, deckhands, carpenters and electricians). By shipyard arrival we had completed all possible interior painting, installed all second and third

deck inset lights, trashed-out both starboard heads and all dry bars and completed 80% of the overhead carpentry work on the second and third decks.

The yard immediately brought aboard and hooked up extensive fire protection and control apparatus and began to work (three shifts daily). By the evening of May 10, 30% of the fifth deck had been removed and replated. The flooring in both starboard heads had been removed and the new deck beams in place. May 11, the yard started removal of the wasted plating on the fourth deck.

The work aboard the PRESIDENT was supervised by Capt. Kalisz, Capt. Dobson, Chief Frommelt and myself. We are working engineering projects on our own."

What a wonderful thing to have the PRESIDENT restored and back running excursions in St. Louis, her original home. John Connelly and Bill Dow have saved a classic for all of us to enjoy, albeit without steam.



Miss Ruth Ferris, S&D Honorary President, welcomes the PRESIDENT back to St. Louis. The caricature of Ruth is by her neighbor Al Schweitzer of the St. Louis Post-Dispatch.

## M.O.R. CHAPTER REPORTS

The annual meeting of the Middle Ohio River Chapter S&D was held March 23, 1985 at Madison, IN. This is the meeting for the election of officers for the ensuing year, the new officers being as follows:

Pres. Jack E. Custer  
1st V.P. Barbara Hameister  
2nd V.P. Cori Reade  
Secty. Sandra Miller  
Treas. Lucy Stoll  
Bd. L. Ostendorf  
Jack Massey

In invitation from the Steamboat Buffs of St. Louis to participate in a joint meeting Aug. 2,3,4 was received and considered. It was voted that the summer meeting of the M.O.R. will be the St. Louis gathering.

The M.O.R. has been in existence for nine years and during that time there have been a number of field trips, formal programs, boat rides, etc. conducted by the chapter. In an effort to assist in future planning, a comprehensive questionnaire has been distributed to the membership. The results of the member survey were to be considered on June 15 at an open meeting of the chapter board in Louisville.

The M.O.R. Chapter has been an active promoter for increased membership in the parent S&D organization while providing an active program for local members. The recently published chapter roster indicates approximately 90 members.



Sirs: Concerning the C. C. Bowyer photo of the HOMER SMITH calliope (pg 20, June '85), the instrument is a standard 32 whistle steam calliope built by the Thos. J. Nichol Co. of Cincinnati, OH. Various aspects of the design suggest it was built circa 1910 so it probably was constructed specifically for use on the HOMER SMITH. The last report of the instrument in the Waterways Journal is in 1925 but I suspect that it was on the boat when it burned in 1931.

Although it is one of the best views of the HOMER SMITH's calliope, the photo was of more interest to me because it is one of the few of George Strother. Photos of Will Rahner, Harry Stocksdales, Homer Denney, Irwin Hardesty, etc are relatively common but Strother seems to have eluded the camera to a large degree. Harry Stocksdales, who played steam calliopes from about 1910 to 1947, had great respect for George's playing ability and coming from Harry, that means something.

Fred Dahlinger Jr.  
743 Beverly Park Place  
Jackson, MI 49203

= So far, the only clue we have to the identities of the three other members of the band who appear with George Strother in the subject photo is the following:

Sirs: I really don't know any of the four men standing behind the HOMER SMITH's calliope in the photo on page 20 of the June issue but, if I were to guess, the second man from the left is Leslie C. Swanson. My guess could be wrong.

Warren F. Howdeshell  
Eldred, IL 62027

Sirs: Having grown up in Henderson, KY, I have always been fascinated with steamboats but having three ancestors who were rivermen, more or less, makes my interest very personal also. My grandfather, A. J. Green, played in Frank Kilgore's band on a boat that went from Cincinnati to New Orleans before his marriage in 1907.

My second greatgrandfather and his father were both on the river, however, the family does not know if they worked for someone or owned their own boats. It is unknown when Capt. James McCarty started on the river but, from a family journal, I know that he died in February, 1842 in Memphis of a strangulated hernia as a result of twirling a man over his head in a fight.

James McCarty's son, Capt. James Warder McCarty, started on the river while living in the Brandenburg area of Meade County, KY and then moved over to Green River, to Hebbardsville, in 1858. J. W. McCarty was on the rivers until well after the Civil War but seems to have left by the time of the 1880 census when he's listed as a farmer.

Way's Packet Directory is the only source I have located that lists Capt. James Warder McCarty (captain on the WILLIAM V. GILLIAM, Evansville-Green River, 1858. Ed.) and none I have found mention his father (the fighter).

Janis Edwards Knox  
7555 McFerran Road  
Colorado Springs, CO  
80908

= It is gratifying to hear that the Packet Directory is often a useful source for family researchers. We too would like to know more about Jim McCarty and his fight in Memphis. Ed.

Sirs: The Historic Chattahoochee Commission has asked me to edit a new book for them on the subject of steamboats on the Chattahoochee, Apalachicola and Flint rivers. This is proposed for publication in 1986.

Currently, I'm looking for photos of landings and all other subjects relating to these particular rivers and the boats. We also need photos of captains and owners. Anyone having material that might be of interest should write the Historic Chattahoochee Commission, P.O. Box 33, Eufaula, AL 36027 or call (205) 687-6631.

Edward A. Mueller  
4734 Empire Avenue  
Jacksonville, FL 32207

Sirs: I am trying to resolve a question about the final disposition of the Str. MANSFIELD #3736. In Way's Packet Directory it says, "...snagged and lost at White Cloud, MN, August 16, 1858." The Lytle List shows her lost at White Cloud, KN. Is this correct?

The problem which arises is this: The Omaha Nebraskan newspaper of 1858 shows arrival of the MANSFIELD Aug. 6; departure Aug 7; arrival Aug 13; departure Aug. 14; arrival Aug. 29; departure Aug. 30; arrival Sept. 12, etc. through a departure on Nov. 4. On Dec. 8 issue states, "We see by the St. Joseph Gazette that the MANSFIELD was sold 29th ult. for \$16,000 by the sheriff. Col. John P. Bruce was the purchaser." The Peoples Press issue of February 21, 1860 says the MANSFIELD would run from St. Joseph to Nebraska City to Council Bluffs in the coming season so, if correct, she must have been raised and put into service again.

Would appreciate your opinion.

Clint Orr  
Box 12036  
Omaha, NE 68112

= Our copy of Lytle-Holdcamper says the boat was sunk Aug. 16, 1858 at White Cloud, Nebraska and the Rand-McNally shows the town about on the Nebraska-Kansas border, actually in Doniphan Co., Kansas. The report of the snagging evidently located White Cloud in the wrong state but then neither KN nor NE were states in 1858; MN is wrong. There are other instances of boats listed as "lost" in Lytle that were raised and continued; we'll be interested in the further history of the MANSFIELD. Ed.

## MADISON IN POSTCARDS

Roy Emery of Hanover, IN has favored us with a copy of the just published book, "Glimpses; Postcard Views, Madison, Indiana." This is a handsome hardbound collection of 178 postcards showing scenes in around Madison reproduced in full color.

The original postcards date back to about 1900 with a few as late as 1950 or so. Of course, many of the beautiful old buildings which still exist in Madison are included in the collection but many are of interesting structures no longer standing. We counted 18 boat and riverfront cards and there are a number covering views of floods in the town. Roy Emery had a hand in writing the history accompanying each card.

This very attractive production is available from the Jefferson County Historical Society, 410 Elm Street, Madison, IN 47250; \$16.28 tax included plus \$3 for mailing.

Sirs: Most people think only of the DELTA KING and DELTA QUEEN when you mention California riverboats. But there was a different breed of vessels which went upstream from Sacramento on the Sacramento River and from Stockton on the San Joaquin River.

I was upriver steamers which appeared in the Buster Keaton classic movie, "Steamboat Bill" in the 20s. Also, it was an upriver steamer, either the VALLETTA of 1901 or SACRAMENTO (No. 4) of 1914 judging from the more complete texas deck which portrayed the towboat MOLLIE ABLE in the 1929 version of "Showboat".

Richard E. Brown  
P.O. Box 1161  
Pico Rivera, CA 90660

=Dick Brown included a copy of California History, spring issue, which contains good coverage in text and pictures of the upriver boats. We can agree that the Buster Keaton film is a classic for both the style of comedy and the extensive boat scenes, an amusing education on California boating. Was the title, "Steamboat Bill" or ".Billy"?



A NEW TOURIST BOAT ON THE SCENE

Judy Patch furnishes the first photos of the NEW ORLEANS as she appeared in her namesake city on July 11, 1985 prior to beginning regular cruise service. There was a christening ceremony for the new boat on July 12 and she departed for Memphis on Saturday, July 13.

The NEW ORLEANS was built at Chesapeake Shipbuilding, Inc. at Salisbury, MD which is located on the Wicomico River on the

Eastern Shore of Maryland. In design, the new boat rather closely follows the successful layout of other American Cruise Lines vessels which operate in cruise service on the east coast. Noticeable changes in the NEW ORLEANS from her sisterships AMERICA, INDEPENDENCE and SAVANNAH is the lower freeboard and open guards providing each cabin with its own veranda (sic).

The NEW ORLEANS is scheduled for 26 cruises during the remainder of the 1985 season including such ports as St. Louis, St. Paul and Cincinnati. Christmas and New Year cruises of seven days each are offered out of New Orleans following which, the schedule shifts to Houston, TX for the remainder of the winter. Service out of New Orleans begins again on March 1, 1986.

Passenger capacity has been variously reported from 124 to 140. The complete schedule is available from American Cruise Lines, 1 Marine Park, Haddam, CT 06438.

Sirs: To answer your question as to the date of the photo taken of the SIDNEY in the Keokuk Lock (pg.24-25 June '85), the date is 1915 or after because of the bridge which partially shows in the background.

With the increase in the number of automobiles, it was getting dangerous trying to drive on the bridge sharing with the Wabash and Toledo, Peoria & Western railroads. So, in 1915 a car deck along with a walkway for pedestrians was added. The deck for car traffic was made of wood and remained so until the late 1950s when a steel grid deck was put in.

The Santa Fe is using the bridge today having owned half the shares in the T.P.&W. and bought the remaining shares several years ago. The N.&W. (Wabash) had pulled out several years previous.

Herman Anschutz had photographed many similar poses of the Diamond Jo and Streckfus boats in the lock chamber and also leaving the lock.

John R. Miller  
729 Hazelhurst  
Keokuk, IA 52632

## THE CINCINNATI COAL TRADE, 1900

## Log of the E. R. ANDREWS

The E. R. ANDREWS belonged to the Campbells Creek Coal Co. having been built by Howards in 1894. The ANDREWS had the distinction of being the first steel hull towboat on the Kanawha River, the hull actually being steel frame and sides but with an oak plank bottom. The ANDREWS was, to a large extent, the brainchild of E. A. Burnside the river superintendent for C.C.C.C. and this log was copied a number of years ago by E.A.'s nephew the late Capt. Joseph E. Goold. The log was kept by Capt. Thomas C. Wright, pilot.

\* \* \* \* \*

Crew of the E. R. ANDREWS, January 1, 1900:

E. A. Burnside, Captain. Age 35 years.  
Residence, Henderson, W.Va.

Rush H. Burnside, Pilot 1st watch,  
Residence, Burnside Farm near K&O Co. harbor.

Thomas C. Wright, Pilot 2nd watch, age 35 yrs.  
Residence, Buffalo, W.Va., 21 miles up Kanawha

William Johnson, Chief Engineer, age 56 years.  
Residence, mouth of Scary Creek, south bank.

Ray Hamilton, Striker Engineer

Joe Johnson, Second Engineer,  
Residence same as William.

William McGuffin, First Mate,  
Residence, Point Pleasant, W.Va.

Tom Dorsey, Cook (colored), has two assistants.  
Residence, Point Pleasant, W.Va.

Miss Ida M. Ellis, Chambermaid. Age 24.  
Residence, Cincinnati, O.

Total Crew - 12 seaman and 6 firemen.

Monday, Jan. 1: We arrived here (Pt. Pleasant) yesterday 4am. leaving 14 empties at Rockville, O., a good ice harbor. We pulled tow of 12 empties behind us. Ice making fast and had to leave tow in ice harbor at Portsmouth, O. and proceed to Kanawha light. We found it frozen and had been since night of Dec. 30. Greater part of crew took New Years at home.

Steamers in Kanawha for ice harbor, it being one of the greatest harbors for ice and low water on upper Ohio, viz:

KANAWHA	Pittsburg & Kanawha packet
GREENWOOD	Pittsburg & Kanawha packet
KEYSTONE STATE	Pittsburg & Cincinnati packet
ARGAND	Gallipolis & Kanawha packet
CARRIE BROWN	Gallipolis & Huntington packet
NEVA	Gallipolis & Buffalo packet
GATE CITY	Towboat
ANNIE S.	Towboat
E. R. ANDREWS	Towboat
GEO. MOREDOCK	Towboat (on docks)
JESSIE	Towboat

31st past was our coldest day; 5 above zero.  
Water stage 9 ft.

Tuesday, Jan. 2: Clear and cold. Packet W. F. NISBET, Pittsburg (sic) & Pomeroy, was cut down by ice just above Locust Bar, Ky. Lying on Ky. shore, very nice and straight, quartering out and down the river. (Ed. Note: W. F. NISBET was in the Cincinnati & Pomeroy trade, owned by the White Collar Line.)

Wednesday, Jan. 3: Slight change in weather.

Thursday, Jan 4: No change.

Friday, Jan 5: Moderating. H. E. SPILMAN in breaking the ice at Middleport, O., sank.

Saturday, Jan 6: Some cooler. New shaft for ANDREWS arrived at Pomeroy, O.

Sunday, Jan 7: No entry.

Monday, Jan. 8: E. R. ANDREWS broke up ice in Kanawha as far as Government Piers. River frozen.

Tuesday, Jan 9: Left Kanawha for empties at Porstmouth, O. light. Ice up the Kanawha has moved at places but still holding up in the Ohio.

Arrived Portsmouth noon and had to pull empties off shore. Two could not get off. Light damage.

The M. P. WELLS caught on wharf. Colder weather tomorrow.

Left for Kanawha 4:30pm. Shore ice. Raining and smokey. Fog put us in to the bank at Reeds Landing 9pm. 5 ft.

Wednesday, Jan 10: No entry.

Thursday, Jan 11: Put out in rain-fog 4am. but had to go to bank at Folsom's Ldg. Out again at 8am. Met more ice at 2pm. D. T. LANE met us at Double Creek, O. at 10am. and assisted us into Kanawha. 5ft. 3in.

Friday, Jan 12; Arrive Point Pleasant 1am. Ice running in Kanawha. Ice in Ohio still holds. Prospects for water in both rivers and a breakup. Light snow 5pm.

Saturday, Jan. 13: Orders to go to mines. Left Pt. Pleasant at 3:30pm. Passed Buffalo at 6pm. Hinton 4ft.6in. and rising one foot an hour. First coal barge rise of season. All dams down. 6ft.8in.

Sunday, Jan 14: Arrived mines 2:40am. Got nine loaded barges and fuel flat. Came down to Porter's Ferry to await water to go over bars. All ice coming in both rivers. The Hinton water did not hold out. Took six loaded barges and went on. Left tow at Williamson's and returned to mines.



Monday, Jan. 15: Arrived at mines 2:35am. Got 4 loads and fuel flat. Picked up one fuel flat we left at Porter's Ferry. W. B. CALDERWOOD taking the two barges we left. Got one loaded coalboat at Plymouth Coal Co. First one we ever took out of Kanawha. Got the loads left at Williamson's. Total, 15 barges and 2 fuel.

Arrived at Pt. Pleasant 8pm. Laid up for the night to clean boilers. 7ft.

Tuesday, Jan. 16: Left for Cincinnati at 10:40am. with 22 loads and 2 fuels. Ohio River one fourth full of running ice. Rain, fog put us to the bank at Cox's Ldg, W.Va. 5:30pm. Towboat FRED WILSON laid up below us. Ice running heavy.

Wednesday, Jan. 17: Put out at noon. Lost 18½ hrs. Rain, fog; put to the bank again at Pigeon's Roost, Ky. at 5:30pm. below FRED WILSON. Ice thinning out.

Thursday, Jan. 18: Put out at 6am. Lost 12½ hrs. Rained very steady during after part of last night. Rain, fog put us to bank again, Ohio side, below Maysville, Ky., 10:30pm.

Friday, Jan. 19: Put out at 8am. Lost 9½ hrs. Ran out of ice at Augusta, Ky. Packet W. F. NISBET settled down on bottom very straight; was cut down by ice. Owned by White Collar Line.

Arrived Cincinnati 5pm. Worked delivering our through the night. 23 ft.

Saturday, Jan. 20: Left for Kanawha 6pm. with 10 empties & 2 fuels, on flat and BOY. (Ed. note: This was the TINNER BOY, a C.C.C.C. pump boat.) Heavy rains at headwaters. Prospect of meeting good rise before getting to the Kanawha. 23 ft.

Sunday, Jan 21: Met D. T. LANE foot of Snag Bar and hailed her. Capt. Burnside to gauge 2 barges. In landing alongside, the yawl was caught between the empties and loaded tows and wrecked beyond repair.

Arrived Rockville, O. and took 7 empties which we had left in ice harbor. They were stopped up with driftwood so we had to make trips to Twin Creek to run drift from under barges. 29 ft.

Monday, Jan. 22: Got tow together and proceeded for Kanawha 2:45pm. Heavy fog from 3:30am. to 11am. Passed Portsmouth at noon; picked up empties we left here in ice harbor. Drift gone ashore.

Tuesday, Jan. 23: River rising again from Pittsburg. A pretty, clear day and quite warm. Passed towboat VALIANT at Lesage, W.Va. laid up with a broken shaft between first and second flanges, larboard side. She landed safely.

Wednesday, Jan. 24: Fog settled down foot of Raccoon Island. Laid up foot of Clarion Riffle, W.Va. side, 5:45am. Put out again 9am., still foggy. Clear day later. Drift running heavy again.

Arrived Pt. Pleasant at 1pm. The best stage of the season. Went through to Williamson's, 14 miles up the Kanawha River, and arrived there at 4pm. 26 ft.

Thursday, Jan. 25: Left Williamson's lam. for Cincinnati with 30 loads. Landed at company harbor at Pt. Pleasant and left 5 loads, then proceeded down river at 11am. with 22 loads, 1 flat and 2 fuels.

2pm. N.W. wind raised and roughened river from Swan Creek to Double Creek causing company barge #65 to leak. Thought at one time we would lose it. Landed Widow Jenkin's 4:10pm. for wind; now think we can save barge soon. 25 ft.

Friday, Jan. 26: Still we are windbound but wind laying some. Put out at 8:30am. Light snow.

Saturday, Jan. 27: Arrived Cincinnati at noon. Cold wave reported with light snow. Safely got leaky barge in port. 30 ft.

Sunday, Jan 28: Finished delivering by noon. Much colder. Left for Kanawha River 5:30pm with 19 empties and 2 fuel. 28 ft.

Monday, Jan. 29: Today is clear and cold; some fear we may meet ice. W. F. NISBET is still moored on beach at Wellsburg, Ky.; should ice form to any weight, may be the wrecking of her.

Went to bank, Ky. side, below Maysville to clear ice off fantails.

Tuesday, Jan. 30: Moderating with S.W. wind. 5:30pm. quite a snow squall at Ironton.

Wednesday, Jan. 31: Came on watch at Huntington. Getting colder at 4am.; meeting ice 6am. Landed opposite Double Creek, O. to double-trip empties to Swan Creek for ice harbor. Getting them in safe position, we proceeded to Kanawha 1:30pm. with 9 empties and 2 fuels. Ice pretty heavy; snow squalls at intervals.

Towboat JIM WOOD of Pittsburg went into ice harbor at Sample's Ldg. with her empties. JOHN MOREN is double-tripping into Kanawha.

We arrived Pt. Pleasant 7pm. Skome ice in Kanawha. Will layup and await rise in rivers.

Packet ARGAND, on her way out of Kanawha near Lock 11, was stove in by ice and ran ashore opposite company harbor calling for assistance. ONEIDA and ANNIE S. came to her rescue, pumped her out and she proceeded on.

E. R. ANDREWS laidup for ice. 8½ ft.

This month passes having two freezeups and prospects of this one being greater than the first. All boats gone to bank.

Thursday, Feb. 1: Many boats in Kanawha ice harbor. D. T. LANE came in this morning at 5am. light. Left her tow of empties at Rockville, O. Kanawha now frozen.

Boats in harbor in ice: D. T. LANE, E. R. ANDREWS, ANNIE L., JOHN MOREN, JOSEPH WALTON, CHARLEY BROWN, GEORGE (W.) MOREDOCK; also, packets GREENWOOD, ARGAND, NEVA, ONEIDA. 7.6 ft.

Feb. 2,3,4 - No entries.

Monday, Feb. 5: Ice reported broken this a.m. at Locks 8&9. At 4pm., reported all coming down from Charleston. At 8pm., alarm given by whistles that ice was breaking at Lock 11. At 9pm. it was passing out into the Ohio from shore to shore. 4.2 ft.

Tuesday, Feb. 6: Kanawha running full of ice at 6am. Some rian last night. This freeze-up goes out with a general thaw and rise of 2 ft. Ice gorge passed out at 10am. Little ice left and no damage done. Kanawha clear by noon.

Wednesday, Feb. 7: Left Pt. Pleasant at 3am. to get empty tow left at Swan Creek, O. Fog shut down in 30 minutes at head of Gallipolis Island.

Put out again and D. T. LANE going down to help us up with empties. Arrived Swan Creek 6:30am. Three of empties leaked quite a bit since we left them.

Ohio River full of mush ice with hard cakes here and there. At foot of Kanawha Bar we ran close to the corpse of a baby lying on a cake of ice; Capt. Burnside notified authorities at Gallipolis. Arrived Pt. Pleasant 2pm. and laidup. 8.6 ft.

Feb. 8 - No entry.

Friday, Feb. 9: Left for mines at noon with 8 empties and fuel. Met D. T. LANE at Lock 9 with 8 loads and fuel. W. B. CALDERWOOD came down with 6 loads to head of Red House Chute. 17 ft.

Saturday, Feb. 10: Arrived mines at 2:20am. and left for Pt. Pleasant at 8am. with 8 loads and 3 flats. Picked up 3 loads from CALDERWOOD's tow making us 14 pieces. Arrived Pt. Pleasant at 9pm. 8 ft.

Down at Raccoon Island, the boilers of the Pittsburg towboat IRONSIDES exploded. Amount of damage not yet known. 8 ft.

Sunday, Feb. 11: Left for Cincinnati at 8:30am. with 22 loads and 2 fuels. D. T. LANE also going down with 12 loads and 2 fuels.

Met JAMES MOREN at head of Raccoon with the disabled IRONSIDES in tow at 10am. Bad mess.

Lots of drift in the Ohio. Passed Portsmouth at 8:30pm. 26 ft.

Monday, Feb. 12: Arrived Cincinnati at noon. Rain, fog all forenoon. Laidup for night at 8pm. to clean boilers.

The HENRY M. STANLEY, on way to Vevay, Ind., struck the Southern Railroad Bridge pier and sank in 25 feet of water. Hit at the cookhouse and the steward was lost. Full account not heard yet. STANLEY is the Kanawha-Pomeroy-Cincinnati packet but was changed to fight the "whiskey packet" LEVI J. WORKUM in the Cincinnati-Vevay trade.

The JOSEPH B. WILLIAMS sank 26 loaded coalboats at Point Pleasant, Missouri, a loss of \$50,000; quite a loss for the Combine.

The diver examining the STANLEY's hull found the missing steward who went down with her. He lived at Vevay.

Tuesday, Feb. 13: Very windy. River rough. D. T. LANE got in at 8am. and we assisted her in landing. She is to go below with coal. 4pm 34 ft.

Wednesday, Feb. 14: Left for Kanawha 7am. with 18 empties, 2 deck flats, 2 fuels and BOY. Last night was a beautiful moonlight night. Some drift running. Lost 3 hours; pumped out K.K. Co. #15 at Blairville, O.

Towboat SMOKEY CITY sank 21 coalboats above Greenville on the Mississippi River. Loss of another \$50,000 for the Coal Combine.

Feb. 15 - No entry.

Friday, Feb. 16: lam. and snowing with a strong current and drift to fight. Quite a lot of snow has fallen up to this hour, 6am. Pass Portsmouth at noon. Landed at Tiker Creek (Tygert Creek) to run drift out from under tow. Snow from 1:30 to 6pm. 35 ft.

Saturday, Feb. 17: lam. and snowing as we pass Ironton, Ashland and Catlettsburg. Left the 2 T.J.H. deck flats at Ashland Furnace, 4am.

Sunday, Feb. 18: Arrived at Pt. Pleasant at 2am. Quite cold. Proceeded on up Kanawha to meet W. B. CALDERWOOD and exchange tows.

Met CALDERWOOD at Gabbart's Ldg. 5pm. - exchanged tows. She had 6 loads. We had to run Johnson & Scary Chute after dark; rubbed at the foot on the upper side.

Monday, Feb. 19: Arrived Pt. Pleasant lam. and laidup.

Tuesday, Feb. 20: Left for Cincy at 8am. with 17 loads and 2 fuels. Has appearance for a pretty day. 18 ft.

Wednesday, Feb. 21: Arrived Cinti. 1pm. The towboat CLIFTON ran through herself. 26 ft.

Thursday, Feb. 22: Got through delivering 6am. Some rain-fog from 2am. to 5am.

Left for Pt. Pleasant at noon with 22 empties, 2 flats and 2 fuels. Snowing 12:30pm. Met D. T. LANE at Stewart's Ldg. with freight boat, BOY and a deck boat. 24 ft.

Friday, Feb. 23: A pleasant day. At noon, meeting a rise at Maysville, Ky.

Saturday, Feb. 24: Quite a snow storm and much colder. 21½ ft.

Sunday, Feb. 25: Cold and windy. River very rough. Quite a snow storm this 4am.

D. T. LANE has overtaken us at Proctorsville (sic), Ohio. Meet ice at Raccoon Island. D. T. LANE met us at Gallipolis as ice would have caused us extra work to get into Kanawha alone.

Monday, Feb. 26: Arrived Pt. Pleasant 12:30am. Proceeded on up Kanawha to meet W. B. CALDERWOOD and exchange tows with her. D. T. LANE takes one empty out of our tow at Nine Mile. Met CALDERWOOD head of Red House Chute 3pm. Left empties at Bear Creek, 35 miles from mouth of Kanawha.

Left foot of Red House Chute at 4:55pm. Have 8 loads and arrived at Pt. Pleasant at midnight. Laidup steamboats in Kanawha for ice harbor: CHARLEY BROWN, disabled IRONSIDES, JOSH COOK, E. R. ANDREWS, GEO. MOREDOCK, MOUNT CLARE, OTTO MARMET, ARK, GEORGE MATHESON, VOYAGER and the packet LEXINGTON 21 ft.

The harbor boat RELIEF burned. VOYAGER left her empties here and returned to Cincinnati to take her place.

Tuesday, Feb. 27: Kanawha River running a solid sheet of ice  $\frac{1}{2}$  inch thick at 6am.

Feb. 28 - No entry.

Mar. 1-3 - No entries.

Sunday, Mar. 4: Highest water mark for the season reached today; 30 $\frac{1}{2}$  ft.

Monday, Mar. 5: Got together 22 loaded, 1 flat & 2 fuels this 6pm. 26 $\frac{1}{2}$  ft.

Tuesday, Mar. 6: Left Kanawha for Cincinnati 7am. with 22 loaded, 1 flat & 2 fuels. Capt. Burnside being under the weather, Capt. Wm. Patrick of the D. T. LANE makes the trip. Chief Engineer Wm. Johnson went home sick leaving his son-in-law in charge with E. J. Wright assistant.

Noonday, landed Dogham, Ohio side, for wind. River very rough. Put out 7pm. 25 ft. Pt. Pleasant. Towboat EAGLE struck Kenova Bridge (bend side) sinking one barge and damaging another.

Wednesday, Mar. 7: Arrived Cincinnati 9am. 35 ft.

Mar. 8 - No entry.

Friday, Mar. 9: Left Cinti. 1:15pm. with 22 empties, 1 flat, 2 fuels and BOY (includes 2 coalboats). 31 ft.

Mar. 10 & 11 - No entry.

Monday, Mar. 12: Passed Portsmouth lam., the slowest time we ever made on up trip, - 9 to 11 miles on a watch. Left two empties C&H Ashland, Ky. Iron Furnace. 33 ft.

Tuesday, Mar. 13: Arrived Pt. Pleasant 6pm. and the W. B. CALDERWOOD came down to assist us into Kanawha. Cleaned boilers. Capt. Burnside and Engineer Johnson reported no better. Geo. McGuffin and mate improving. 20 $\frac{1}{2}$  ft.

Wednesday, Mar. 14: Left for Cin. at 1pm. with 23 loaded, 1 flat and 2 fuel. Got five more and clay boat ETHEL at Ashland. Pt. Pleas. 18 ft.

Thursday, Mar. 15: Making very good run. Pass Portsmouth 4:30am. Arrive Cinti. midnight. 26 ft. at Portsmouth.

Friday, Mar. 16: Very nice day for delivery of tow. At 3pm. storm set in of wind and snow; very heavy. Went to bank 7pm. for the night. Getting much colder. 28 ft.

Saturday, Mar. 17: Commenced delivery 5:30am. Wind laid but threatening sky. 10am. windy. Left for Kanawha with 22 empties, 1 flat, 2 fuels 7pm. 24 ft.

Sunday, Mar. 18: 2am. got flat at Boat Run.

Mar. 19 - No entry.

Tuesday, Mar. 20: Met rise at Huntington.

Wednesday, Mar. 21: Arrived Pt. Pleasant 5:30am. Kanawha rising fast; quite a lot. Cleaned boilers. 23 ft.

ANDREWS assisted D. T. LANE to land at machine shop (Heslop's) to get tow together for Cinti. 5pm., ordered to come up Kanawha so had to get tow of 8 loaded and 2 flats back up to the harbor.

Thursday, Mar. 22: ANDREWS assisted D. T. LANE to land at machine shop (Heslop's) to get tow together for Cinti. 5pm., ordered to come up Kanawha so had to get tow of 8 loaded and 2 flats back up to the harbor.

Friday, Mar. 23: Left Pt. Pl. for mines at 2am. with 14 empties, 2 flats & 2 fuels; current much less. Passed Charleston 11:30pm. We are glad to have Capt. Burnside back at his post again. Capt. Patrick goes back to the D. T. LANE. Mate Billy McGuffin is also back on the job. P.P. 27 ft. Charleston 11 ft.

Saturday, Mar. 24: Arrived mines 2:30am. Left for Pt. Pl. 11:30am. with 8 loaded & 1 fuel. Arrived Pt. Pl. 9:30pm. 12 ft.

Sunday, Mar. 25: Left for Cin. 7:30am. with 21 loaded; 1 flat, 2 fuels and BOY. Laidup for wind above Tiker (sic) Creek. Pt. Pl. 21.6 ft.

Monday, Mar. 26: Put out at lam. Laidup for wind again at Stony Point 1:30pm. Put out again 7pm.

Tuesday, Mar. 27: Arrived Cin. 3:40am. Nice day but snowing very light. 29 ft.

Wednesday, Mar. 28: Left for Kanawha 10am. with 23 empties, 2 deck boats, 6 shantyboats, BOY and 2 fuels. Downstream wind. Left Hall deck flat at California, Ky. 7pm.

Mar. 29 - No entry.

Friday, Mar. 30: Snow squalls all day. Left Barrett deck barge at Hanging Rock, O. 10:30pm.

Saturday, Mar. 31: Light snow.

Sunday, April 1: Arrived Pt. Pl. 3am. Cleaning boilers. A beautiful day with sunshine at times. 15 ft.

Monday, Apr. 2: Left for Cin. 3:30am. with 17 empties, 2 flats & 2 fuels. Got 2 empty deck barges at T.J.H. Ashland, Ky. for Cin.

Preacher Grover and two daughters make this trip with us.

Tuesday, Apr. 3: Laidup at 5am. opposite Logans Gap for fog. Put out at 7:30am. Arrived Cin. 5:30pm. 22 ft.

Wednesday, Apr. 4: Left for Kanawha 10:30pm. with 27 empties, 2 flats & 2 fuels.

Apr. 5 - No entry.

Friday, Apr. 6: Got crane boat MILLER S. at Vanceburg, Ky. and left it at Conococonnique. Passed Portsmouth 10:30pm. Pretty day. Portsmouth 17 ft.

Apr. 7 - No entry.

Sunday, Apr. 8: Arrived Pt. Pl.

Monday, Apr. 9: Arrived Buffalo, W.Va. 6pm. Left empties and returned to Pt. Pl.

Apr. 10-15 - No entries.

Monday, Apr. 16: ANDREWS went to Middleport, O. for repairs.

Apr. 17-30 - No entries.

May 1-22 - No entries.

Wednesday, May 23: W. B. CALDERWOOD went to Pittsburg for 7 new K&O Co. empty barges.

May 24 - No entry.

Friday, May 25: Get aboard ANDREWS 6am. which has returned from Middleport rebuilding and repairing.

Put on new shaft and wheel. Bored out cylinders and put new packing in same. New deck forward of ash pan. Made the cylinder frames larger from transom outboard. New electric generator and new switches.

Left for Cin. at noon with 2 flats to pick up D. T. LANE's tow at Hanging Rock, O., 10 loaded, 2 flats & 2 fuels. Got 2 Halls (Ed. note: Hall Co. barges) at Ashland, Ky. Pt. Pl. 5.4 ft.

May 26 - No entry.

Sunday, May 27: Arrived Cin. 10am. 10.2 ft.

Sunday, May 27: Arrived Cin. 10am. 10.2 ft. Rubbed on sand in Nine Mile and on shore below government light.

Left Cinti. for Lawrenceburg, Ind. at 4:30pm. Arrived 7pm. and left 2 loaded at Fox's Ldg. Quite a raise, 7:30pm. Returned to Cin. 8pm. with fuel flat.

Arrived 11pm. and went up Licking River. Backed up on a loaded barge and sprung fantail quite bad from transom outboard. 10.2 ft.

Monday, May 28: Left Cin. for Kanawha 5:30am. with 19 empties, 1 flat and 2 fuels. Heavy rain last night.

Tuesday, May 29: Went to bank above Walker's to repair broken cam-rod. Lost 3/4 hour.

Wednesday, May 30, Decoration Day: 7am. We are passing Catlettsburg, Ky. Cloudy and warm. Meeting a rising river.

Arrived Pt. Pl. 11pm.; picked up 8 empties, 1 fuel and proceeded on. 5 ft.

Thursday, May 31: On to mines at 4am. and arrived midnight.

Friday, June 1: Picked up 6 loaded, 1 fuel and BOY and left mines 5am. Lock #7 gauge 8.50. Left tow at foot of Emory and returned to mines.

Saturday, June 2: Left mines with 6 loaded @ 6am. Struck log in crossing below Plymouth and going into Red House Chute.

Laidup head of Lock #9. Lock #10 gauge 8.70.

Sunday, June 3: Started out 4am. Picked up the 6 loads at Emory. Arrived Pt. Pl. 4pm. and laidup for a day or so as reported a rising river. May be sufficient to let out some light coal.

Monday, June 4: Changed over on W. B. CALDERWOOD which has just arrived from Pittsburg, Pa. with K&O Co. new empties.

June 5-7 - No entries.

Friday, June 8: Changed back to ANDREWS, 9pm. Cincinnati, O.

GATE CITY sank one barge and stuck tow on McCallum Bar. Got all off excepting one that sunk in the channel. Second bad luck to the Kanawha fleet; she was the flagship. (T. J. Hall Towing Co.)

Saturday, June 9: Left Cin. for Kanawha at midnight with 20 empties, 1 flat, BOY & fuel. 10.4 ft.

Sunday, June 10: Passed Maysville, Ky. 6pm. 9.7 ft.

June 11 - No entry.

Tuesday, June 12: Arrived Pt. Pl. 3:30pm. Took 7 empties & BOY through Lock #11 for W. B. CALDERWOOD and D. T. LANE. Dropped their tows of 11 loaded & 1 flat through Lock #11 to Campbells Creek Harbor. Pt. Pl. 4.10 ft.

Wednesday, June 13: Picked up 8 empties and proceeded to Lock #10 at 11am. Will try to wash sand from below this lock. LANE and CALDERWOOD both had to be flooded over it last night.

The S.B. Co. has bought the ADELLE towboat of Parkersburg, W.Va. from the Pope Lumber Co.

Thursday, June 14: Arrived mines 2am. Picked up 6 loaded & 2 fuels. Left one at Porter's Ferry. Struck bar at head of Elk Chute making Campbells #80 and #116 leak.

Lock #6 gauge 8.5 ft.; Lock #7 gauge 7.5 Ft. Laidup at head of Lock #8 for night.

Friday, June 15: Went into Lock #8 at 5am. Lock #8 gauge 4.4 ft.; Lock #9 gauge 7.9 ft.

Went to Pt. Pl. and returned with 6 empties & 2 flats to meet W. B. CALDERWOOD and D. T. LANE. 5.2 ft. at Hinton & rising. That trips the dams. Will be 10 ft. or more at Charleston.

Two new boats came into the Kanawha, - Strs. ADELLE and RELIEF.

Saturday, June 16: Met W. B. CALDERWOOD at Lock #9, 9:30 am. Exchanged tows.

On entering Lock #10 they told us they were going to trip the dam at once. We backed out and up to D. T. LANE barges just below Buffalo, W.Va. Laid there 1½ hours then proceeded with 12 loaded to Ten Mile. Left tow at Ten Mile and returned to mines light with fuel flat. Charleston 9.8 rising.

Sunday, June 17: Arrived mines 4:30am. Picked up 9 loaded, 3 flats & BOY. Left for Pt. Pl. 6:30am. and arrived 4pm. Went in Ohio opposite Pt. Pl. to pick up tow for Cinti.

GATE CITY struck Campbells Creek fleet, 4 barges and her flat. The landing was very much obstructed. Quite a current 4pm.

Laidup to clean boilers. 9.4 ft. R.; 4½ ft. rise coming down from Pittsburg and a million and a quarter bu. of coal with it. 5.9 at Pittsburg.

Monday, June 18: 11am. went to Ten Mile after balance of tow of 12 loaded. Second rise up Kanawha with that in Ohio will get out all coal we can.

The Pittsburg tows of empties being left in Kanawha by five boats as they return to Pitts. for loaded on this rise. Kanawha boats beat them all.

Tuesday, June 19: Left for Cinti. at 6:30am. with 26 loaded & 4 flats. Passed Portsmouth, 10pm.

Wednesday, June 20: Arrived Cinti. at 8pm. and delivered 12 loaded. D. T. LANE will finish delivering our tow. 18 ft. R.(Rising).

Thursday, June 21: After delivering our 12 loaded, we set out for Pt. Pl. with fuel flat to get remaining coal out on present rise.

6am. got a K&O empty at Gaines Ldg. and at 10am. another at Ripley, O.

Friday, June 22: Arrived Pt. Pl. 10am; made the run from Cin. in 30 hours. 10.6 F.(Falling).

Left for Cinti. 8pm. with 26 loaded, 1 flat & 2 fuels. 10 ft. F.

Saturday, June 23: Passed Portsmouth 1:20pm. 13.6 ft. F.

The towboat ADELLE knocked out a cylinder head at Catlettsburg and was landed at Hanging Rock.

St. DICK BROWN, owned by the White Collar Line, sprang a sudden leak and went to the bottom just below the Southern Bridge on Ohio side at Cinti. drowning 3 men.

Sunday, June 24: Arrived Cinti. noonday. 15 ft. F.

Monday, June 25: Left Cinti. for Louisville, Ky. at noon with 10 loaded for the ADELLE S.B. Co. Cin. 14.3 F.

Tuesday, June 26: Arrived Louisville noon. Orders to take tow to foot of Sand Island. Went into canal 4:10pm. with tug WASH GRAY across our head to assist us into canal.

Wednesday, June 27: Got through canal locks and laidup with tow foot of Sand Island. Had to pump the barges until a boat came to receive them. At 3:30 harbor boat FULTON came to receive tow for the CONDOR which will assist ADELLE down the Ohio.

On return, got into canal locks at 8:30pm. Left Louisville for Cinti. 10:40pm. with one empty and fuel flat.

Thursday, June 28: Got J. T. Hall (T. J. Hall) empty at Madison, Ind., a K&O flat at Milton, Ky. and 2 empties at mouth of Kentucky River and at 6pm. another empty at Riverside.

Arrived Cinti. 8pm. On way up we got 7 pieces.

Friday, June 29: Left Cinti. for Kanawha at 6am. with 22 empties, 2 flats and 2 fuels. 11 ft. F.

June 30, July 1 - No entries.

Monday, July 2: Arrived Pt. Pl. 8am. Got tow of 14 loaded and started back for Cinti. 2pm. Laidup at Sample's Ldg. to clean boilers. D. T. LANE brought 8 loaded down to us and the W. B. CALDERWOOD only one! Pt. Pl. 9 ft. F.

Tuesday, July 3: 11:30am. Now have tow of 23 loaded, BOY and 2 fuels as we leave Sample's Ldg. See where battleship OREGON ran into rocks in China waters on her way to protect Americans from Chinese "Boxers".

Wednesday, July 4: Passed Portsmouth 4am. Very warm. 9.6 ft. F.

Thursday, July 5: Arrived Cinti. 3am. Moon is straight up and down which denotes dry weather. Very warm today. 12 ft. F. News that OREGON got off the rocks and is on way to docks.

Friday, July 6: Left Cinti. for Kanawha at 5:10am. 10 ft. F. Have 17 empties, 2 flats, BOY & 2 fuels. Clear and warm.

Saturday, July 7: Passed Portsmouth noon. 7.6 ft. F.

Sunday, July 8: Passed Guyan Chute 2:30am. 5.3 ft. R. We draw 5.2 and struck bottom once at upper dike.

Arrived Pt. Pl. 1:20pm. and laidup. 4.4 ft. R.

July 9-14 - No entries.

Sunday, July 15: Came to ANDREWS on W. B. CALDERWOOD at noon.

Monday, July 16: Left Pt. Pl. for Cinti. at noon with 11 loaded, 1 flat & 2 fuels. Drawing 6.4; gauge Pt. Pl. 7.1 F. Rubbed on Guyan; old log was just covered.

Tuesday, July 17: Laidup at Mink Run, O. for fog, 4am. Ports. 8.4 R. Passed Maysville 4:20pm. Gauge 7.8 S. (Stationary).

Wednesday, July 18: Laidup head Richmond Chute lam. Put out again 4am. JAMES MOREN stuck head of Richmond on outside and delayed us 2½ hours. RELIEF assisted her in getting tow off. Arrived Cinti. 3pm.

Thursday, July 19: Left Cinti. for Westport, Ky. 7am. with one loaded & fuel. Arrived 7:20pm. Returned to Cinti. 8pm. 9.2 ft. R.

Friday, July 20: Got 5 empties in Kentucky River; 1 at Turner's Ldg. and 1 at Warsaw, Ky. River rising. Back at Cinti. 6pm.

Saturday, July 21: Left Cinti. for Kanawha 6am. with 21 empties, 2 flats & 2 fuels. 11:30 am., got 2 empties at Blairsville. Cin. 8.6 F.

Capt. Burnside rec'd. word to come home at once, leaving us at Augusta, Ky. 8pm. (Ed. note: Mary Elizabeth Burnside was born July 13, 1900. Urgency probably due to sickness of her and her mother.)

July 22 - No entry.

Monday, July 23: Charley Morris met us at Huntington to assist up with boat in Capt. Burnside's place. I had been on watch 48 hours!

Tuesday, July 24: Arrived Pt. Pl. 1am. 4.8 ft. F.

Wednesday, July 25: Went to D. T. LANE at Charleston. Very heavy rain.

July 26 - No entry.

Friday, July 27: Changed off D. T. LANE at noon. Left Pt. Pl. for Cinti. 4:20pm with 19 loaded, 2 flats, BOY & 2 fuels. D. T. LANE has taken 6 loaded to Sample's Ldg. which we will take on to Cinti. making us 25 loaded & 5 flats. 7.8 ft. F.

Saturday, July 28: We put out from Sample's Ldg. 5:40am. delayed by fog. River raised 4 inches. Guyan River putting out.

One million bu. coal coming down from Pittsburg this rise. Passed Portsmouth 8:50pm. Guyan 9.8 R. Ports. 11.3 R.

Sunday, July 29: Arrived Cinti. 7:30pm. 13 ft. R.

July 30-31 - No entries.

Aug. 1-3 - No entries.

Saturday, Aug. 4: Went on ways 4:30pm at Cinti. Not completely drawn out of water as it is too near quitting time.

Aug. 5 - No entry.

Monday, Aug. 6: Finished hauling us out for repairs at 9am. I went on CITY OF LOUISVILLE to review river to Louisville.

Aug. 7-21 - No entries.

Wednesday, Aug. 22: Went off ways 11am. Laid on outside of packets BURNSIDE and KEYSTONE STATE.

Repairs made: Made a new rudder and put it on; moved blade and shoes. Scraped and painted hull. Caulked and painted bottom. Put on copper strainer and blow pipes. Also, some new tin-work.

Thursday, Aug. 23: Dropped down to K&O harbor 7:30pm. Laid at head of fleet.

Aug. 24 - No entry.

Sunday, Aug. 25: 12 ft. at Zanesville, O. 4 ft. at Parkersburg and rising. Think we will start for Kanawha Tuesday.

Monday, Aug. 26: Got steam 1pm. Delivered 4 K&O lumps(?) out of harbor. Marietta 7.5 S. Pt. Pl. 3 ft. S.

Tuesday, Aug 27: Left Cinti. for Kanawha 1:30am. with 14 empties, 1 flat from California, O. & 2 fuels.

Aug. 28-31 - No entries.

September - No entries.

Oct. 2-23 - No entries; boat laidup for low water.

Wednesday, Oct. 24: Reported 12 ft. at Hinton and rising. New River on rise. Tripping all dams. They will be down by dark.

4pm. we pulled our six up to Three Mile to await water to come over sand below Lock #11. Kanawha Falls 18.2 ft.

Thursday, Oct. 25: 7am. went to Three Mile for 6 loaded. Went out into Ohio above wharfboat. Came back to harbor, lower landing at lower end, outside and worked up half steam at 11am.

A flat owned by Pope Lumber Co. of Parkersburg, loaded with railroad ties and full of water, struck fleet at upper harbor, sinking C.C.C.Co. #2 fuel. Total loss. The same struck GEO. MOREDOCK at Ten Mile, punching quite a hole in her side above the waterline.

Friday, Oct. 26: At 8am. started dropping loaded out into Ohio below Gallipolis, O. taking 10 first trip. D. T. LANE assisting us out of mouth of Kanawha.

Towboats leaving with tows for Cinti. as follows: E. R. ANDREWS, W. B. CALDERWOOD, BELLE MCGOWEN, OTTO MARMET, D. T. LANE, ALICE BROWN, FLORENCE MARMET, GEO. MATHESON, JOHN McKAY, GEO. MOREDOCK, J. B. LEWIS, JESSIE, CROWN HILL, CONVOY, R. K. WELLS. River commenced falling 2am. Pt. Pl. 9.5 F.

Saturday, Oct. 27: 2am. ANDREWS, LANE and CALDERWOOD left rocks below Gallipolis. CALDERWOOD stuck at Raccoon Island. We were passing Chambersburg when we heard her distress whistle. We landed at Sample's Ldg. and turned back to her assistance, getting all off but two K&O, #13 and #27. Left them on the bottom in good shape.

ANDREWS has in tow 22 loaded, 3 flats. D. T. LANE 17 loaded & 1 flat. W. B. CALDERWOOD 11 loaded & 1 flat outside of 2 remaining on bottom at Raccoon.

The FLORENCE MARMET and the J. B. LEWIS making their first trips after being rebuilt. FLORENCE was the ARC, rebuilt at Pt. Pl. and the LEWIS rebuilt at Middleport, O.

Sunday, Oct. 28: Passed Portsmouth 1:30am. 10.8 ft. F. and Maysville, Ky. 12:30am, 10.7 ft. R.

Monday, Oct. 29: Arrived Cinti. 2am. Left K&O D flat at California, O.

I changed over to the LANE at 8pm to go to Louisville with 11 loaded and 3 flats plus 1 fuel. LANE cleaned boilers at foot of McCollum St. 13 ft. R.

Tuesday, Oct. 30: Started for Louisville 5:30am. Left flat at Florence, Ind. and one at Marklin (sic), Ind. Left 3 loaded mouth of Kentucky River and one at Milton, Ky., then 2 at Madison, Ind.

LANE stuck on shore bar just above Milton for 20 minutes. Arrived Louisville 7:30pm. Returning at 8:30pm with one empty fuel and pump-boat.

Oct. 31 - No entry.

Thursday, Nov. 1: Arrived 7:30pm. Cinti.

Friday, Nov. 2: Left Cinti. for Kanawha (still on LANE) with 9 empties and fuel. Steamboat drawing 3½ ft.

Nine Mile - 3.9 ft. F.

New Richmond - 3.9 ft. S.

Maysville - 3.6 ft. F.

Manchester - 4.0 ft. F.

Portsmouth - 3.6 ft. S.

On the bottom all the way.

Saturday, Nov. 3: Arrived at ANDREWS which was laidup at foot of Brush Creek Island 8am.

LANE exchanged one empty and took BOY and proceeded for Pt. Pl. 9am.

Sunday, Nov. 4: Arrived Ashland, Ky. 7pm. and laidup for low water. OTTO MARMET and BELLE MCGOWEN also. 3.6 ft. F.

Monday, Nov. 5: Received word rise was coming out of New River 8am. Orders to hold crew which deprived the greater part of them of voting.

Tuesday, Nov. 6: This is the day the people of these U.S. will block out all the follies of the Democracy.

LANE left Ashland for Kanawha 6:30pm. 3.9 ft. R.

Wednesday, Nov. 7: Pt. Pl., LANE arrived 1am. 4.2 ft. R. Ordered to return and assist ANDREWS up. Turned back at 7am.

Met ANDREWS stuck on Conoconnique Bar. LANE assisted her off. The K&O barge sunk by CALDERWOOD at Walkers on snag above light which LANE assisted in pumping afloat until got ashore when it went down, is now bulkheaded and ready to float when a rise comes. The same also with the two she left at Raccoon Island. Pt. Pl. 4.2 R. Portsmouth 5.6 R.

Can we judge the tree by the fruit? Bryan's defeat greater than four years ago. What will be their follies in the next campaign?

Nov. 8 - No entry.

Friday, Nov. 9: LANE to foot of Raccoon and I went home and will return to E. R. ANDREWS on Monday 12th.

Nov. 10,11 - No entries.

Monday, Nov. 12: I went to ANDREWS at Guyan.

Nov. 13-16 - No entries.

Sunday, Nov. 17: Orders from Capt. Burnside for me and Engineer Johnson to go down to Catlettsburg and look at the packet CANDO.

Ed. Note: The CANDO #0821 was a sternwheel packet 127.6x23.8x3.5 which operated on the Big Sandy River to Pikeville, Ky. prior to the completion of the C. & O. RR to that point in 1904. She was single boiler with engines 9 3/4"x3' stroke; not much power but a low water boat.

Monday, Nov. 18: Left Catlettsburg 11am. with CANDO and arrived at ANDREWS 12:30pm. Took on some fuel and preceded to D. T. LANE at foot of Raccoon Island.

Tuesday, Nov. 19: CANDO ran up 6 empties to Pt. Pl.

Wednesday, Nov. 20: CANDO ran up 3 more empties. Reports of rise coming so orders to take CANDO home. Left for Catlettsburg, Ky. 4pm.

Nov. 21 - No entry.

Thursday, Nov. 22: ANDREWS, after lying at Guyan since the 8th, proceeded for Kanawha at 5am. Gauge 5.7 ft R.

Arrived Pt. Pl. 3:30pm. (5.6 ft. R.); picked up 6 empties and took them to Lock #10 for W. B. CALDERWOOD. Kanawha & Ohio falling at headwaters but slight rise reported again.

Friday, Nov. 23: Picked up 12 loaded at Williamson's and came back to Lock #11 at 6pm.

Saturday, Nov. 24: Came out again from Williamson's with 11 loaded and BOY.

Sunday, Nov. 25: Got together tow of 21 loaded, 2 flats & fuel and BOY. CALDERWOOD brings 2 loaded and flat out of her tow from mines. We pick up the 2 she left stuck at Raccoon, making all told 25 loaded, 3 flats, fuel and BOY. Raining; Pt. Pl. 11 ft. R.

The K&O Co. #13 and #27 we pulled off head of Raccoon Island in good shape and we took them to Sample's Ldg., O. where we laid over because of rain and snow.

Monday, Nov. 26: W. B. CALDERWOOD came down 9:30am. and we left for Cinti. with 25 loaded, 3 flats, fuel and BOY. Also picked up K&O Co. #62 at Walker's which the CALDERWOOD sank.

Tuesday, Nov. 27: Arrived Cinti. 5pm. 27 ft. R. Today was beautiful. See where the Kanawha reached a height of 31 ft. at Charleston.

Wednesday, Nov. 28: Ohio River full of logs. Cin. 35 ft. R.

Thursday, Nov 29: Left Cinti. for Kanawha 5:30am. with 19 empties, 2 fuel & BOY. 37 ft. R.

Nov. 30 - No entry.

Dec. 1 - No entry.

Sunday, Dec. 2: Laidup at Pigeon Roost for fog 3:20am.

Towboat JOHN MOREN, in landing which failed, sank 2 coalboats opposite Ironton, O. but succeeded in finally landing someplace below Hanging Rock, O. Lost her headlines overboard, also.

The TOM DODSWORTH lost 13 coalboats and the VOLUNTEER lost 8 and a flat at Swan Creek!

W. B. CALDERWOOD met us above Guyan, 10:30am.

Monday, Dec. 3: Arrived Pt. Pl. 11am. 18' F.

Tuesday, Dec. 4: Left Pt. Pl. for Cinti. 2:30pm with 12 loaded, 2 flats, 2 fuels. 15.6' F.

Dec. 5 - No entry.

Thursday, Dec. 6: Arrived Cinti. 9pm. Had to work slow and float a great deal on last watch due to wind squalls.

Friday, Dec. 7: Left Cinti. for Kanawha 5:30pm. with 23 empties & 2 fuel. Got another K&O Co. empty at Blairsville, O. Cin. 24 ft. R.

The K&O Co. pump-boat sank while we were picking up empty tow. Was going to take it to mines to be rebuilt. We left it on Dayton Bar.

Will meet another rise; Charleston 21' S.; Pittsburg 14' S.

Dec. 8 - No entry.

Sunday, Dec. 9: Passed Portsmouth 1:20pm. 26 ft. R.

Monday, Dec. 10: Towboat ANNIE L. passed on one engine (larboard).

The wrecks of the TOM DODSWORTH and VOLUNTEER coalboats are showing up. Just below mouth of Swan Creek; on W.Va. side opposite Double Creek, in on shore. Just above Saulside. Two in the middle of river just above Crown City. One on the W.Va. side at Dogham. There may be more unlocated.

Tuesday, Dec. 11: Arrive Pt. Pl. 2am. 16 ft. F. Order to turn back. Clean boilers. Left for Cinti. 5pm. with 12 loaded, 1 flat, 2 fuel.

Wednesday, Dec. 12: Pass Portsmouth 6am. 21' F. Arrive Cinti 11pm. 24' F.

Thursday, Dec. 13: Left Cinti. for Kanawha 6am. 22.6' F. Have 30 empties, 4 flats & 8 shantyboats (Raikes).

Dec. 14-16 - No entries.

Monday, Dec. 17: Left part of empty tow at Riggs 11:30pm.

Tuesday, Dec. 18: Got last of empties into Kanawha at noon. Get a little fuel and ordered to return down river. Putting up Dam #11. Pt. Pl. 6.6 ft. F. Left Kanawha for Cinti. 4pm. 6.4' F. Fuel barge on head.

At 6pm. struck some of DODSWORTH wrecks as far down as Little Guyan causing quite a leak in the fuel barge.

Wednesday, Dec. 19: Laidup for fog at Lime Kiln, Ky., 1am. Put out at 10am. Passed Portsmouth noon. 9.5' F. Fog cleared up 12:30pm.

Thursday, Dec. 20: Arrived Cinti. 12:30am. Foggy and laidup at K&O Harbor to clean boilers and repair supply pipe.

Friday, Dec. 21: Left Cinti. for Kanawha 2am. with 21 empties and fuel barge #30. Laid up foot of Eight Mile 6am.

Dec. 22,23 - No entries.

Monday, Dec. 24: Arrived Pt. Pl. 2am. 5.1 ft. F. Quite a lot of company empties here. Laidup.

Dec. 25-28 - No entries.

Saturday, Dec. 29: Got orders to go to Buffalo and bring out D. T. LANE. and W. B. CALDERWOOD tows of loaded.

Sunday, Dec. 30: Left Pt. Pl. for Buffalo 9:50am. Arrived Buffalo 1:30pm. Got tow of 6 loaded though was delayed by Lock #10 lower gates getting fouled by sunken drift.

Second trip, laidup for night head of Lock #10. D. T. LANE stuck below Lock #7.



Log of the E. R. ANDREWS concluded -

Monday, Dec. 31: Rained quite all night. Went into lock 7am. Eighteen Creek putting out. Twenty-two wickets tripped themselves during the night.

Left Emory with all 12 loaded 9:30am. Arrived Lock #11 noon and started into lock, then decided backlash was too strong and was not safe to go through. After some consideration on part of Mr. Scott, Resident Engineer, he gave orders to trip the dam. So, we backed over on opposite side with 6 and tied them up, then got the others and came over with them and laid there until dam was down at 4pm. Then, we started out and our tiller line broke and we had to lay up again alongside tow and make repairs. At 8pm. got a new piece of cable and put it in. Then, we started out.

#### NEW YEAR - 1901

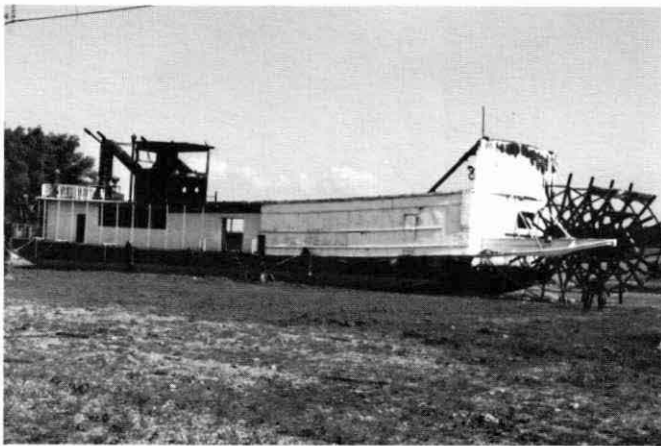
Tuesday, Jan 1: One more year has passed and humble we are to be permitted another year! Pleasant I trust to all as it is with us.

Leaving Pt. Pleasant, W.Va. for Cincinnati at 8am. with 19 loaded, 1 flat, 1 houseboat & 2 fuels. Gauge 8.1 feet and falling.

\* \* \* \* \*

The E. R. ANDREWS was sold to the Barrett Line, Cincinnati on March 28, 1911 and renamed the OSCAR F. BARRETT. The BARRETT was sold to the Standard Oil Co. of Louisiana in the mid-20s and officially abandoned November 10, 1933. Eventually, the old boat was used as a quarter boat in New Orleans.

\* \* \* \* \*



The sad remains of the once mighty CLAIRTON rest on the river bank at Kenner, LA. The engines are powering the NATCHEZ but plans for retaining the CLAIRTON as a restaurant seem to have come to an end; miscreants torched the boat some months back. Photo by Chris Wirtjes.



#### A NEW SHAPE IN EXCURSION BOATS

At first glance, regular readers of the Reflector might think that John Fryant has attempted another one of his trick photographs with a model boat. Not so; this is the latest look in excursion boats on the Tennessee River, the SOUTHERN BELLE at Chattanooga.

Designer of the SOUTHERN BELLE is our Louisville friend Alan Bates who has taken a new direction for the owner Capt. Robert M. Lumpp of The Chattanooga Riverboat Co. The design of the new boat is based upon the eastern river and bay boats but with adaptations for the Tennessee River such as the swinging stage for bank landings. The SOUTHERN BELLE is 99.5x31x7 feet in the hull and is powered with twin Cummins 855M engines. The pilot's eye level is 37 feet.

Noticeably absent is the tall smokestack behind the pilothouse which was typical of the eastern bay boats. This omission is intentional since no functional purpose could be found for the stack and owner Bob Lumpp specified, ". no fakes; everything honest and real." The curvaceous lines of the BELLE result from traditional boat design tricks of sheer, inward sloping bulkheads and a lack of square corners.

We regret that we have no pictures of the equally curvaceous sponsor of the SOUTHERN BELLE, Miss Marty Browning a.k.a. Miss Tennessee, USA. We understand that Miss Browning had a tough champagne bottle and after four swings without success, popped a can of beer to christen the boat. Southern belles are modern.

In addition to Chattanooga Riverboat Co., Capt. Bob Lumpp operates the Mark Twain Riverboat Co. at Hannibal, MO. Following the christening on June 15, 1985, the SOUTHERN BELLE went into service with two afternoon trips daily from Ross's Landing in downtown Chattanooga and evening dinner cruises.



Davis Island Dam under construction, 1881. The lock house overlooks the completed lock chamber. The lock walls and lock gate recesses were constructed of cut stone and the stiff leg derrick in the foreground is set up to handle the blocks. Cut stone proved to be an expensive construction material for a project of this size and later locks were built mostly of concrete. The galleries on the lock house are an interesting feature.

**E. R. ANDREWS EXCURSION**

On June 29, 1899, photographer J. H. Wallace of Buffalo, WV took the picture of the E. R. ANDREWS on the page following. The occasion was an excursion for the benefit of the Ladies Missionary Society of the Pt. Pleasant Presbyterian Church from Pt. Pleasant to Armour's Creek with a landing at Buffalo.

The excursion was obviously well patronized and we surmise that there might have been a picnic ground at Armour's Creek in 1899, although there don't seem to be any food hampers in evidence. The young lady in the white shirtwaist at the railing on the upper deck appears to be holding a trumpet or fancy speaking tube.

Upon the return to Pt. Pleasant, the ANDREWS stuck on a sandbar below Lock #11 and the crowd had to be ferried ashore in yawls.

**Cairo, Ill., To Bird's Point, Mo  
FERRY**

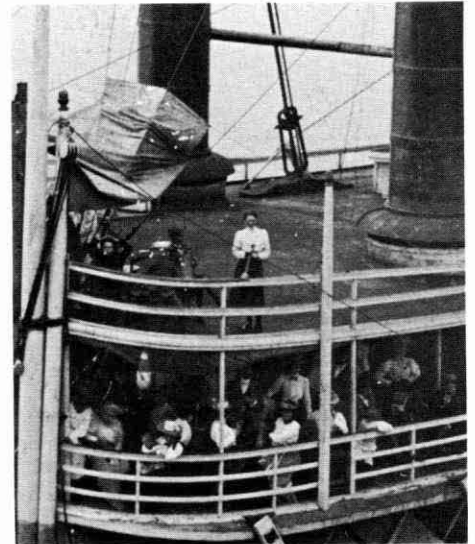
The Boats that leave on the hour

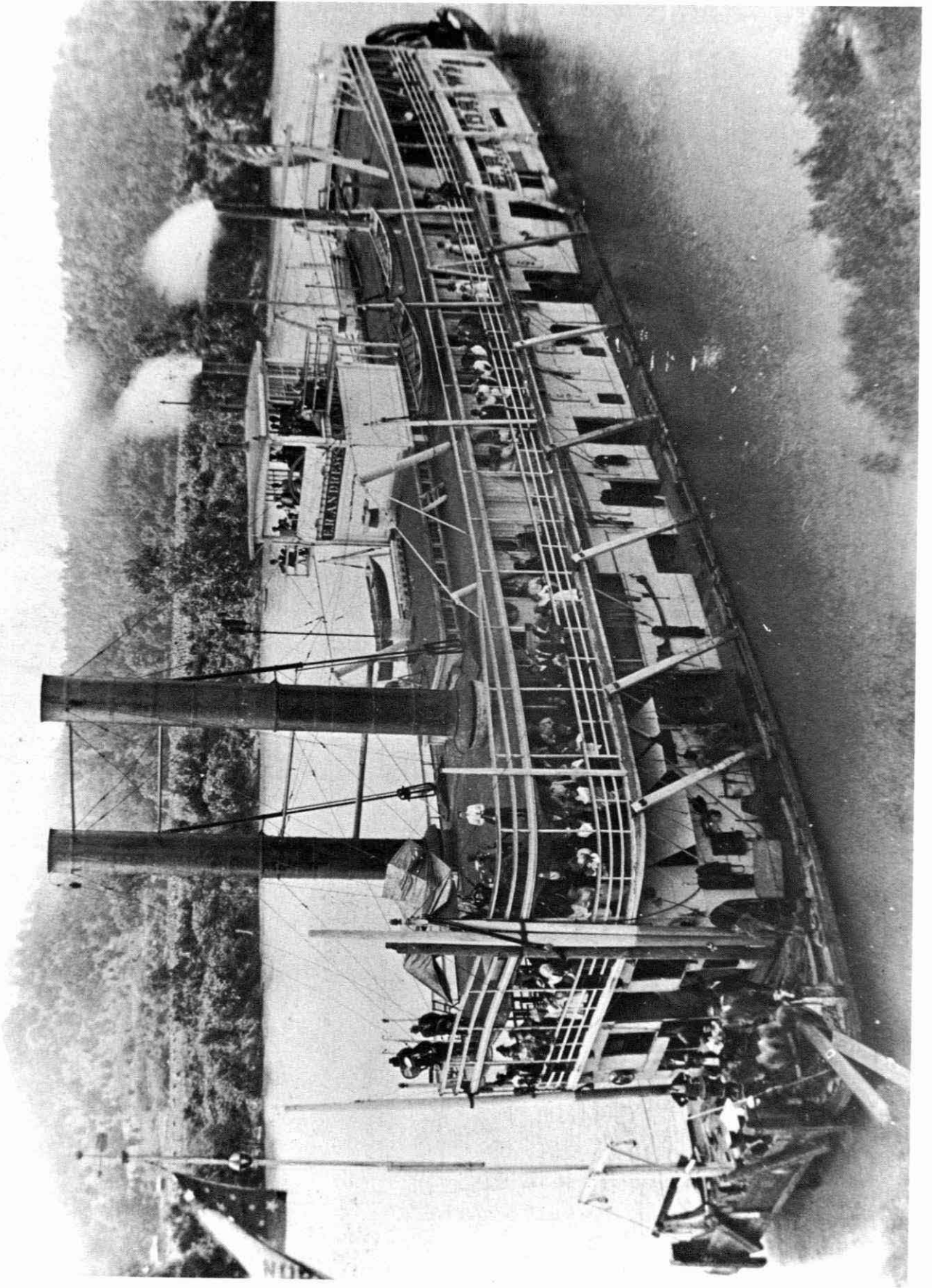
LEAVES CAIRO	Enjoy A Trip On The New Deisel Engined All-Steel Hull Ferries	LEAVES BIRD'S POINT
5:00 a. m.	<b>Pilgrim AND Traveler</b>  Furnishing the SAFEST and most reliable fer- ry service on the Mississippi or Ohio Rivers	6:00 a. m.
6:00		7:00
7:00		8:00
8:00		9:00
9:00		10:00
10:00		11:00
11:00		12:00 noon
12:00 noon		1:00 p. m.
1:00 p. m.		2:00
2:00		3:00
3:00		4:00
4:00		5:00
5:00		6:00
7:00		8:00
9:00		10:00
11:00	12:00 nite	
1:00 a. m.	Without Notice	1:40

The Boats That Maintained Service  
When Others Failed

**TRI-STATE FERRY COMPANY**

**J. I. DUNN, Pres. & Mgr.**







Cedar Farm, 1837

DRAWING BY MRS. WILLIAM COOK

Laconia, Indiana

## CEDAR FARM REVISITED

**I**t was open house at Cedar Farm on June 22 and 23 and some 12,000 people took advantage of the opportunity to see this historic southern Indiana mansion. Owners Bill and Gayle Cook, Bloomington, IN, have spent the past year restoring Cedar Farm to close to its 1837 appearance. The history of the property was detailed in our June '84 issue and a visit by the DELTA QUEEN with the Stanford Alumni Association aboard in December '84.

The open house at Cedar Farm was a one-time event with donations going to the benefit of the Corydon Capital Preservation Alliance, Inc. This was not just another "house tour"; the following activities were included during the day:

- Carriage House-slide show
- Main House-tour four floors
- Schoolhouse-with schoolmarm
- Yellow Jackets Encampment
- Cabin Crafts-demonstrations
- Food Row-ran out both days
- Entertainment-bands and vocalists.

We are indebted to several S&D members who have sent us clippings and pictures of the big day at Cedar Farm; four even wrote a letter to us while waiting in line for the house tour.

Keith Norrington's impression of his visit to the open house at Cedar Farm terms it an extravaganza. Despite the heat (85 in the shade), people waited for up to two hours to tour the house. The road to the farm was crowded bumper-to-bumper for six miles back to Laconia and some people sat in their cars for several hours waiting to get on the farm grounds. It was the largest traffic jam in the history of Harrison County.

Tours of the house were taken in groups of 30. Costumed hostesses stationed in every room kept the tours moving at a lively pace but still the line of persons waiting to get in the mansion stretched from the front steps all the way to the river.


Many descendants of the Kintner/Withers families were in attendance. Prominently displayed on a bedroom table was a handsomely framed photograph of Julia Kintner Withers (last owner from the family of the original 1837 builder) at age 16 in 1904.

Planes and helicopters arrived and departed all day long. Indiana Lt. Gov. John Mutz dropped in by helicopter for a visit. The "Star of Indiana" drum and bugle corps put on a display of musical pageantry on the front lawn. Periodically, the costumed teacher appeared at the door of the old schoolhouse and rang an old handbell, calling the "students" in for some oldtime recitation.

Obviously, it was a big day at Cedar Farm and an historic river property has been preserved by the interest and funds of the Cooks. The Corydon Democrat reports only one serious incident during the openhouse: "One woman who had stood in line for two hours Sunday fainted just as she reached the front porch. She was treated by a volunteer EMT, one of several stationed there last weekend. The woman recovered but was mad because she lost her place in line. She was escorted to the rear of the building and given a special tour."



The line waiting to inspect the house stretched from the front porch to the river on Sunday, June 23, 1985. Photo by Keith Norrington.



Shipped, in good order and well conditioned, by *John P. Dugan*  
 in and upon the good Steam Boat called the *Gen. Pike*  
 whereof is Master, for this present voyage, *Neziah*  
*Bliss* - now riding at anchor in the Ohio River, and  
 bound for *Limestone* - to say: *Eight Boxes hats*

*8 Boxes*  
*J. P. Dugan*

being marked and numbered as in the margin, and are to be delivered in  
 the like good order and well conditioned at the aforesaid port of *Limestone*  
 (the danger of the River excepted) unto *Martin*  
*Brent* or to *them* assigns, he or they  
 paying freight for said goods at the *customary rates*

In witness whereof, the Master, or Purser, of the said Steam Boat  
 hath affirmed to *two* Bills of Lading, all of this tenor and date: one of  
 which Bills being accomplished, the other *is* to stand void. Dated in  
*Louisville 10<sup>th</sup> March 1819* for *10<sup>th</sup> Blip* *J. P. Dugan*

## THE OLDEST FREIGHT BILL?

WILLIAM G. "Bill" Patterson,  
 2692 Cauley Lane,  
 Jacksonville, FL 32218,  
 handed us this freight bill for  
 the GEN. PIKE some time back.  
 The date is March 10, 1819, less  
 than eight years after the  
 advent of steamboats on the  
 Western Rivers, and is the  
 oldest such document that we  
 recall seeing. Properly, this  
 should be termed (as indicated)  
 a "Bill of Lading" since the  
 simplified form of the more  
 familiar freight bill or waybill  
 developed later.

John P. Dugan is entrusting  
 the GEN. PIKE with eight boxes  
 of hats to be delivered to Martin  
 & Brent at Limestone.  
 Limestone, now Maysville, was  
 an important shipping point for  
 goods destined for the Blue  
 Grass Region of Kentucky before  
 the day of railroads. Zanes  
 Trace was perhaps the first  
 defined route across Ohio from  
 Wheeling and ended opposite  
 Limestone after passing through  
 Cambridge, Zanesville, Lancaster  
 and Chillicothe.

There is quite a list of boats  
 bearing the name of General  
 Pike, the Lytle-Holdcamper List  
 showing five prior to the Civil  
 War and there is evidence that  
 there were several more. The one  
 shown on this bill is the first  
 GEN. PIKE and only a year old  
 at the time.

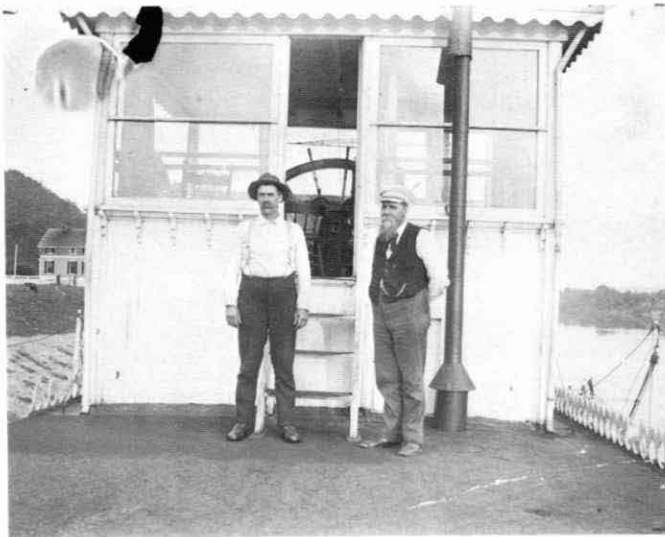
The GEN. PIKE was a  
 sidewheel packet built at  
 Cincinnati, OH in 1818. The  
 hull measured 100x25x6, enrolled  
 at 176 tons. She was designed  
 for service between Maysville,  
 Cincinnati and Louisville and,  
 as such, became the first  
 regular packet in the  
 Louisville-Cincinnati trade. The  
 GEN. PIKE's first captain was  
 Neziah Bliss who, in later years,  
 was one of the founders of the  
 Novelty Iron Works in New  
 York. (Ed. note - it looks like  
 Neziah on the bill but may be  
 Naziah; we'll await word from a  
 bible scholar.)

The passenger cabin was 40  
 feet in length and extended the  
 full width of the hull, 25 feet.

Six staterooms were built at one  
 end of the cabin; eight at the  
 other. The 40-foot open central  
 cabin had berths arranged on  
 either side, 24 each, which were  
 enclosed by crimson curtains.  
 There was a central row of eight  
 columns down the cabin, the  
 floor carpeted and mirrors on  
 the walls. At mealtime, tables  
 were set in the cabin and the  
 food brought forth, "in elegant  
 order."

The PIKE's best upstream  
 time, Louisville to Cincinnati,  
 was 38½ hours but usually the  
 trip took much longer; no time  
 to Maysville is given. Jacob  
 Strader came out on the boat as  
 first clerk and took command in  
 1821, at which time James  
 Gorman was promoted to first  
 clerk. The cabin fare was \$8  
 downbound from Cincinnati to  
 Louisville; \$12 for the return  
 upstream.

The "Cincinnati and Louisville  
 Mail Line" was organized in 1818  
 and this GEN. PIKE was,  
 therefore, one of the company's  
 first boats. The  
 Lytle-Holdcamper List shows the  
 GEN. PIKE dismantled in 1835.



A LETTER FROM JIM SANDFORD

The photo above was taken on the texas roof of the GREENWOOD about 1910 by Jesse P. Hughes. On the left is Alex Shaw, the mate, and the gentleman with the chin whiskers is Capt. Jim Sandford. Sandford was not the regular pilot on the GREENWOOD, at that date running in the Cincinnati-Pomeroy-Charleston trade, but was on for a trip or two, maybe posting-up according to JPH.

Jim Sandford was a well respected pilot at the time Jesse Hughes snapped his likeness with his \$5 box camera but some 40 years earlier Jim had his problems in learning the river. The letter which follows has surfaced in the mass of material on the editor's desk and, while we hesitate to use third party correspondence, the passing of 115 years should assure that no great harm can come from the following revelations.

Str. Granite State

May 31, 1870

Dear Brother,

I am going to quit the G.S. My birth(sic) is not what it was on the KENTON nor what it was on this boat when I first came on. Mr. Abrams for some time, I guess for two or three years, has been a very temperate and moral man but I'm afraid that's played. He got drunk at Portsmouth and came down to the boat considerably by the head and had a great deal to say. But, he was very good to me until after we started out and he felt too well to need any help, then concluded that he was not able to carry a steersman but would show me what he could. But, I don't want to go that way with the prospect of being turned off every time he might get loaded by the head.

Mr. Abrams reconed(sic) as I was the captain's pet that he would give me a chance anyhow. I don't know what he took that from with out it was because the captain had me stand his watch the other night because he was not well. I told the captain today that I was going to get off and he said that he wouldn't make me get off; that I had been worth my way and that I might stay on. But, staying on in that kind of a way won't do me. I don't think that Mr. Abrams would take an interest in showing if he keeps drinking.

I am going to get off at Marietta and see if I can't get work on Cow Run (Ed note: Cow Run was an oil boom area near Marietta). I heard that O.R.S. Co. had bot(sic) the COLLIER; if such is the case, see if you can get watchman's birth for me. I am sensible of what I am leaving on here but I think under the circumstances it is for the best. ...You will find that I was not to blame for it. They are a nice crew; Mr. Johnson is first clerk, - ask him whose fault it was and he will tell you. ...I am not allways(sic) to blame and I don't think I am in this case.

Yours truly,

James H. Sandford.

Poor Jim. His letter was evidently to his brother T. Spence Sandford who was a well established pilot on the upper Ohio by 1870. It is reported by those who knew him in his later years that Jim Sandford had a bit of a temper. The assurances by Jim to his brother that his falling out with his mentor Abrams was not his fault perhaps indicates that he had a short fuse reputation.

William J. Abrams was evidently a competent pilot in the Pittsburgh trades and his night on the town in Portsmouth in May 1870 was not his habit. Abrams had been pilot on the WINCHESTER in 1866 when that boat came out new in the Pittsburgh-Parkersburg trade, the first trip ending February 23 when the boat burned at Babbs Island. In 1869, Abrams was pilot on the ARLINGTON, 1876 on the EXCHANGE and in 1881 on the EMMA GRAHAM, all in the Pittsburgh-Cincinnati trade. For years in the 1890s, Billy Abrams was the pilot of the WILLIAM THAW, a sidewheel ferry operating between Manchester (North Side) Pittsburgh and the West End. The WILLIAM THAW was peculiar in that she was steered by her sidewheels and Abrams was reputed to be the only pilot who had mastered the technique.

In 1871, brother T. Spence Sandford became captain of the ORIOLE in the Gallipolis-Racine and later in the Gallipolis-Portsmouth trade. T. Spence was captain of the SALT VALLEY in 1874, pilot on the first trips of the KEYSTONE STATE, 1890 and the VIRGINIA, 1896 and named captain of the QUEEN CITY in 1900.

We know much less about the career of Jim Sandford but he spent some time boating in South America in the early 1900s. In 1920 Jim was with the Campbells Creek Coal Co. on the EUGENE DANA SMITH and later we know of him being on the VERNE SWAIN in the Wheeling trade. Obviously, Jim overcame his disappointment at being dropped as steersman by Abrams and did better than a watchman's job on the COLLIER.

## THE GENERAL JACKSON

Note: We are indebted to Keith Norrington and Jim Schenk for clippings, pictures and correspondence covering the first trip of the GENERAL JACKSON.

The new Opryland USA extravaganza GENERAL JACKSON was launched at Jeffboat, Jeffersonville, IN on April 21. Several thousand spectators were on hand to watch the 300 foot JACKSON slide into the Ohio River and since then we have received periodic reports on construction progress.

On June 20 the GENERAL JACKSON departed Jeffersonville for its home port of Nashville. Jeffboat crews were aboard during the delivery trip to complete some of the cosmetic details and to take care of any glitches which might show up. The boat has no overnight accommodations so the 90 or so travelers aboard had to make do with folding cots and swimming pool floats; a staff from the Opryland Hotel prepared meals and became acquainted with the food service facilities which will be part of the regular trade at Opryland-Nashville.

The trip down the Ohio and up the Cumberland was evidently a smooth one and no major problems appeared in the machinery and navigation departments. True to the predictions of Alan Bates (page 22, June '85) the GENERAL JACKSON is fast and had time in hand for its scheduled June 23 arrival in Nashville.

The new boat is approximately 100 feet shorter than the MISSISSIPPI QUEEN which was also built by Jeffboat. The appearance of the GENERAL JACKSON is somewhat more traditional than the QUEEN, particularly with reference to pilothouse location, stacks and general proportions. Outward appearances belie interior arrangements that are entirely contemporary and designed for the JACKSON's entertainment trade.



Keith Norrington chased the fast moving GENERAL JACKSON and caught her in the Portland Canal on her way to Nashville, June 20, 1985.

The central feature of the JACKSON is its Victorian Theater which is two decks high. The theater is designed to serve up to 670 persons at banquets or handle 1,000 for stage show presentations. Scattered around elsewhere on the four decks are facilities catering food to the hungry and offering means to slake a thirst.

Our S&D member John Hartford is the GENERAL JACKSON's honorary captain and composed the theme song used at the boat's christening in Nashville on July 2, 1985. Mrs. Edward Gaylord, wife of the owner of the Opryland

entertainment complex, broke the traditional bottle of champagne over the bow. The name of the new boat is taken from the first GENERAL JACKSON of 1818 which was lost by snagging near Clarksville, TN on May 30, 1821.

The new wonder on the Nashville scene began excursion service on July 3 with three trips and then went into her regular four trip a day schedule on July 4. All trips leave and return to the Opryland dock. The two hour day cruises are \$8.95 while the three hour dinner cruise is \$28.00 (plus tax).



Jim Schenk caught the arrival of the JACKSON at Nashville on June 23, 1985. Hydraulic cylinders lower those stacks at the touch of a button.



The new Cock of the Walk; the GENERAL JACKSON under way at Jeffersonville preparatory to her departure for Nashville and excursion service for Opryland USA. The graceful and traditional lines of this 245 foot creation of Jeffboat, Inc. are very evident; she wouldn't look





too out of place landed next to the KEYSTONE STATE or the S.S. BROWN, an impressive sight when filling the Cumberland River at Nashville. We are indebted to Eugene F. Carrigan, Chip Ferris and Chaky Nacasimhan of Jeffboat for providing this portrait of their latest masterpiece.

RAFTING ON THE ALLEGHENY  
by Lyman Cook

In 1926, Lyman Cook of Tionesta, PA thought back over more than 60 years to the time when he took his first trip on a log raft. The virgin forests that had covered Western Pennsylvania when Lyman was young had disappeared and rafting down the Allegheny River was only a memory. A number of aging raftsmen were still around but none seemed inclined to record the story of their days on the river. Lyman put pen to paper.

Mr. Cook's story refers to three different types of rafts and each evidently required a distinct rafting technique. There were: log raft enroute to a sawmill; hewn timber rafts to be reduced to dimensioned lumber; lumber rafts going from the sawmill to market. Coalboat bottoms were also used to carry finished lumber in the latter days of Allegheny rafting.

A copy of Lyman Cook's story has come to us from Charles A. Smith Jr., Oil City, PA who received it from Lyman Cook's niece, Jane Cook of Tionesta. The article originally appeared in the Forest Republican in 1926.

\* \* \*

As rafting is a lost art, perhaps to preserve a record we had better build a lumber raft on paper. Bring three runners, three cross boards with three, two inch auger holes in each and nine grubs to make a platform. The grubs go through the auger holes to hold the platform square.

What is a grub? It is a sapling, usually elm or ironwood, dug up by the roots and trimmed to go through the auger holes with the root end forming a head about four inches in diameter.

After filling the platform with two courses of boards the platforms are coupled together with two layers of boards reaching to the middle of each platform. After the desired number of platforms is reached this lapping of courses is followed until the last or top course is layed crosswise and called the deck. Binders of two inch planks are then bored and aligned on the grubs, tightened with a lever ten feet long with a clevis at the end and a step

underneath as a fulcrum and wedged to bind the courses firmly together. Why this lever was called a "witch" is left to the reader's imagination.

In 1861 I helped my brothers put in a raft in the Tioghuigoga River, a branch of the Susquehanna. The big day for my first trip on a raft finally arrived and I went aboard. My brother Will said, "Lyme, you go out and untie the line and then run up to the point and get a handsaw I left there. You cross the bridge up there and come down to Beach's Eddy. We are going to stop there."

I set off at a sprint, picked up the saw but when I came in sight of Beach's the raft was just disappearing below. In another mile I was abreast of the raft. Disregarding my brother's protests, I hit the wave and a little swim of about 30 yards brought me to the raft where big Lon Allen grabbed me by the coat collar, then yelled, "Gosh! He's got the handsaw." I have always been glad I hung onto the saw; it's a bad precedent to fail in an errand.

In 1863 I was in the military service under General Sheridan. After the war there was the excitement of the Pithole oil boom and in 1866 I struck out afoot for Allegheny waters. Upon reaching Tionesta, I was told there was not much prospect of hitting anything on Pithole Creek so I took to the river. I moved up to Thompson's Eddy and got a job with Andrew Hertzell and James Olney rafting timber.

Working with timber was a hazardous business. After fastening a stick to a pole, Nick Arnold, in sticking his axe behind him, cut the big toe off Mr. Olney. How to get to Warren was a problem. About this time a steamboat from Pittsburgh hove in sight at the foot of the eddy and answered a hail from the raft and took Mr. Olney aboard. This seemed providential as Mr. Hertzell informed me afterward that was the last steamboat from Pittsburgh to ever reach Warren. Coming so soon after the Civil War it seemed a slight wound, however, Mr. Olney declared it would be his death. To our surprise, Olney was right and that ended rafting for me at the time.

(Ed Note: The last boat from Pittsburgh to Warren was the ANNIE LAVELLE, a sternwheel towboat, Capt. John Swaney. In the March 24, 1866 edition of the Warren Mail, the LAVELLE is reported as reaching Warren on March 22 with a load of oil well supplies.)

A year afterward I was employed by A. B. Root rafting what was called the Hall & May lumber made on a water-powered mill at Minster. Buck Mills and the Ensworth mills were turning out lumber for the same firm, lining the banks of the Tionesta (Creek) with piles of lumber for a long distance. Other mills, two at Sheffield, Henrys and Balltown and Newton Mills, each furnishing their amounts, filled the mouth of the Tionesta to its utmost capacity from the mouth back for nearly half a mile. Other mills were built back from the Tionesta and the lumber sledged to the banks in winter. The amount of lumber being produced was entirely too much for coupling up in the Tionesta and may rafts were obliged to go into the river to find a landing place.

To navigate rafts properly an oar was hung at each end. An oar stem was a pole or little tree, as you may choose to call it, about eight inches at the butt end and tapered to about two inches at the top end. An oar blade 20 inches wide, three inches thick at one end and one-half inch thick at the other end was standard. The thick end of the blade was pinned to the big end of the oar stem, making an oar about 50 feet long. When hung on a thole pin about 30 feet of the tapered end was on the raft.

With the order to pull right you would walk to the left side of the raft, dip the oar by extending your arms at full length over your head, walk to the right hand side of the raft. Reverse this order to pull left. Why they called this "pulling" an oar I cannot tell but a hundred years or more of the term forbids a change to "push". As in other callings, a valuable asset is skill. A stiff backbone was an absolute necessity. Frequently in learning the art the oarsman meets a cross-current and is shipped overboard.

Rafting cont'd. -

A Tionesta raft was usually seven sixteen foot platforms long. Lumber was made a little longer than even feet so a raft was about 125 feet in length. A man at each end was the usual crew. No time was lost in getting these rafts down the creek to the mouth when the stage of water was right. Start from upstream points at daylight, as soon as landed at the mouth of the stream foot it back as fast as possible, let it be day or night, to bring another raft and so on until all were out. One wag said he came out on the raft for nothing and credited his pay to the walking back.

Nine of these 125 foot rafts were coupled together to form an Allegheny fleet. A typical river raft contained between three to five hundred thousand board feet according to the depth refted. With eight to twelve men for a crew to guide and land that amount of lumber, it was a job that took men.

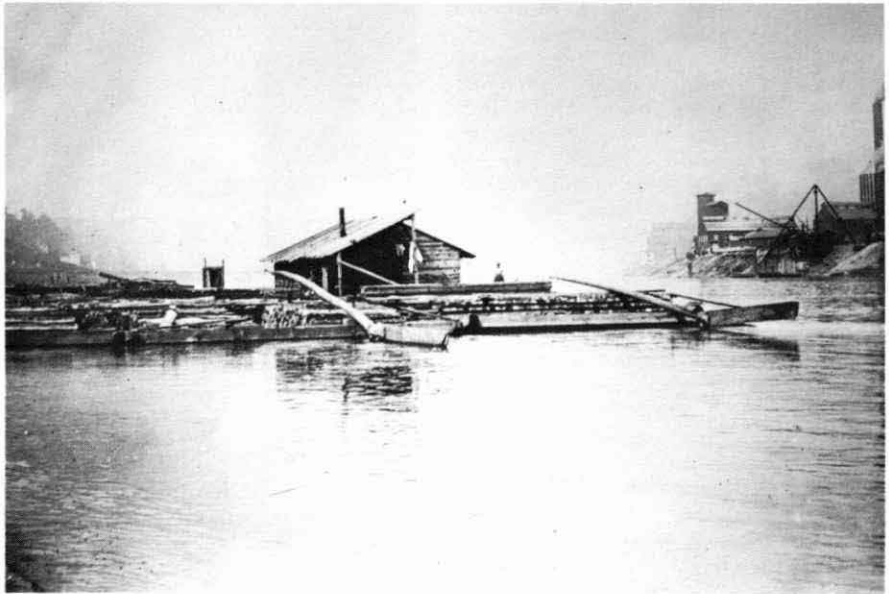
A shanty 12x16 feet housed us. A fireplace in one corner was built of mud with a wooden chimney; it was the culinary department. Pork and beans, crackers and coffee were the diet. Two big pails, one for coffee and one for the beans, one frying pan and two big cups, one for each end of the raft, which we all shared alike were provided. Generally, a shingle served for a plate but you were out of luck for eating utensils if you did not bring your jack knife along.

Along downriver points we were called in a spirit of ridicule "Pine Knots". We resented that at first then someone said, "You should be proud of that title. What could be more complimentary than to be likened to the noble pine and especially the knot, the most enduring of all wood." By common consent raftsmen adopted the Pine Knot title.

Now I am going to take the liberty and hope it will meet the approval of those who had a part in the rafting industry to identify some Pine Knots. To head the list I am going to name Charley Chase. Of course it's a little out of form to speak of him as "Charley" but that's what they all call him. Perhaps when Charley reaches a more mature age we will be more polite.



A cold day in early spring, circa 1900, and this timber raft is about to leave Grunderville, PA for Pittsburgh. Grunderville is located below Warren at about mile 185. Fifth from the left is Ed Honhart who, in 1953-55, would put together an exhibit in Warren called "The Raft". All the rafting equipment appears to be standard except for the bicycle under the overhang of the shack.



Journey completed, this raft of coalboat bottoms loaded with lumber and timber is moored just above Herr's Island at mile 3, Pittsburgh.

Rafting cont'd. -

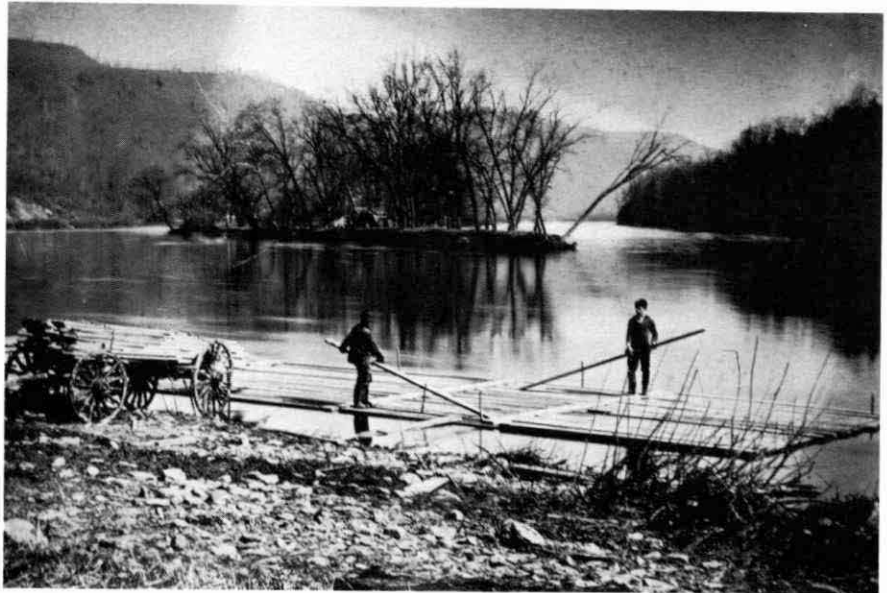
There was a rule that a Pine Knot should not walk downstream. There being no other mode of conveyance, Andrew Hertzell and Ben Nesmith pried loose a cake of ice and rode it down to Cobham.

Huntington May, a pioneer in Forest County, bringing a raft out of the Tionesta (Creek), knocked the pier from under the bridge at Nebraska. With remarkable presence of mind, as the bridge fell, May dove to the bottom of the stream and so prolonged a useful life many years. On another occasion, Mr. May was bringing a raft out after night. Swinging the raft fast around a turn he called to the man behind to hold her up. The man dipped the oar into the creek. Mr. May called again to hold her up. "Aye, aye sir when I get aboard."

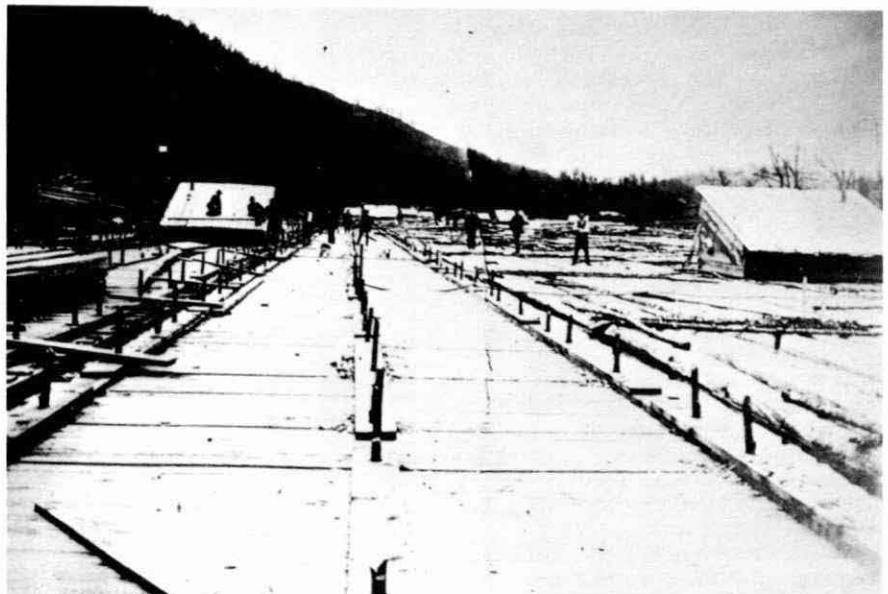
Judge John A. Proper was always a good arbitrator. We had made a pretty successful run except one man, Miller, whose raft lacked about 50 feet of being over the last shoal. While eating supper, everybody expressed lots of sympathy for Miller. After supper the Judge said, "All you fellows that feel sorry for Miller, come and let's help get that raft." No use to hesitate; we were trapped. When all reached the raft, Proper lined us up along the sides and said, "Pick her up and walk her down the creek," which we did. "Now, you need not lose any sleep mourning for Miller."

Judge Dotterer, wishing to deposit some money in the bank, rather than break the Pine Knot rule, made a float to take him to town. The float went to pieces going over Forge Dam and the Judge had to swim ashore. Upon reaching the shore, Dotterer exclaimed, "Damn! I've made the deposit between the banks."

Judge Kreitler, riding out on a raft, unfortunately stuck on Forge Dam. Another raft passing, the Judge thought to take passage on it so went over the dam on the skirts of his overcoat and took passage below, a true Pine Knot.



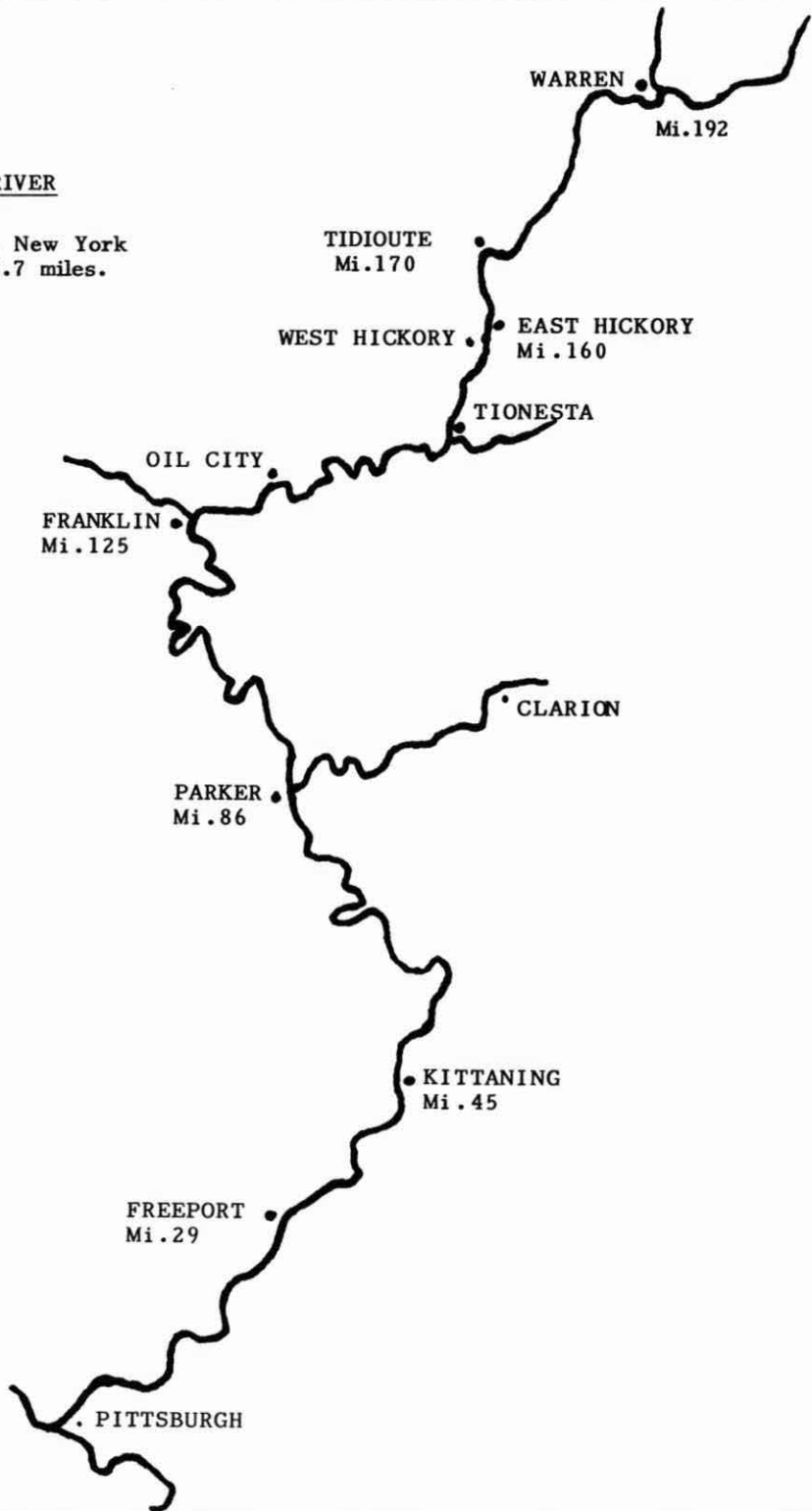
Building a lumber raft at Verback Island, mile 196. Nine of these 125 foot rafts will be connected to make an Allegheny fleet.



Rafts in the mouth of Tionesta Creek waiting for rafting water in the Allegheny River. The "grubs" and connecting boards that hold the sections together are very evident. Counting the shacks, there are at least nine rafts in this group.

ALLEGHENY RIVER

Pittsburgh to New York  
state line 213.7 miles.



Rafting cont'd. -

T. D. Collins was water shy but when visiting a snowed up fleet at Oil City he tried to walk from one fleet to another on a snowdrift and got his Pine Knot degree. A coating of oil on the waters made the plunge more effective. As he came up from the dip Mr. Collins was heard to say, "My, oh my. What next!" One of the sympathetic observers suggested, "Better hit a clothing store."

The Pine Knot was in demand in log drives. Mr. George Klinestiver, Sr., one of our most worthy citizens, engaged me to conduct a log drive for him. The logs had to be moved with a pond freshet which means hurry while the water lasts. A cluster of logs had lodged on a rock in midstream and a johnboat put George and me on the jam and then went on to other work. When we had cleared the jam but for three or four logs George says, "How about us?" I told him the rule was to ride the last log off. George's subsequent wading ashore secured him his Pine Knot title and he did valiant work from the shore the rest of the way.

The last big fleet of lumber I ran down the river was for Lewis Keister who was jobbing for Collins, Darrah & Co. The raft was sold to be delivered at Freeport. Mr. Keister decided to adopt the Susquehanna plan of paying by the day instead of by the trip. After a very busy first day we welcomed a night in the straw. Three men had been engaged for the trip who evidently had been taking it easy and they made a hullabaloo most of the night. Mr. Keister said to give this running by the day business a fair trial the second day.

Late the next afternoon the spokesman for the hellraising three asked where the next landing place was. I told him Brandon's Ferry. "What kind of a place is it to go out with a line?" "You run over a rock bar to a hickory," I said. He says, "I'll not run over a rock bar in the night." As we passed he saw the light on the ferryboat and said, "I thought you were going to land?" "You would not go ashore." "Where

is the next place to land?" I answered, "Jacob's Eddy." What kind of a place is that to go out?" he asks. "You run up a slanting rock to a hemlock." "Not for me," he replied.

Well into the night he came to me and asked how far to Jacob's Eddy. "Two miles, I replied. He says, "I'll try that rock." "Too late; it's two miles upstream." He swore that the three of them did not hire out to work day and night and, besides, "I am under the doctor's care with orders to keep regular hours." "Listen, I'm the doctor on this fleet. You go back to that oar and I'll do all the prescribing for you until we get to Freeport."

The next night found us at Freeport. A night train taken there would enable you to reach Tionesta in a little less than two 24 hour days. The Susquehanna plan, time going down and one day allowed for going back with railroad fare to the place of starting at \$1.00 per day, would land you back in Tionesta with \$3.00. Mr. Keister said, "That's enough of that system for me," and insisted that I take a pilot's trip rate. I told him, "No, I started in the sixties and I think it particularly fitting to end on the same basis." The three men mentioned in this account are not recorded on my Pine Knot list.

As the nineteenth century was nearing an end, the lumber consumers were sending their orders direct to the sawmills to be delivered in car lots. To meet the change, manufacturers of lumber had railroad lines built to connect with main lines and were prepared to ship by water or rail. I have said very little heretofore about "timber" rafting; large quantities of square timber ranging in length from 20 to 80 feet were hewed out and sledged to the streams, rafted in spring floods and floated to market. This timber was sawed out about Pittsburgh and most of it used to make Ohio River barges and coalboats.

To raft timber a white oak pole 20 feet long is fastened to the timber stick with a bow and two pins. The bow is of white oak one inch wide and half inch thick and entered into one inch holes at each side of the pole.

The pins, when driven into the holes, are fashioned to take the bow with them and pull it very tight to the pole. Sticks of timber are added until the raft has reached the desired size. One hundred and thirty feet in length is common size for the Tionesta Creek; Clarion River are much larger.

#### BARGE PILOT DAYS

The Pine Knots were loath to abandon river transportation as it was less than half of the railroad costs. Why not make barges ourselves. This reasoning appealed to Collins & Darrah, Collins & Watson, Warren Lumber Co., Watson Lands Lumber Co., G. G. Gatson and the Forest Barge Co. The barges were 135 feet long, 26 feet wide, eight feet high in the middle and nine feet, six inches at each end. Each barge contained about 3,500 feet of lumber. Half of the lumber was timber six and seven inches thick and in lengths from 40 to 60 feet. The balance was 26 feet by three inches thick for the bottoms.

Builders from Pittsburgh were used first but our native sons soon mastered the trade and were builders. The next problem was how to get the barges out to market. The first were built at Hickory, PA. A steamboat from Pittsburgh was sent up for them but could not get under the Tionesta bridge. The boat stuck at Pithole trying to get back and laid there for months before there was water enough to float her. (Ed Note: This was the IRON CITY, Capt. Warren Elsey; the boat was at Pithole from spring to October, 1877.)

The next plan was a thin board raft coupled at each end of the parge to hang an oar on. Going over a rapid, a gust of wind was too much for the oar and the front raft stopped against a rock; the barge ran over the raft and made the crew take water. Next, we hung the oar on the barge itself and soon had a combination that answered the purpose very well.

Rafting cont'd. -

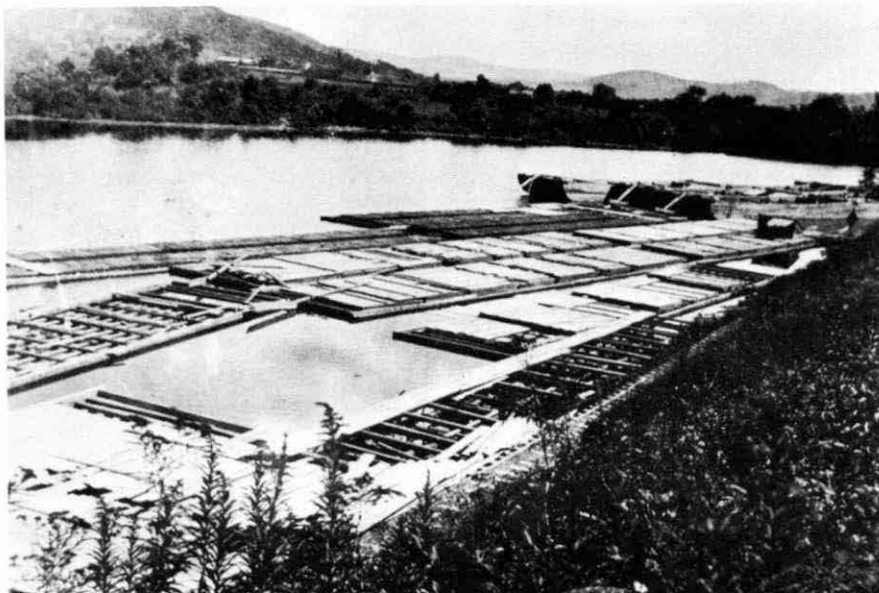
The lumbermen also made coalboats for the Ohio River trade. They were 170 feet long, 26 feet wide with a 10x18 inch gunnel. Coalboats were sided up at Pittsburgh by the coal companies to nine feet in height and loaded to the top with coal. These proved very good lumber carriers and were quite a saving in transportation.

For the improvement of the river, I took the civil service examination and was appointed an overseer for the removal of obstructions. This position of overseer was of particular value during a big fall run.

I had manned a fleet of coalboats and told the pilot to start. The pilot thought the river was too high. We knew the government dam at Springdale had been completed to a height of 15 feet and our chance of getting by was better with the high water. We had 10 barges and George Matha and I were to take them. My man with the boat fleet, not having started, I asked Matha if he could bring all the barges himself. "I am not afraid to try," was his answer. I went with the boats to within 10 miles of the dam, at which point they were blown ashore in spite of us.

I told the fellows to bring the boats as soon as possible and then I took the train to the dam. There was no lower gate and the upper gates were closed with seven feet of water against them. Our only hope was to drop the boats and barges through the lock chamber. I took the first train to Pittsburgh.

Rushing into the U.S. Engineer's office, I was greeted by the major in charge with, "Hello Cook. What's up now?" "I want that gate opened at Springdale." He said, "I don't believe that gate can be opened. Anyway, I have no force to send for the purpose." I told him that I belonged to the force and to send me. The major laughed and answered, "That makes it regular; go to it."



A view of coalboat bottoms and barges in the river at the Warren Lumber Co. mill, Grunderville. Most of the boats have been loaded with lumber; four rafted together, sweeps on the head and the shack on the stern. A boat yet to receive its load of dimensioned lumber is visible on the left.

Lots of Clarion River boats were waiting at the dam. With the efficient aid of the crews we were able to force the gates open. The boats I had left hove in sight and were elected to try to drop over the lock sill first. Our boats, built to run dams in Tionesta Creek, stood the test. The Clarion River boats, not built to run dams, broke up badly and only a few ventured over; the remainder were frozen in and later lost. Just before dark I looked up the river and in glad surprise saw Matha and the 10 barges. We commenced jumping our barges through one at a time, followed by Hickory and Warren so the fun continued until daybreak. During the forenoon the rest of the boats arrived and the drive was over.

For about 50 years or until the railroad reached the mills everything was floated to down river markets and at flood times 'twas, "Hurrah, boys!" Much of the rafting was done by jobbers. Prominent among them were Judge White, Seth Warren, J. B. Hagerty for Wheeler & Dusenbury. For Cobb & Sons, Judge Arner, Flynn, Walters and Homer Towner. For Lacys, Judge Arner, A. J. Small and

J. B. Hagerty. For Collins, Darrah & Co. and Lewis Keister, James Stroup and N. G. Cole. I was in the employ of every one of these jobbers at different times. I found them all hustlers.

In addition to the water mills, Hall & May had the Ensworth steam mill and employed four jobbers; A. B. Root, Jake Cospier, Philip Walters and Bill Woodside. These jobbers delivered the rafts to Tim Jackson who coupled them into fleets and managed their delivery to Louisville, KY. C. Whiteman built and operated a mill near Newtown and ran the lumber to Louisville. The Salmon Creek Lumber Co. turned out large quantities of lumber which was rafted and run by Judge Arner, who probably rafted more lumber to down river marts than any one else in Forest County. Porter Haskell, Thomas Payne and Billy Wilkinson added their quota.

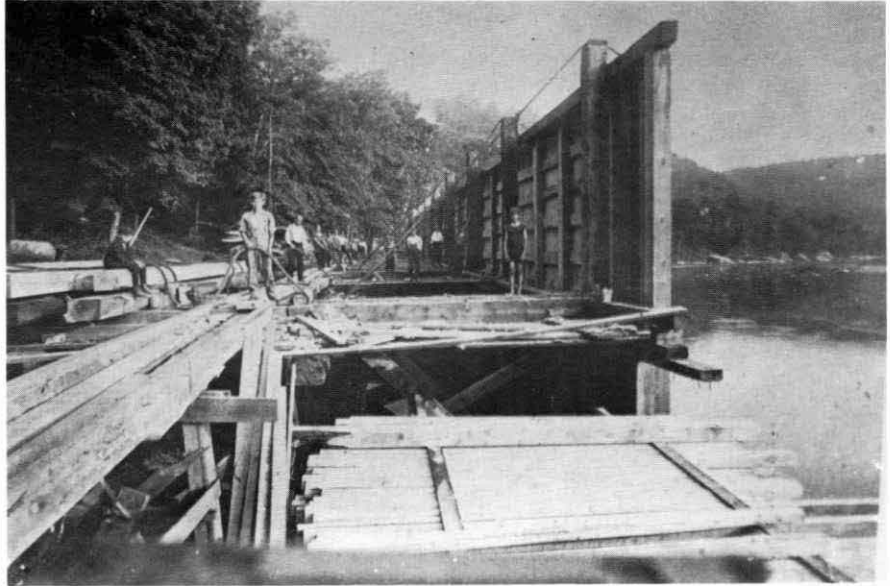
I don't think I can recall the names of the many creek pilots. For river pilots, the Gilsons, Hoovers and Kingsleys of Sheffield; Johnstons, Heaths, Whites, Warren and Judge White from Newtown; Russells, Dotterers of Baer Creek;

Rafting concluded -

Towner, Hagerty, Arner and Cook of Nebraska; John Hulings, Joe Dale, Hunt May, John Stroup, Bruce Crawford, the Hunters and J. A. Proper at Tionesta. At Hickory, Lewis Keister and F. E. Allison. The latter was a son of a Revolutionary soldier and this grand old man departed this life the day that he reached his 95th birthday. At home wherever night overtook him was the veteran pilot Thomas Seldus.

To us who saw these streams with double the natural flow they have today and the hills covered with virgin timber of many varieties, presenting a picture of grandeur and beauty that an artist, however famous, could not imitate, their present bleakness creates a feeling of guilt for the active part we took to despoil. While I have referred to myself a good deal in writing these lines, I thought often that others, from their experiences could have given a much better history; they did not so I had to.

Lyman Cook, Pine Knot

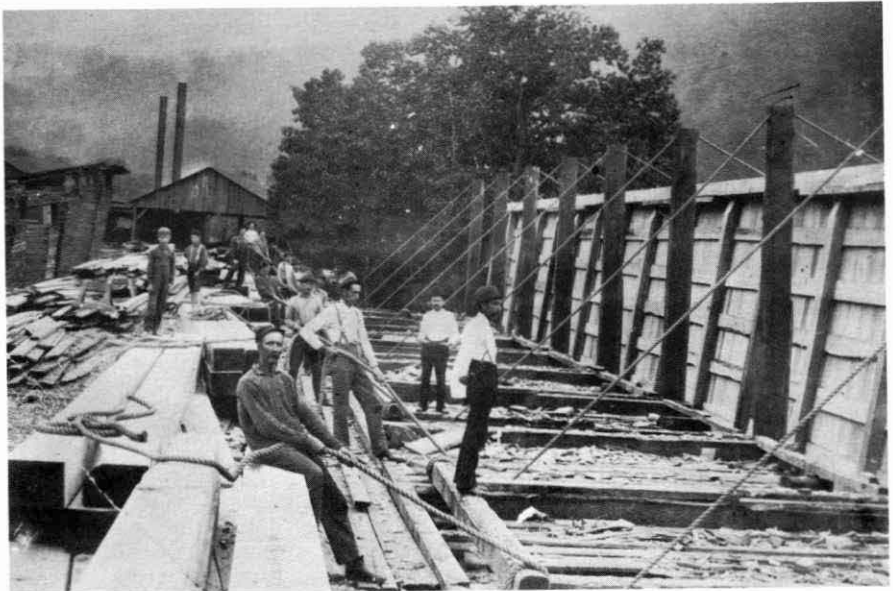


Wheeler & Dusenbury Yard, West Hickory, PA, mile 160. Coalboat bottoms were built upside down for ease of planking. Here the boat is about to be flipped into the river by means of the tilting launching platform. Where a tilting platform was not available, boat bottoms were launched upside down and flipped over in the water by loading one side with a sufficient weight of stone; simple but clever.

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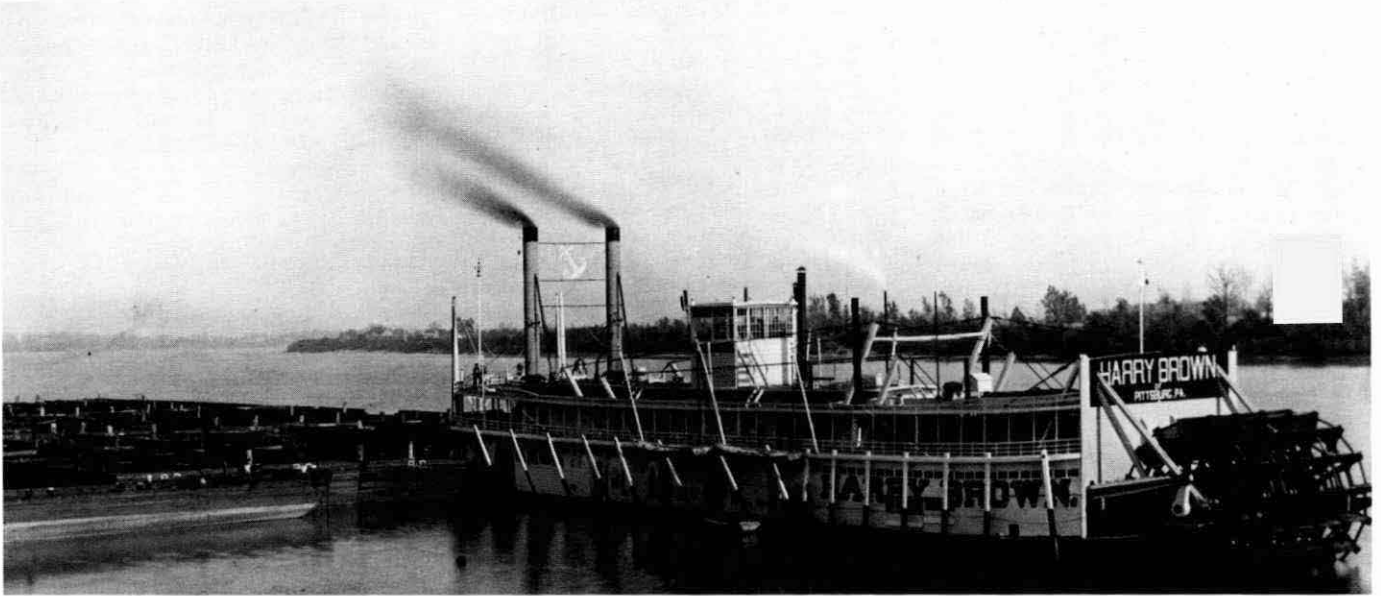
During the period from about 1870 - 1917, when Pittsburgh shippers supplied the southern coal markets, the demand for carriers supported a number of barge and coalboat yards along the Allegheny. The boat bottoms were taken to yards in the Pittsburgh area for completion into coalboats, the total cost being about \$450 each.

The coalboat was lightly built with sides planked on vertical studs which were morticed into the 18" bottom gunnel. Barge construction was heavier utilizing gunnels stacked one upon the other and held together with long iron spikes or pins. A well built coalboat, with luck, was good for four or five trips south but many only made it one way, thus the demand for boats.





## HARRY BROWN WITH COALBOATS AT ROCKPORT, INDIANA



It doesn't take much studying of the picture above to see why the HARRY BROWN was nicknamed "Handsome Harry". This the second boat to carry the name, built at the Axton Yard, West Brownsville, PA in 1898, 205'x42'. The machinery was placed at Marietta, OH by Marietta Mfg. Co., compound condensing, 19½", 38" by 9' stroke. The paddlewheel was 24'7" diameter by 26' buckets. During one period the main deck bulkheads of the Brown Line boats were painted light tan and it appears that the stacks are light tan with black collars in this view.

Below, is a good view of the coalboats in the HARRY BROWN's tow. The gunnels were sided up 10 feet on studs morticed into the 18 inch solid gunnels of the coalboat bottom. The siding material was 1½ inch hemlock or pine varying with the preference of the "siding yard". Overall coalboat dimensions were 175x26 feet, dictated by the size of the Monongahela River locks. In 1905 the HARRY BROWN lost 27 of her 31 loaded coalboats in a windstorm between Cannelton and Hawesville on the Ohio River. Photos by Jack M. Killian, Rockport, IN, Bert Fenn collection.



## THE BOOK BEAT

"The Adventures of T. C. Collins - Boatman, Twenty-four Years on the Western Waters, 1849-1873" recently came to our attention. Thomas C. Collins, 1832-1907, lived most of his life in the village of Little Hocking and his handwritten autobiography of some 2,800 pages came to light in 1983. Herbert L. Roush, Sr. has edited the titled book covering Collins river adventures.

Collins was a boatman rather than a steamboatman. His story deals with the life of a sizeable number of men who manned the flatboats, storeboats and barges which floated down the Ohio River during the 19th century. The flatboat era did not end with the advent of the floating palaces and the short-trade packets for the cargos that did not have a delivery deadline could be more economically transported by floating with the current. Farmers in eastern Ohio during Collins time customarily shipped apples, salt pork, barrel staves, etc. by flatboat to the Cincinnati and Louisville markets.

Collins story reads almost like a diary of the day-to-day activities, successes and disappointments, of the boatman to the point of being repetitious. Mr. Roush has chosen not to tamper with Collins own writing and the amount of detail of everyday living on a flatboat gives the reader some insight into the times which might otherwise be missed. Life in the rural areas of mid-America in Collins' day was not easy.

During the course of Tom Collins' adventures he had frequent contact with contemporary steamboats and their crews but never seemed to aspire step up from his flatboats. Mr. Roush provides an explanatory note section which includes the Way Packet Directory number for each boat Collins mentions. There is also an index of proper names which should be helpful to ancestor seekers.

"The Adventures of T. C. Collins - Boatman" is hardbound, 264 pages and typeset on something similar to the S&D typewriter. It is available for \$14 postage paid from H. L. Roush, Rt. 2, Box 209, Little Hocking, OH 45742. That flatboating was tough; I'm still dreaming about whether or not the pilot on the next steamboat we meet tonight understands that a floating boat has the right-of-way.

\* \* \* \* \*

"The Davis Island Lock and Dam, 1870-1922" has recently been released in commemoration of the 100th anniversary of the Davis Island Dam. The author is Dr. Leland R. Johnson who has previously written the histories of four of the U.S. Engineer Districts within the Ohio River Division.

Davis Island, the forerunner for the movable locks and dams used for the canalization of the Ohio River, was an outstanding engineering achievement at the time it was built but it was also the scene of developmental work which set the final design for the Ohio River movable dams which followed. Davis Island was experimental in 1885; it was the first movable dam to be constructed in America.

The story of the conflicting opinions on the wisdom of building the dam at Davis Island is an interesting one. Strangely, the river interests generally opposed the project while the owners of iron and steel mills in the Pittsburgh saw the value of a harbor pool year round. During low water periods the city streets of Pittsburgh were clogged with drays and wagons hauling heavy materials that normally moved by barge at much lower cost. Coal shippers viewed the proposed dam as an obstruction and with future toll charges to them; the value of the Pittsburgh pool for coalboat fleeting was discounted at the time.

Col. William E. Merrill is rightly called the father of Ohio River improvement and Davis Island Dam was his baby. The investigations of European dam design which Merrill finally adopted for the Ohio River is interestingly told. The actual construction of Davis Island is excellently documented with description, drawings and photos. The mysteries of the operation of wicket dams and the reasons behind such devices as weirs, beartraps, etc. become clear in the style of Dr. Johnson.

"The Davis Island Lock and Dam, 1970-1922" was to us 170 pages of fascinating reading although we admit to an interest in the engineering aspect of projects. The book is available from: Pittsburgh District, U.S. Army Corps of Engineers, William S. Moorhead Federal Building, Pittsburgh, PA 15222; hardcover \$8.50; softcover \$5.50. A portfolio of 12 reproductions of the original engineering drawings is available for \$4.50.

## FLOATING RADIO STATION

Bryon Crawford, a writer for the Louisville Courier-Journal, had a recent item on station WNOP which has its studio on three floating drums, similar to upright oil storage tanks, in the Ohio River at Newport, KY. WNOP has a 1,000 watt signal and wafts jazz music over northern Kentucky and the nearby Cincinnati shore.

We have dismissed these blue painted oil drums in our brief tours of the Newport waterfront thinking that they had escaped from an upriver tank farm. WNOP bills itself as "Radio Free Newport" and occasionally interviews interesting people, one being Miss Nude America several years ago.

The amusing story about WNOP reminded me of another floating radio station, one operated without benefit of license by David F. Thomas aboard the Huntington ferry PAUL F. THOMAS. Dave handed us one of his postcards in 1946 and it proclaimed, "Oldest outlaw radio station in the U.S."

## JESSE P. HUGHES'S DIARIES

## The Years of the COURIER

Part Two - 1895

by C. W. Stoll

Ed. Note: Part One appeared in the December 1984 issue, pages 20, 21.

The beginning of the year found Jesse living with his father and stepmother on Grandview Island situated on the Ohio River at New Matamoras, O. People were crossing on the ice and a gorge, presumably at the head of the island, had gone out, taking the ferryboat with it. Jesse and his father were ferrying people across the river where there was room to run a yawl through. Papa was also ferrying oil casing across the river and to the island, and on January 7 ice cut down the R. E. PHILLIPS laid up at the Matamoras wharfboat. On January 8 Jesse reported the river full of Allegheny and Monongahela ice (the difference presumably detectable by the color of the ice) and that "skiffs, boats and wrecks of boats were just thick," with the river rising from four to seven inches an hour. On January 9 the H. K. BEDFORD, ELAINE, BEN HUR and T. N. BARNSDALL resumed their trades and the IRON QUEEN came down from Pittsburgh.

Jesse's steamboating resumed on January 21 when he got on the COURIER but she ran only four days until she laid up again for heavy ice. The Pittsburgh boats continued to run however, their bow sections plated with sheet iron, and perhaps also because they transacted most of their business at wharboats whereas the shorter trade boats made many bank landings which the ice made impossible, or very difficult at best. The LEXINGTON entered the Matamoras-Wheeling trade in place of the sunken and ice-wrecked R. E. PHILLIPS. During the period Jesse helped his father who was engaged in transporting oil well drilling supplies over to the island on sleds. He also was working on the wreck of the R. E. PHILLIPS, removing equipment prior to raising the hull which was eventually rebuilt into the F. A. GOEBEL.

By March 5 the local packets

were running again. The COURIER came up on the 8th, and Jesse got on and went back to work just before noon. At 8:00 p.m. the doctor pump broke down at Moundsville, but the engineroom crew had it repaired in an hour. With a new competitor in the trade - namely the LEXINGTON which apparently had a reputation for speed - the COURIER crew undertook to see what she could do. Jesse reported that they had their first race with the LEXINGTON on March 21 between Pipe Creek and Powhatan and five days later he reported that they "done up the LEXINGTON again between Brick Hill and Baresville." Baresville was the old name for Hannibal, O. On March 27 the COURIER departed Parkersburg at 4:00 a.m. and Marietta at 7:40, apparently anticipating ice as Jesse noted that the LEXINGTON laid over at Matamoras to avoid the Kittanning ice gorge which, it turned out, had melted before it got there. Kittanning is at Mile 45.6 on the Allegheny.

Early April brought several disasters: on Tuesday 2nd the ONWARD collided with the BENNETT at Marietta and "cleared the starboards side of the BENNETT's engineroom out." The next day the IRON QUEEN burned at Antiquity, O. while loading hoop poles, the chambermaid losing her life. On the 3rd the Hannibal Flour Mill at Baresville, owned by C. Muhleman & Co., was burned by an incendiary and on April 9 two four-story buildings at 13th and Main in Wheeling fell and caught fire with the loss of six lives - at 8:20 a.m.

On April 7th they met the EVANSVILLE at Sardis, Capt. Lee Anshutz in charge, "enroute to Pittsburgh to enter the excursion business." There was evidence of much activity in the oil drilling boom because on April 11 the COURIER took a boiler and engine from Parkersburg to Williamstown, and on the 15th she put off 29 drill bars at Marietta. In the Cincinnati-Pittsburgh trade the CARROLTON took the place of the burned IRON QUEEN and the poor old SCOTIA was on the Manchester docks and the COURIER met her on the 27th "on her second trip since June 1894." Some special shipment took the COURIER to Little Hocking on the 17th.

On May 6 a deckhand was

struck on the head by an oil casing at Marietta and died on the wharfboat after the COURIER had departed. As always, things did not necessarily go smoothly: the COURIER stuck on a reef out from Proctor for a half hour and the boats met that day included the GOLDENROD, RUTH and FRENCH's NEW SENSATION showboat. On May 16 a gasket on the hand plate on the forward end of the starboard boiler blew out and they had to cool down to make the necessary repair.

Friday, May 17 was a red letter day in Jesse P. Hughes' life. From his records in these diaries this was his first day of actual piloting. Eighteen years old and naturally without benefit of license. He reports that "Billy Weldon got off to go on the EAGLE and Capt. Mack (Gamble) and I standing his watch." They came on at Murphy's at 1:00 p.m. and went off at Baresville at 6, making 18 landings on one watch. The next day, on the usual week-end run to Pittsburgh, Capt. Lee Anshutz came on as pilot at East Liverpool and Capt. Henry Kraft came on at Pittsburgh - the river was 5' below Davis Island Dam. Capt. Kraft got off at Belpre and once again "Capt. Mack and I stood his watch." It was like a game of musical chairs on May 21 and May 24; Capt. Mack got Lou Drake off the H. K. BEDFORD on the 21st. Captain Kraft came aboard from the BALLARD (BOB?) above Wheeling, then Capt. Billy Weldon came on at Pittsburgh and Captain Kraft got off at Toronto, O.

On Decoration Day the COURIER took 150 passengers on a Wheeling to Sistersville and return excursion, 8:00 a.m. to 10:30 p.m. and turned back the next day from Marietta - omitting Parkersburg - to get back on schedule. Jesse was now full-time steersman rather than pantryman, but still occasionally filled in in the steward's department when someone failed to show.

June came in hot and scant - Jesse reported it "pretty hot--about 400 degrees." Leaving Davis Island Dam they had 3'2" and "rubbed nearly everywhere." Returning she went down to the Dam and laid until daylight. She departed at 3:30 a.m., got stuck a half hour in Duff and spared off. The HUDSON turned back from

East Liverpool, and the other P&C boats started laying up. The BEN HUR turned back from Shippingport and got the ELAINE to take her place. There was another big pilot switch with Captains Billy Weldon, Ed Sims, Henry Kraft and Mack Gamble with Jesse steering involved, but on June 8, the day after Jesse's 19th birthday, the COURIER came down to lay up, and managed to break a knuckle plank on the way. The ELAINE, the supposed low water replacement for the BEN HUR which was laid up at Harmar, had to lay up, and the H. K. BEDFORD left for Cincinnati for low water service.

After the excitement of all this steering and doing most of the actual piloting on Captain Gamble's watch, and working with several pilots in quick succession, Jesse reported that he was "somewhat lonesome" when he got off the COURIER at New Matamoras when she went down to lay up. He visited the T. N. BARNSDALL, which along with the LEXINGTON and the ELIZA H. was still running, as was the ADA V., where his cousin Bernard Louderback, who made a trip to St. Marys and back. He reported that he "broke his back" thinning corn while his father plowed, and observed PRICE's FLOATING OPERA going up the river towed by the TROUBADOUR. The LYDE H. (later the JEWEL) went up with a low water excursion and two Big Sandy batwing side-wheelers were maintaining some semblance of service out of Marietta. These were the J. C. HOPKINS which was running in place of the LIZZIE BAY and the FAVORITE operating under the aegis of Capt. Walker Litton (father of the founder of S&D). Bernard Louderback, who had been piloting the boat for Capt. Litton, got off and Jesse went on for two days to steer for Captain Litton, then went back to working in the garden and hauling hay.

Early in July another unfamiliar boat appeared - the J. N. HARBIN - which Jesse described as single-deck and single-stack. She was new, having been built at Pittsburgh, and was on her way to Memphis for the White River trade. On July 12 the COURIER resumed her trade and Jesse went back to steering for Capts. Kraft and Mike Davis, and filling in for a pantryman who got left at

Wheeling. On the 13th they met two new boats - the JOHN MILLS at Liverpool, the NEW IDEA at Safe Harbor, and also the PRINCESS at Rochester. But this little spurt of navigation lasted only eight days, and turned out to be Jesse's last boating on the COURIER under Captain Gamble's management. He got off at New Matamoras on July 20 as she went down to lay up. On August 8th the COURIER was sold to the Big Sandy Packet Co. Jesse mentioned much rubbing in the channel and some sparring off.

The balance of the year Jesse, as a riverman at least, was marking time. He did not go back on the local boats. Doubtless in his own mind he had proved himself. He knew what he was capable of doing, and his future moves would be in the direction of achieving his goal of becoming a pilot.

During the balance of the year Jesse's diaries continue to mention river activities of interest - the CLARA CAVETT on July 31 "coming down at noon with 2 large steel hulls" and the BIG SANDY and CARROLLTON burning at Cincinnati on August 5 in the big Cincinnati wharf fire. He mentions several times that he is lonesome. He worked with his father making barrels for apples and potatoes, sometimes as many as 40 and 50 a day. He reports that the railroad freight car which brought cooperage stock was marked TAA & NM RR (Toledo, Ann Arbor & North Michigan, later the Ann Arbor). He tells of making apple butter and kraut and, at the age of 19, he started back to school.

Other tid-bits: The new LORENA went up on the first trip on December 4. The LIBERTY (later the CITY OF PARKERSBURG) was running in place of the COURIER.

Not until February 28, 1896 did Jesse go back on the river. On that date he joined the H. K. BEDFORD at Marietta, the beginning of his association with Capt. Gordon C. Greene.

## OK CHAPTER REPORT Monongahela River Movie

by James A. Wallen

Fifteen of the sternwheel towboats that were active in the Pittsburgh pools and beyond, paraded on the movie screen before the 45 who attended the meeting of the OK Chapter of S&D on Sunday, June 2nd, in the Mason County Library at Point Pleasant, WV.

All of the boats were seen as they moved in the procession celebrating the 100th anniversary of the town of Elizabeth, PA on the Monongahela River on July 2, 1934. It took place in an era when there was constant towboat activity in the Pittsburgh pools as tows of coal, steel, sand and gravel and other products were always under way so the boats seen in the parade were familiar to many of those in the audience who had boated on the Upper Ohio.

Leading the parade was Capt. John Hysmith's steamer R. J. HESLOP, which had been equipped with a calliope for the occasion, and it was followed by such well known steamers as the I. LAMONT HUGHES, A. O. ACKARD, CRUISER, J. H. HILLMAN, A. B. SHEETS, WM. LARIMER, JOHES, E. K. DAVISON, WILLIAM B. RODGERS, LaBELLE, COLLIER, CRUCIBLE, LEONA, BEACON and PENNOVA. The lone diesel-powered boat in the parade was the sternwheeler MARY ALICE.

Many of the steamers were loaded with passengers, well dressed in the style of the day (white shoes, white ducks and straw boaters), and all obviously enjoying the festivities. Many of those most prominent in Pittsburgh river affairs at that time were on hand; Capt. J. L. Howder was chairman of the river parade committee and Capt. Bob Eberhart was commander of the fleet.

Before beginning the showing, Capt. Charles Henry Stone, who presided at the meeting, gave a brief sketch of the admirable career of Capt. John Hysmith, owner and captain of the R. J. HESLOP, the boat that headed the parade at Elizabeth.

As he watched the following boats, black smoke rolling from their stacks and cascades of white water pouring from sternwheels, Capt. Hysmith must have had some satisfaction in

OK Chapter cont'd. -

looking back over the difficult earlier years of his life when he was helping his father dig mussels and catch fish on the Lower Ohio, Cumberland and Tennessee rivers, a period when he lived on the family's large houseboat at Metropolis, IL.

At the age of 15, Jack Hysmith was in charge of a large log raft being floated down the Tennessee River, but soon thereafter he became "striker pilot" on a steamboat at a salary of \$14 a month. It was just a year or so later that his father died, so young Hysmith undertook the task of looking after his mother, two sisters and a brother. After selling their large, two-story houseboat at Metropolis, Jack moved the family to Pittsburgh and took a job as fireman on the steamer WILLIAM G. CLYDE.

Jack Hysmith became a mate, eventually gained a pilot's license, and at the age of 30 years he had accumulated the sum of \$45 to offer as down payment on the purchase of the steamer R. J. HESLOP. The boat's owner, William F. Campbell, correctly judged Jack Hysmith's characteristics of energy, sobriety and honesty and turned the boat over to him. Within six months Jack had paid for the R. J. HESLOP in full, continuing to support his mother and pay for the education of his two sisters and younger brother. "What better kind of career could you have?" asked Capt. Stone. In later years Capt. Hysmith owned and operated the Dravo-built diesel sternwheeler SEWICKLEY.

A guest aboard Capt. Hysmith's R. J. HESLOP during the parade at Elizabeth was the man for whom the boat was named, Col. Bob Heslop of Point Pleasant, who not only ran a machine shop that performed much work for steamboats but who also helped rivermen in many other ways over the years.

Thanks for being able to show the film were extended to Ed Smith of Pittsburgh, who had loaned it to Bob Bosworth for copying. As a fortunate coincidence, Jack Loomis came forth at just the right time with a good story on the parade by Capt. Donald T. Wright which appeared in the Waterways Journal of July 7, 1934.

Marga and Bill Smith of Springfield, OH, enthusiastic members of the chapter, were jointly elected to the office of clerk, succeeding Herschel Burford of St. Albans, WV, who had asked to be relieved of the duties of the office which he had held for a number of years. Before turning over his responsibilities as clerk, Herschel Burford gave the financial report.

The meeting was opened with an invocation by Jim Bupp. Jerome Collins was reported as much improved after an extended illness and Capt. Stone received congratulations on his 70th birthday and 41st wedding anniversary.

There was agreement that many of the members would meet again at the general meeting of S&D at Marietta in September. The next meeting of the OK Chapter was announced for November 10, 1985.

**CAPT. J. MACK GAMBLE**  
PROFESSOR OF RIVER HISTORY

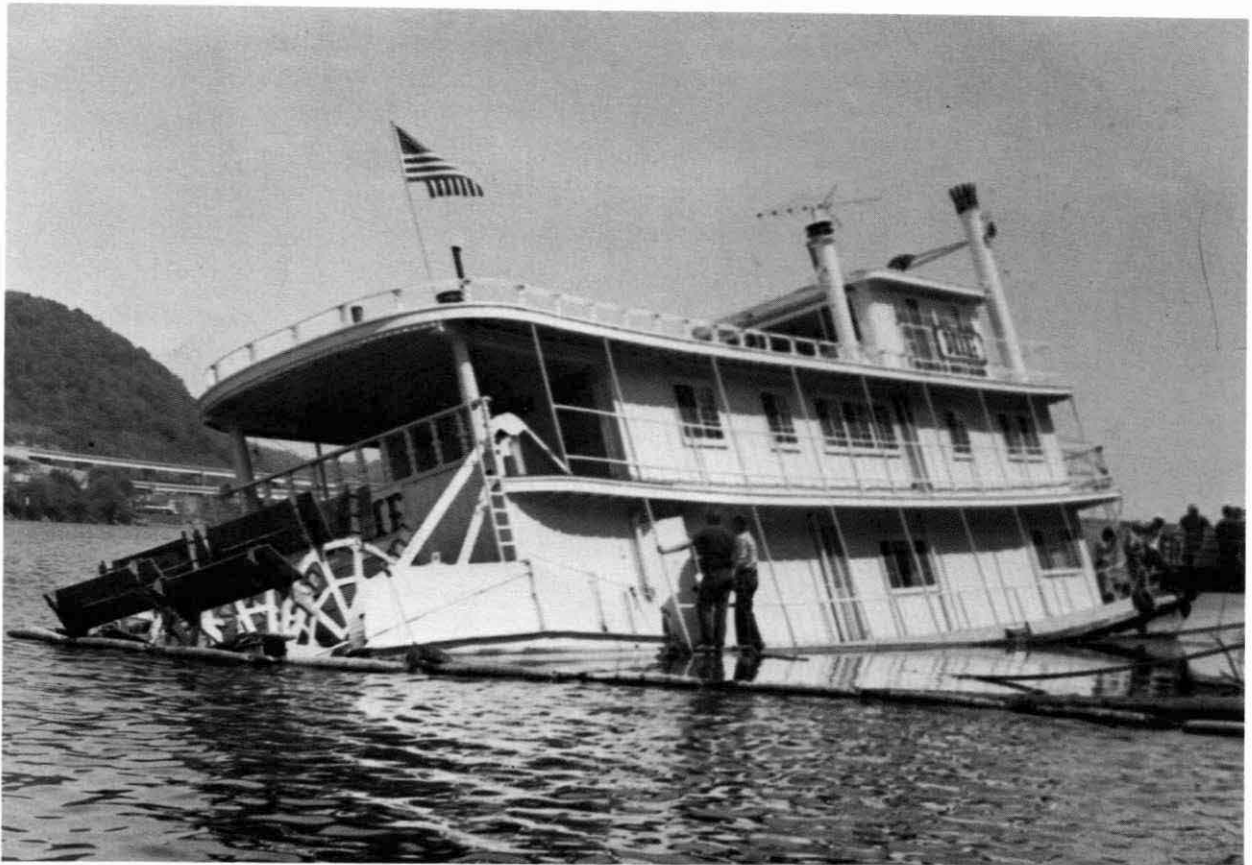


PHONE:  
DUFFY 3-1133

CLARINGTON  
OHIO



**W**hy would we choose this photograph as worthy for inclusion in the Reflector? Well, this is about all there was on the postcard size negative and the editor finds the unorthodox view interesting. You are hanging over the B&O bridge looking down on the side of a packet seldom photographed. It is early spring in Parkersburg, 1925 or prior, and the BETSY ANN will need a coat of paint before she looks like a frosted wedding cake for the passengers.



Primo and Jan DiCarlo's sternwheel pleasure boat DIXIE sank in the Ohio River opposite East Liverpool, O. at Chester, W. Va. on the morning of May 8 last. These pictures were taken the next day, May 9, by William E. (Slim) Brandt of Steubenville, as U. S. Coast

Guard officers and others conferred about the raising operations. The boat had been moored at Chester for several weeks handy to the 205 California Ave. home of Jan DiCarlo's son-in-law and daughter, Mr. and Mrs. Robert Taylor.





Slim Brandt returned to the DIXIE on Sunday, May 12 and took these two pictures after Robert J. (Bob) Brown of Tarentum, Pa. had brought in equipment and raised the boat. The DIXIE was built at Nashville Bridge in 1937 with a steel hull 76.5 x 18.8, originally owned by Frank W. Paden, Sardis, O. She was acquired by the Standard Sand & Gravel Co., Wheeling which sold her in 1966 to W. L. Johnson Towing Co., Shippingport, Pa. Then in 1971 she was purchased by Capt. Sidney E. Johnson, Beaver Falls, Pa. who transferred her to Primo and Jan DiCarlo of Steubenville in the fall of 1975. There were many delays in converting her into a pleasure boat, the major part of the work done in 1982 at Warsaw, Ky. by Capt. John L. Beatty. The boat is now considered to be one of the best of her class on the rivers.

Charles E. Brooker, age 91, of Ft. Thomas, KY died June 16 at the Carmel Manor Nursing Home. Mr. Brooker was a member of S&D and in his later years enjoyed reminiscing about his interest in the river when growing up at Portsmouth, OH. Mr. Brooker's father was Jake Brooker, a steamboat engineer who once worked on the BETSY ANN.

Mr. Brooker worked at the Newport steel mill in his youthful days and then decided to become a teacher when in his 40s. After earning his teaching certificate, Mr. Brooker taught 27 years at Central High School, Lima, OH in the fields of mathematics and auto mechanics.

Charles Brooker is recalled by his daughter-in-law as being a real steamboat buff who often talked about the river and its interesting people. He consulted with fellow S&D member Thomas J. Hall in the preparation of a business history of the T. J. Hall Coal Co. written by Mr. Hall.

Mr. Brooker is survived by a daughter-in-law of Ft. Thomas, a sister, Merle Dramer of West Palm Beach, FL and two grandchildren. Our thanks to T. J. Hall for the information.

#### KENTUCKY RIVER OPEN

On May 21, 1985 Kentucky governor Martha Layne Collins accepted Locks 5 through 14 from the U.S. Army Corps of Engineers. This will permit the continued operation of the Kentucky River locks by the state for the benefit of pleasure boaters and whatever commercial traffic may in the future utilize the upper reaches.

As reported in the Louisville Courier-Journal May 22, the handover ceremony was the culmination of long and sometimes bitter negotiations between the state and the Corps of Engineers. The Corps began welding shut the lock gates three years ago, saying the small volume of commercial traffic on the river didn't justify the cost of the navigational system.

Once closed, the locks fell into disrepair. The 1984 General Assembly authorized the Natural Resources Cabinet to negotiate the system's acquisition and appropriated \$325,000 for its operation and routine maintenance for two years.

Legislators refused, however, to earmark any money for repairs needed to reopen the locks, saying the work wouldn't have been necessary if the Corps hadn't closed them. Federal officials later agreed to spend \$500,000 for repairs.

Under a three-year operating agreement, the state and the Corps are to share major maintenance expenses. However, the Corps alone can decide what constitutes "major" maintenance. The agreement gives either side the right to cancel.

Thus, the Commonwealth of Kentucky has acquired for itself a park 178 miles long including 10 lock and dam properties. This deal is similar to the one worked out by the state of Ohio a number of years ago to takeover to Muskingum River navigation system. There is no doubt that preservation of these historic public improvements for the enjoyment of all is worthwhile and will become more so in the years ahead. The will of the state(s) to provide the funds necessary to properly maintain the river parks remains to be seen and they are expensive.

There are suggestions that fees be assessed for boats using the Kentucky River locks. Collecting fees for the use of the locks isn't much different from collecting other park use fees that are now common and the proponents point out that it would give an indication of how valuable the maintenance of the locks is viewed by the actual users. Under the state ownership of internal improvements that prevailed in the 19th century tolls were customary.

#### PHOTO ON FOLLOWING PAGE-

Something for the ladies; the modern steamboat kitchen on the HOMER SMITH, 1914. This kitchen (never a galley in river jargon) was located on the main deck, starboard side just ahead of the engineroom. The main deck location was not typical; most sternwheel packets had the kitchen on an intermediate level just below the pantry which was on the boiler deck. Rather than serving meals in the main cabin, the HOMER SMITH had the diningroom on the main deck similar to the arrangement on the DELTA QUEEN. A photo of the HOMER SMITH's diningroom appears on page 17, December '69 Reflector.

Undoubtedly, the cook welcomed the additional headroom of his kitchen and the transom windows to dispel the heat from that big coal range. The large container on the right is probably for potable water and we hope that the open-top milk can on the left is empty.

The photographer (Davis Photo Studio, Pittsburgh) stood just in front of the stairs leading up to the boiler deck. The serving pantry appears to be ahead, through the doorway behind the chief engineer nursing his coffee on the right. The only person in the group whom we can identify for sure is pilot Henry Holloway, third from the left.

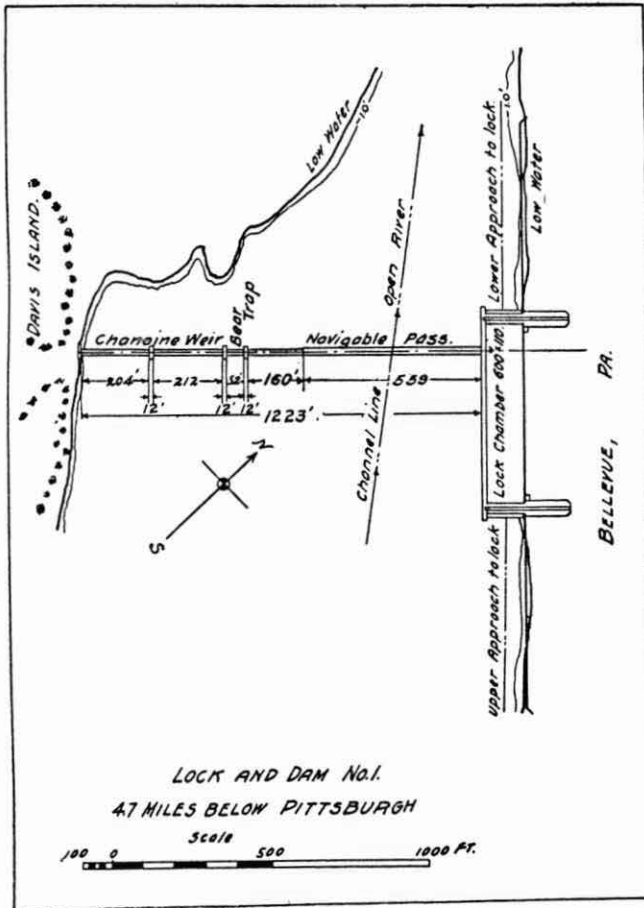
#### MELDAHL NEGATIVES

The Inland Rivers Library, Public Library of Cincinnati & Hamilton County, recently acquired approximately 80 glass plate negatives taken by famed pilot and photographer Capt. Anthony "Tony" Meldahl. Over the years, the Reflector has run a number of photos taken by Tony Meldahl but didn't learn until recently that such a large number of the negatives remained as an intact collection.

A dealer in Cincinnati acquired the negatives some time ago and offered to make them available to the Inland Rivers Library. Through the generosity of Mr. and Mrs. Jack Strader of Cincinnati and with participation by the Friends of the Library and the J. Mack Gamble Fund of S&D the Meldahl plates have been purchased.







On the right, we have reproduced the diagram of the Pittsburgh Harbor as it existed in 1921. Davis Island provided a six foot pool to Dam 1, Monongahela River, and to Herr's Island on the Allegheny. Prior to 1885 there was at times insufficient water to permit packets to get down from Dam 1 on the Monongahela to the Pittsburgh wharf. Glasshouse Ripple at Brunot Island was a critical place which was eliminated by the new dam.

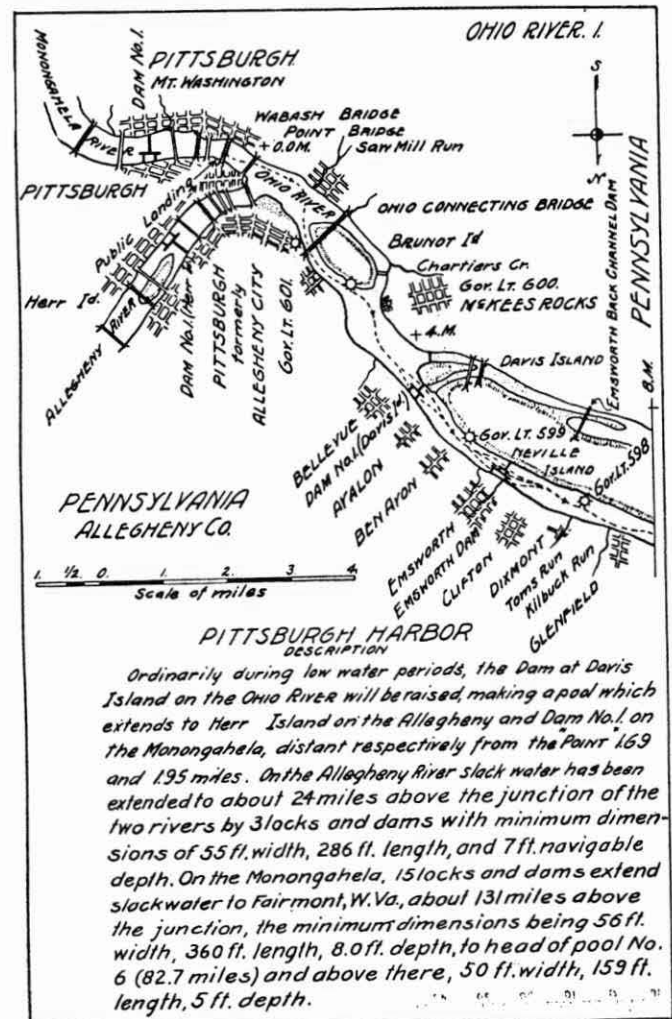
In his book which is reviewed elsewhere in this issue, Dr. Leland Johnson describes the excitement attending the opening of Davis Island Dam on October 7, 1885. "Spectators lined the wharf, the Monongahela bluff, the bridges, and the hills along the river downstream of the Point. Trains carried crowds of passengers downriver to the lock until the number of people walking the tracks forced them to stop running. The press estimated the number of spectators at from thirty to fifty thousand, remarking that it was the largest crowd assembled riverside in Pittsburgh since the regiments of volunteers had departed the city by river in 1845 bound for Mexico."

The Pittsburgh Coal Exchange was not represented in the official delegations from industrial groups that participated in the dam dedication. The coal operators had opposed construction of the new dam fearing that it would prove to be an obstruction to the fleets that departed for the south when "coalboat water" was available. By 1900 the coal interests would be in the forefront lobbying for completion of dams similar to Davis Island for the entire length of the Ohio and at a nine foot depth rather than six.

## DAVIS ISLAND DAM

October 7, 1985 marks the 100th anniversary of the opening of the first navigation lock and dam on the Ohio River. Lock and Dam No. 1, Davis Island, has been gone since the completion of Emsworth Dam in August 1922 but here is a drawing as it appeared in the 1921 edition of "The Ohio River" (Jones Book).

Over the 37 years that Davis Island was in service there were a number of design changes to test out various proposals for operational improvements. The weir section adjacent to the Davis Island shore was changed from the original three sections to two with a beastrap weir for easier control of water levels. Not shown is the dam in the back channel of Davis Island.



## MYSTERY SOLVED

Over the years we have been running photos taken by Capt. C. C. Bowyer. Capt. Bowyer was a prominent figure in river matters around Pt. Pleasant, WV for many years and during the period from about 1910-1930 he took hundreds of photographs with his postcard size Kodak 3-A camera

Most of the river scenes and people captured on film by Bowyer's camera have been identified with the help of members of the OK Chapter in the Pt. Pleasant area but a few subjects are mysteries. The two photos on this page were among the collection of C. C. Bowyer negatives but were not of postcard size, obviously taken by another photographer.

Ye editor identified the cabin of the GREENLAND and the pilothouse but hadn't a clue on the winsome, trim brunet. And who could forget a pilot who effected a beret if they had ever seen one. When prints were sent to Charles Henry Stone for scrutiny by Pt. Pleasant natives and the OK Chapter there was silence.

Simultaneously, Capt. Stone and Mrs. Sam McCulloch, Westerville, OH wrote with the identifications, at last. The beret wearing pilot is Capt. C. C. Bowyer himself while the young lady is his daughter Neda, later to be the mother of Sam McCulloch. According to Mrs. McCulloch, Neda was always called by her nickname "Tate" and never seemed to have the interest in river affairs as did her sister Irene.

It doesn't take much imagination to see that C.C.B. would rather be at the wheel of the GREENLAND than in his office at the Merchants National Bank; wouldn't most of us.

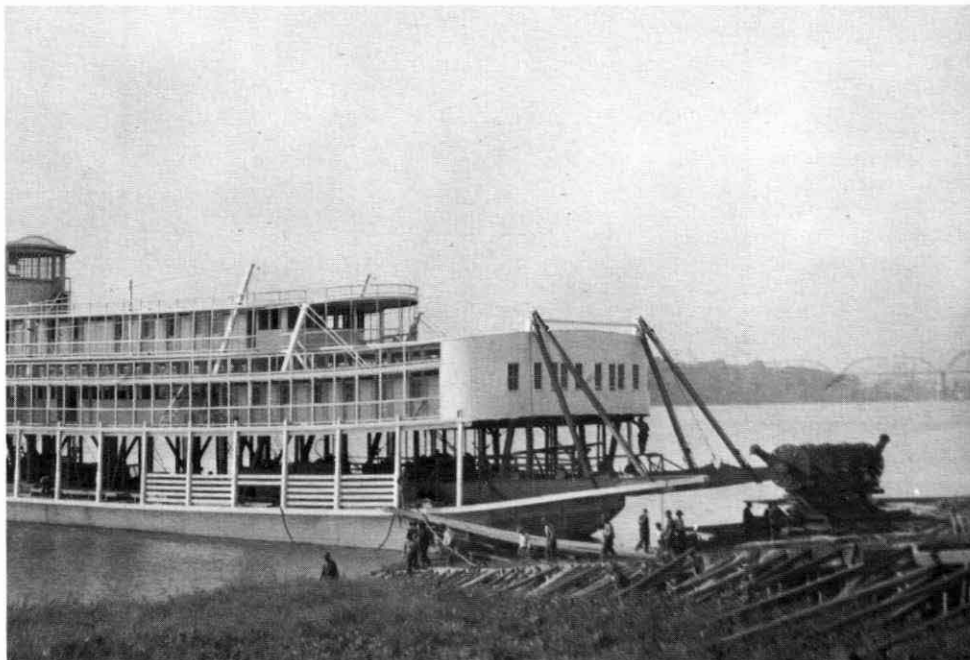




On pages 39, 40 and 41 of the March '85 Reflector we had photos of the mounting of the wheel shaft on the CITY OF WHEELING at the Sweeney shops in 1899. Subsequently, we were reminded of a similar scene recorded by C. C. Bowyer in connection with the building of the HOMER SMITH at the Howard Shipyard in 1914.

Above, the shaft is raised upon cribbing to the approximate height of the cylinder timbers. The engines, boilers and stacks have been installed.

Below, the cylinder timbers have been lined up with the shaft journals. The rear cylinder timber chains and braces will have to be disconnected temporarily to allow the shaft to clear as the boat is eased in to the shore.

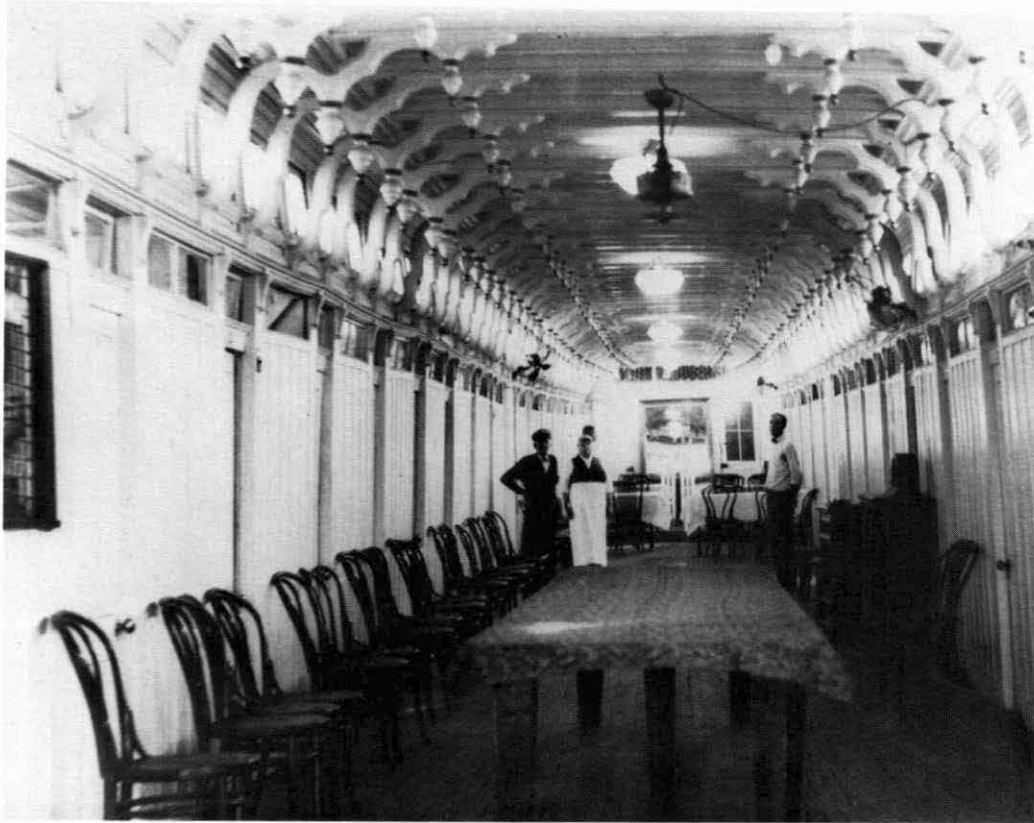




Here we are getting down to business in the photo above. The tall gentleman in the suit and derby appears to be the supervisor while the two fellows up on the cylinder timber are undoubtedly preparing to disconnect the rear chains and braces. The rudders have not been mounted so the hull can be brought in close to the shore. The handles of building jacks can be seen at the corners of the cribbing, evidently to raise the shaft so the journals will clear the bearings and then lower it down as the boat is moved shoreward. This would be poor time for the CITY OF LOUISVILLE to come by at full head or even a little summer zephyr.

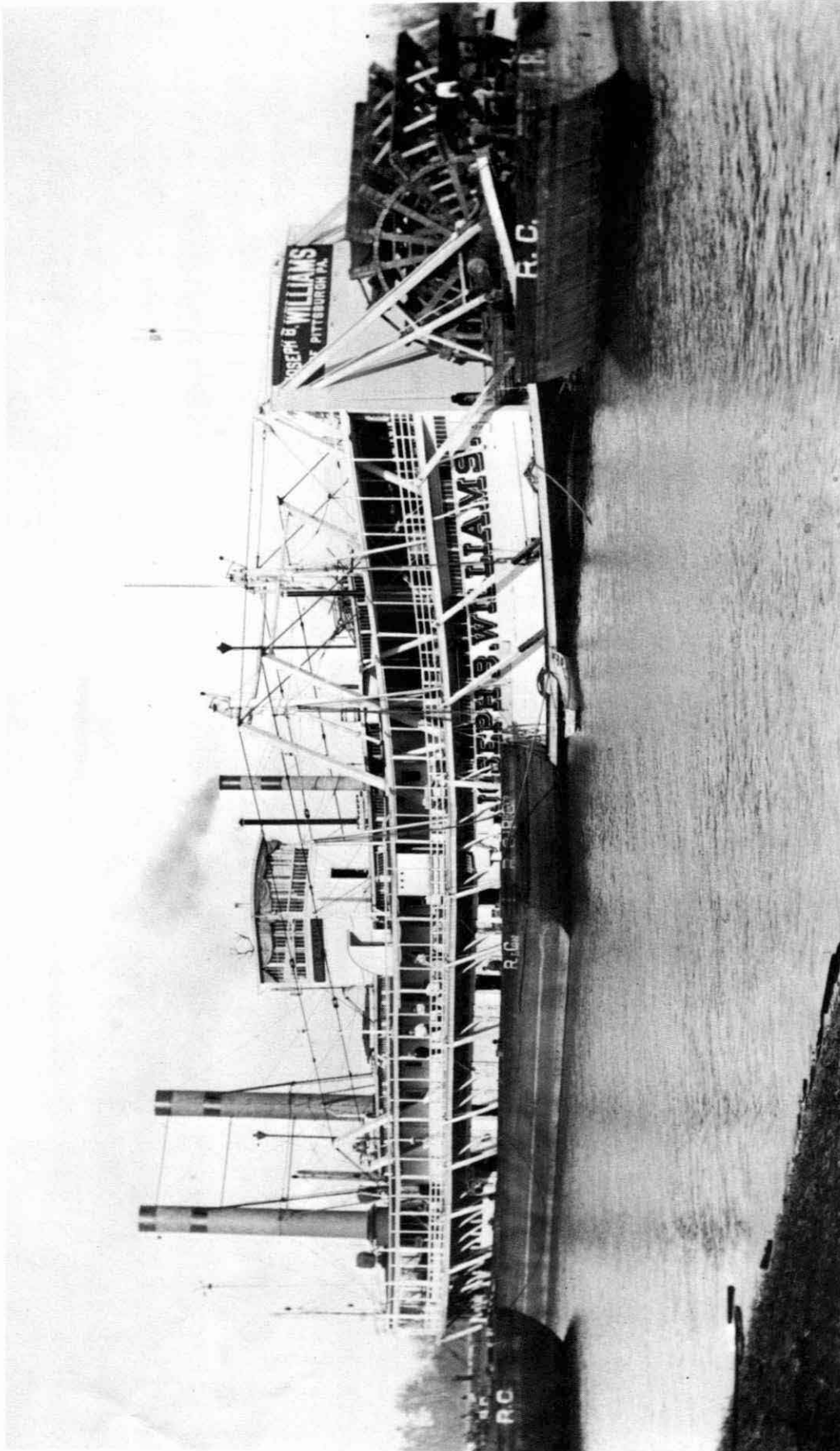
Below, the shaft was installed without a hitch and our friend in the suit and derby looks well satisfied as he stands on the fantail.





Contrasting scenes of the cabin of the JOHN W. HUBBARD are provided by C. W. Stoll. Above, the view during the boat's days in the Louisville and Cincinnati trade when Dave Crecelius was on the HUBBARD as her engineer. Below, sometime in the mid-30s when the boat was rotting down on the shore at the upper end of Jeffersonville. A young C. W. Stoll is evidently looking at an old record book and someone found the cabin useful for stretching a fish trap; sad, sad.





We couldn't resist this portrait of the "BIG JOE" at Rockport, IN. It was taken by Jack M. Killian of Rockport and comes from the Bert Fenn collection. For 25 years the JOSEPH B. WILLIAMS was the largest of towboats, eclipsed only by the launching of

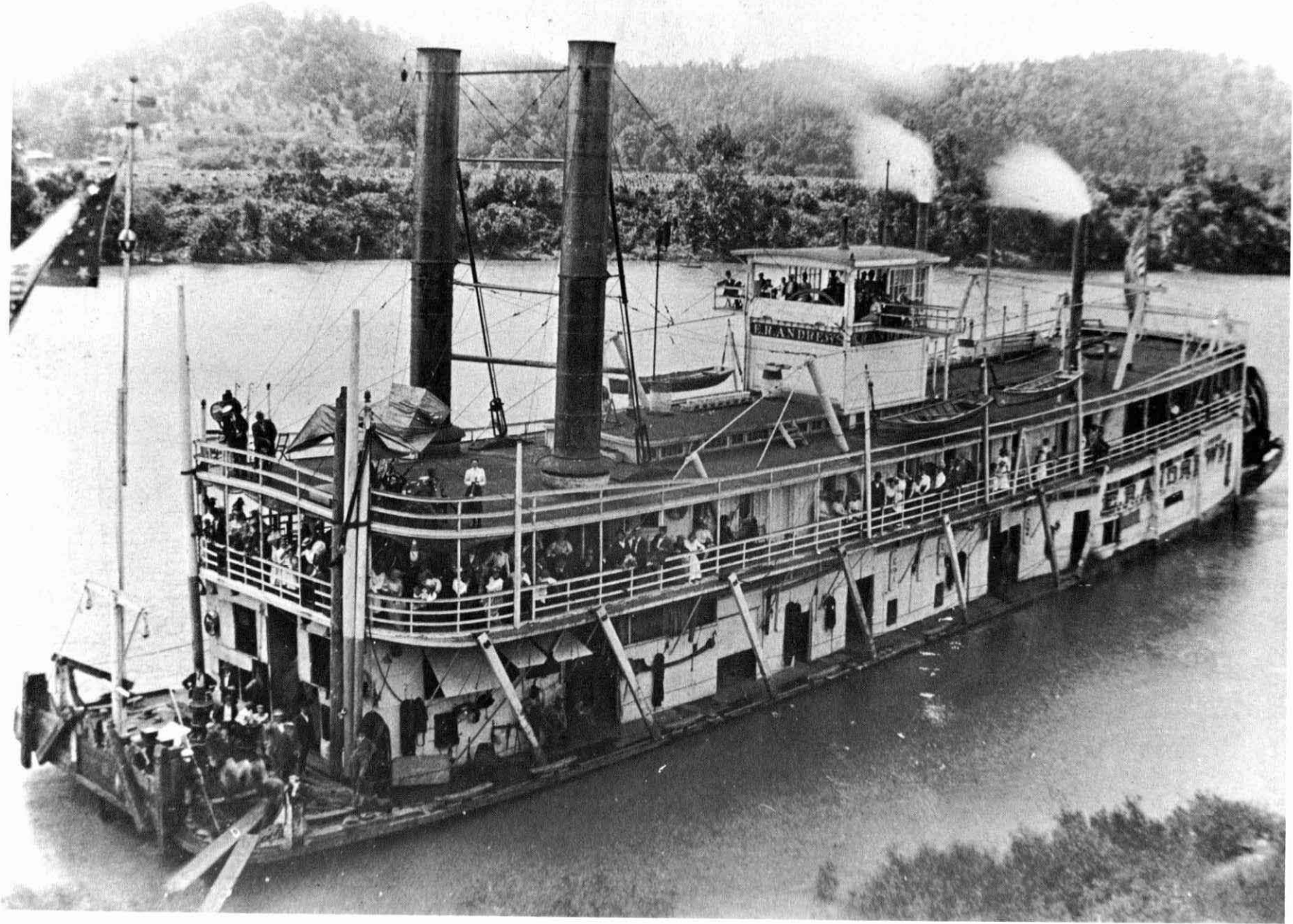
the SPRAGUE in 1901. She was 210x40x6.5 ft. and carried compound, condensing engines 20s, 45s by 9 foot stroke. This picture shows the WILLIAMS in her Combine days when she served in the trade south of Louisville. Note the tan or buff stacks with two black rings.



W.P. SNYDER JR.

W.P. SNYDER JR.  
PITTSBURGH, PA.



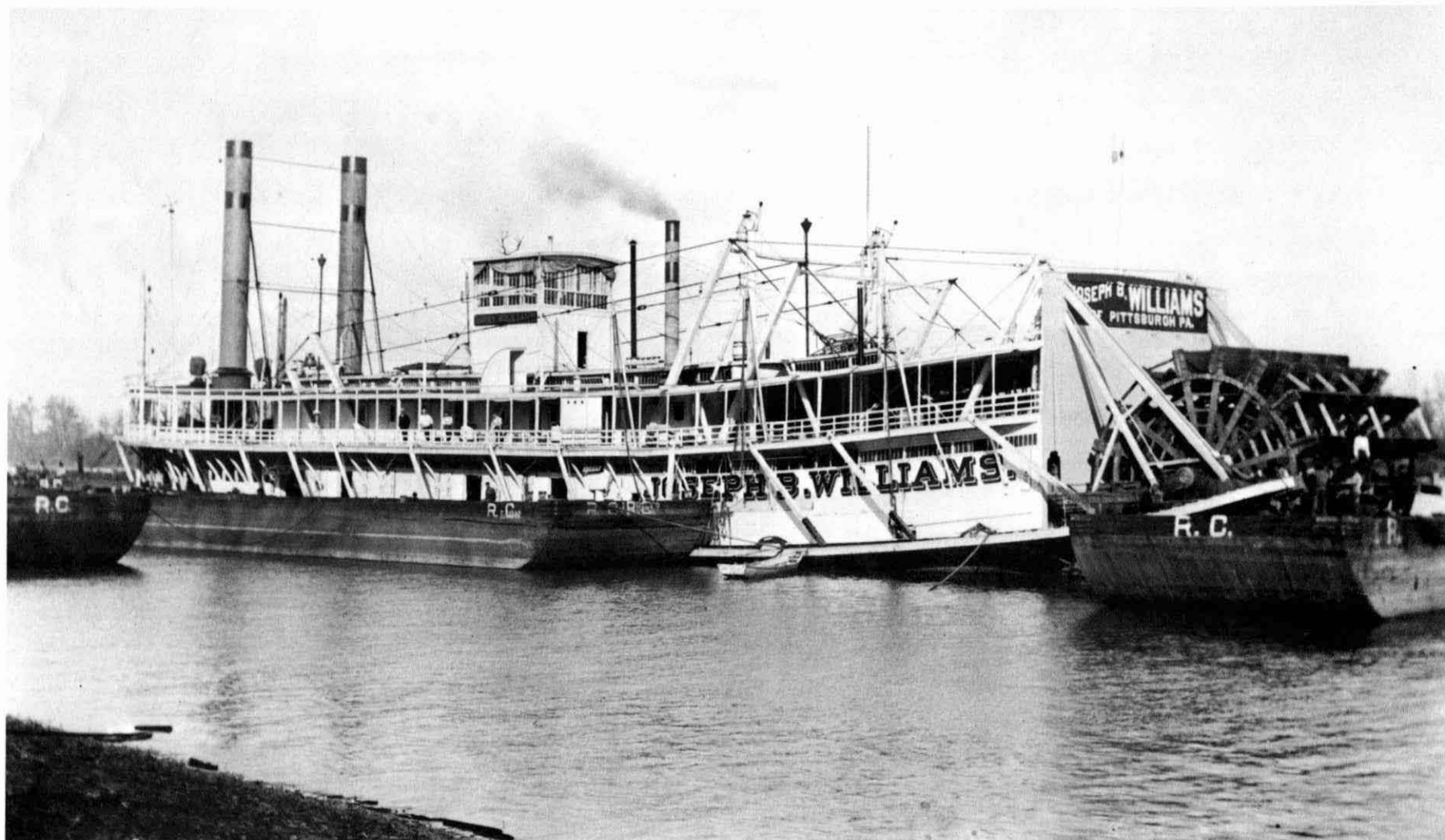




The new Cock of the Walk; the GENERAL JACKSON under way at Jeffersonville preparatory to her departure for Nashville and excursion service for Opryland USA. The graceful and traditional lines of this 245 foot creation of Jeffboat, Inc. are very evident; she wouldn't look

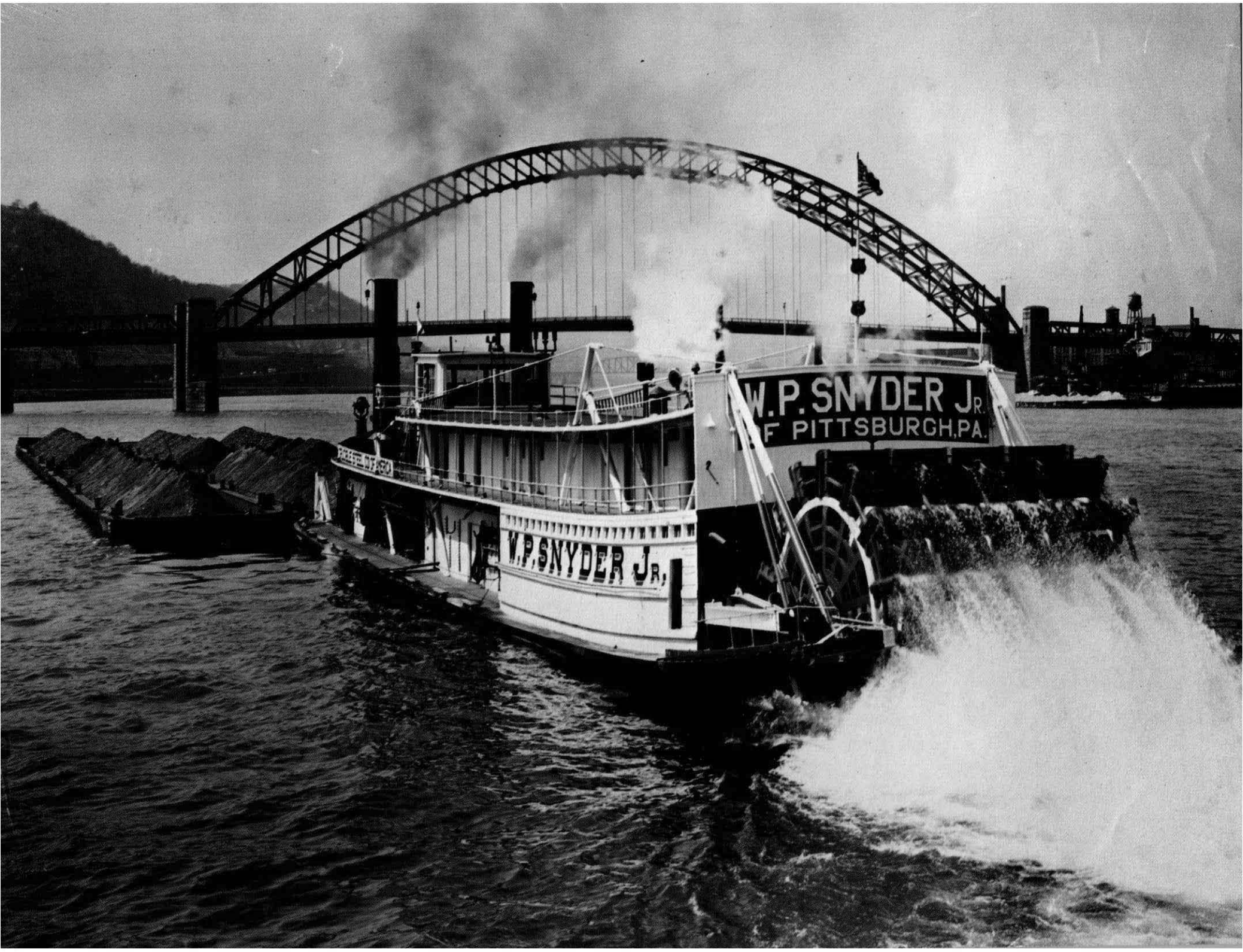
too out of place landed next to the KEYSTONE STATE or the S.S. BROWN, an impressive sight when filling the Cumberland River at Nashville. We are indebted to Eugene F. Carrigan, Chip Ferris and Chaky Nacasimhan of Jeffboat for providing this portrait of their latest masterpiece.





We couldn't resist this portrait of the "BIG JOE" at Rockport, IN. It was taken by Jack M. Killian of Rockport and comes from the Bert Fenn collection. For 25 years the JOSEPH B. WILLIAMS was the largest of towboats, eclipsed only by the launching of

the SPRAGUE in 1901. She was 210x40x6.5 ft. and carried compound, condensing engines 20s, 45s by 9 foot stroke. This picture shows the WILLIAMS in her Combine days when she served in the trade south of Louisville. Note the tan or buff stacks with two black rings.



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