

S & D REFLECTOR

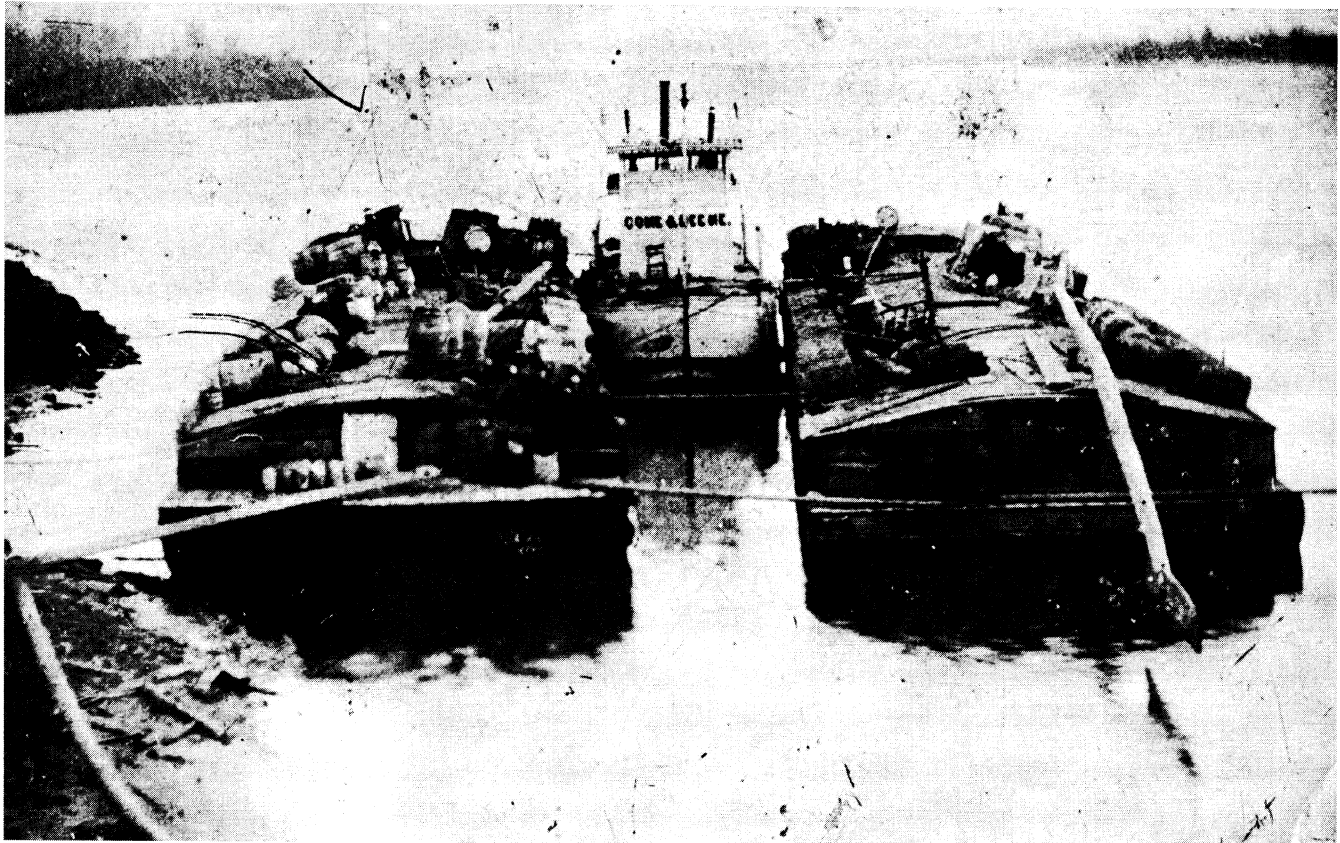
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 47, No. 1

Marietta, Ohio

March, 2010



Come & See Me Canalboat Turned Into Steamboat

This picture of the COME & SEE ME was brought to the River Museum by Mrs. John Santee, 2518 Johnson St., N. E., Minneapolis 18, Minn.

Originally the COME & SEE ME was a canalboat built at Peninsula, O., 1867. This small town is about halfway between Cleveland and Akron. In old records there are various references to Ohio and Muskingum steamboats built originally as canalboats at Peninsula. This, as far as we know, is the first instance of finding a photograph of one of them.

If you look closely at the photograph you may easily observe the canalboat features of the hull. The conversion included boiler, engine, propeller and pilothouse. The picture was taken along the Mississippi River, and she has in tow two loaded "store boats" piled full of produce and wares from Marietta. These goods were bartered and sold at towns and plantations, after which the store boats were brought back to the Muskingum River.

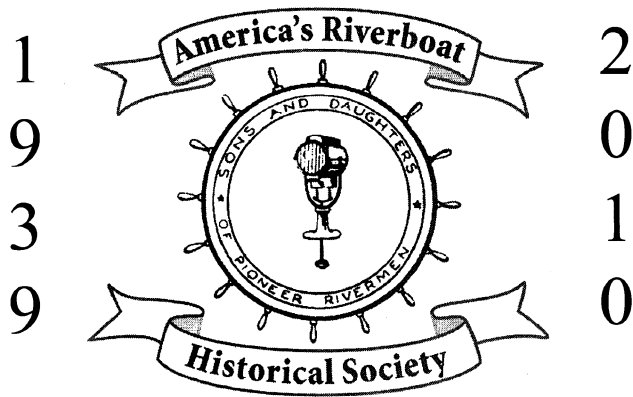
Associated in these ventures were T. B. Townsend, of Zanesville, and William S. Brown. It is recorded that Capt. Steve Sprague, Marietta, also made trips on the COME & SEE ME. Mrs. Santee also produced two photographs of William S. Brown with the information that he was born Aug. 19, 1845 and enlisted in Company E, 78th Regiment, O.V.I. at age 16, on Dec. 7, 1861. He became a corporal on June 1, 1865, and was mustered out on July 11, 1865. One of these pictures shows him at the time of his enlistment. The other was taken some years later at New Orleans while he commanded the HATTIE BLISS.

The COME & SEE ME operated until 1882 at which time she was dismantled and the HATTIE BLISS replaced her. The HATTIE also was a propeller boat and towed store boats south. No photograph of her has been located. Mr. Townsend had his family along on a trip to New Orleans in 1887 and, having arrived there, he shipped back his wife and folks to Cincinnati on the side-wheel GUIDING STAR. He hitched to the empty store boats and started back for Marietta. One night, tied along shore, a passing steamboat made huge swells and upset a stove on the HATTIE BLISS, burning her to the water's edge. The National Archives report this accident at Darrensville, Jan. 27, 1887.

William S. Brown had run a steamer called SWAN prior to his association with the COME & SEE ME.

Another small propeller boat operated during this same period was the HERE'S YOUR MULE, built at Buffalo, N. Y. in 1866, of 14 tons, and probably of similar canal boat origin, although details are not at hand.

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S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

Vol. 47, No. 1 Marietta, Ohio Winter 2010
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The name of this publication comes from the *Fleetwood Reflector* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history are welcomed. Please check with the Editor before sending any material on a “loan” basis.

David Tschiggfrie, Editor
2723 Shetland Court
Dubuque, Iowa 52001
tschigd@mchsi.com

REFLECTOR BACK ISSUES AND INDEXES

Copies of the current or of the immediate prior year are available at \$5 each, postpaid for members, \$8 for non-members. Issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4).

Indices for five year increments of the quarterly, 1964 through 2003 are available for \$5 per volume.

Please address requests to S&D at PO Box listed in the left column.

THE US POSTAL SERVICE DOES NOT FORWARD ‘MEDIA MAIL’! ADDRESS CHANGES - SEASONAL OR PERMANENT - REQUIRE TIMELY NOTICE TO THE SECRETARY TO INSURE YOU RECEIVE THE S&D REFLECTOR!

There are two classes of membership - full and family. Full membership includes the quarterly *S&D Reflector*, admission to the Ohio River Museum and towboat W.P. SNYDER, JR. at Marietta and voting rights at the Annual Meeting. Family members enjoy all privileges except the *Reflector*.

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A LETTER TO THE MEMBERSHIP

We bid you greetings from Marietta Ohio. At the annual meeting this past September 17th and 18th, the Board of Governors and Officers covered a lot of ground. The most important issue was the delay we have had in receiving our **REFLECTOR**. We are sure you will be happy to know we have a new editor on board in the person of David Tschiggfrie. David is from Dubuque, Iowa and has just recently retired from teaching. He is no stranger to many of us, as he was a watchman on the **DELTA QUEEN** for thirteen summers and more recently as the featured program speaker on the **IDLEWILD/AVALON** at our annual meeting, for which he is to be commended. He and his son Jonathan have produced several DVD's, two of which are about the **DELTA QUEEN** and the **NATCHEZ**. We welcome David aboard and you can find his address and e-mail on the previous page. He is looking for articles and stories of interest relating to the inland rivers, So, if you have some material of significance, please send it to him. Thank you David, and a special thank you to Captain Bob Reynolds for bringing David to our attention.

We would also like to thank Captain David K. Smith for his wonderful work as the previous editor of the **REFLECTOR** and appreciate all he has done for our organization (More than you'll ever know). We will miss his talented writing and hope to see more in future issues. David's workload and family obligations just made it impossible to continue as editor. Again,

thank you David for a great job well done.

In the interest of catching up as quickly as possible, this issue is the reprinting of Volume 1, Issues numbers 1-4 as Volume 47, No. 1, March 2010. This issue will go out to every member of record at the end of 2009. This, of course, will include any new members. If you have not paid your dues for 2010, this will be your last issue. Volume 47 No. 2 (June 2010) and Volume 47 No. 3 will be off the press about a month later. (These two issues will be comprised of the original Volume 2, Issue numbers 1-4 and the material will be equally divided between both)

Captain Bill Judd will write an introduction for Issue No. 2 and Victor Canfield, Vice-President, will do the same for Issue No. 3.

This plan will give David Tschiggfrie a clean slate for his debut with Vol. 47, Issue No. 4 (December 2010). This will put us back into sync by the end of 2010. In closing, allow me to express my most sincere apologies that it has taken longer than usual to overcome the problem of our magazine's publication. S&D has turned a corner and I recognize all of your concerns and welcome any suggestions, and above all, I thank you for your patience.

YOU ARE ALL TRULY SONS AND
DAUGHTERS OF PIONEER
RIVERMEN.
LONG MAY WE SURVIVE.

Jeff Spear

The S&D Story

By Frederick Way, Jr.

The idea of S&D originated with a school teacher in Clarington, O., Miss Elizabeth Litton. Her inspiration brought together a small group, not over a dozen, at the Hotel Lafayette, Gallipolis, O., on June 3, 1939. Capt. and Mrs. Phil C. Elsey were there and it is noteworthy that Capt. Phil picked up the check for the dinner party--the first and last time an individual played host. Miss Litton's objective was an annual river get-together, something like a family reunion. J. Mack Gamble suggested the name, Sons and Daughters of Pioneer Rivermen. Officers selected there at Gallipolis were: J. Mack Gamble, president; Capt. Phil C. Elsey, vice president; Elizabeth Litton, secretary; Ben D. Richardson, treasurer; Capt. Mary B. Greene, honorary president. An executive committee was appointed with three members; B. L. Barton, Bert Noll and J. W. Zenn.

The first annual meeting was held later that same fall, on September 10, 1939, in the Riverview Room at the Hotel Lafayette, Marietta, O. About 30 or 40 persons attended. There were informal talks and a few songs were sung. I well remember suggesting that a permanent River Museum would serve to bond the organization, an idea hatched the year prior at Pittsburgh. Mrs. Edith S. Reiter was in the audience and promptly invited S&D to consider placing such a Museum at Campus Martius where she was the curator. J. Mack Gamble was asked to prepare a constitution and also, at this first formal meeting, the S&D insignia, a pilotwheel enclosing a headlight, was adopted.

The incentive to build a River Museum really dates to September, 1938. Pittsburgh at that time was celebrating the sesquicentennial of Allegheny County. Capt. William B. Rodgers (Jr.) was chairman of the River Committee and he decided to display river relics in the old Music Hall near the Point. The building was in bad repair, a dismal place at best; the lighting was inadequate, the hall was clammy and cold. John W. Zenn, J. W. Rutter and I were involved in the actual work. We formed display tables of rough-cut lumber held up on saw-horses. Nevertheless, during the three weeks the show was on some 20,000 persons viewed the steamboat models built by Robert Thomas and others, the section of a coalboat built by "Sandbar" Zenn, the enormous pilotwheel from the towboat Boaz, and an attractive array of pictures and photographs.

These exhibits of course were on loan. Soon as the show was over everything was returned to the good persons who owned the material, most of whom said they were willing to donate these things if a permanent museum could be arranged for.

River Museum Planned

S&D decided to do this very thing. Capt. Tom Greene expressed hopes that such a River Museum could be based at Cincinnati. Mrs. Reiter showed the S&D members a room in the basement at Campus Martius at Marietta. B. L. Barton and others were hopeful that a historic home in Bellaire, O. could be acquired for the purpose.

At the second annual meeting, held at New Martinsville, W. Va. in the fall of 1940 a Museum Committee was established with authority to judge and select the proper location. The Ohio State Archaeological and Historical Society (since shortened to the new name of The Ohio Historical Society) displayed enthusiasm to have us in Marietta on a "Help Us Grow" basis.

Ben D. Richardson was elected president of S&D at the New Martinsville meeting. Ben and his good wife Fannie lived at Malta, O. along the Muskingum and were real river folk. Ben's father, Capt. W. W. Richardson, for years had been pilot on the packet LORENA plying between Zanesville and Pittsburgh, and later master. Ben and Fannie had a "River Room" in their home filled with Muskingum River pictures and relics. They were hopeful that the S&D Museum would be at Marietta.


The first chairman of S&D's Museum Committee was William Knox Richardson (no relation to Ben), a bachelor who lived in the Harmar section of Marietta. Bill Richardson's committee turned in a report unanimously in favor of the Campus Martius room.

This was not all as easy as it sounds. Miss Elizabeth Litton and a group of dedicated S&D members were disappointed that the old home at Bellaire had not been chosen. Miss Litton withdrew her support from S&D. Thus the acceptance of the Marietta location brought with it, unfortunately, wounds and injury to various persons. Growing pains, perhaps. Personally I always feel sad when thinking back to this time, with a gnawing wish that ill will might have been circumvented.

Museum Opened

The original room Mrs. Reiter provided at Campus Martius was a small one, entered to the right as you go downstairs to the present quarters; now closed and used for storage. Robert Thomas, backed by a fund of carpenter experience, put up the exhibit cases, built a fanciful packet jig-saw railing, installed lights, and, on March 16, 1941, there was a gala opening.

Continued on Page 5



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The old advertisements shown in this issue are photo copies made by S. Durward Hoag from the Official Guide of Railways and Steam Navigation Lines, issue of October, 1899.

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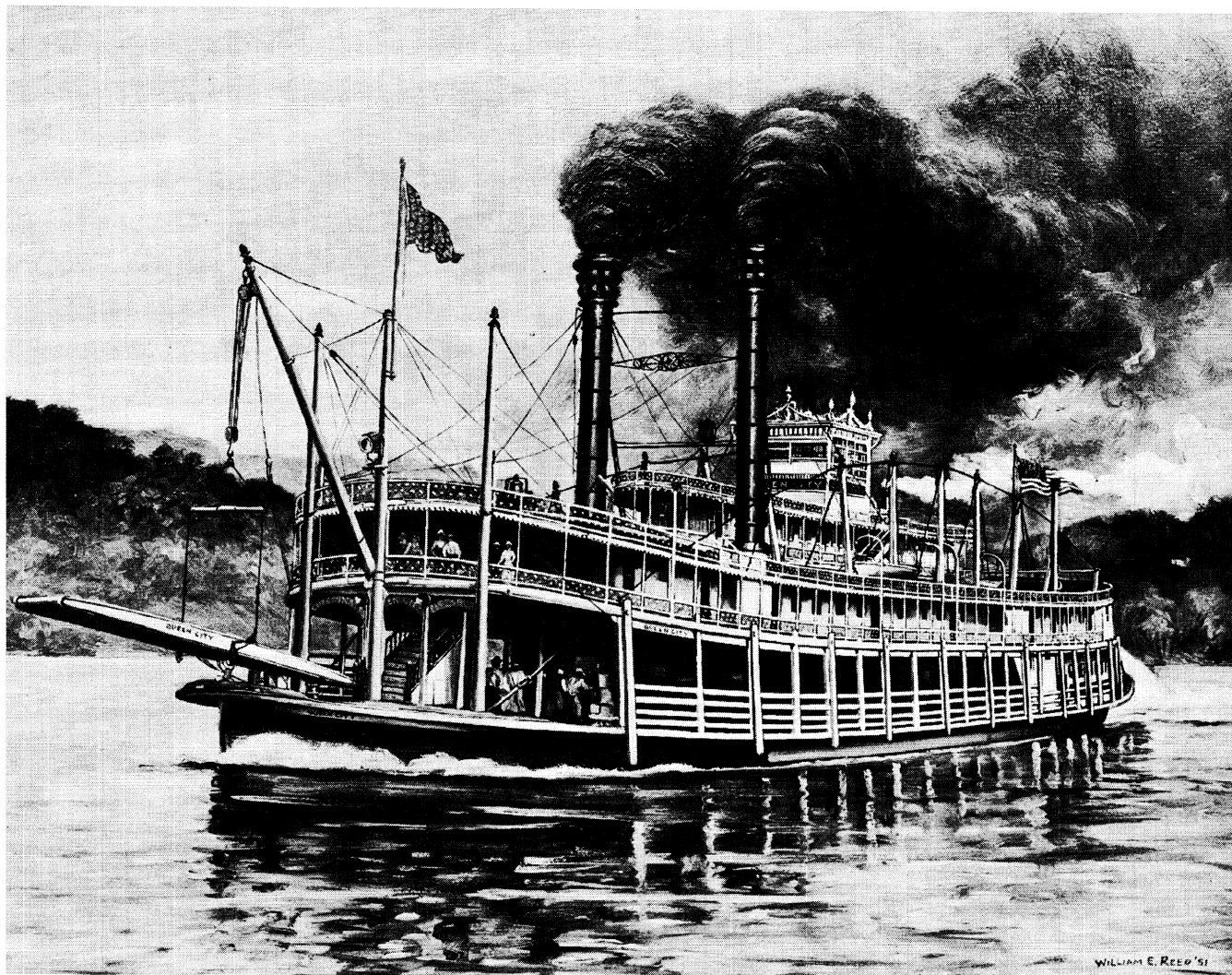
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In 1951 S&D member H. C. Putnam, Warren, Pa., commissioned artist William E. Reed to paint this likeness of the packet QUEEN CITY as she originally appeared in the Pittsburgh & Cincinnati Packet Line in the 1897-1907 period. Artist Reed didn't miss a bet; he has all of the details, even to the boat's name painted on the swinging stage, and again over the first section of bull rails. The netted wire

railing and fanciful rosettes were first introduced in the building of the excursion steamer ISLAND QUEEN at Cincinnati in 1896. Capt. J. Frank Ellison superintended construction of the QUEEN CITY at Cincinnati, having previously built the HUDSON and VIRGINIA.

The original painting today graces the home of Mr. and Mrs. Putnam at 302 East Street, Warren, Pa.

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Most of the models were not glass-enclosed but within the next several years J. W. Rutter studied the procedure of making permanent cases and built most of the ones still used today. Ben Richardson presided at the ceremonies that opening day. Bill Richardson accepted the responsibility of "mothering" the new River Museum and, thanks to his zeal, valuable material was added and always well tended.

The annual meeting of 1941 was held in Marietta on August 31. I must say that the record shows I was elected president of S&D back at that long ago time, although in some respects it seems the wink of an eye. Also elected that day were Robert Thomas and C. W. Stoll as vice presidents, both of whom still serve. "Sandbar" Zenn became the secretary, and J. Mack Gamble headed the Executive Committee. Harry J. Maddy of Gallipolis, son of Capt. Edwin F. Maddy famed in river annals, was named treasurer.

S&D was formally incorporated as a non-profit corporation in the state of Ohio on November 11, 1941.

Then came Pearl Harbor on December 7, 1941.

S&D Visits DELTA QUEEN

During the World War II days the annual S&D meetings were suspended but after V-J day in September, 1945 they were resumed and have continued without interruption since. All of the meetings since that time have been held at Marietta with one notable exception.

Capt. Tom R. Greene and the Dravo Corporation invited us to inspect the DELTA QUEEN at the Neville Island marine ways in the fall of 1947. The big Greene Line tourist boat had recently arrived from California and was undergoing conversion. Dravo Corporation invited us to a banquet at which Alex W. Dann was host. Short rides were given aboard one of the Dravo towboats. Over 200 delegates and guests attended, a record-breaker. Many of the S&D clan also viewed the wreckage of the excursion side-wheeler ISLAND QUEEN which had exploded and burned at Pittsburgh.

These early meetings were spiced with the presence of many veterans now sorely missed. Capt. Ed Maurer, long-time pilot of the CITY OF LOUISVILLE; Capt. Jim Rowley, pilot of the biggest and best of river boats; George Ehringer, famed river engineer; Capt. Elmer Pope, part-owner of the packet JOE FOWLER; Earl Cooper, operator of tow-

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boats; Mrs. Augusta K. Bedilion of the Marietta "Times;" Capt. Walter Booth of the packet LIBERTY; Capt. Bob Eberhart from Pittsburgh Coal; Capt. Dickie Hiernaux of Charleroi, Pa.; Capt. D. W. Wisnerd of excursion boat fame, and so many more.

Museum Expansion

The popular appeal of the River Museum at Marietta demanded expansion of the quarters. Mrs. Reiter arranged the opening of a second room adjoining the original. This move doubled the available floor and wall space. Also problems were introduced, for the Museum was robbed of storage area. The Ohio Historical Society to solve the problem built a new room in 1953 which was in the final stages of construction when S&D met at Marietta that September. It was opened and dedicated in October, 1953, and now forms the area occupied by the steam whistles, paintings and photographic exhibits.

The Steamship Historical Society joined with us at the 1953 meeting, and among our guests were Capt. and Mrs. Earl C. Palmer of Long Branch, N. J. A. B. Kempel brought his 50-foot yacht FERN M. from East Brady on the Allegheny River, passing her up through old Lock 1 in the Muskingum to attend this meeting. The exhibits in the new room were arranged and placed by S&D members. The whistles were donated by Dan M. Heekin and came up from Cincinnati by river to Lock 18 where S. Durward Hoag picked them up and placed them on the museum wall where they appear today. The "crew" which fixed up this room in 1953 included Lewis Anderson, William McNally, J. W. Rutter, William E. Reed, William N. Reed, "Rick" Dill and James C. Way.

By now the River Museum was gaining national recognition. Feature stories appeared in big-name publications. The guest register was studied with well-known signatures. Sometimes the question arises as to who classifies as the most celebrated guest to the River Rooms. The answer is debatable. In the political world the visit of the late Robert A. Taft undoubtedly stands high. World-famed muralist Dean Cornwell not only visited, but was an enthusiastic S&D member and before his death arranged for the inclu-

sion of several of his best river paintings for permanent display in the S&D collection. James M. Symes, while president of the Pennsylvania Railroad, made a call. The celebrated novelist Frances Parkinson Keyes researched for her novel "Steamboat Gothic" at the Museum. Board chairman William P. Snyder, Jr. of the Crucible Steel Company of America, and Mrs. Snyder, and Paul G. Blazer of Ashland Oil & Refining Company, and Mrs. Blazer, are members.

Steamboat Acquired

Erwin C. Zepp of the Ohio Historical Society agreed to bringing to Marietta one of the last surviving steam towboats in 1955. The W. P. SNYDER, JR. was moored on the Monongahela, out of service. I wrote a letter to the boat's namesake, W. P. Snyder, Jr. outlining our wishes. Mr. Snyder was willing, became enthusiastic, and the outcome is well known to everybody today. The original idea was to have the old steamboat towed to Marietta and it was Mr. Snyder's suggestion that we get steam on her and do the voyage up in style.

The Crucible Steel Company of America was host to a distinguished group of guests and the last voyage of the SNYDER to Marietta was publicized far and abroad. As matters turned out she was the last steamboat passed through

old Lock 1 on the Muskingum, enroute to her berth at the foot of Sacra Via. Since that time the steamboat has attracted thousands of tourists under the capable supervision of Clarence R. Smith, Glenn L. Seevers, B. F. Reiter (better known as "Smitty," "Glenn" and "Jake"), and others.

At the annual S&D meeting at Marietta that same year, 1955, the Board of Governors was established with power to make major decisions. One of their first acts was to recommend to the membership the transfer of documentary material to the Public Library of Cincinnati and Hamilton County (Ohio). And so the Inland Rivers Section was formed there with Mrs. Dorothy Powers as the curator. A great and valuable collection of books and records was transferred from Marietta to Cincinnati for permanent care.

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FLEETWOOD REFLECTOR.

VOL. I.

STEAMER FLEETWOOD, NOVEMBER 29, 1869.

NO. 27.

The Fleetwood Reflector

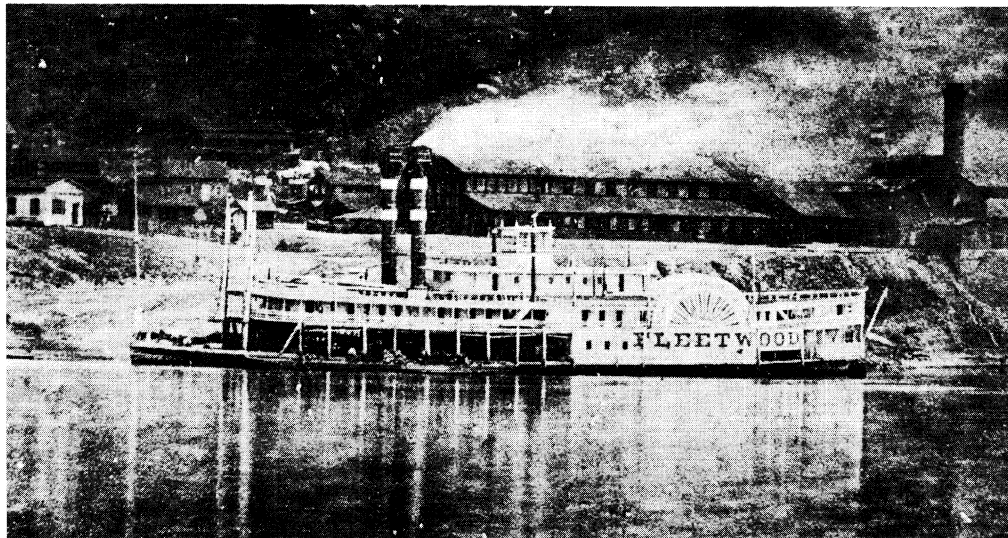
Is published once a week, and circulated from the Steamer FLEETWOOD along the Ohio River from Parkersburg to Cincinnati, and copies furnished to passengers on board the Boat, every day in the week. By this means it is seen and read by large numbers of people not otherwise reached by any single paper. As an advertising medium for Cincinnati merchants, it presents superior inducements.

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Communications or advertisements for the REFLECTOR, may be left with Captain HOLLOWAY or either of the Clerks, on board the Fleetwood, or addressed to PUBLISHER REFLECTOR, GALLIPOLIS, OHIO.



S&D Reflector

S&D REFLECTOR takes its name from a newspaper published in 1869 by the management of the side-wheel packet FLEETWOOD, then in the Parkersburg-Cincinnati trade. The original FLEETWOOD REFLECTOR was a weekly, printed at Gallipolis, O.

Admittedly this is a trial attempt. At this early stage we are uncertain whether this publication will be issued twice a year, quarterly, or even occasionally. A copy is being mailed to each member or family enrolled in the S&D membership list. Additional copies are available to S&D members at 50¢ each and may be obtained, as

long as the supply lasts, by writing Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15140.

If plans work out as anticipated, S&D REFLECTOR will become the magazine of the Sons and Daughters of Pioneer Rivermen. To enroll in S&D send application to Mrs. J. W. Rutter, 89 Park Street, Canal Winchester, Ohio 43110. The annual dues for an individual are \$3 a year, and an entire family may join for \$5 the year.

This is the year--1964--of S&D's Silver Anniversary.

Continued from Page 6

Five years later, in 1960, a new wing was added to Campus Martius and opened to the public. The River Museum was expanded to occupy the entire lower floor. The original rooms were put back to their storage purposes.

This improvement forms the River Museum as we know it today in its modern setting, a far cry from the original small and cramped single room opened on March 16, 1941. It seems incredible, looking back, that nineteen years went by while striving for the present achievement.

Brilliant Programs

Outstanding in the earlier days were informal talks at the annual meetings. One of the most captivating was given by Robert Thomas who demonstrated the use of early shipyard tools. Another time, William E. Reed, our "steamboat artist," sketched and painted a picture while explaining the technique. One of the first prepared talks was that of Capt. Jesse P. Hughes about the Big Sandy River and its packets and those who heard him will never forget the details. Capt. Jesse's talk was given in the engineroom of the SNYDER. That meeting in 1958 was sort of a Big Sandy Special, for Bob Kennedy also used that river for his topic. At that same meeting Capt. Donald T. Wright told us of his boyhood experiences on the steamer OHIO.

Jack Strader showed a remarkable set of slides in 1959, taken largely aboard the DELTA QUEEN. In 1960 we were introduced to the first of the expert "river movie" productions prepared by W. A. Warrick, complete with color and sound track.

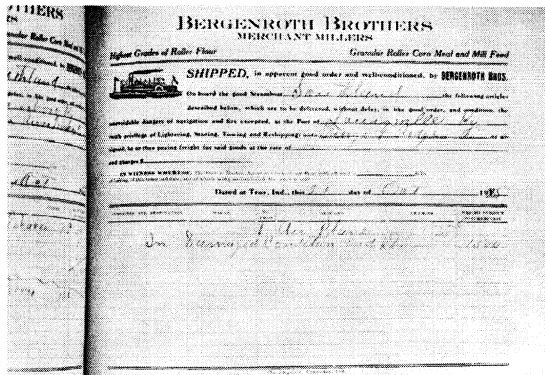
Also in 1960 we heard the well presented talk by Ted Findley, the New Philadelphia, O. expert on old-time Ohio canals. One of the more entertaining talks was that of E. Merwin Gardner, who recalled how his father manufactured and sold Gardner "steam-steering rigs" at New Albany, Ind. Mr. Gardner was our guest speaker in 1955. On another occasion we wandered rather far afield and heard from Col. Gilbert Dorland of his experiences on the Yukon.

Although hardly historical in the sense of time-elapse but certainly historical in the sense of impact was the discourse of 1961. J. Mack Gamble set forth his views on "Modern Progress." Since then we have heard from Capt. Volney White, of how he got on the river via the Greene Line. At last year's meeting J. W. Rutter went back through the years with Capt. Jesse P. Hughes and his trusty camera.

Government Light Placed

Shortly after the untimely death of Capt. Tom R. Greene in an Evansville, Ind. hospital, which happened on July 10, 1950, S&D decided to erect at the Marietta river front a permanent aid to navigation. It is called the Tom Greene Light, a white flasher, mounted on a base built by Walter McCoy, and serviced and maintained by S. Durward Hoag. This government light was dedicated at an out-of-doors ceremony attended by Mrs. Greene and her family, with C. W. Stoll presiding.

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One Air Plane, Weight 1,500 Pounds

By Bert Fenn

This past summer I found a bill of lading for "1 air plane, weight 1500 pounds," shipped from Troy, Ind. to Louisville, Ky. on the packet SOUTHLAND, Oct. 25, 1925. I knew who shipped that airplane even though the B/L didn't show it. Jess Emmick shipped that airplane, that's who. Riverman Jess Emmick. He passed on a few years ago up in his eighties.

Jess was a product of Emmick's Landing in Kentucky--down and across the Ohio River from Troy. I don't know how long he lived in Troy but I guess most of his adult life. He worked on the boats, built and ran little gasoline packets and job boats. Later he was a professional boat builder and that's the way I remember him. Built skiffs and cruisers and houseboats. Good ones. And if his house wasn't a boat beached up in town, it was sure built like a boat.

Anyway, Jess was a young man right after World War I with a hankering to build a really fast boat. Maybe he remembered Capt. Jim Howard's LAURA JEAN that Will Bettinger owned for a while in Tell City. That was a fast boat. At any rate, he dreamed of a boat and the only power he could consider was an airplane engine.

Now right there he ran into trouble. He couldn't find an airplane engine. After a long fruitless search he did the only thing he could do--he bought a whole airplane; a surplus war airplane with a Liberty engine in it.

Guess we'll never know how he got that airplane to Troy, but he did. And then an interesting thing happened. Here was Jess Emmick with this burning desire to build the fastest boat on the river, who had bought an airplane for its engine, who knew enough about boats to be a local expert, but who had hardly seen an airplane before--much less ridden in one. Now that he had an airplane he wondered what it would be like up there in the wild blue yonder.

So Jess Emmick before he took the engine out of the airplane and before he'd had a single flying lesson, climbed into that plane one day and took off. That's the kind of a man Jess Emmick was. Of course he cracked up--some say two times--in two tries.

So that's the airplane shipped on this bill of lading. And that's why it was listed "In damaged condition." As for Jess, he went back to the river where he belonged. He did build several fast boats, later, powered with Liberty airplane engines. --So, like I say, I know Jess Emmick shipped that airplane. Augie Bergenroth down at the wharfboat knew he shipped it too. That's why he didn't bother to write Jess's name on the B/L. Jess wouldn't have thought of any other way to ship, either. Apples or hogs or airplanes--what were packets for?

Which all brings to mind the "Mystery of the Monongahela" which took place near the Glenwood bridge, Jan. 31, 1956. A U. S. Air Force B-25 bomber fell in the Monongahela that day with a crew of six on board. Two were drowned. The wreckage never has been located. Some time ago the rights to the plane were secured by John Evans, veteran Pittsburgh flier and assistant sales manager of the Duquesne Brewing Co. He has repeatedly tried to find the wreck, to no avail.

Another astonishing airplane story is this one: S&D's secretary Mrs. J. W. Rutter is flying around her home in a Cessna with leopard skin upholstery. She decided to learn--and did--and now solos.

When Bert Fenn dug up the bill of lading for an airplane shipped by packet he also said: "I fully expect several old timers to come up with stories of whole squadrons of airplanes being hauled from Pittsburgh all the way to Fort Benton. But I kind'a doubt that many airplane bills of lading will show up. After all, there weren't that many airplanes being shipped in packet days."

Continued from Page 7

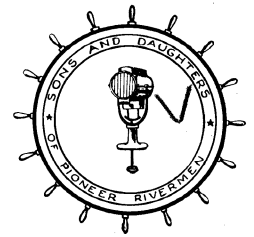
No attempt has been made here to elaborate on the exhibits in Campus Martius, a story in itself. Rather, I have tried to tell briefly of the accomplishments during the past twenty years; of how a River Museum grew from one small basement room; of how the Inland Rivers Section of the Cincinnati Library was sparked; of how a real steam towboat arrived on the Muskingum. If I were asked today to name the foremost accomplishment of S&D, it would be this one:-- that we have sustained the days of steam into this generation of youngsters; that we have given these youngsters a broad hint that their great-grandfathers must have been pretty sly characters to have run big steamboats on rivers which were dry one-half the year and frozen over all winter. Greatgrandpa not only solved the river problems he faced daily; he added a great talent of artistry in his doing of it.

The Annual Convention of S&D Is Scheduled at Marietta, Ohio Saturday, September 19, 1964.

S & D

REFLECTOR

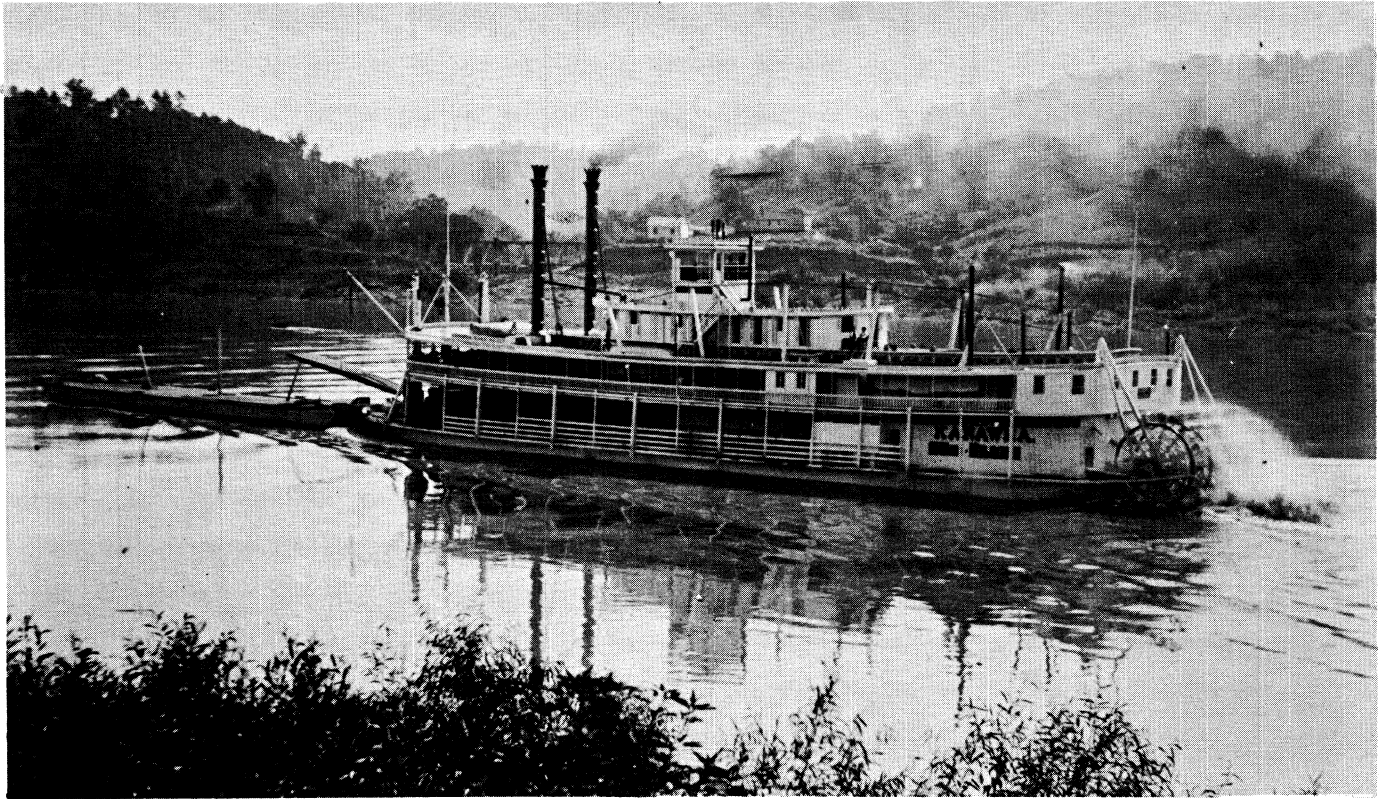
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 1, No. 2

Marietta, Ohio

June, 1964



KANAWHA'S FIRST TRIP

The date is in latter September, 1896. William McKinley is campaigning for the U. S. presidency, promising an "Era of Prosperity" if elected. The Ohio River is dead low with 2'9" on the lower marks at Davis Island Dam. The KEYSTONE STATE is laid up at Wheeling; the BEN HUR couldn't deliver her trip at Pittsburgh (had to turn back); the VIRGINIA is laid up at Cincinnati. The LORENA isn't even running; she's caught up the Muskingum due to an accident at Lock One, Marietta.

Despite this low water; the new KANAWHA, just built at Ironton, O., is upbound on her maiden trip, entering the Pittsburgh-Charleston trade. Capt. Ira B. Huntington is in command; and the pilots are Henry Ollom and Henry Brookhart. If William D. Kimble isn't yet on board, as purser, he is about to join her.

This photograph, recently found by S&D member Bert Fenn, of Tell City, Ind., was taken by an unidentified photographer who must have lived in 1896 along the Ohio side of the Ohio River in the area between Parkersburg and Ravenswood. He took pictures at this same period of the SUN, QUEEN CITY, KEYSTONE STATE, VALLEY BELLE and others. Bert Fenn has these original negatives. Quite a catch.

We have used our ingenuity in trying to figure the background of this KANAWHA picture--- where it was taken. As near as we can dope out

she's passing Lone Cedar, in Jackson County, W. Va., not far above, and opposite, Long Bottom, Ohio.

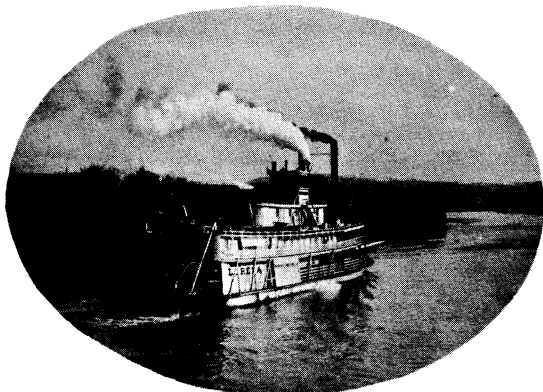
The Bay Line, builders of the KANAWHA, had been operating the RUTH in the Pittsburgh-Charleston trade for a year prior to Sept. 1896, Captain Huntington commanding. Capt. Gordon C. Greene had switched the H. K. BEDFORD into that trade in mid-March, 1896, and had just built a Texas on her under way. The KANAWHA was slated to leave Pittsburgh every Tuesday for Charleston; the H. K. BEDFORD every Friday.

Capt. Ira B. Huntington, who long resided at Gallipolis, O., was clerk for many years on the W. N. CHANCELLOR, the first regular packet in the Pittsburgh--Charleston trade (starting in 1882). He later was the U. S. Hull Inspector at Gallipolis, then became District Inspector. When the old CHANCELLOR was dismantled he procured and saved the fanciful cabin nameboard which today is displayed in the River Museum.

Captain Huntington "came out" as master of the new KANAWHA and stayed on her until replaced in March, 1899, by Capt. T. T. Johnston. He did but little steamboating after that. In 1903 he "pinch-hit" on the P&C packet VIRGINIA as master, during an illness of Capt. Thomas Calhoun who was ill at home in Georgetown, Pa. of pneumonia.. Capt. Huntington died, at home, Gallipolis, on April 5, 1920.

Notice the "lighter" the KANAWHA is showing ahead of her. In order to float the new packet over the riffles during this drought, the cargo will be apportioned to steamboat and flat, reducing draft to a minimum.

LORENA



The last packet LORENA on the Muskingum, by an unknown photographer. She's blowing her whistle, soft and plaintive, in keeping with the sentimental name.

The girl's name "Lorena" was invented by a Universalist minister, Rev. Henry De Lafayette Webster, probably at Madison, Ind. in 1856. A friend of Webster's, Joseph Philbrick Webster, (no kin), had composed a haunting melody, needing a word-story in stanzas to go with it. Prime requirement was that the damsel's name have three syllables with the accent on the middle one. When first written the name "Bertha" was used; but promptly discarded. Lorena was used instead.

One year later the song "Lorena" was a smash hit, published by H. M. Higgins, Chicago. When the people in Zanesville, O. heard it, and noticed who had written the stanzas, gossips remembered that Rev. H. D. L. Webster had preached in their city and had paid court to Martha Ellen Blocksom, the attractive ward of Mr. and Mrs. Henry Blandy. True, the romance had withered on the vine, the Blandy opinion being that Ella might do better than tying up with a roving, versifying Universalist minister.

She did. Ella Blocksom married Hon. William W. Johnson, an Ironton, O. lawyer who became Chief Justice of the Ohio Supreme Court. Her erstwhile suitor Rev. Webster, swallowing his remorse, also married, Miss Sarah L. Willmot. The song "Lorena" was concocted after all of these events had come to pass, but Zanesville ladies were dead-sure that the real-life "Lorena" was Ella Blocksom. During her lengthy lifetime Ella never admitted or denied, publicly, that she was the focal point of the nation's best-seller music hit 1857-1865. Rev. H. D. L. Webster had the good sense to keep his mouth shut. Twenty-six years and a second wife later, he confessed in a letter to a friend, thinking back to his romance with Ella, "I doubt if all the dark lines are erased from my heart yet." Apparently it was pretty much a one-sided affair.

Lately another clergyman, Rev. Ernest K. Emurian, pastor of the Cherrydale Methodist Church, 3701 Lorcom Lane, Arlington, Va., has produced a readable book titled "The Sweetheart of the Civil War" in which he explores the biographies of the two men Webster, the preacher and the composer, and of Ella Blocksom. He has done a creditable job, and the book may be purchased by writing Rev. Emurian (\$2.20 prepaid). It is illustrated with good photographs of the persons and places involved; the song is reproduced with music. But for S&D fans there is a notable lack--no story of the steamboats named LORENA for the Civil War song is

included.

The first steamboat LORENA was built at Pittsburgh, 1865, for Capt. Sam Shuman (1/2), J. B. Conway (1/4) and James Rees (1/4), a sternwheeler about the size of the latter-day TOM GREENE, and ran Pittsburgh-St. Louis. No photograph is known. A pity, as many prominent rivermen were associated with her operation, among them: Capt. Charles H. Dravo, Capt. Andy Robinson, Jr., and Capt. Samuel Shuman as masters. Among her clerks were Charles H. Wilkins, James Rees, Jr. and J. M. Vandergrift. The Lytle List reports her dismantling in 1872, and not long thereafter Capt. Sam Shuman took command of the EXCHANGE, a 190-foot sternwheeler in the Pittsburgh-Cincinnati trade, and had with him J. M. Vandergrift as clerk.

The second (and last) LORENA was almost not built at all. A group of Muskingum River worthies including Capt. William W. Richardson (father of S&D's ex-president Ben D. Richardson), George Wall a c e, Dana Scott, John Rice and Charles S.

Beckwith built the 142-foot sternwheel packet HIGHLAND MARY for the Pittsburgh-Zanesville trade in 1894. She was designed by an ex-S&D member, Col. Harry D. Knox, and had revolutionary condensing engines placed by Griffith & Wedge, a Zanesville firm, and had a Scotch marine boiler. After only one round trip in the trade she was built for, she was sold to the Magdalena River Transportation Co. and was taken to South America.

This same group immediately let contract for an almost exact duplicate hull, built at the same place, Harmar, O., and so evolved the LORENA with high pressure Griffith & Wedge engines (the exhaust valves were under the cylinders) and Western boilers. The LORENA in the Pittsburgh-Zanesville trade was a standard fixture 1895-1912 but never again went up the Muskingum after the

March, 1913, flood. Her bones today lie in the mud at the lower end of Capt. Charles C. Stone's fleet in the mouth of the Kanawha River at Henderson, W. Va. where she burned on Groundhog Day, 1916.

Ella Blocksom Johnson, the real-life "Lorena," was still living, at Marietta, when the second LORENA burned in 1916. She died a year later, almost to the day, having been blind for the last fifteen years of her life. She was in her eighty-ninth year. The song "Lorena" is long-forgotten. Joseph



The real-life Lorena in her advanced years, Mrs. William W. Johnson.

P. Webster in 1867 composed the music for a more durable favorite; the hymn with the chorus, "In the sweet by and by, We shall meet on that beautiful shore."

NB: Trip statements 1865-1866 of the early packet LORENA are on file in the Inland Rivers Section, Cincinnati Public Library.

Pittsburg, Wheeling, Marietta & Zanesville Packet Co.

MARIETTA & ZANESVILLE PACKET CO.

Steamer *Lorena* leaves PITTSBURG every Saturday 4:00 p.m. for WHEELING (90 miles), MARIETTA (75 miles) arriving at ZANESVILLE (247 miles) Monday 4:00 p.m. Leaves ZANESVILLE every Tuesday 8:00 a.m., arriving at PITTSBURG Friday 8:00 a.m.

Steamer *Zanetta* leaves M'CONNELLSVILLE daily 6:00 a.m. for ZANESVILLE. Returning, leaves ZANESVILLE 1:00 p.m., receiving freight and passengers for all points on Muskingum River.

CONNECTIONS --At ZANESVILLE with railroads diverging. At MARIETTA with Zanesville & Ohio R.R., Pittsburg & Cincinnati Packet Line. At WHEELING with railroads diverging. At PITTSBURG with railroads to Marietta, Zanesville, Marietta, Pittsburg, Brownsville & General Packet Company, for Marietta, Brownsville & Marietta.

S. D. SCOTT, President and Gen. Manager.

GEO. WALLACE, Vice-President.

CHAS. S. BROCKWITZ, Sec'y and Treas.

General Office: G. C. McQUILLIGAN, Gen. Passenger Agent.

Pittsburg, Pa.

Pittsburg, Pa.

This advertisement dates 1899.

THE OLD MURRAYSVILLE BOATYARD

Railroad buff, Ivan W. Saunders, 3070 Zaruba St., Apt. 164, Pittsburgh 10, Pa. sends a list of steamboats built at Murraysville, W. Va., 1839-1880. His source is a copy of "The Jackson Herald," dated Feb. 4, 1910, which, he surmises, was published at Ripley, W. Va., county seat of Jackson County. Ripley, although about 10 miles removed from the Ohio River, once did a big packet business at Ripley Landing, W. Va., above Millwood, stymied when a railroad spur was built.

Murraysville for the past 75 years has been little else than a flagstop on the B. & O.'s Ohio River Division for residents of Long Bottom, O. opposite. Today it is not even that much. Recently Capt. Jesse P. Hughes (88) observed that he had no recollection of boat-building activity at Murraysville, although in his youth he lived with his parents on a farm on the Ohio side nearby.

Even so, one of the Murraysville-built boats existed until fairly recent times, the excursion steamer WASHINGTON, built as the packet SIDNEY at Murraysville in 1880.

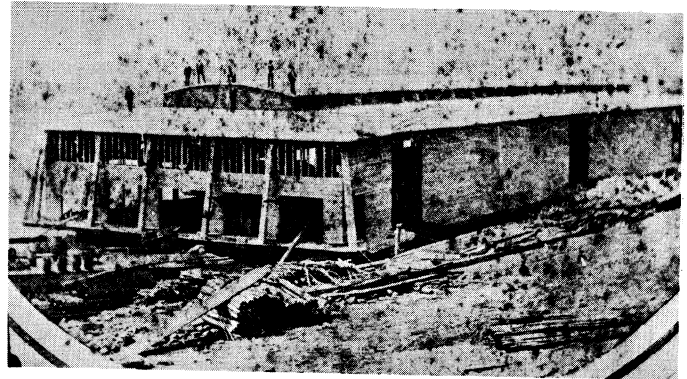
The List:

| Built | Name | For |
|-------|------------------|------------------|
| 1839 | Amazon | Capt. Louderbeck |
| 1839 | Miami | Capt. Greene |
| 1839 | Gen. Scott | Capt. Dobbins |
| 1840 | Scioto Valley | Capt. Hicks |
| 1841 | Ohio Valley | Davis & Smith |
| 1841 | Oneida | Davis & Smith |
| 1843 | Congress | Capt. Hicks |
| 1842 | Importer | Capt. Johnson |
| 1843 | Lancet | Capt. Hicks |
| 1844 | Fort Wayne | Capt. Hicks |
| 1843 | Louis Phillipe | Rogers & Co. |
| 1846 | Scioto | Davis & Smith |
| 1847 | A. N. Johnson | Capt. Bennett |
| 1848 | Beacon | Capt. Shaw |
| 1848 | Car of Commerce | Davis & Smith |
| 1853 | Audubon | Martin & Anshutz |
| 1852 | Yuba | Capt. R. Hill |
| 1854 | David Gibson | Capt. McKinley |
| 1854 | City Belle | Capt. Hicks |
| 1855 | Bayou Belle | Capt. Walker |
| | Shelby | Capt. Bishop |
| 1856 | Ham Howell | Capt. Robb |
| 1856 | Reuben White | Capt. Shelby |
| 1858 | Freestone | Garrett & Co. |
| 1858 | Catahoula | Capt. Walker |
| 1863 | Emperor | Capt. Reno |
| 1863 | Glide | Capt. Anderson |
| 1863 | Revenue | Capt. Booth |
| 1864 | St. Johns | List & Co. |
| 1866 | R. R. Hudson | Capt. Russell |
| 1866 | Quickstep | Capt. Smith |
| 1869 | Oricle | Capt. Dowry |
| 1868 | Hope | Capt. Davis |
| 1871 | Ed. Hobbs | Capt. Hornbrook |
| 1871 | R. W. Skillinger | Capt. Flesher |
| 1873 | Prairie City | Capt. Flesher |
| | H. Lindsay | Capt. Barrett |
| | Moulton | Capt. Barrett |
| | Irvin | Capt. White |
| 1875 | Hudson | Capt. List |
| | N. J. Roberts | Capt. Roberts |
| 1879 | St. Lawrence | Capt. List |
| 1880 | Sidney | Capt. List |

Biggest job ever tackled at the Murraysville yard does not appear on the above list. In 1871 a wooden wharfboat 315 feet long by 65 feet wide was built complete for Jim Fiske, the railroad tycoon. Fiske was shot in New York by Edward S. Stokes. The wharfboat, reputedly worth \$31,000

went to auction, and was bought in by Capt. Wash Honsshell for \$31,000. It was moored at the foot of Broadway, Cincinnati, 1872-1903, called the "Big Sandy Wharfboat" and operated by the White Collar Line.

Recently, Shirley Elder, Huntington, W. Va., loaned S&D member Jim Wallen an old photograph of this wharfboat, undoubtedly taken at Murraysville in 1871 or 1872, handed down in his family. Mr. Elder is a grandson of R. W. Skillinger, who was the boatyard superintendent at Murraysville for some years. This picture, although faded, is the only one known showing activity at this old boat-building establishment.



Jim Fiske Jr.'s Wharfboat

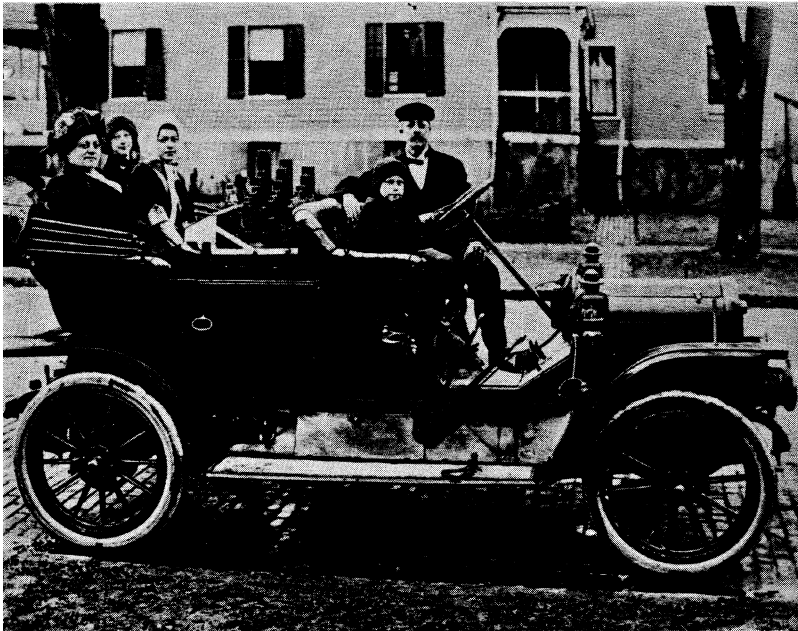
The "Big Sandy Wharfboat" had 800,000 board feet of lumber built into her. Six packets of ten landed at it and did business. Wagons and teams were driven on at two doorways at the ends and exited through a center doorway (these show in the photograph). Tom Johnson of South Point, O. was superintendent of this wharfboat 17 years, and then Ellis C. Mace, Proctorville, O., was in charge 14 years--he resigned within a month or so of when it was lost in ice, March 17, 1904.



The CAR OF COMMERCE, hull built at Murraysville, 1848. From an original daguerreotype owned by the Cincinnati Public Library, taken in the fall of 1848 and about two months before the new boat met her doom on the rocks of the Louisville Falls.

Notes: The majority of boats listed were packets (exception, ED. HOBBS, towboat). Chances are that H. LINDSAY and MOULTON were model barges built for Capt. John Barrett. No record turns up of SHELBY, nor of N. J. ROBERTS. In most cases, perhaps in all cases, the steamboats were not built complete. After the hull and framing was up, the uncompleted craft was towed elsewhere for cabin, boilers, engines, etc. Most of the hulls built after 1866 were sent to Wheeling.

The VIRGINIA Almost Became a Circus



Capt. Ellsworth E. Eisenbarth and family in the White Steamer car at Marietta. Note the steam calliope in the back seat space.



VIRGINIA as she appeared in September, 1910, when Capt. E. E. Eisenbarth had big ideas of making a floating hippodrome out of her.

A sprightly, slender man with a trimmed goatee, and displaying unmistakable sartorial elegance even to a felt fedora, caused nudges and sidelong glances, and was pointed out as Capt. Ellsworth E. Eisenbarth, the showboat man of Marietta.

Eisenbarth was famous on the western streams for his realistic presentations of the "Eruption of Mount Vesuvius" stuffed with thunder, fire and brimstone, and for "The Johnstown Flood" in which a dam broke and 2,200 lives were lost amid din of whistles and screams. He was noted, also, for larding his wholesome family entertainment with classical music and lectures. The SRO sign usually was out when the EISENBARTH-HENDERSON showboat played at the coal mining towns in West Virginia, or in the remote bayous of Louisiana.

On this very special day, September 21, 1910, Captain Eisenbarth was planning the ultimate in floating sensations. He visioned a three-deck hippodrome, a circus afloat. Since retiring from the river he had been operating the Grand Theater on Putnam Street in Marietta. Safe, profitable and too tame. Every morning it was there at the same location on Putnam Street. Every evening the same people showed up at the box office. Now Captain Eisenbarth proposed to go back afloat.

The Pittsburgh & Cincinnati Packet Line had been teetering on the financial brink for several years. Operating under receivership, a series of misfortunes culminated in their big packet VIRGINIA stranding in a West Virginia cornfield on

Editor's Note:- Within the past year or so, Mrs. T. C. McCurdy, Marietta, presented S&D with a multi-colored poster advertising the EISENBARTH-HENDERSON showboat. This unique souvenir, bordered in an attractive gold frame (thanks to S. Durward Hoag), is displayed in the River Museum. Experts say it is rare indeed, and possibly the sole survivor of outdoor showboat billboard advertising. The lithographer who made this poster, Donaldson, of Newport, Ky., also executed the celebrated ROB'T. E. LEE-NATCHEZ race lithograph, the best portrayal of these boats pictured in their 1870 classic contest, Currier and Ives notwithstanding.*

Mrs. T. C. McCurdy in her younger years was Ignace Eisenbarth, daughter of Capt. Ellsworth E. Eisenbarth, noted in showboat annals. Several months ago Dr. T. C. McCurdy suddenly died, and, within weeks, Mrs. McCurdy also passed away. The following story, not generally known, is timely, suggesting as it does something of the wonderful vigor and enthusiasm with which the Eisenbarth family was so bountifully endowed.

March 6, 1910. That did it. The U. S. Court ordered the sale of all company assets. The big steamer VIRGINIA was to be knocked down to the highest bidder.

And so Capt. E. E. Eisenbarth was the most ornate of the rivermen assembled in Pittsburgh to attend this sale. He planned to convert the cornfield--famed steamboat into a super-circus.

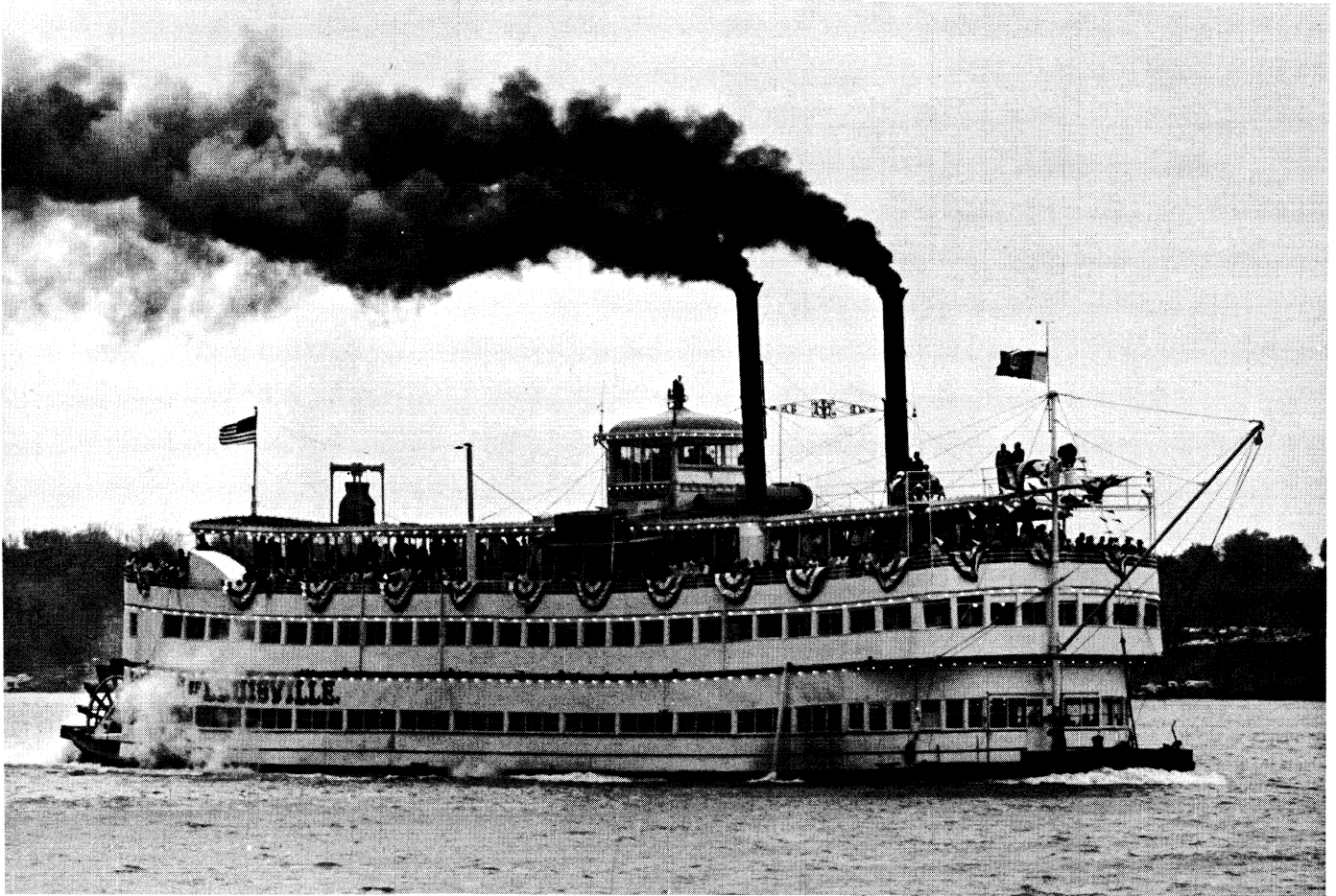
Capt. James A. Henderson, long the president of the P&C Line, seemed philosophic and genial. He greeted with hearty handshakes his many river friends as

they arrived at the P&C wharfboat, then moored at the foot of Wood Street. Capt. Henry Leyhe came from St. Louis, looking for a replacement for his side-wheeler CAPE GIRARDEAU lost on the Mississippi not long before. Capt. James H. Rees, operator of the famed KATE ADAMS, arrived from Memphis. Lee H. Brooks was up from Cincinnati in behalf of the Coney Island Co. J. F. Burdette, the dry dock man, came in from Point Pleasant. Capt. Martin F. Noll and Capt. Edwin F. Maddy of the opposition packet OHIO dropped in. Capt. Gordon C. Greene and Junius Greenwood came up from Newport, O. and caused some conjecture. Capt. Warren Elsey, superintendent of the river interests of the Jones & Laughlin Steel Co. arrived in company with Thomas M. Axton, boat-builder from

Continued on Page 9

*S&D has an excellent print, under glass, of this rare item, thanks to W. P. Lillard of New York City.

Winner of 1964 Louisville Boat Race



Concluded from Page 5

Brownsville, Pa. Curious indeed is the fact that on that same date---September 21, 1910---the Ohio Valley Improvement Association was headlining president William Howard Taft as a principal speaker at the opening of their convention in Cincinnati. Optimism at Cincinnati, while at Pittsburgh buzzards hovered and wheeled as the famed P&C Line went under the hammer.

The VIRGINIA was tied in below the wharfboat there at Pittsburgh. Many of the visitors had come aboard, swapping yarns with veteran Captain Jack Ward, the acting watchman. This ancient mariner dated back to 1865 on the POTOMAC---not on the river Potomac nor even on the side-wheeler---but on the real "back when" POTOMAC in the Wheeling-Cincinnati trade with Capt. Charles Muhleman on the roof and Chris Young in the office.

Bidding on the VIRGINIA was fairly spirited, raised each time by Capt. Ellsworth E. Eisenbarth who was fairly dancing in excitement and waving his cash. He had been button-holing everybody with a recitation of his vision---of a hippodrome circus providing good, clean fun for tens of thousands of valley dwellers between Pittsburgh and New Orleans.

Ultimately the figure reached \$8,500 with Captain Eisenbarth in the lead. The very fact that a showboat operator could produce such a sum and envision a project so stupenduous, caused a fatal hush. But \$8,500 was not enough. After deliberation this high bid was rejected as insufficient. This shock stopped the show. The rest of the sale was called off.

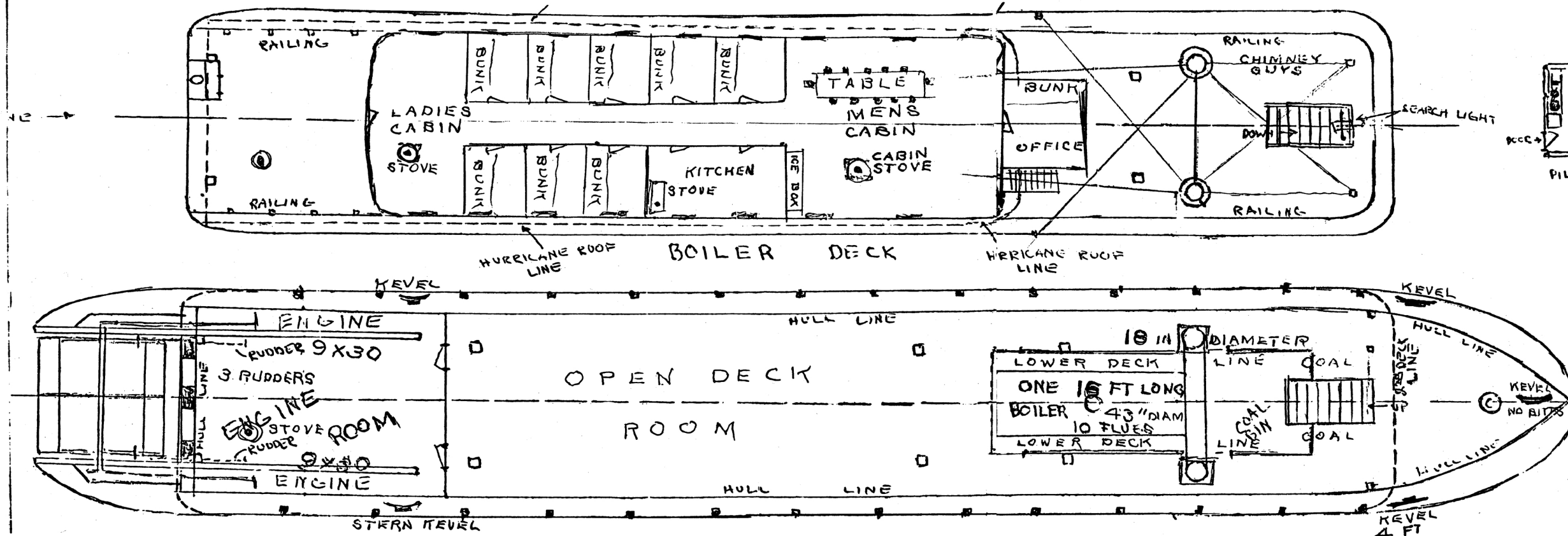
So what did Capt. E. E. Eisenbarth do about this? Did he return to Marietta in a blue funk? Quite the reverse. He bought himself a White Steamer automobile, installed a beautiful calliope to the rear of the driver's seat. He drove around Marietta, his daughter Dennalla playing



Miss Dennalla Eisenbarth at the console of the White Steamer. Today Miss Eisenbarth is Mrs. R. C. Marshall at Fernwood, Pa.

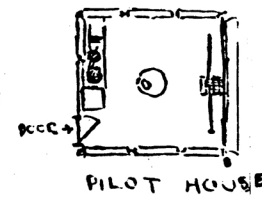
steam music. Many Mariettains thought a showboat was at the river.

Capt. E. E. Eisenbarth so produced the only mobile steam calliope on dry land using steam power both for movement and music. His floating hippodrome scheme went glimmering.



THE CRICKET

Dick Rutter wanted to build a model of the CRICKET. He sketched a profile and some cabin lay-outs and forwarded these to Capt. Jesse P. Hughes in Wiesbaden, Germany.



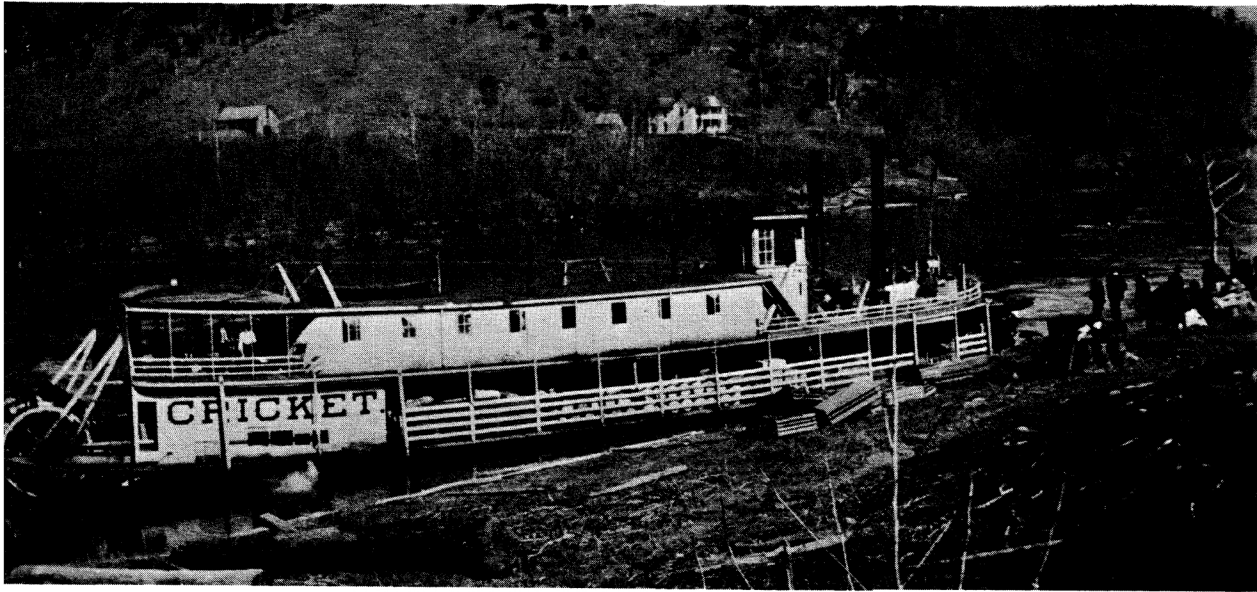
Excerpts from Captain Hughes' reply follow:-

"These drawings of the CRICKET are as nearly correct as anyone can draw them. I cannot see any errors so am filling in the minor details as best I can, and have made a new cabin lay-out.

"When the CRICKET was first built her hull had a plain barge bow and she had arch chains like a model barge with the braces set on the gunwales, and had an open hold like an empty barge. She was decked over only on the forecastle and in the engineroom, and there was a sub-deck alongside the boiler. She was a real low water boat, drawing 15 inches light. I had much pleasure on that boat, and there was a satisfaction to be running when all other boats could not go. We carried lots of pilots who went along to look at the river during extreme low stages. It seemed like going on a vacation.

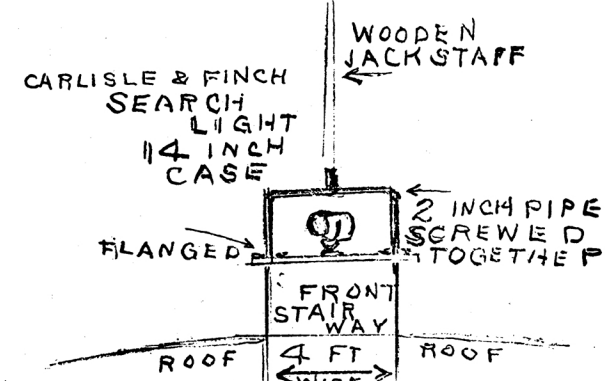
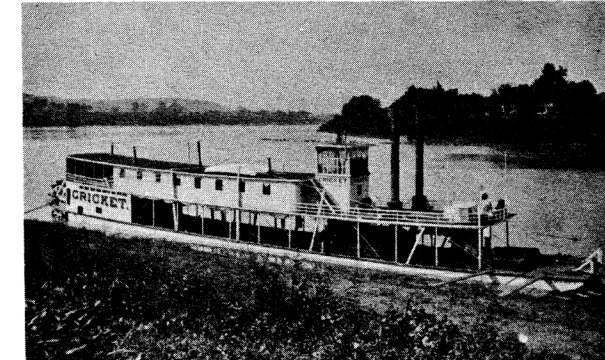
"After two years we hauled her out on the Parkersburg Docks and cut the head off the hull, back 35 ft. Then we put on a regular model bow. Also we added one foot of guard, decked her all over, and added stationaries and bull rails. So that is how she looks in the drawings.

"The CRICKET cost \$5,600 when new. Capt. Gordon C. Greene financed the construction, and I was supposed to have 1/4 interest but was a long time getting paid out; the boat had no regular place to run. We just took what we could find for her and did the best we knew how."



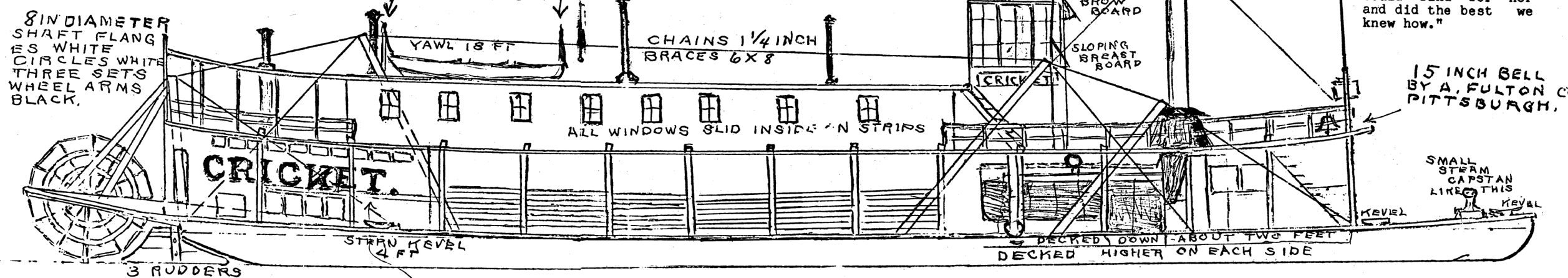
← This view of CRICKET was taken by Capt. Jesse P. Hughes on the Big Sandy River at Hell's Gate, Ky., 40 miles from the Ohio River, a little over a mile above Paintsville. The appearance checks with the drawings on this page, showing the bull rails, etc., added after the model bow was built and while she was drawing 20 inches light. In recent years the Big Sandy has filled in and narrowed; the locks and dams have been abandoned and, save for some commercial traffic near the mouth, is not navigated.

View at right taken when CRICKET was new and had scow bow. Photo by Capt. Jesse P. Hughes at Carrollton, Ky. →



ONE 18 FT YAWL
ONE WORK BOAT
A SET OF DAVITS
ON EACH SIDE

The CRICKET was built at the Parkersburg Dock Co., Parkersburg, W. Va., 1900. Hull measured 132.6 ft. long by 18.3 feet width. Originally her draught was 15 inches, with steam up and no freight. The original scow bow was replaced by a model bow in 1903 and she then drew 20 inches and looked as seen in the accompanying drawings and photograph. Later on she was again rebuilt with a much wider hull, renamed GREENDALE, and again drew 15 inches. She operated up the Big Sandy in the seasons of 1901 through 1904, often going to Pikeville, Ky., 88.5 miles from the Ohio River. At that time she carried a steam calliope which Capt. Jesse P. Hughes played for the Hatfields and the McCoys.



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MARIETTA, OHIO

JUNE, 1964

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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

So far, so good. The S&D REFLECTOR has survived two issues. Take note the type-size doesn't look the same, enlarged for easier reading. To add a little style we have compensated right hand margins. There are more pages.

Jim Wallen alerted us to Dr. Ernest K. Emurian's new book about "Lorena." The first two of the song's six stanzas:

The years creep slowly by, Lorena,
The snow is on the grass again;
The sun's low down the sky, Lorena,
The frost gleams where the flowers have been.
But the heart throbs on as warmly now
As when the summer days were nigh;
Oh, the sun can never dip so low
Adown affection's cloudless sky.

A hundred months have passed, Lorena,
Since last I held thy hand in mine,
And felt thy pulse beat fast, Lorena,
Though mine beat faster far than thine;
A hundred months--'twas flowery May,
When up the hilly slope we climbed
To watch the dying of the day
And hear the distant church bells chimed.

It was a tear-jerker, all right enough.

EDITOR'S NOTEBOOK . . .

Tuesday, April 28, 1964:- Just as Walter McCoy and I arrived at Louisville, Ky. from Sewickley, Pa. this noon in Walt's Mercedes the gear shift fell apart. But, no matter---we are here. Then on shank's mare to the wharf ten minutes too late to get aboard the BELLE OF LOUISVILLE as she departed upriver to set buoys for the forthcoming race scheduled later in the afternoon. No matter that, either; for Courtney M. Ellis, fresh in from Nashville, was in the same shape. We found much to talk about as we cooled our heels on the RENOWN wharfboat---originally the towboat SARAH EDENBORN built 1909 at American Bridge, Ambridge, Pa. Then the DELTA QUEEN whistled down there in the canal---same whistle she used to blow arriving at Sacramento.

On hand to greet the D.Q. was the very much alive Civil War steam engine GENERAL looking slick as Christmas, hauling short-ride customers along the overhead trestle paralleling the wharf in an old-timey-looking combination baggage car and coach. Cordwood was stacked in her coal car but she was burning oil for fuel. Her stack periodically chuffed very satisfactory gobs of black smoke into the perfectly blue sky of this warm, balmy day. What a fine day for a boat race.

The real race was over before anything got started, for the fact that the D.Q. arrived, all the way from New Orleans, breasting a rise up the Mississippi, was something of a triumph. She had only hours to spare, and went on up above to the Sinclair oil dock. Somebody had painted a sign displayed on the upper deck, BEAT THE BELLE.

After some time the BELLE OF LOUISVILLE came back, rounded to with much gusto, and placed down her stage. We walked aboard (for the first time since the renovation) to what looked like an S&D convention at Marietta. Once in a long, long time something in this world turns out better than expected, and the new dancefloor decor put in by Alan L. Bates is the recreation of a Mississippi steamboat, full-scale, such as has baffled museum designers and restaurant architects by reason of sheer complexity and cost---yet here it is, no imitation either, the real thing.

C. W. Stoll said, "Well, what do you honestly think of it?" and while we stumbled around for words which didn't seem adequate, he, C.W. Stoll, proposed a proposal---well, it was so sudden and all. Sure, I knew he was booked up Green River with the B/L in June, and somehow I'd figured that foray would be conquest sufficient for 1964.

But no. What's simmering in that guy's mind is the possibility of tramping this living doll and her white paint and new steamboat cabin right up the Ohio River:- Objective, Marietta, O. on S&D day, Saturday, September 19, to help celebrate our silver anniversary.

It's a dream, admittedly, so don't get overly excited. But then, maybe you should get excited. Excursion boats cost money to run, and first there must be firm contracts with organizations enroute and, hopefully, with some Marietta groups. The S&D bank account does not admit to signing on a dotted line to a guarantee of something in the neighborhood of \$800. Danged if I know--would the S&D clan pay \$5 a head for an exclusive afternoon steamboat ride? I would, but then I'm not the majority.

It's history now. Everybody who reads this magazine knows that the BELLE OF LOUISVILLE beat the DELTA QUEEN "by a nose" later that afternoon, Tuesday, April 28. The Waterways Journal was full of it; not only was Donald T. Wright there in the B/L's pilothouse, but the event got big coverage on radio and TV. Like the ECLIPSE-A.L. SHOTWELL affair 111 years ago, rivermen will be arguing for a generation about how THAT happened, that the tortoise beat the hare. But it did happen, the three judges were unanimous, and Stogie White was one of those judges, so it must be so. It sure was so. I was sitting there in the DQ's diningroom partaking of a Waldorf-Astoria buffet spread when clerk Dick Stewart came in with the sad (for the DQ) news written all over his young features. The impossible had happened.

But isn't the impossible the usual rule on the river? Put all the facts in an IBM calculator and it will tell you the BELLE OF LOUISVILLE is boneyard fodder. The DELTA QUEEN outlived her usefulness before World War II along the tules of the Sacramento. Reminds me, you must see the face-lifting her cabin got this past winter at Cincinnati. She looks like a coming-out party going somewhere to happen. Impossible that the BELLE OF LOUISVILLE may be in Marietta on September 19? What's so impossible? I saw Dick Simonton walking around with a cat that ate the canary look--he did not admit, nor deny, that he had taken option on the DELTA KING.

The people who fixed Walt McCoy's Mercedes gave the car a free wash job just for lagniappe.. We sort of hated to leave Louisville next day.

THE DAY THE MUSEUM OPENED

Date: March 16, 1941. Place: Campus Martius Museum, Marietta, Ohio. The story as reported in the March 17th Marietta "Times" said in part:-

"The dedicatory program of the River Museum, the first of its kind in the country, was presented before a massed group with J. Mack Gamble of Clarington presiding. Speakers included Harry Lindley, of Columbus, librarian of the Ohio State Museum, Capt. Mary Becker Greene, of Cincinnati, honorary president of S&D, and Capt. Frederick Way, Jr., Sewickley, Pa. A number of prominent members of the river fraternity were presented, including Ben D. Richardson, Malta, president of the society; Robert G. Thomas, Clarington, vice president and model boat builder; J. W. Zenn, McKeesport, Pa., Harry Maddy, Gallipolis, Bert Noll of Sistersville, members of the executive committee; William K. Richardson, Marietta, chairman of the River Museum Committee, and others.

"The display of built-to-scale steamboat models of the days of romantic river lore probably attracted the most attention in the two rooms of the museum. Framed photographs of many steamers are hung on the walls, filling the commodious spaces.

"There are steamboat bells, steamboat whistles, a sounding pole of the Mark Twain era, the nameboard of the H. K. BEDFORD, given to the Museum by Sandy Bevan of Newport; models of the old trader boats, barge models, miniature models of yawls and johnboats and relics taken from wreckage of old time boats, all attractively arranged.

"The models built by Robert G. Thomas are the GENERAL WOOD, SUNSHINE, GREENLAND, GUIDING STAR, and the TELEGRAM. The LIBERTY is the model built by J. W. Rutter of Sewickley; and the TELEPHONE was built at Columbus for the Ohio Bell Telephone Co. Captain Way's models are the J. M. WHITE and the QUEEN CITY.

"Silver service presented to Capt. Thomas S. Calhoon by the crew of the KATIE STOCKDALE in 1899, and on which George W. Knox was chief engineer and Charles W. Knox, purser, was presented



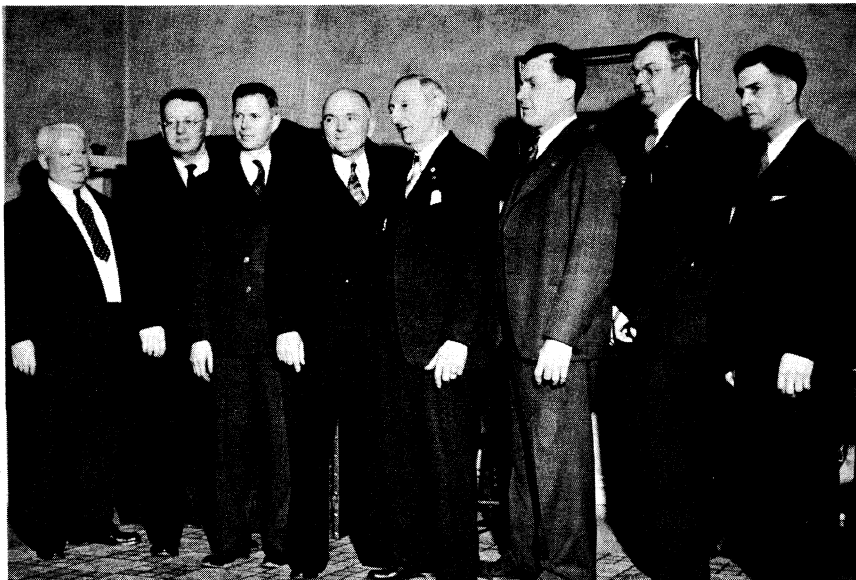
to the museum by the daughters of the late Capt. Calhoon who are in Pittsburgh. A large silver pitcher, presented to the late Mrs. M. G. Knox by the owners of the steamer BOONE is in the case of silver trophies.

"A large pilotwheel taken from the dismantled towboat J. C. RISHER was brought here from Pittsburgh by J. W. Zenn, and is mounted in the entranceway to the museum.

"Among those who came were Capt. and Mrs. Tom R. Greene and children, Mary, Gordon C. and Tom Greene, Jr., Capt. and Mrs. Jesse P. Hughes, Roy Barkhau, agent for the Greene Line Steamers, Horace P. Lyle, agent for the Union Barge Line, and Mrs. Betty Barkhau, all of Cincinnati. Erwin C. Zepp, curator of state memorials and J. R. Lawwill, assistant curator, came from Columbus.

"Mr. and Mrs. C. W. Stoll of Louisville, Ky., Capt. Edward Berry of Pittsburgh, Edward Berridge and Mr. and Mrs. Harry Maddy and Edwin Maddy and Miss Ruth Maddy of Gallipolis, Mrs. Forest Lee Smith of Williamstown, Ky., Mrs. Lillian Hughes of Trinidad, Col., John M. Wolfe of Madison, Ind., Mrs. Hilby Tanner of Millwood, Mr. and Mrs. Geo. Martin of Steubenville, Mrs. Maria Dunn of Sardis, Mrs. Alice M. Lauderback of Wade.

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ABOVE: The original River Museum at Campus Martius as it appeared in September, 1953. At left: F. Way, Jr. and J. Mack Gamble. Far right: "Rick" Dill and James C. Way both of Sewickley, Pa. Photo by S. Durward Hoag.



TO THE LEFT: S&D officers on March 16, 1941. From left: Harry J. Maddy, William K. Richardson, Frederick Way, Jr., Bert Noll, Ben D. Richardson, J. W. Zenn, J. Mack Gamble and Robert Thomas. Picture made in the Campus Martius Museum office by Ralph Ernst.

Big Job Was Getting Guests Out



On March 12 the Ohio and Muskingum rivers crested at 45 feet at Marietta, invading the Motor Hotel Lafayette for the 25th time since the Hoag family assumed management more than 46 years ago. The accompanying photograph, taken by S. Durward Hoag, shows the crest lapping within 1/2" of the main lobby floor.

Steve Hoag, somewhat inured to the periodic "sinkings" of his famed hostelry, said this:

"It is important, when we are about to be flooded, that we vacate the hotel of guests. This, surprisingly, is a tough job, as they want to stay and think we are kidding them. While we are moving equipment to the upper floors, guests and outsiders are distracting. Also, we must have unrestricted use of the elevators. At 42 feet we remove the gas burners from our furnaces, cutting off heat and hot water. We lock the outside doors to discourage "water tourists" from visiting. Our one concern is getting our furnishings and equipment to the upper floors. There is no insurance coverage.

"This time we moved out of the basement about midnight on Monday, March 9th. The next morning, Tuesday, we started to vacate our guests. Diningroom and bar shut down at 2 p.m. that day, and from then on until Monday, March 16, we were out of business."

Biggest flood ever to hit Marietta came on March 29, 1913, with river water completely filling the hotel lobby floor and lapping to the floors of the first room-floor above. The Hoags were not running the hotel at the time--it was then known as the Bellevue. Recorded stage that day: 58.7 feet.

In Marietta the flood stage is considered to be 36 feet. Stages over 50 feet are mercifully rare, but have happened in 1884, 1907, 1913 and 1937. All major floods have happened between December and April save for two June floods (1881 and 1941) and the notorious "Pumpkin Flood" of 1810, which came in November.

The River Museum is fortunate in procuring, on long-term loan, a number of excellent models built by the late Van W. Bennett who lived at Elizabeth, Pa.

One case displays Billy Bryant's showboat towed by the VALLEY BELLE and another is that of the towboat CLAIRTON. The modern diesel towboat CAP'N HOWDER with her sweeping cabin design is neatly built, as is the racer ROB'T. E. LEE.

A rather large case contains models of various pleasure boats Mr. Bennett owned and operated on the Monongahela River, including a fine johnboat provided with a paddlewheel at the stern, manually operated.

These models are displayed by courtesy of Mr. Bennett's son James Bennett, of Sewickley, Pa.

Be sure to mark on your datebook the week-end of September 19, Saturday. S&D convenes for its silver anniversary meeting at Marietta at that time. The featured speaker will be Capt. Donald T. Wright, the native of Oil City, Pa. who has long published The Waterways Journal.

Sirs: Interesting....especially the history of S&D. I was really surprised to find that it first met at Gallipolis.

Bob Erwin,
Crown City, Ohio

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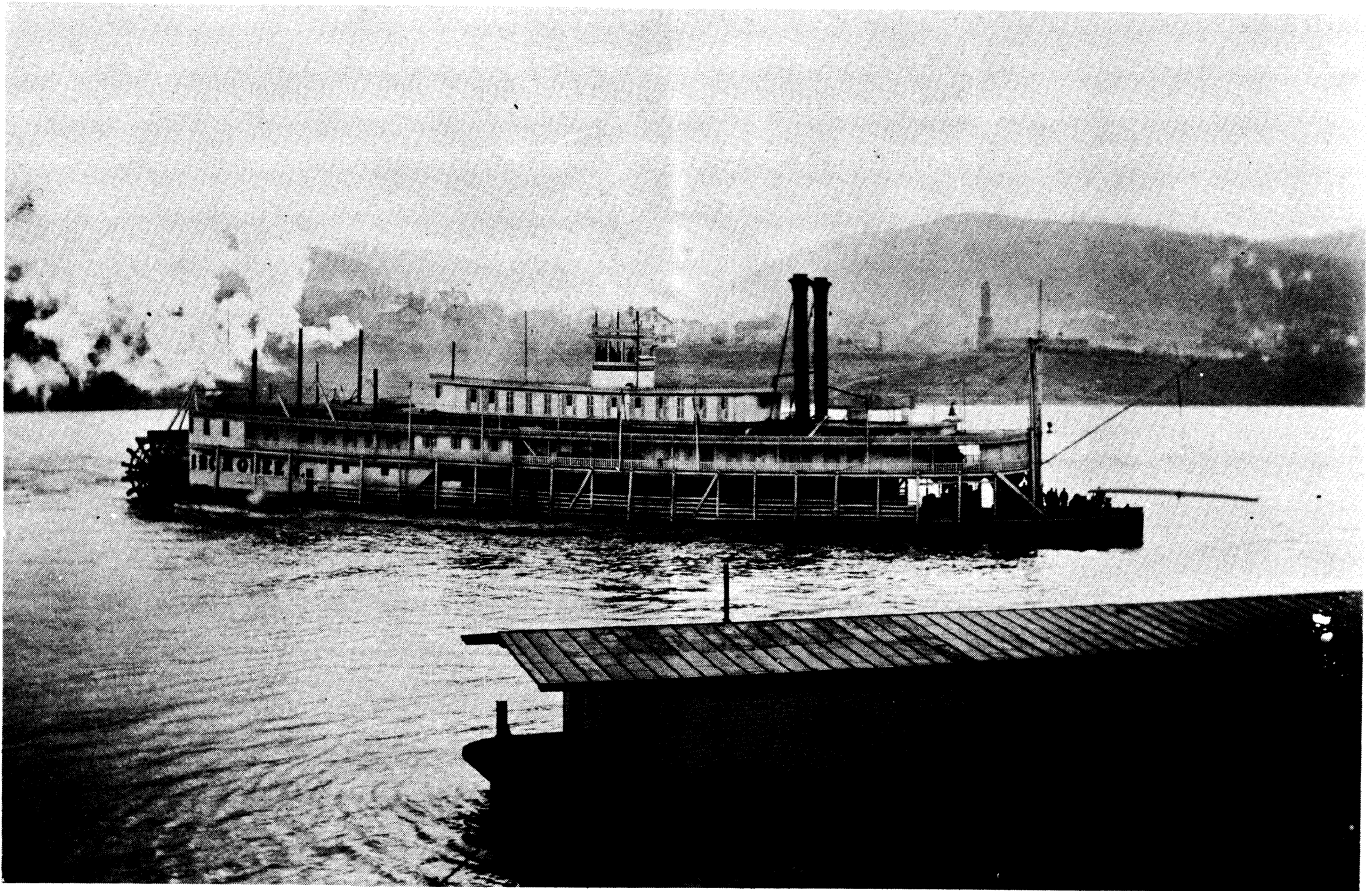
"Bert Banks, of Racine, Donald Corke of Charleston, W. Va., Mr. and Mrs. James M. Chamberlain of Brentwood, Pa., O. A. Tisher of Hannibal, Mrs. Jessie Ollom Bee and Mrs. Edgar Brookhart of Rockland, Mr. and Mrs. Hayward Hughes of Lowell, Mrs. R. C. Rardin of Parkersburg, W. Va., Mr. and Mrs. George Harvey, Mark Brown and L. S. Hanshuma-maker of Matamoras, Mr. and Mrs. Frank Coulson of Malta, Mr. and Mrs. John Sherman of McConnellsville, J. E. W. Greene and William Greenwood of Newport, J. R. Chamberlain of Warner, Mrs. Dora O'Neal of Belpre, Mr. and Mrs. Bert Noll of Sistersville, W. Va."

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, Ohio

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THE IRON QUEEN'S STORY

The original of the photograph shown here hangs in the home of J. Wells Kinkaid, Jr. at Sistersville, W. Va. It is the best likeness known of the IRON QUEEN. She is killing out headway, headed downstream, preparing to round out and land at the Proctorville, O. wharfboat in the foreground.

The IRON QUEEN operated three years, 1892-1895, owned by the Pittsburgh & Cincinnati Packet Line. She was the first "luxury" packet in the trade with some \$2,000 splurged on such pomp and circumstance as a plate-glass observation circle, electrically lighted cabin, Lincrusta Walton panelled main salon (white background with gold-leafed floral garlands, in relief), plus an Italian string band. Mr. and Mrs. H. J. Heinz and daughter, the Pittsburgh pickle potentate, made reservations for the initial cruise. Ohio governor Pattison telegraphed felicitations.

For three seasons, as water permitted, the IRON QUEEN catered to the Upper Crust and was the Ohio River's status symbol. In 1893 P&C sold through tickets via river-rail to the Columbian Exposition in Chicago. Tourists were enticed by a light pink folder describing the "commodious and airy cabins and staterooms, elegantly furnished." The boat's officers "are experienced,

capable and obliging, and no effort is spared to make their guests comfortable and happy."

Capt. John M. Phillips, resplendent in gold buttons and uniform cap, was IRON QUEEN's master for the most of this. Phillips was warm and cordial, a glad-hander par excellent, and when he shook a hand it stayed shook. Moreover Phillips was one of the family. His wife was the former Miss Hattie Johnston, sister of P&C Line's president James A. Henderson's wife. The Phillips' farm was on Neville Island (about where Dravo's marine ways today is located) where succulent asparagus was raised for the Pittsburgh markets. The Phillips forebears came from Ireland, County Antrim.

In addition to his blarney, Phillips was ambitious. He resigned from the IRON QUEEN, sold out his holdings in P&C, and became U. S. Inspector of Hulls at Pittsburgh, taking the place vacated by Capt. John R. Neeld who had so served 23 years. This took place in March, 1895. In so doing, Phillips escaped being in command of the IRON QUEEN's conflagration by an eyelash, postponing his terrible hour until April of 1902 when his spectacular side-wheeler CITY OF PITTSBURGH went up in flames with a life loss of 60.

In charge of IRON QUEEN in April, 1895, was Capt. Thomas S. Calhoon, of Georgetown, Pa., a tall, silent type who stood aloof from the crew and who ran a tight ship. He was always glad

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LETTER FROM JESSE P. HUGHES

=Copies of S&D REFLECTOR are airmailed to Capt. Jesse P. Hughes in Wiesbaden, Germany. The latest dividend is the following letter for his friends, our readers. -Editor.

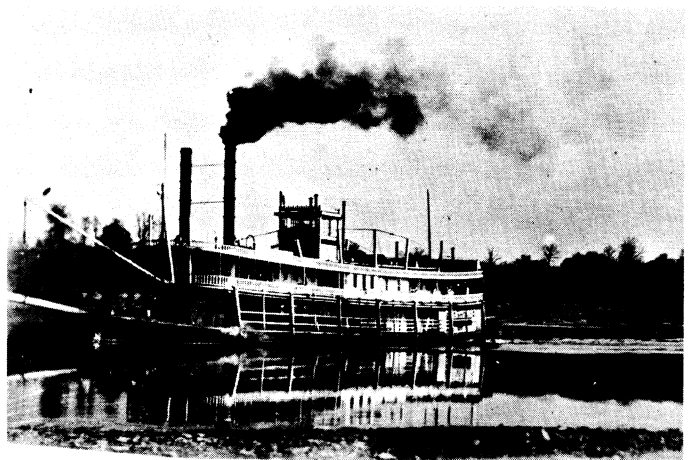
"The mention of the AMAZON, built in 1839 at Murraysville (June '64 issue, page 4) gave me a thrill. My grandfather Louderback owned a principal share. I know very little of his career and knew not, until now, when or where the boat was built. Grandfather Louderback endorsed a note for the clerk of that AMAZON, whose name was James Maxwell. As it turned out, my grandfather paid. In doing so he went in debt and soon lost his steamboat to creditors. The last time my grandfather visited with us, in 1884 while we lived at Wheeling, he gazed out our front window and suddenly developed a tantrum of rage and despair, shocking to witness. What he had seen was the painted sign on a commission house across the street, spelling out MAXWELL & ISHAM. Whether this was the same man Maxwell or not I do not remember.

"Anyhow, after losing the AMAZON he was unable to make another financial start, and afterwards served as pilot on other people's steamers. He lived many years at 2215 Chapline Street, in Wheeling, while piloting, and later on bought a farm from a man named Crane, abreast the head of Grape Island, along the Ohio shore. He removed there in 1862. In a list of the original government lights placed along the Ohio River, there is the description of one placed at 'the lower end of the Louderback orchard.' In 1879 my father helped build the home which still stands and is occupied on that farm.

"As to what boats Grandfather Louderback was pilot on, I know not, other than the ARROWLINE seems to have been one of them--although I do not know when or how long it existed. (Note: ARROWLINE was built 1847, 90 tons, sternwheel, and ran Wheeling-Marietta-Parkersburg 1849 until snagged fatally at Paden's Island, Sept. 8, 1852, com-

manded first by Capt. J. H. Reed, later by Capt. N. Harris. The owners had the U. S. Mail contract for the entire route. -Ed.)

"Captain List mentioned in the Murraysville boat record was my mother's cousin. My grandmother's name was Helen White and her sister was Captain List's mother. These White sisters had



The GREYHOUND, pictured by photographer Thornton Barrette, was built on the wharf at Ironton, Ohio, on a wood hull originally the lighter-barge shoved by the KANAWHA, as shown in REFLECTOR's June issue. GREYHOUND and the URANIA, both Bay Line packets, were the only small class steamboats which dared race with P&C Line's invincible QUEEN CITY.

an older brother, George White, who in early times was quite a boat builder at Wheeling and helped with the building of Henry M. Shreve's WASHINGTON, built on the shore of Wheeling Creek in 1816.

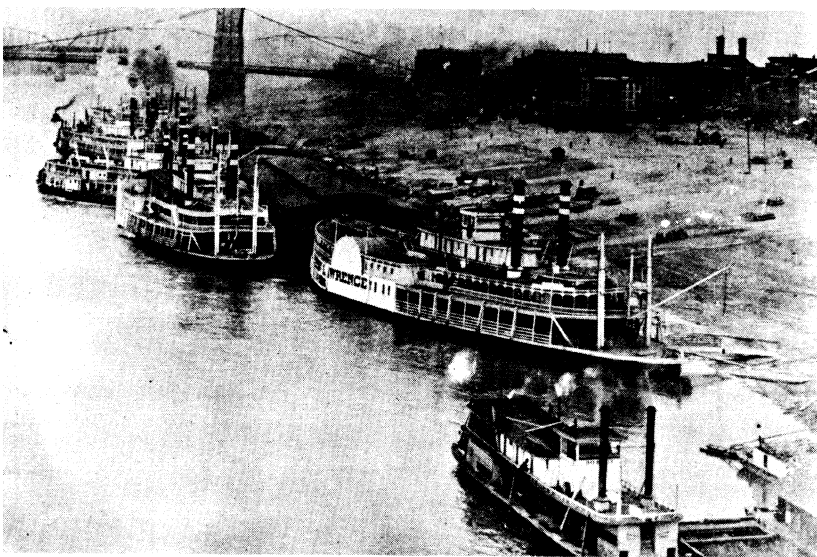
"There were two brothers List, Captain Charles and Captain William. They operated the 1875 steamer HUDSON, the ST. LAWRENCE and SIDNEY in the Wheeling-Cincinnati trade. They sold out in 1889 and started up the Commercial Savings Bank at 1303 Main Street, Wheeling, and prospered. Capt. Charlie List, about five feet tall, slender and fine featured, smooth faced, was the bank's cashier. The Lists lived on North Main Street, above the suspension bridge, in an elegant home.

"Your list of boats built at Murraysville stops at 1880. If memory serves me right the last boat built there was the packet HENRY M. STANLEY, this in 1890, and seems to me the Wheeling wharfboat, long operated by Crockard & Booth, was built there just after that, perhaps 1891.*

"That little barge the KANAWHA is shoving in the picture on the front page (June) was built at Ironton, O. at the same time the KANAWHA was constructed there, and out of the same lumber. When the Bays sold the KANAWHA to Capt. William E. Roe on November 10, 1899, they kept that little barge and a couple of years later let it catch out during high water on the grade at Ironton. They went to work on it---cut off the ends---built a model bow on one end and a stern rake on the

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*Capt. Jesse P. Hughes goes head of the class. The list given in our June, 1964 issue stops too abruptly. Boats built there after 1880 include these: ANNIE L., towboat, 1881; S. R. VANMETRE, packet, 1888; LUELLA BROWN, packet, 1890; HENRY M. STANLEY, packet, 1890; BOB BALLARD, towboat, 1890. The list failed to include a ferry named TRANSIT, built in 1878, the small towboat HARRY built in 1879. The boat listed as N. J. ROBERTS should have been given as J. N. ROBERTS. -Ed

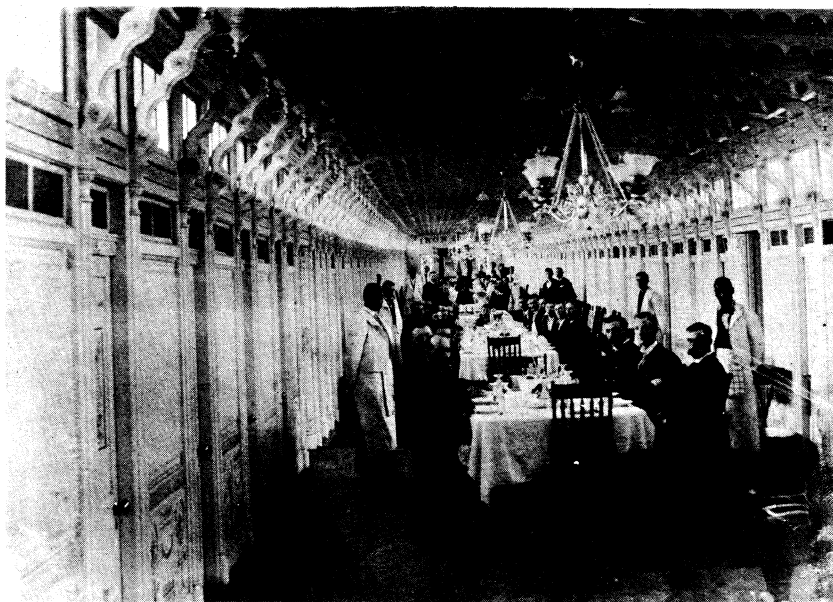


The Cincinnati waterfront viewed from Central bridge about 1896. The ST. LAWRENCE, head nosed into the wharf, was the last side-wheeler built at the Murraysville, W. Va. boat yard, and the last of the packets operated by Capts. William and Charles List of Wheeling. The "Big Sandy wharfboat," also Murraysville-built, shows just behind. The small towboat in right foreground, ROB ROY, was built 1878 at La Fayette, Ind., 311.7 miles up Wabash River.

Concluded From Page 1

when low water laid up the boat so's he could get back to his farm safely away "from answering the hundred and one fool questions passengers are forever asking." Measured by standards of capability, pure skill as a captain, he probably had no peer above Cincinnati in his day.

Pilot E. Dayton Randolph, of Reedsville, O., was on watch in the IRON QUEEN's pilothouse when she caught fire and burned on her third birthday. The boat was upbound. She had left Pomeroy near five a.m., then landed at Racine, O. to take on a consignment of shavings and excelsior bound in unwrapped bales. These were stowed aft of the boilers along the guard.



Cabin interior of the IRON QUEEN at mealtime. Pilot E. Dayton Randolph, who was on watch in the pilothouse at time the boat burned is seated at right foreground sporting a luxurious mustache. Seated next to him is striker pilot Ed McLaughlin. Others are not identified. Overhead chandeliers hold both oil lamps and electric lights. The ornate Lincrusta Walton stateroom panels show at left and also brass doorknobs. Glass bells suspended on wire above the oil lamps keep soot off the ceiling.

Passengers and crew were eating breakfast when a landing was made at Antiquity, O. to load a shipment of hoop poles. Daylight having come the electric light plant (20 hp. B.W. Payne & Son steam engine operating by belt a Thompson-Houston DC dynamo) was shut down.

These hoop poles, slender saplings split lengthwise, tied in bundles, were in lively demand at the East Liverpool potteries for hooping barrels, tierces and casks of earthenware. The boat's watchman set a lighted lantern on a barrel near the Racine excelsior to help illuminate the stowage of these hoop poles in the deckroom. A roustabout, a couple of bundles on his shoulderbone, swung his load, and, of course.....

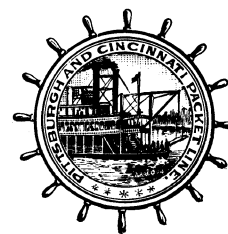
Meanwhile, Dayton Randolph was seated in the pilothouse talking with Henry Travis, a passenger bound for Marietta and also a Muskingum boatman. Smoke rose up along both sides of the boat. The conversation, which had to do with a smallpox scare which had happened as the boat was leaving Cincinnati that trip, was broken off. "It's that damned excelsior!" exclaimed pilot Randolph.

These two hurried down the pilothouse steps, Dayton to the texas to gather his satchel and belongings. Travis continued to the cabin, finding it vacated and dense with acrid smoke. He groped along the array of tables loaded with abandoned coffee cups, eggs, bacon, knives and such. He en-

tered his stateroom (#12) but did not tarry, snatching his grip. He made his exit down the front steps and so to shore.

Crossing the stageplank Travis heard screams from the womenfolk congregated at the Antiquity landing. He glanced to see somebody jump overboard from the cabin deck railing amid the smoke and flames.

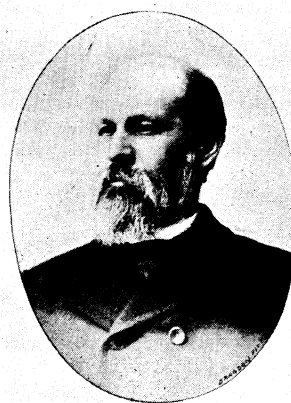
Mattie Mosby, colored chambermaid on the KATIE STOCKDALE and boats before that, honored by all who knew her, had safely come ashore at the first alarm. As she stood watching the blaze, a passenger passed the remark that the upriver trip "would have to be on the B. & O. Railroad."



Mattie thereupon panicked. She clutched at her hair. "Me with no hat on!" she exclaimed. She ran back aboard the burning boat yelling, "My hat, dear Jesus, my hat!" The respected chambermaid of the quality packet IRON QUEEN wasn't fixing to go aboard the cars without the dignity of a hat. When she jumped, cut off by flames, there was a splash and she was gone. Excited bubbles cried mute appeal in the glare of the bonfire.

The texas and the pilothouse fell through the cabin even as the smokestacks toppled back. This combined crash sent sparks and flame high in the air.

Presently the little daylight packet HATTIE BROWN stopped in. Henry Travis, on impulse, got aboard to go to Ravenswood. The other passengers, true to Mattie's worst fears, were sent on the B. & O. Travis's disappearance aboard the HATTIE BROWN had been overlooked, and first reports were that two lives were lost, Mattie and Travis. But when the train got to Ravenswood a cheer went up in the coaches as Travis stepped aboard.

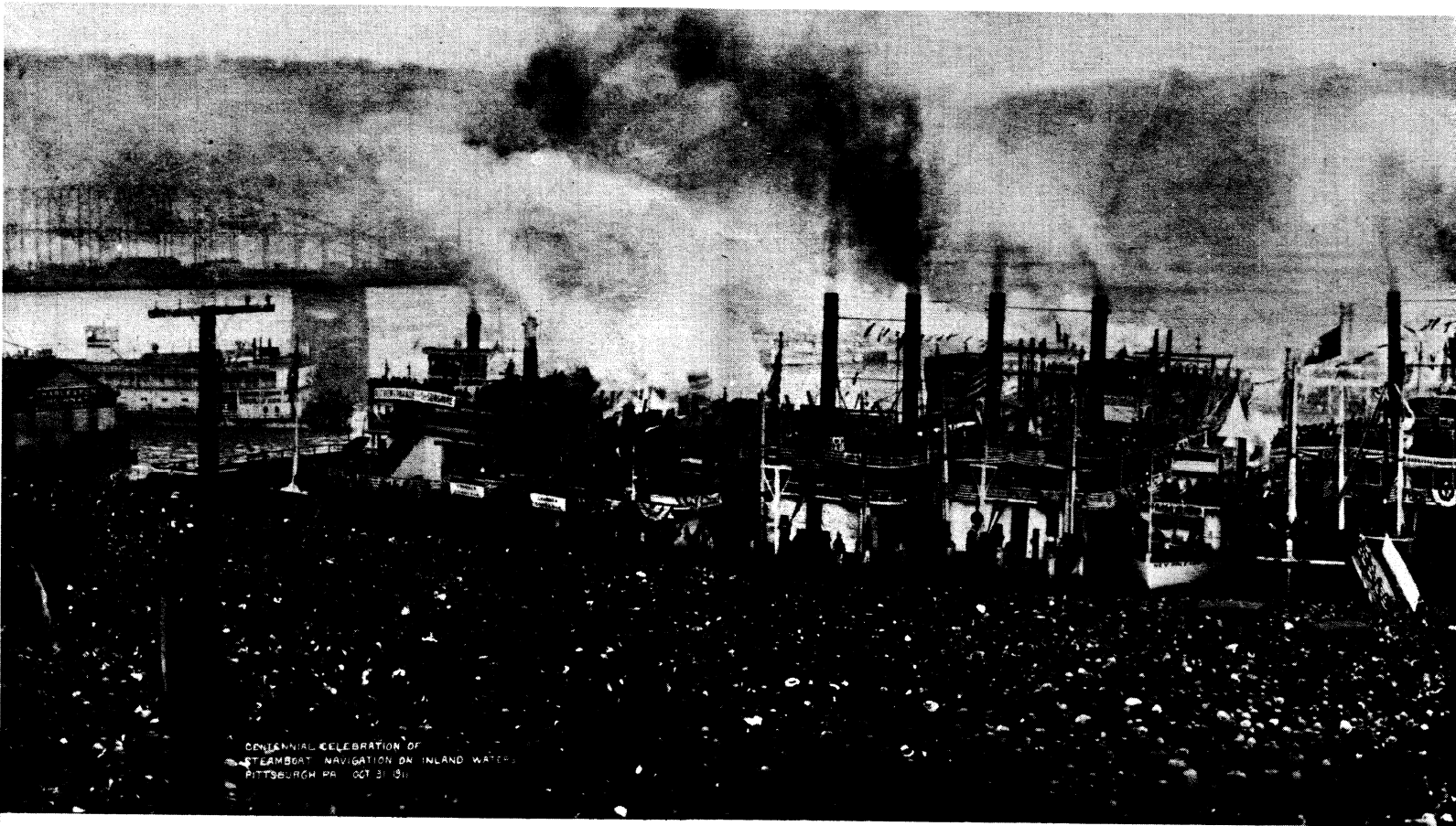


Capt. Thos. S. Calhoon, commanded the steamer IRON QUEEN at time of the fatal fire.

The IRON QUEEN was a complete loss, and during extreme low water for many years afterward her wreck showed at the Antiquity landing. A note in Captain Fred G. Dippold's diary of 1909 records that the upper end of the hull was showing on Dec. 5 with 1'7" on the marks at "the lower Antiquity rocks" and 7" below zero "on the upper rocks."

So ended the brief career of the IRON QUEEN, first of the upper Ohio luxury steamboats. Capt. Thomas S. Calhoon wired Capt. James A. Henderson the news of the calamity. Within 18 hours Captain Henderson instructed Capt. J. Frank Ellison, company superintendent at Cincinnati, to draw plans at once for "a bigger and better" replacement. Later in 1895 the phoenix which arose from the IRON QUEEN ashes at a Cincinnati shipyard was christened VIRGINIA.





CENTENNIAL CELEBRATION OF
STEAMBOAT NAVIGATION ON INLAND WATERS
PITTSBURGH PA. OCT. 31 1911

Centennial of Steamboating in 1911

Pittsburgh's river parade of Oct. 31, 1911, was staged to celebrate the centennial of the Western steamboat. A replica of the original NEW ORLEANS was built at Elizabeth, Pa. and sent on a commemorative voyage to New Orleans. In the panorama view she is nosed in, a little to the left of center, wedged between the towboat EXPORTER (left) and the cornfield-famed packet VIRGINIA (the only boat with a swinging stageplank lowered to the wharf).

The VIRGINIA was the flagship of the day, carrying the "Fleet Admiral," Capt. James A. Henderson, past-president of the Pittsburgh & Cincinnati Packet Line. His honored guests, received by Mrs. Henderson, included U. S. president William Howard Taft, Mrs. Nicholas Roosevelt (daughter of ex-U. S. president Theodore Roosevelt and descendant of Nicholas Roosevelt---builder of the original NEW ORLEANS); Mrs. Alice Gray Sutcliffe, descendant of Robert Fulton; Rev. C. S. Bullock, relative of Robert R. Livingston, Fulton's financial mentor; Pennsylvania governor John K. Tener; Pittsburgh mayor William A. Magee; the commissioners of Allegheny County, and a brilliant array of Pittsburgh's first families. Special invitations included Capt. J. M. Vandergrift, 89, son of Capt. John Vandergrift; also Capt. George H. Ghriest, 77, old-time Pittsburgh steamboat agent.

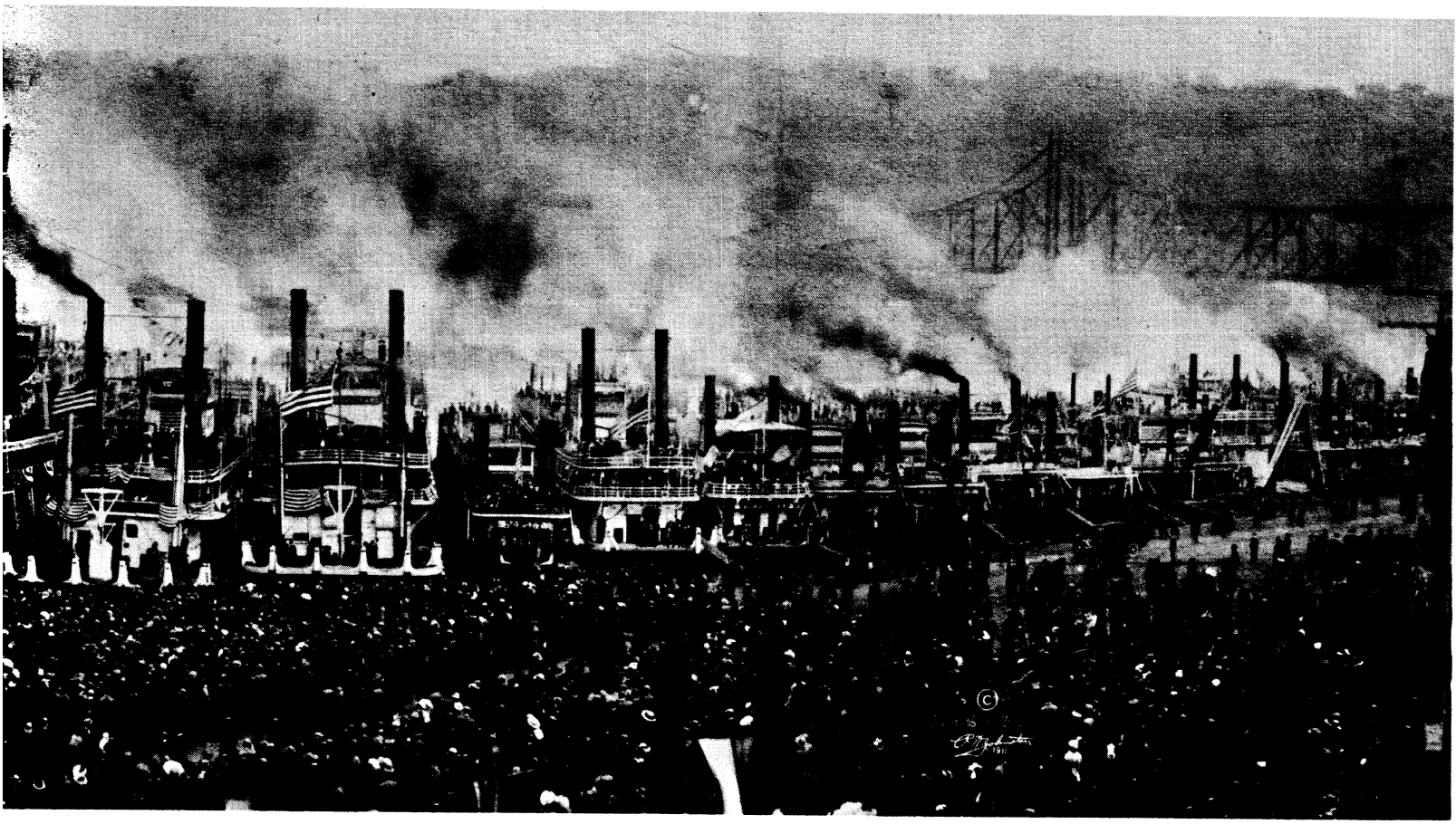
Mrs. Nicholas Roosevelt christened the replica NEW ORLEANS by whacking champagne on the capstan-head, drenching the good lady's beautiful coat and furs in fizz. President Taft spoke from the forecandle, saying that slackwater from Pittsburgh to Cairo would be an accomplished fact within five years (!). The crew of the replica NEW

This celebrated steamboat picture was taken at the Monongahela River wharf, Pittsburgh, Pa., on the afternoon of October 31, 1911. Photographer R. W. Johnston hoisted his circuit view camera aloft to a platform built on a utility pole. The lens-sweep caught 25 steamers, some 14,000 spectators, and the centennial of Western steam navigation. In recalling the event fifty years later Mr. Johnston judged: "The most exciting picture I ever took."

The original negative of this panorama was lost in the 1936 flood at Pittsburgh. Mr. Johnston died one year ago. Fortunately for S&D, an original "blow up" enlargement, made by Trinity Court Studio, tastefully framed, was presented and now is on display in the River Museum. Our picture came to us by kindness of J. H. ("Jack") Reed, Elizabeth, Pa., long-time lockmaster at Lock No. 3, Monongahela River, now retired. Steve Hoag rephotographed the view, no mean accomplishment, and spread over these two pages is the net result. Recently a photo scout for the NATIONAL GEOGRAPHIC MAGAZINE visited the River Museum, saw the celebrated picture, and reproduced it in a new Society book, "Men, Ships and the Sea." With pardonable pride may we point out that this copy from Steve Hoag's sharp-eyed camera is the better of the two. --Editor.

ORLEANS included Capt. Melville O. Erwin, master; Thomas Walker, chief engineer; Robert Kimble, clerk, and J. Orville Noll, steward.

This pageant was rather ironical. Staged to celebrate the centennial of Western steamboating, it fell at a time when river commerce was dwindling, stumbling, vanishing. The Pittsburgh--owned "Combine," owner of all of the larger-class towboats in the parade, was on the verge of discon-



tinuing coal shipments to the South. The withdrawal of this tremendous tonnage, foremost in Ohio River figures, was to practically obsolete the economic justification for locks and dams. Capt. J. Frank Ellison, long-time secretary of the National Rivers and Harbors Congress, had just resigned, disappointed and frustrated by congressional apathy; on this day of the Pittsburgh boat parade he lay dangerously ill of pneumonia in the Willard Hotel, Washington, D. C.

The flagship VIRGINIA in this parade had been sold at forced sale, November 16, 1910, along with all property of the Pittsburgh & Cincinnati Packet Line. On a high bid of \$22,200, the QUEEN CITY, VIRGINIA, the Pittsburgh wharfboat and a one-half interest in the Coney Island Co. wharfboat at Cincinnati had been knocked down to George W. C. Johnston, brother-in-law of Captain Henderson.

Despite such set-backs Capt. James A. Henderson was a confirmed optimist. The replica NEW ORLEANS was built under his supervision. His enthusiasm spilled over into Pittsburgh's Duquesne Club, no mean accomplishment, and amid 50¢ cigar smoke the mammoth marine demonstration pictured here was talked up. First slated to be held on the exact date of the original steamboat's departure, October 20, a postponement was made to accommodate President Taft. The owners of 33 steamboats readied for the big parade and scrubbed up for the operation.

Now a closer look at the panorama above: The packet LUCILLE NOWLAND partly shows at the extreme left. Capt. William McNally's excursion steamer SUNSHINE, a side-wheeler, is the first on the left nosed head-in at the wharf. Then come three poolboats, two carrying banners marked "Chamber of Commerce," and not identified. Progressing to the right are the towboats CHARLES BROWN and EXPORTER. Then the replica NEW ORLEANS, the VIRGINIA, then

the big towboats COAL CITY and SAMUEL CLARKE. The poolboat ROBERT JENKINS next; then the CRESCENT (high stacks), G. W. THOMAS, BRADDOCK, JUNIATA and VULCAN. The U. S. Engineer steamers SLACKWATER, T. P. ROBERTS and SWAN (with A-frame snag puller) are recognizable. The Smithfield Street bridge is at the left; the Wabash Railroad bridge at the right.

President Taft and Captain Henderson climbed aloft to the texas roof aft of the pilothouse on the VIRGINIA and reviewed the parade. Various U. S. presidents while in office had taken river steamboat rides (Andrew Johnson, U. S. Grant, Grover Cleveland, William McKinley, Theodore Roosevelt) and since 1911, Warren G. Harding and Herbert Hoover. These events were staged at places between Cincinnati, St. Louis and New Orleans, underscoring October 31, 1911 as a red-letter date in Pittsburgh's marine history.

The project of building the replica NEW ORLEANS was sponsored by the Historical Society of Western Pennsylvania, of which organization Captain Henderson was an active member. Carried out with competence and imagination, financed solely by private donations, the program was unusual in its impact. Funds were obtained from a few unlikely sources (Pennsylvania Railroad, Pittsburgh Railways Co. and Carnegie Steel Co.) and the boat was outfitted through donations of materials and supplies from Pittsburgh firms. Her fire shovels came from Hubbard & Co. As a courtesy, key officials of such firms were invited to ride the VIRGINIA that day of the parade. Among them was John W. Hubbard, a millionaire "playboy" with no fixed ideas of his destiny. Jack Hubbard gazed upward; he saw Captain Henderson in admiral garb hobnobbing with President Taft. This incident, trivial enough, plunged Mr. Hubbard one year later into the river business--a thunderclap still rumbling over a half-century later.

STEAMBOAT WHISTLE WILL BLOW

The Union Carbide Chemicals Co. plant at Long Reach, W. Va. has secured a steam whistle from S&D and is about to blow it. The application was made to Walter W. McCoy, Sistersville, by the chief engineer of the plant.

In our whistle collection, luckily, S&D had two quite alike. Some years ago Luther Chapman, railroad engineer for the Norfolk & Western, made these two whistles on the pattern of the famed so-called ST. LAWRENCE whistle (it seems to date even earlier than that) from measurements taken from the original one.

Acting on Union Carbide's request, S&D contacted river engineer Ray Gill, who had brought to the Museum one of these Chapman duplicates. Ray's response is interesting:

"Was glad to hear that Union Carbide is anxious to get the whistle. Here is the dope on how we came to have it on the towboat GEORGE M. VERITY and how I got possession of it. Luther Chapman, who lives at Portsmouth, made that whistle and he put it on his N&W locomotive. They made him take it off. Then Luther loaned it to Capt. Charles F. Stalder for the ferryboat LAURANCE at Maysville, Ky. where it remained until the bridge was built and ferry discontinued. Capt. Chick Lucas always admired the tones of the whistle and offered Luther a good price for it, wanting to put it on the E. D. KENNA. Seems the KENNA was not passing Portsmouth at the time, and Luther wanted most of all to have it on a boat going by so's he could hear it blow.

"So Luther wrote me, knowing I was on the GEORGE M. VERITY, and suggested a deal. I showed the letter to Capt. Phil C. Elsey, who was the river transportation manager for Armco. Phil told me if I wanted the whistle he would make the arrangements and he did just that. Luther came to Huntington with the whistle; we put it on; he tuned it. Capt. Elsey said to me, "Now then, Ray, you've got yourself a whistle."

"When Armco quit the river business I went to Vernon Clifton who had replaced Cap. Elsey, and told him this story. He told me to take it off after the last trip and take it home. So this is the story of the whistle. I brought it to the Marietta River Museum, and will sure be glad to hear it blow again on the Union Carbide plant."

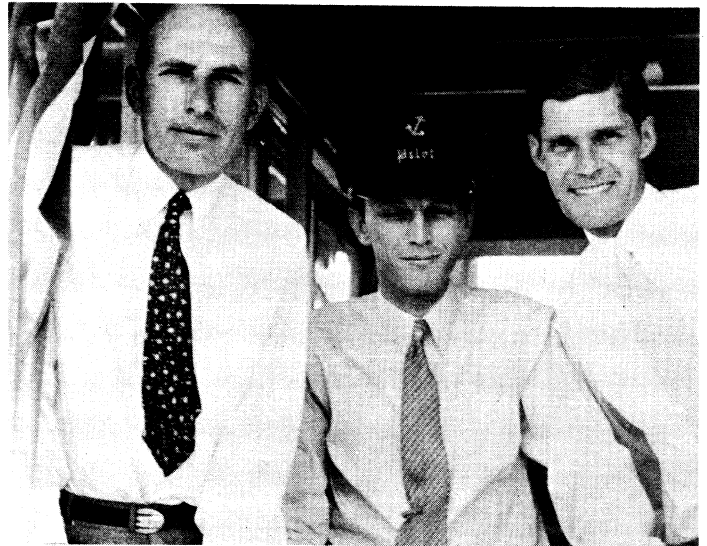
LOOK WHO'S HEARD FROM!

Sirs: My recollection is that the first purser on the KANAWHA was Ralph Emerson Gaches. Seems to me William D. Kimble was on the lower river at the time, although he soon came to the boat's office. My Dad and Billy Kimble were mighty good friends. I remember Capt. Kimble as a man who slept with his eyes open and dry-smoked his cigars.

The fanciful cabin nameboard from the steamer W. N. CHANCELLOR now displayed in the River Museum was in the attic of our old home at Gallipolis and I sent it, along with some other material, to Marietta after mother left us.

Stanley B. Huntington,
354 Third Ave.,
Gallipolis, Ohio.

=Stanley B. Huntington was on board the KANAWHA for the first trip along with the entire Huntington family. He easily may be the sole survivor of that steamboat ride of 1896. He has "put off" joining S&D for 25 years; now has decided to become a member. We are glad to answer his hail.



These three musketeers have special significance on the eve of S&D's celebration of its Silver Anniversary. Capt. Donald T. Wright (left) is slated as the featured speaker at Marietta on September 19. Capt. Phil C. Elsey (right) was host at the first organization meeting, June 3, 1939. Capt. William S. Pollock (center) has survived twenty-five years with his eyes closed to S&D meetings, never having attended one. This picture was snapped on board the excursion steamer WASHINGTON, about 1934. William E. Reed, who supplied it, believes it was taken by Russell M. Lintner, Bellevue, Pa.

LETTER FROM GREAT-GRANDDAUGHTER OF ROB'T. E. LEE PILOT

Sirs: Recently I visited the Inland Rivers Section of the Cincinnati Public Library, whereupon I made the acquaintance of Mrs. Dorothy Powers, and had an interesting and profitable session.

It wasn't that I had not known that my great-grandfather was pilot on the ROB'T. E. LEE during the race with the NATCHEZ, but I simply wanted to see it in print. Many of our family records have vanished.

Also I learned that my great-grandfather, Capt. Wes Conner, had been pilot in the original crew of the packet WILL KYLE.

My grandfather, Capt. Stewart Conner, often piloted steamboats to the Mardi Gras, and it was during one of these trips he met my grandmother. I also found my uncle, Walter Conner, listed in the book, "Who's Who On The Ohio River."

Lately my husband and I visited the River Museum at Marietta. We were told that Mr. Reed, who has done so many of the wonderful paintings displayed, comes to the meetings in September. My husband and I will not rest until we have one of those lovely, detailed oils.

Sarah R. (Mrs. Edmund C.) McFaul,
4850 Marieview Court,
Cincinnati, Ohio 45236.

=Capt. Stewart Conner and brother Capt. Walter Conner (10 years older) were "ace" pilots in the Cincinnati-New Orleans trade. They usually engaged as a "team" to pilot the QUEEN CITY to New Orleans on Mardi Gras trips. Stewart was on watch at Louisville at 1:30 a.m., Feb. 17, 1914, when the Q.C. struck rocks above the head of the Canal and settled. She was Mardi Gras bound, and the accident was front-paged in headlines from Pittsburgh to the Gulf. In an investigation which followed Capt. Conner was held blameless.



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Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

EDITOR'S NOTEBOOK . . .

Sometimes the friends we best know we know least about. Fifty years ago this past June at St. Paul, Minn., in the forward cabin of the packet JOE FOWLER, a youth of 20 shook hands with a lad of 13. These two, this half-century later, turn out to be the long-time editor-owner of The Waterways Journal and not quite so long-time editor of S&D REFLECTOR.

Donald T. Wright arrived on the North American continent by mistake, you might say, if the Wright family tradition is trustworthy. John Wright, wife, and at least one son William, embarked on a sailing ship in Ireland, planning to settle in Australia. Wrong boat. They landed in some bewilderment, one may suspect, in Canada.

So Donald's grandpa John Wright and family set up homekeeping near Hamilton, Ontario. John took contracts for grading railroad rights-of-way, stumbled into financial misadventures, and did what most people those days did---moved somewhere else. This time he located near Lockport, N. Y. Times were bad and the family increasing. Another son, Joe, had arrived in Ontario. Now a third son, Thomas J., came at Lockport. The date was 1859. The big news that year was that Col. Edward L. Drake had hit oil near Titusville, Pa. and the Allegheny valley promised to equal if not surpass the '49er Gold Rush. John Wright and his flock speedily came to Oil City, Pa., the "Hub of Greasedom." So had everybody else come. Homes were not to be had. The Wrights bought a floating houseboat, moored it below town (about opposite present-day Oil City Sand & Gravel Co.) and sparred out as the river fell, or pulled in as it rose.

Did you know these things, dear reader? In fifty years rubbing elbows with Donald T. Wright neither did I. Until he got to reminiscing three weeks ago. Donald's father, who was the Thomas J. born at Lockport, N.Y. learned to spell and do sums (three years of formal schooling) then became a sign painter. Aged 16 he was in business at Knox, Pa., 12 hill-&-dale miles east of Emlenton. Later on he wooed and won the hand of May Williams, originally of Rynd Farm, Pa. and High School classmate with writer Ida Tarbell at Titusville.

Donald's papa and mama set up housekeeping at Oil City on the second floor of a leased shop at 3 Seneca Street. Papa Thomas J. ran a paint and wallpaper store on the first floor. It was here that a son was born, and they named him Donald Thomas Wright. The date was January 6, 1894.

Eventually some of the oil wealth clung to Thomas J.'s wallet and when the P.R.R., owner of

the 3 Seneca Street property, gave orders to vacate, Donald's papa crossed the bridge (literally) and bought a fairly fancy frame home at 810 West First Street in the social zone. May Wright was "thrilled to pieces," to quote Donald, and moving day was in April, 1903.

How come Donald got interested in the river? Several influences were at work. A sternwheel steamboat explored up the Allegheny River to Oil City from Pittsburgh in mid-May, 1897. Her name was the FLORENCE BELLE (see ad in June issue, on page 8). She put down her stageplank and loaded aboard excursionists for a ride downstream to Indian God Rock (a few miles below Franklin) and return. Donald Thomas, then three, saw the boat and remembered it.

Donald's mother always claimed that heredity on her side of the family bore influence. Her great grandfather had owned and operated a canal-boat on the Erie Canal. Her Williams family long had lived near Port Byron, N. Y.

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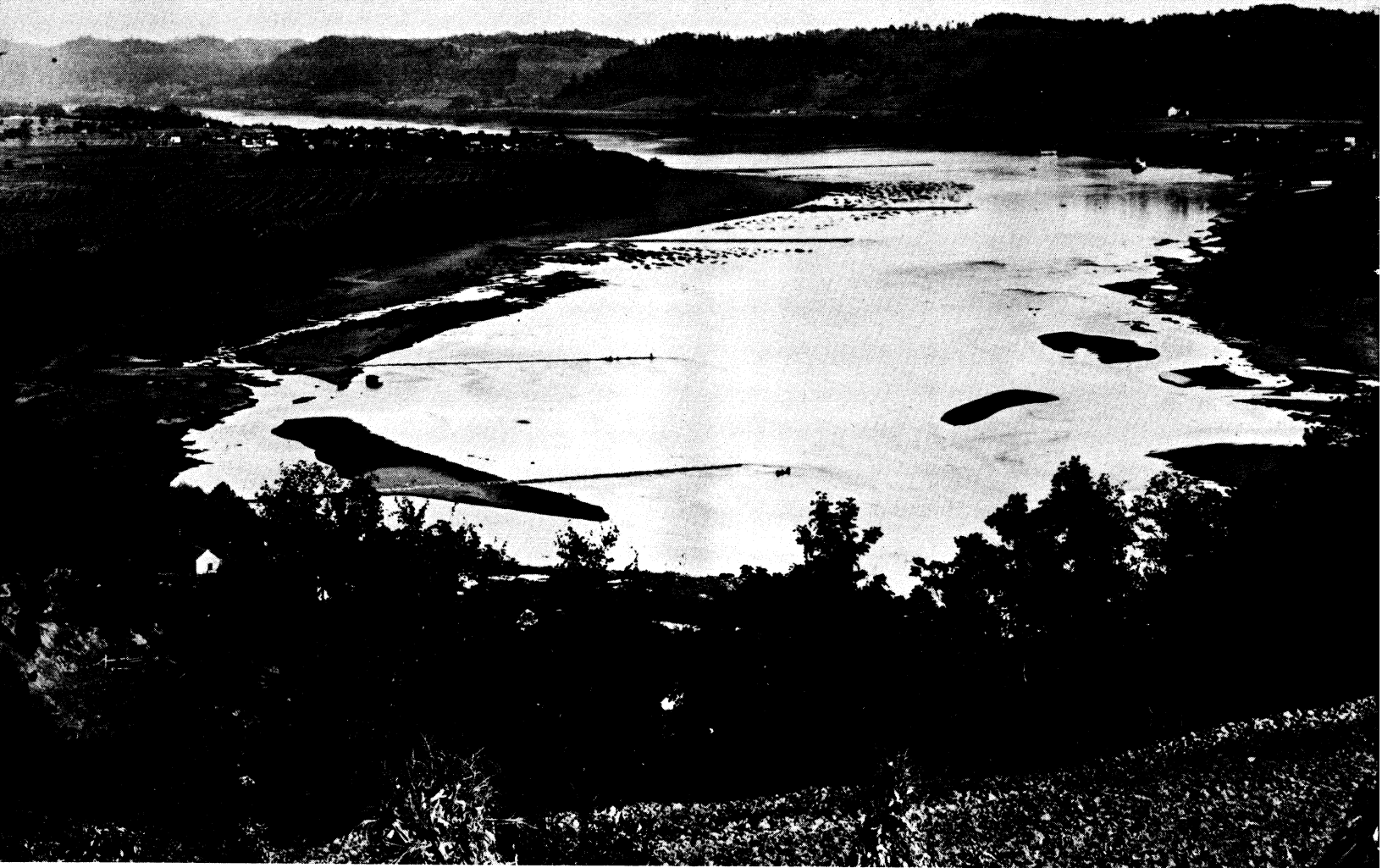
other, installed engines they had stored on the Ironton wharfboat, put a cabin on it, etc. and in this manner produced a very fast sternwheel steamboat which they named GREYHOUND. She was surely a stepper. Came out June 5, 1901, in the Proctorville-Portsmouth trade.

"Mention is made of the HIGHLAND MARY making but one trip to Pittsburgh (June '64, page 3) and this was in September, 1894. The river was very low and she dragged bottom all the way back from Pittsburgh to Marietta. I was pantryman on the COURIER then. We also were downbound, and got grounded on Cox's Rifle and laid there about two weeks before released. They sent me down by railroad to Wheeling, where I caught the R. E. PHILLIPS on home to New Matamoras, fare 25¢.

"My father then farmed on Grandview Island, lived there, and our family tended the government light. Even with water all around us there was none to drink. We rowed over to Matamoras and got our water from the well on Tom Campbell's place, at the lower end of town. I don't recollect meeting Mr. Campbell's son at that time, although he turned out to be an important and leading person in towboats and barge lines, Charles T. Campbell.

"My father raised nice big watermelons there at Grandview Island. When they ripened in August the boys from New Matamoras came down Sundays in skiffs and paid 25¢ each for the two-footers. I helped set out cabbage and sweet potatoes and the other vegetables if I happened to be home for low water. --And there was lots of low water. The CLARA CAVETT was stuck in Collins Riffle one summer and stayed a long time. We had two skiffs, one on each side of the island, and I rowed around and looked at the bottom a good bit. That summer of 1894, the IDA SMITH was running, with Mike Davis and Fred Hornbrook on her. I got to make a week on her, working in the kitchen, with my neck stuck out the window a lot. The little MATTIE K. from opposite New Martinsville always ran in low water, but in 1895 the shallows at Mill Creek, at the crossing above the government light, got grown up with long wavy grass and MATTIE K. couldn't shove through the shrubbery. She missed a trip.

"It is not likely that we will return to the U.S. before November. Presently our plans are to come by boat to New York, an event I look forward to. Were it not for my age I would be tempted to come alone in September, to attend the meeting at Marietta, and let the others follow. But I do not think it best. In looking over this letter I seem to have used up a great quantity of apple sauce, so will quietly bring things to a close."



HOW THE OHIO RIVER USED TO LOOK IN SUMMER

Most modern river pilots harbor a wish to see the Ohio River as it looked "rock bottom low" in the good old days. Modern dams have put an end to all that. Happily a few good photographs tell the story. This one was located a few weeks ago in the Ohio River Division Office of the U.S. Engineers. Dale K. Williams, Technical Liaison Officer in the Engineer office, Pittsburgh, sent us the print shown here.

The view was taken from the top of the hill opposite Huntington, W. Va., about abreast of the former 26th Street ferry landing, looking upriver. The homes and farms of Proctorville, O. are on the prominent point at the left. Indian Guyan River enters in the elbow of the left bend. At extreme right is a glimpse of Guyandot, W. Va. where the Guyandot River enters.

Five stone dikes show prominently. The two in the foreground were built three feet high. The other three off the point below Proctorville were built four feet high. Best estimate of the river stage when this photograph was made is about 2.0 feet or slightly less, perhaps 1.7 feet.

Sharp-eyed members will detect a ferryboat crossing from Guyandot to Proctorville, with a small plume of steam jetting from a 'scape pipe on the aft end of the roof. This may be the ARION, owned by George Smith. If so, this photograph was made sometime after 1891. Another ferryboat is parked at Proctorville, possibly the WHISPER, another of the Smith fleet.

Just abreast of the Guyandot wharfboat a small packet is headed this way, too indistinct for identification, and we can only surmise how she's making out---looks like she's stuck in the riffle.

Down over the hill in the foreground a few rooftops show at Bradrick, O., and no sign of the nice white church called Defender Chapel which, at last accounts, still contains in the belfry the roof bell from the towboat DEFENDER.

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.

SEWICKLEY.



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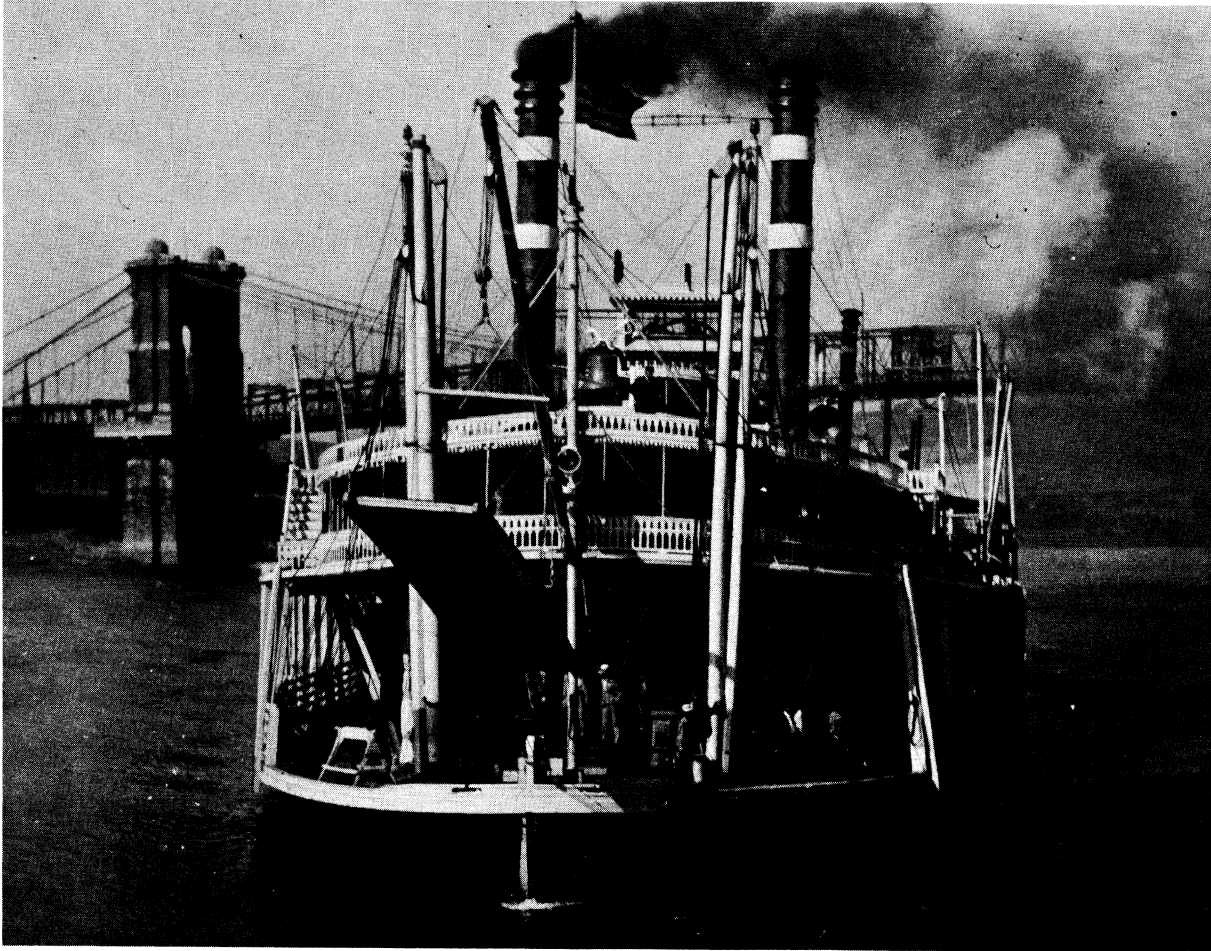
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Vol 1, No. 4

Marietta, Ohio

December, 1964



On Thursday, April 19, 1894, at 3 o'clock p.m., the new CITY OF LOUISVILLE left Louisville to establish a speed record to Cincinnati, 133 miles. She went up in 9 hours 42 minutes--to the foot of Main Street. No commercial river boat has done as well since.

Some years ago we procured from Capt. Ed Maurer a break-down of this side-wheeler's progress up the Ohio River during that sprint. At the end of each even hour she passed these places as noted:

- 3 p.m. Left Louisville
- 4 p.m. Mouth of 14-Mile Creek
- 5 p.m. Bell's Branch (2½ or 3 miles above Westport, Ky.)
- 6 p.m. Hanover Landing, Ind.
- 7 p.m. Lampson's Landing, Ind., about opposite Notch Lick Light
- 8 p.m. Hasty's Landing, Ind., near Lock 39
- 9 p.m. Sam Davis Landing, Ky., about 1½ miles below Patriot, Ind.
- 10 p.m. Jim Hasting's Landing, Ky., a short distance above Buckeye Light, Ind.
- 11 p.m. Mouth of Taylor Creek, Ky., below and opposite Lawrenceburg, Ind.
- 12 m. Abreast of the big church at Delhi, O., not far below Rapid Run Bar
- 12:42 a.m. Foot of Main St., Cincinnati.

In celebration of this triumph the numbers 9-42 were painted on the pilothouse sides and remained some years. A set of deer horns was mounted over the roof bell and was there as long as the boat ran.

These deer horns (see them in the picture) were brought out of the Little Kanawha River in December, 1868, by a hunter named Tobe Garner, who sold them to Parkersburg wharfmaster Griff Gordon for \$16. Captain Gordon soon presented them to Capt. Charles M. Holloway of the side-wheel packet FLEETWOOD which regularly came to Parkersburg on Sundays from Cincinnati. This was the same FLEETWOOD which published the weekly magazine "Fleetwood Reflector" from which S&D REFLECTOR takes its name.

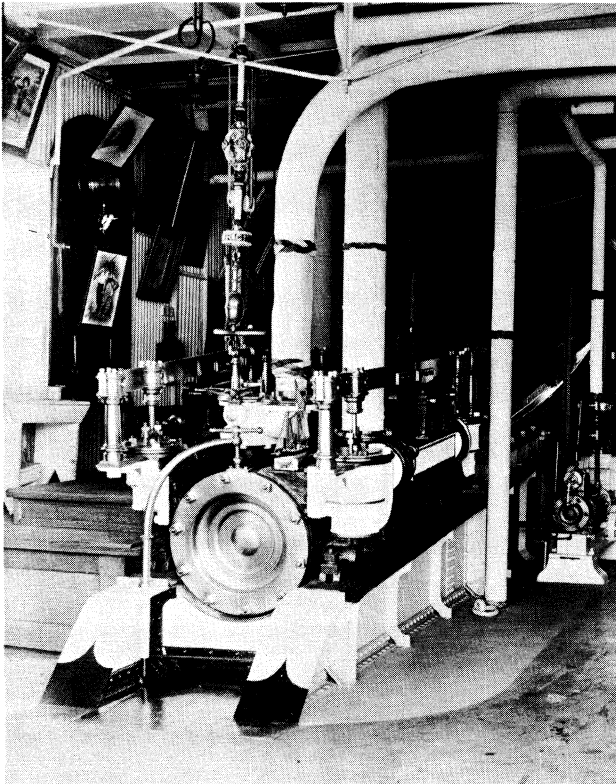
After serving on the FLEETWOOD, these horns were on several boats named TELEGRAPH and then were "worn" by the last FLEETWOOD just prior to her dismantling. The CITY OF LOUISVILLE inherited them from her. They were still on the roof bell in January, 1918, when the fast steamer was lost in ice at Cincinnati. If they were rescued nobody seems to know where they went to.

This photograph was taken by Capt. Jesse P. Hughes at Cincinnati and the accompanying picture was prepared by J. W. Rutter.

Old-Time Steamboat Engineer

=====

...I liked the work and took a genuine delight in handling machinery, a liking I have not yet outgrown. But there were decided drawbacks. A reversing gear of a Mississippi steamboat, in old times, was like nothing else of its kind, anywhere else under the sun. The engines were of the lever and poppet-valve order, and the reversing gear was heavy. The connecting rod (cam-rod, we called it) weighed at least fifty pounds, even though it was attached to the "rock shaft" at one end. In reversing, the end of the connecting-rod was lifted off its hook at the bottom, the lever thrown over, in which operation two heavy valve-levers were raised, the rod lifted about three feet, and dropped on to the upper hook. It was all right when you did this once or twice in making a landing; but in a piece of "crooked river," the boat dodging about among reefs and bars, with the bells coming faster than you could answer them, it was another matter, and became pretty trying work for a stripling boy; his arms could not keep the pace.



The starboard engine of a side-wheel steamboat. This was the "chief's" engine, while the striker engineer, or "cub," manned the one opposite. The steam admission valves are on the outboard side---the engineer handles from the platform ("box," he calls it) at the left. He reaches over the admission levers to handle the throttle (plainly visible). This is an old-style "broadhorn" engine with the valve gear built out at the sides of the cylinder. Later models had the valve gear over top. The curved pipe brings in the live steam (called a branch pipe) from the boilers. Note the ingenious davit in foreground for handling the cylinder-head. This is an 18-inch bore by six-foot stroke engine on the U. S. snagboat HORATIO G. WRIGHT. She got her machinery second hand from an older snagboat S. H. LONG, so it dates back into the 1870's. The pictures hung around on the bulkheads are chaste--not the usual rule.

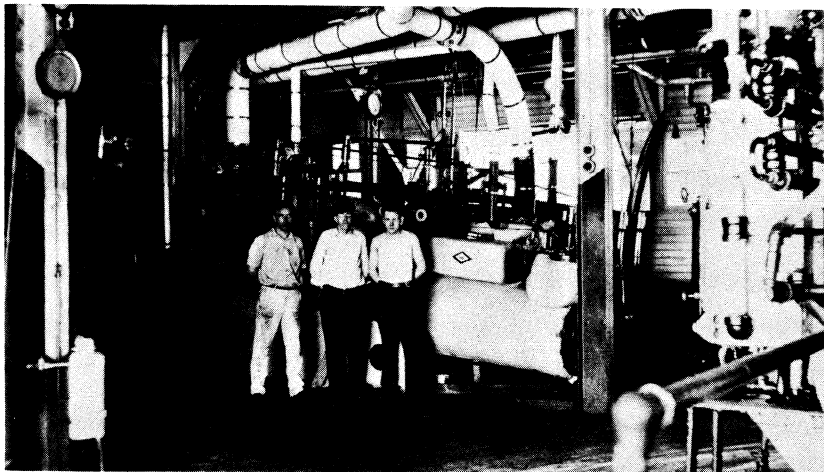
On a side-wheel boat...the engines were independent--one engine to each wheel. One may be coming ahead while the other is backing, or they may be both reversing at the same time. A man was therefore required to operate each engine, hence the necessity for a striker, or cub, to take one engine while the engineer on watch took the other. The engineer on duty, be he chief or assistant, took the starboard engine and controlled the running of the machinery and feeding of the boilers during his watch; the cub took the port engine and worked under the direction of his superior on watch.

And all the time the cub was in deadly fear of getting his engine caught on center, a calamity in both material and moral sense, as a "center" might mean the disablement of an engine at a critical moment, throwing the steamer out of the channel, and hanging her up for hours, or even for days, on a sand bar. It might even have had more calamitous sequence, by running her on the rocks or snags and sinking her. Hence, for pressing reasons, the most acute alertness was necessary on the part of the striker. The moral obloquy of centering an engine was so great among rivermen, especially among engineers, that no cub ever again held his head high after suffering such a mischance; and it was a proud boast among the embryo engineers if they could honestly claim that they had never centered their engine. On general principles they always boasted of it as a fact, until someone appeared who could testify to the contrary. I enter that claim here and now without fear of successful contradiction. All of my confederates are now out of commission.

One of the beauties of the poppet-valve engine with its long stroke and consequent "purchase" on the shaft-crank was, that by the aid of a billet of wood, about two and a half inches square, with a handle whittled off on one end, and with a loop of cord to hang it up by, or to hang it to one's wrist (where it was usually found when the boat was navigating a crooked piece of river), an increase of fifty per cent of steam could be let into the cylinder by the simple device of inserting the club between the rocker-arm and the lever which lifted the inlet valve. If the valve were normally lifted four inches by the rocker-arm, the insertion of the club would increase its lift by its thickness. This additional power fed to the cylinder at the right moment would drive the wheel over the center when reversed with the boat going upstream at a speed of eight to ten miles an hour, against a four-mile current, with almost absolute certainty. With a ten-foot wheel (radius), and three buckets in the water, one submerged to its full width of three feet, and the other two perhaps two feet, it can readily be understood by an engineer that to turn such a wheel back against the current required a great expenditure of power at just the right time. The "club" of the Western steamboat engineer solved the question of additional power at the proper moment. No short-stroke engine would respond to such a call. While this service tried the cylinders to their utmost, many times a little beyond their utmost, with a consequent loss of a cylinder head, or worse yet, a scalded engineer, the use of the club was justified by experience; and results which, with finer and more perfect machinery would have been impossible, were, day after day, made possible by reason of the crudeness and the roughness of this usage.

The great steamers plying Long Island Sound attained a speed of twenty miles an hour, or even more. It is said that when under full speed it was possible to turn the wheels back over the center within a half a mile after steam had been shut off. Under ordinary conditions it was not necessary that they be handled any faster. But think of the conditions under which a Mississippi

Continued on Page 5



Engine room of side-wheel packet CINCINNATI, looking across to the port engine. This machinery was built by the Charles Barnes Co. at Cincinnati, O., compound non-condensing, 22's, 40's- 9 ft. stroke. It still does service on the Streckfus excursion steamer PRESIDENT at New Orleans. The crew in view, named from left: Ralph Horton, Floyd ("Sky-jack") Turner and Charles Turner. This photo from the C. W. Stoll collection.

River steamboat must stop and back, or suffer shipwreck. And imagine, if you can, the remarks a river pilot would make if the wheel were not turning back within thirty seconds after the bell was rung. I think five seconds would be nearer the limit for reversing and giving steam. In fact, on all side-wheel boats, the levers controlling the steam valves were attached to small tackles, and these are controlled by one lever, by which the steam levers may be raised in an instant, without closing the throttle at all, and the steam allowed to pass out through the 'scape pipes while the engine remained passive.

Two ends were attained by this device: steam could be instantly shut off, or quickly given to the cylinders, thus making a saving in time over the usual opening and closing of the steam ports by the throttle wheel. Another advantage was, that this device acted as a safety-valve; for, were the steam to be entirely shut off, and the safety valve failed to work, an explosion would certainly follow. By opening all the valves at once, and permitting as much steam to escape through the exhaust pipes as when the engine was in motion, the danger of an explosion was minimized. At the call of the pilot the levers instantly were dropped and full steam ahead or reverse given at once--of course at the expense of a good deal of a jolt to the engines and cylinders. But the river engines were built to be jolted, hence their practical adaptation to the service in which they were used.

...Sometimes it was a matter of doubt where the water really was, the steam coming pretty dry when tried with the "gauge-stick" -- a broom handle which, pushed against the gauges, of which there were three in the end of the boiler (three inches apart, vertically, the lower one situated just above the water line over the top of the flues), opened the valve and permitted the steam and water to escape into a short tin trough beneath. If a stream of water ran from the first and second gauges when so tried, but not from the third, there was a normal and healthy supply of water in the boilers. If the water came from the first, but not from the second, the "doctor" was started and the supply increased. When it reached the third gauge the supply was cut off. If, as I have seen it, there was, when tried, none in the first or lower gauge, there followed a guessing match as to just how far below the minimum the water really was, and what would be the result of throwing in a supply of cold water. The supply was always thrown in, and that quickly, as time counted in such cases.

The pilot at the wheel, directly over the boilers, was in blissful ignorance of the vital questions agitating the engineer. He may at times have had his suspicions, as the 'scape pipes talked in a language which told something of the conditions existing below decks; but if the paddlewheels were turning over with speed, he seldom

worried over the possibilities which lay beneath him. His answer to the question, whether the water was below the safety point, came as he sailed away to the leeward amid the debris of a wrecked steamboat.

Once a week in the terminal port, as soon as the boat was made fast the "mud valves" were opened, the fires drawn, the water let out of the boilers, and the process of cleaning began. Being a slim lad, one of my duties was to creep into the boilers through the manhole, which was just large enough to let me through; and with a hammer and sharp-linked chain I must "scale" the boilers by pounding on the two large flues and the sides with the hammer, and sawing the chain around the flues until all the accumulated mud and sediment was loosened. It was then washed out by streams from the deck hose, the force pump being manned by the firemen, of whom there were eight on a four-boiler boat.

Scaling boilers was what decided me not to persevere in the engineering line. To lie flat on one's stomach on the top of a twelve-inch flue, studded with rivet heads, with a space of only fifteen inches above one's head, and in this position haul a chain back and forth without any leverage whatever, simply by the muscles of the arm, with the thermometer 90 degrees in the shade, was a practice well calculated to disillusionize any one not wholly given over to mechanics. While I liked mechanics I knew when I had enough, and therefore reached out for something one deck higher. An unexpected disability of our "mud clerk," as the assistant clerk was called on the river, opened the way for an ascent, and I promptly availed myself of it.

--George Byron Merrick
Adapted from a portion of his book,
"Old Times On the Upper Mississippi."



The pilot sailed away to the leeward. This boiler rocketed 450 yards and the concussion broke store windows in downtown Huntington, W. Va. The photo was made at Chesapeake, O. after the towboat SAM BROWN let go on February 2, 1916. Ten killed, four injured.

IRON QUEEN Picture Raises Geography Debate

Sirs: I am delighted with the Sept. REFLECTOR, and the front-page picture of the IRON QUEEN is the best I ever saw of her. You placed the scene at Proctorville, O. but looks to me to have been taken at Middleport, O. The river looks rather narrow and the opposite shore doesn't appear to resemble Guyandot, W. Va. The small ferryboat showing in front of the IRON QUEEN's smokestacks looks like the one which used to cross from Clifton to Middleport. She had one stack and a low pilothouse.

In fact on that ferryboat (was it the LITTLE BEN?) the pilot stood down on the main deck, sort of reached up and turned the bottom spokes of the pilotwheel. He stood in front of the boiler. I never saw him in the pilothouse.

That wharfboat looks like the one Charlie Corbin had at Middleport, too. It is positioned right for Middleport, in close alongside the sloping grade that led to the ferry landing below.

The only wharfboat I ever knew at Proctorville had an upstairs cabin. Capt. Gordon C. Greene bought it and after July 12, 1907 had it at the incline at the old boiler shop, Gallipolis. The Greene Line boats landed there until the compromise of July 1, 1912, which is another story.

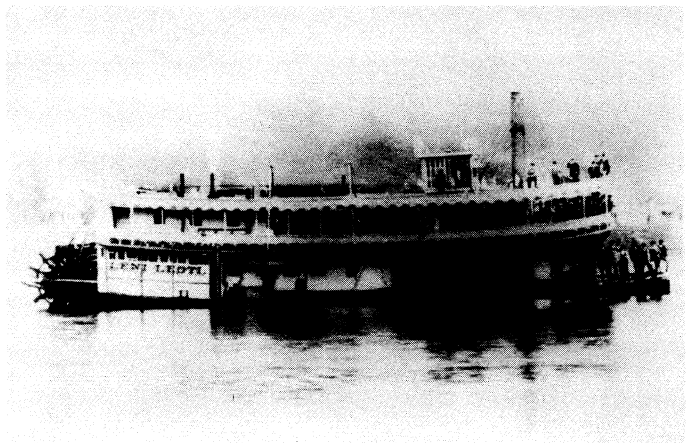
Jim Wallen asks about mate Thomas J. Frame. His inquiry is correct. That is the same Thomas Jefferson Frame later in charge of the Wheeling wharfboat. In 1872 on the side-wheel COURIER, Capt. Jack Harrison, there were three roustabouts on her named Evan Hughes (my father), Jeff Frame and Joe Hicks. Joe was fireman on the stern-wheel COURIER later on. One Thursday morning there was a fire at the Wheeling wharf and Joe was badly burned getting it put out. If that blaze had not been controlled that morning it well could have licked up the IRON QUEEN a year before she did burn, also the COURIER, H. K. BEDFORD, R. E. PHILLIPS and HUDSON. Joe lived to be 90 and carried the scars to his grave. His son Hugh Hicks was a popular young engineer on the GREENLAND and other boats.

All best wishes, Jesse P. Hughes.

Sirs: You are quite safe on the Guyandotte background for that picture of the IRON QUEEN (front page, Sept. issue). The hills and the course of the road down to the ferry landing are unmistakable. The brick smokestack is in the right place, too, although it was unceremoniously bulldozed down last summer by The Ohio River Company to make way for a place to store crushed limestone and slag being unloaded for a new highway-building project. The destruction took place without so much as a word to anyone, at a time when several garden clubs and other civic groups were planning to put grass and flowers around the old stack and erect a historic marker. That smokestack was one of the oldest brick structures in this part of the country, having been a part of the Buffington mill, which was there long before the Civil War appeared on the horizon.

James A. Wallen,
111 Eleventh Ave.,
Huntington 1, West Va.

=The deciding factor in REFLECTOR editor's decision for Proctorville was that old brick smokestack. However, Gene Grate has talked to old-timers at Middleport who say there was a similar brick stack on a sawmill across at Clifton, W.Va.



The 1894 LENI LEOTI
Much to mother's dismay and surprise

Rivermen pronounced it LENA LEOTA or LEENEY LEOTEY. Capt. Isaac L. Reno had three small daylight packets, the VENUS, the VENICE and the LENI LEOTI. The first two short-hauled between Pittsburgh and McKees Rocks along about 1895-1900 and LENI LEOTI did her daily stint between Rice's Landing and Charleroi.

S&D REFLECTOR has received a letter from Mrs. David J. Rex, Jr., 209 Ingram Ave., Pittsburgh 5, Pa., who turns out to be the former Hazel Reno, daughter of Capt. Isaac L. Reno of the steamer LENI LEOTI. Why, says she, now believe this or not I have a sister named Leni Leoti who today is Mrs. Frank E. Stevens of Berlin, Pa.

Well how did your sister Leni Leoti get her name? asked we in a great big hurry. Mrs. Rex didn't know, but said she would write her sister and find out. In a few days came this answer:

"The story of how I got my name must have been told to me by my mother," writes Mrs. Stevens. "When I was about eight years old Grandad (William) Reno died. Now he may have told me about the name but if so I was too young to remember. Grandad Reno had read a novel in which appeared an Indian girl named Lenileoti (one word) meaning either prairie rose or wild rose. When I came along into this world he asked to name the new baby and I can imagine much to my mother's dismay and surprise Leonileoti was the chosen name. Mother thought the name was too long for a girl so she cut it in two; so I was christened Leni Leoti; which since has been shrunk to Lee."

William Reno, whether one word or two, built a packet named LENI LEOTI (two words) back in 1863, a sternwheeler familiar in trades between Pittsburgh, Wheeling and Parkersburg up through 1867. In 1868 it was up the Missouri River getting shot at by Indians near Fort Berthold. In 1869 the LENI was snagged and lost at Mrs. Stone's Landing, where'er that may be, on the Arkansas.

The second LENI LEOTI, built in 1894, ran on the Monongahela "with great success" to quote an account of it. Eventually the boat was dismantled at Catlettsburg, Ky. The engines went to a small towboat named ENQUIRER.

So "Leni Leoti" was not an Italian count nor even a Spanish nobleman, as we long suspected, but a demure Indian maid in a book. A bouquet of prairie roses to Mrs. Rex and to Mrs. "Lee" Stevens for solving this long-standing mystery.

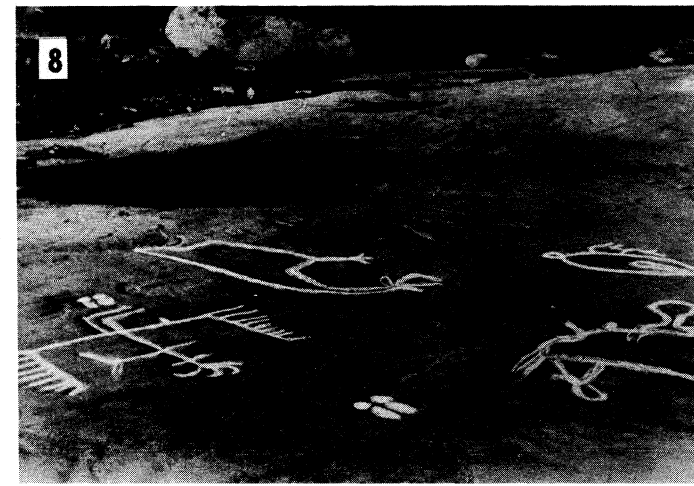
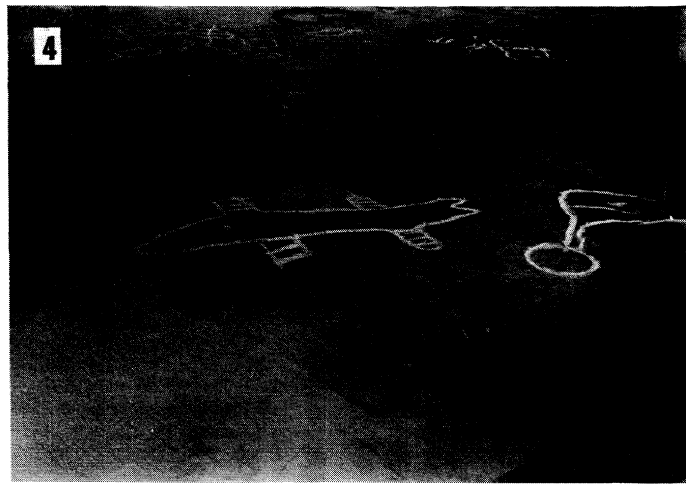
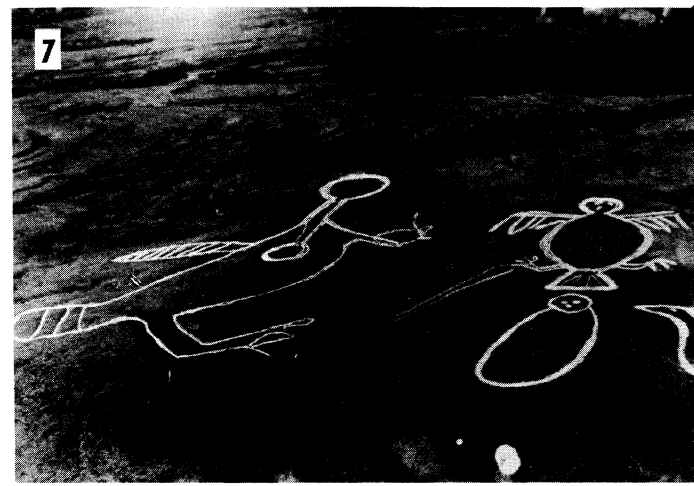
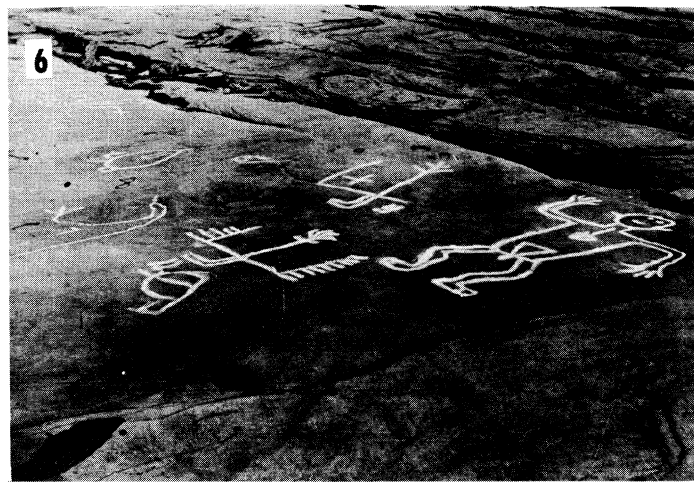
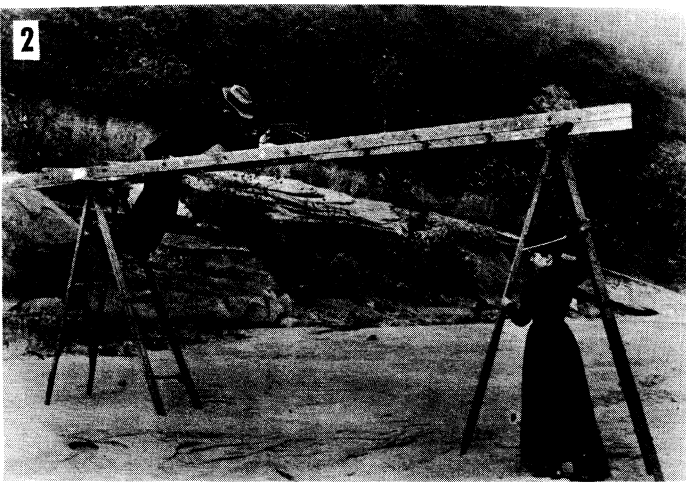
**S&D's SILVER ANNIVERSARY
ON SEPT. 19, 1964.**

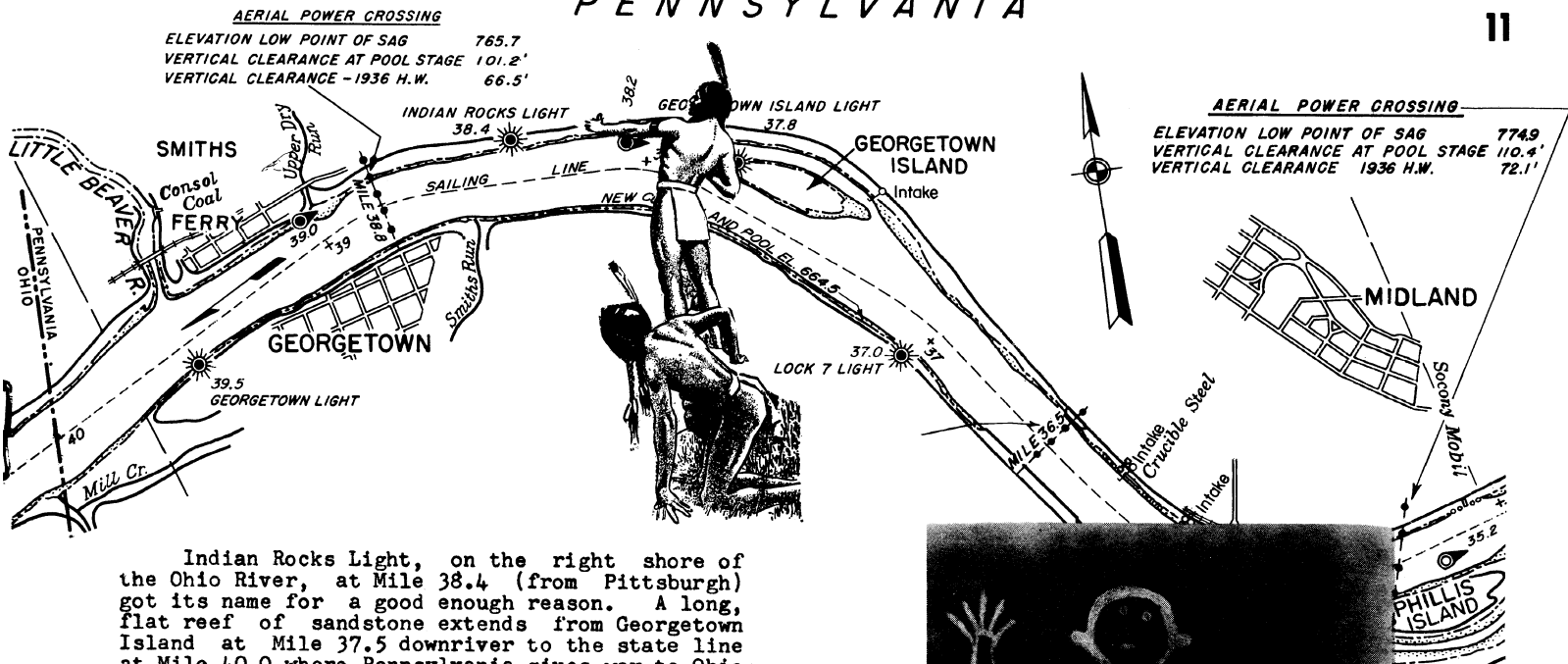


8

UPPER LEFT: Combined talents here could crew a packet with three or four pursers; a couple of good mates; an engineer and a steward who'd credit Cunard Line. L to R: William McNally, J. W. Rutter, S. Durward Hoag, Robert Thomas, J. Mack Gamble, J. W. Zenn, Walter McCoy, Fred Way, Jr., C. W. Stoll, William E. Reed and Harold C. Putnam. ON UPPER RIGHT: John Knox, Marietta, of the famed Knox Boat Yard family. LEFT: Mr. and Mrs. A. B. Kempel of East Brady, Pa. share a bench with Mrs. Loretta M. Howard, Jeffersonville, Ind. BELOW: Mrs. J. J. Maxon is smiling at far left. The Vornholts of New Richmond, O., J. W. Zenn, Ruth Ferris, Bob McCann and Your Editor with Robert ("Roddy") Hammett at right; and Mrs. Frank J. Keiser, St. Louis, daughter of late Capt. Ike Argo; Mr. and Mrs. L. G. Frank, Cincinnati; Mrs. Charles F. Deitz, Louisville; and over at extreme right is William E. ("Slim") Brandt, Steubenville. To his left is Jeff Howard, Williams-town, W. Va. Well, now we see C. V. Starrett, a glimpse of Mrs. Dorothy E. Powers---so keep looking. All photographs by that professional of Marietta, S. Durward Hoag.







Indian Rocks Light, on the right shore of the Ohio River, at Mile 38.4 (from Pittsburgh) got its name for a good enough reason. A long, flat reef of sandstone extends from Georgetown Island at Mile 37.5 downriver to the state line at Mile 40.0 where Pennsylvania gives way to Ohio and West Virginia. In the days before locks and dams these rocks came out for air in low water times. Indians of undetermined origin cavorted along this natural esplanade. Those with artistic talent, and, we may surmise, without compulsion beyond amusing themselves, cut pictures in these nice stone drawing boards.

Then the Indians vamoosed. The pictures stayed on. Early explorers commenced noticing them. In a journal kept by one DeLery, and under date of April 3, 1755, he notes:- "We crossed a River which is a branch of Kenten Raiatanion (Little Beaver, West Fork). This is the same which, in 1739, I called Riviere au Portrait, because, at the spot where it enters the Belle Riviere (the Ohio), there are many marks and figures of men and animals cut out on the rocks, as if with chisels."

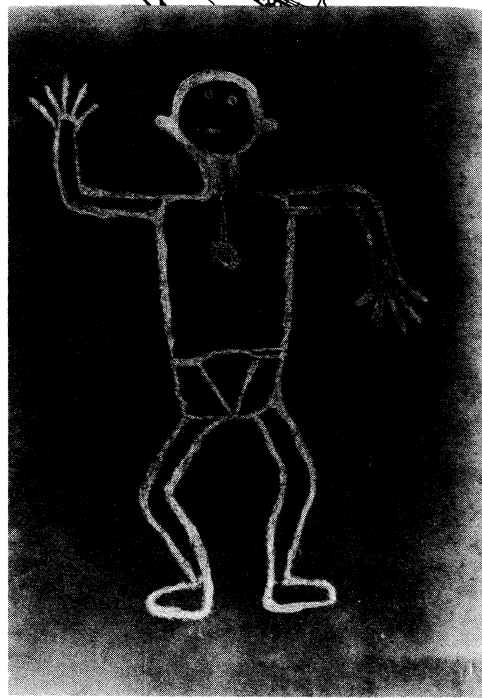
Along in the early 1890's two daughters of Capt. Thomas S. Calhoun, living in the family home high on the opposite bluff at Georgetown, Pa. decided to do something about it. Elsie with her camera and Mary with some chalk persuaded a male friend to lug two stepladders to Indian Rocks and take a few pictures. The river, so wrote Mary in later years, was "phenomenally" low.

Mary chalked in the carvings, selecting the most obvious ones best preserved. "Many were so badly worn that we did not attempt to photograph them," she remembered later. "Some had worn away by the grinding of sand and ice, etc., and these were hard to distinguish."

The accompanying photographs were presented to S&D by the late Mary Calhoun whose married name was Mrs. Oscar T. Taylor. Mrs. Taylor and a sister, Mrs. William H. Ewing (who was Harriet Calhoun) were S&D members in the 1930-1940 years. Also they presented to the River Museum the silver water pitcher from the packet KATIE STOCKDALE which the crew had given their father, the captain. Capt. Calhoun was master of the KEYSTONE STATE at the time Mary Calhoun helped take the pictures at Indian Rocks.

The pictures on opposite page:

1. Taken near the mouth of Little Beaver River, looking upstream, with Georgetown Island in the vague distance and the back channel completely dry. Georgetown, Pa. is on the bluff opposite. Upper Dry Run may be the cause of the



- puddle in the foreground.
2. Unfortunately the persons are not identified, but probably Mary Calhoun & friend in the process of taking one of the photographs.
 3. Looks like a Chief wrapped up for cold weather, and 4 is probably a fish.
 5. Taken from the ladders looking down the river, right shore, toward Smiths Ferry.
 6. An eagle with lightning in his talons, the Indian thunderbird. Shows upside down in the center. See Picture 8 for a better look.
 7. Sad tragedy here; an eagle pounces and is about to steal a papoose. Beastie on other side--you name it--a beaver?
 8. Thunderbird (left) and a couple of foot prints on the sands of time.

Picnic excursions to Indian Rocks were popular sport until Lock and Dam No. 8 was completed in 1911. Since then but few persons have seen them. The recent completion of New Cumberland Locks and Dam has drowned them into an indefinite future. Plaster cast impressions of some of the better preserved carvings are displayed in the Carnegie Museum, Pittsburgh, made years ago probably under the direction of Dr. W. J. Holland who was interested in them.

Treasurer's Report 1963-64

| | |
|------------------------------|-------------|
| Bank balance, Sept. 14, 1963 | \$ 1,094.37 |
| Cash receipts 1963-64 | 1,003.50 |

Disbursements 1963-64

| | |
|-------------------------------------|---------------|
| 1963 meeting expenses | 196.61 |
| Secretary's recompense | 60.00 |
| Programs, invitations, tickets | 76.92 |
| Statements, membership cards, etc. | 74.14 |
| The Waterways Journal to C. Martius | 10.00 |
| S&D REFLECTOR, March issue | 149.35 |
| Repairing glass case | 10.00 |
| Expense, REFLECTOR | 11.29 |
| Bronze pins and buttons | 100.48 |
| Postage to Mrs. Rutter | 14.54 |
| S&D REFLECTOR, June issue | 213.49 |
| Expense, REFLECTOR | 11.82 |
| Corrected invoice for REFLECTOR | 10.00 |
| Petty cash for postage to Mrs. R. | 15.00 |
| Glass case repairs | 10.00 |
| S&D REFLECTOR, September issue | <u>219.71</u> |

| | |
|---------------------|-------------|
| Bank service charge | 1,183.35 |
| | <u>4.36</u> |

1,187.71

| | |
|------------------|-----------------|
| 1963 Balance | 1,094.37 |
| Receipts 1963-64 | <u>1,003.50</u> |

2,097.87

| | |
|---------------|-----------------|
| Disbursements | <u>1,187.71</u> |
|---------------|-----------------|

| | |
|-----------------------------|--------|
| Cash balance, Sept. 8, 1964 | 910.16 |
|-----------------------------|--------|

H. C. Putnam, Jr.

H. C. Putnam, Jr.,
Treasurer.



The TACOMA had just landed at Huntington, W. Va. on May 10, 1914---fifty years ago---and Jesse P. Hughes lined up these celebrities on the stage and snapped the picture. All dressed up, the gentlemen were bound up the hill to attend a revival meeting conducted by Rev. Billy Sunday.

From the left: Capt. George T. Hamilton of Gallipolis, pilot in the Cincinnati-Pomeroy trade and son of Capt. Sam Hamilton.

Alex Shaw, mate; his last berth probably was on the GENERAL WOOD about 1928. He lived at Matamoros, O.

Dave Scatterday of New Richmond, O., who was clerk on the JENNIE HOWELL away back when, then was clerk and purser with the White Collar Line and Greene Line.

Frank L. Sibley, river editor of the Gallipolis Tribune whose paragraphs sometimes packed a punch avoided by today's slander-suit-conscious journalists.

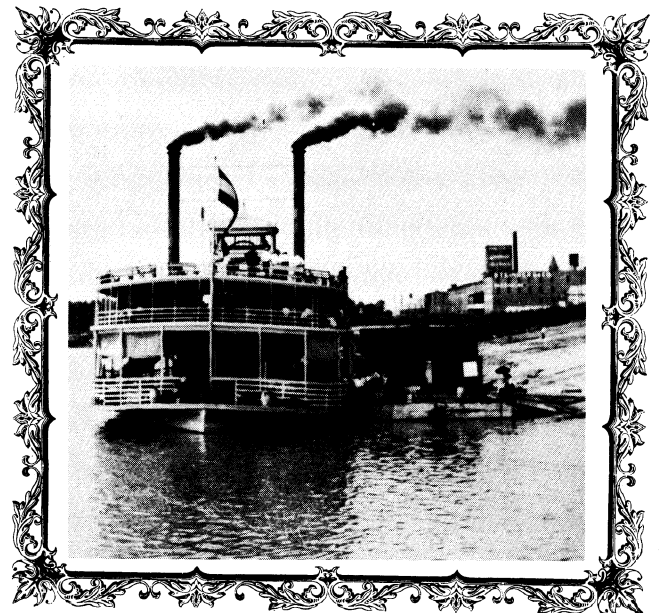
George P. Gardner, owner-operator of the Gardner Docks, Pt. Pleasant, W. Va. He built the HELEN E., GEO. GARDNER, SOPHIA M. GARDNER, CHRIS GREENE (1st), C. C. BOWYER and more. At one time he operated the GONDOLA on the Kanawha and to Huntington. Sil Gardner, his son, ran various of the Gardner steamboats.

Charles Arthur, of Gallipolis, who headed up the Acme Boiler Works established in 1908. Many steamboats had his boilers, smokestacks and sheet-iron work built at his shop. Charles T. Campbell recalls that over the years he contracted with the Acme Boiler Works for 22 sets of boilers.

Capt. Gordon C. Greene, farmer boy from Newport, O. who turned pilot, then boat owner, and was founder of Greene Line Steamers, Inc. He was the father of Capt's. Chris and Tom Greene.

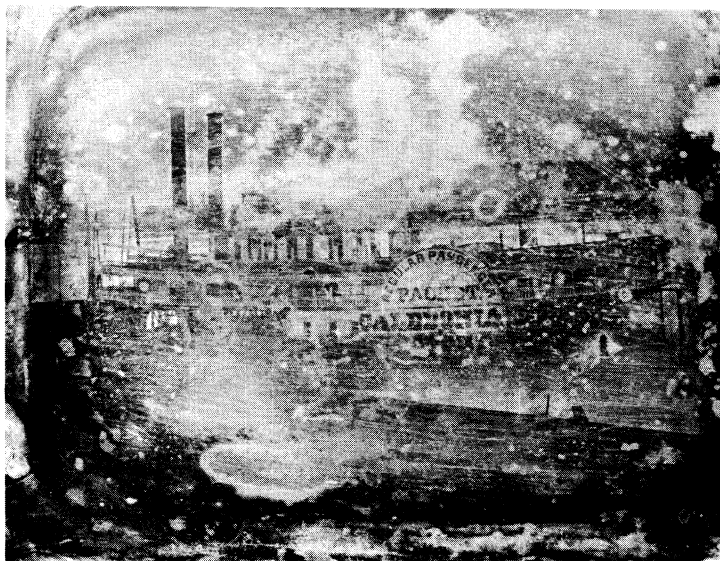
Elizabeth Rodgers Bradley, 18 North Fremont Ave., Pittsburgh, has presented to S&D the papers of her great-grandfather Capt. John Rodgers, and also an original daguerreotype of the side-wheel packet CALEDONIA.

Our secretary, Mrs. J. W. Rutter, says considerable postage can be saved if S&D members who move and change address will notify her promptly. When a copy of S&D REFLECTOR is sent to a wrong address the P.O. returns it with 4¢ due postage, and, if they know the facts, the new address is noted. Such adventure dog-ears the magazine. Hence a new copy must be sent out. All of which requires two copies, 12¢ postage and a mite of trouble. She has a point.



MYSTERY BOAT

Those who feel they are sleuths take a look at this one. Photo made at Memphis, Tenn. in 1913 and this big excursion boat was predecessor to the IDLEWILD. She's sure wide between the horns and once you'd see her you'd never forget this blue-domed Anchor Line style pilothouse-top, no texas, wooden railings, etc. Built in 1910 at Helena, Ark., she had a hull 150 x 40. Just to tantalize you, we've slipped in her name on another page. See first if you can guess right.



A double-barreled discovery happens seldom. It did this time. Hear this:- The editor of S&D REFLECTOR happened on a diary account of "the hard winter 1855-56 at Marietta" reprinted in a Pittsburgh newspaper of 1877. Unfortunately the original author was not mentioned, yet the story had tang. While setting it up for these columns the editor was signifying (old roustere meaning grumbling, griping) to himself about lack of illustration material. And then; AND then-then--- the impossible. Mr. and Mrs. John B. Boyd, Jr. came calling from nearby Crafton, bearing gifts. Rhoda Boyd (we call her Dode) had prevailed on a friend of hers chucking attic junk to pile the river material together for S&D. Among the stuff was ONE picture, an original daguerreotype in its ornate box frame. A steambot--sure. But WHAT steambot? Lo, the packet CALEDONIA, actor in the Marietta "cold winter" tale. Fantastic! There simply weren't pictures of CALEDONIA until this one showed up. Where was it taken? When? No clue. Then, in preparation for making a copy negative we dug the daguerreotype from its frame. Pencil inside was this notation: "Sunk at Marietta, and raised by Capt. John Rodgers." We did a double-take, looked again at the picture, and sure as you're a foot high, the boat IS sunk. So to the sheer disbelief of REFLECTOR's editor, here is the "cold winter" diary illustrated by a photograph 108 years old which just plain dropped out of the sky, at the right moment, at the right address, taken at Marietta, depicting the accident related.

Marietta, O., 1856

- Jan. 1 Thermometer at zero; gusts of snow.
 9 -16 degrees
 12 Heaviest snow storm occurred today known within the memory of the oldest inhabitant; 16" on the ground. Deacon Adams pronounced it the heaviest here in 40 years. Sidewalks blocked and heavy gorges to be seen. Thermometer has ranged between 0 to -18 during the week. Sleighing fine.
 15 The snow heaviest since 1818, at which time on Feb. 2 there was 24" followed by excessively cold weather.
 30 10 to 15 below. Snow has been on the ground since Dec. 24
 Feb. 4 10 below
 5 20 below, by G. M. Woodbridge's thermometer. Have had six weeks of nice sleighing.

- 13 12 below
 22 Washington Guards celebrated Washington's birthday on the ice in the Ohio River, in front of Woodbridge Corner, foot of Front Street, in full dress parade. Gen. Hildebrand proud as a "Briton." Eleven packets destroyed at Cincinnati today. Snow on the ground nine consecutive weeks. River crossable for teams 8 weeks.
 28 Ohio River commencing to break up below the island at 9 a.m. Crowds of people flocked to the banks. Steamboat bells rang out in joyful peals of anticipation of speedy liberation. Bonfires on the banks.
 Mar. 8 Seven steamers in the mouth of the Muskingum.
 10 Snowed 4". Thermometer -12 at 6 o'clock a.m. Ten boats here: IOWA, ARCTIC, MESSENGER, CALEDONIA, JOHN C. FREMONT, ARGYLE and others. Lamartine's sail ice boat made a trial trip with success on the Muskingum River.
 14 Eleven steamers in port. Ice-ice--snow--cold weather.
 17 Seventeen steamers in port. Ice again commenced running. CALEDONIA pushed out and when opposite Front Street a monster cake of ice cut her down when under full head of steam. In five minutes she was at the bottom of the river; water over her boiler deck, aft, half way to the cabin. She is freighted with sugar &c; a mule, hog and cow swam out in the ice. Insured for \$12,000.
 22 MONONGAHELA BELLE came down the Muskingum River from McConnellsville--first steamer in ten weeks. The winter has done immense damage. The M & O Railroad is completed to within 13 miles of Athens. Beman Gates, one of the leading spirits, returned today, after an absence of four months.

The CALEDONIA was built in 1853 at McKeesport, Pa., 239 tons. She operated in the Pittsburgh-St. Louis trade, mostly. She had been sunk once before, on Feb. 22, 1855, in collision with the ENDEAVOR at Letart Islands. She was upbound at the time. Passengers were transferred to the steamer ALLEGHENY of the P&C Line, which got to Captina Island and there was stopped by low water and had to lay up. The light draft packet WILLIAM KNOX took aboard the unfortunate passengers there and delivered them to Wheeling.

Two tough winters in a row. Again upbound for Pittsburgh in December, 1855, the CALEDONIA was forced to seek ice harbor in the mouth of the Muskingum. She lay there 80 days. Capt. Richard Calhoon finally raised steam, steered out into the Ohio, and in moments an ice pack ripped the boat's hull.

In later years Capt. Richard Calhoon owned in and commanded the towboat COAL BLUFF NO. 2 built in 1877. He towed brick and tile south from New Cumberland, W. Va. and was active around Pomeroy Bend handling salt, and also towed Kanawha River coal to Cincinnati. He sold the boat to the U. S. Engineers in 1881 for work on the Missouri River. After a lengthy career she was renamed CALVIN B. BEACH and her wreckage still lies above Pleasant View Light, Ohio River, below Ravenswood, W. Va., where she burned and sank in 1939.

Harold Peters sent us the picture of the excursion steamer G. W. ROBERTSON, the "mystery boat." He took it himself.

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa., printed at Marietta, O., and mailed at Canal Winchester, Ohio. Membership in S&D entitles each family or individual to one copy per issue. Applications to join should be accompanied with a check for \$3 (individual) or \$5 (family group) sent to Mrs. J. W. Rutter, secretary, 89 Park St. Canal Winchester, Ohio 43110.

Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

EDITOR'S NOTEBOOK . . .

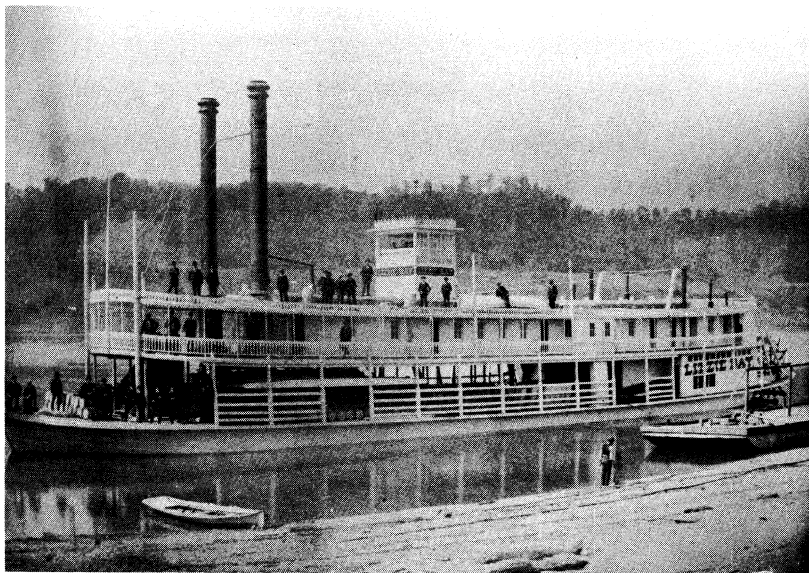
Wednesday, October 14, a beautiful sunny day, Capt. Ross Rogers, Jr. did a quick left and brought us to a halt. We were parked at the top of the old ferry grade, Proctorville, Ohio, now grown up in grass. Walter W. McCoy, Ross and I hopped out to take a look-see. I was anxious for a chance to help settle the debate whether the IRON QUEEN picture (Page 1, Sept. issue) was taken here, or at Middleport, O. (see correspondence on pages 2 and 6).

To our left, overlooking the ferry grade and commanding a handsome view of the river, was an attractive white frame home. And in the yard was a gentleman who had been raking leaves. He turned out to be W. H. Kitts, widower, whose wife had been a Smith of the ferry family Smith who ran the WHISPER and ARION across to Guyandotte, W. Va. (See Sept. issue, page 12). Further, Mrs. Kitts was related to the Bay family--the steamboating Bays--and Capt. George W. Bay built the 'Bay Block,' a two-story brick, still the leading business building at Proctorville. There is a date--1900--on that building.

We didn't settle anything, but enjoyed the detour, exploring the old landing place, and the talk with Mr. Kitts. THEN on October 20 we got a letter from Jim Wallen, and by golly HE had done same as we did, Sunday, October 18, exploring the Proctorville ferry grade and also visiting with Mr. W. H. Kitts. Jim showed Mr. Kitts the IRON QUEEN photograph and asked his opinion.

"Soon we had quite an aggregation of life-time Proctorvillians," wrote Jim afterward, "including an assortment of Kitts, Dillons and Pinkermans. The vote was 100 per cent that Guyandotte and the surrounding hills matched. But there was also agreement that the wharfboat was one block farther upstream, and that the old ferry landing was where the wharfboat shows in the REFLECTOR picture."

But then happened the unexpected. Mr. Kitts brought out a browned photo of the LIZZIE BAY, taken when she was brand new in 1886, before the swinging stage was hung, and when she was only 150 feet long. This caused a bit of excitement, for the existence of such a picture is a discovery for modern river fans. Thanks to cooperation of Jim and Mr. Kitts it is reproduced here. This is how the LIZZIE BAY looked in the Pittsburgh-Charleston trade, commanded by Capt. George B. McClintock of Apple Grove, O., and when John M. Deem was her purser. This is how the boat ap-



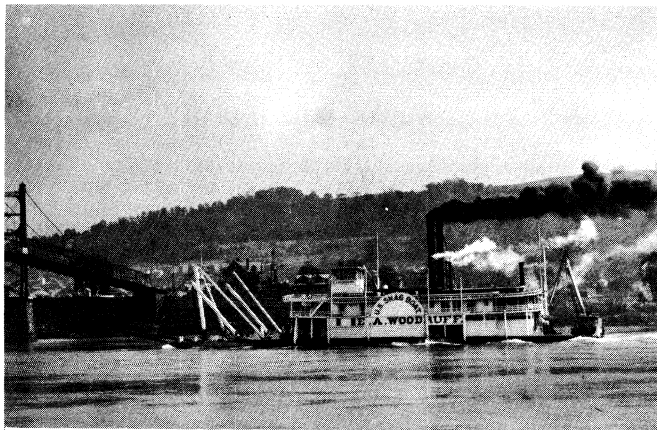
The packet LIZZIE BAY brand new in 1886

peared when she went up Hocking River on a flood to Coolville, O. for a shipment of poultry and eggs. "Uncle" Tom Barton, lanky, white-bearded steamboat mate of yore, used to talk about that feat about every time we landed at Hockingport. --And if any other steamboat ever went to Coolville we have yet to hear about it.

All of which, obviously, didn't settle much about the IRON QUEEN problem. But we have sort of a feeling that other surprises are in store before that decision gets put to bed.

Among the papers of Capt. John Rodgers is a petition signed by prominent Pittsburgh rivermen recommending Capt. Rodgers for the command of the "New Snag Boat" being completed at Pittsburgh in June, 1875. Those who signed include M. W. Beltzhoover, Joseph Walton, N. J. Bigley, James Watson, Sam Watson, R. M. Blackburn, C. W. Batchelor, R. C. Gray, John F. Dravo, Thos. Pawcett, John Gumbert, J. A. Blackmore, W. W. O'Neil, Levi Shook and Samuel S. Brown. The petition is addressed to Col. William E. Merrill, Superintendent of Ohio River Improvement.

The question posed here is what snagboat? The E. A. WOODRUFF was built at Covington, Ky. in 1874 with a pontoon-style iron hull. Is it possible she was brought to Pittsburgh for completion? This query is temporarily unanswered. In any case the petition did not carry, if it was for the WOODRUFF. The first skipper of that famed craft was Capt. George W. Rowley.



Snagboat E. A. WOODRUFF--completed at Pittsburgh?

The 1905 'Congress Trip'



Left:- Capt. Anthony Meldahl. Portrait made by a Marietta, O. photographer. Mrs. Harry Damon, Huntington, Tony's niece, loaned the original of this picture to Jim Wallen, who passed it to us.

Bottom:- Tony Meldahl on watch in pilothouse of the QUEEN CITY, from an original negative by T. J. Farley, a passenger from New Jersey. It was taken about 1906-07 and came to us kindness of Cmdr. E. J. Quinby of Summit, N. J.

TONY MELDAHL, pilot on the QUEEN CITY, was a blue-blooded Dane, a Viking whose parents were born and raised in Denmark. He was an inveterate tinkerer and experimenter (the invention of a bicycle to run on land or water didn't go so well) and thanks to his photography there exist priceless scenes taken from his pilothouse window and at landing places.

Capt. James A. Henderson, president of the Pittsburgh & Cincinnati Packet Line, relied implicitly on the collective judgments of Tony Meldahl and Phil Anshutz to keep the big QUEEN CITY out of trouble. This team brought the boat from the Cincinnati shipyard in 1897 and were together on her, without interruption, making every trip in the P&C trade, until they laid her up for low water at Pike's Hole, opposite Steubenville, on the Fourth of July, 1909.

Phil Anshutz was a good bit older than Tony, in his elder days a lanky, white-bearded, long-nose pilot identified with Buckhill Bottom, below Clarington, O. When Phil commanded the first steamer HUDSON for the List brothers he had Tony for pilot. They were pilot partners together on Capt. J. Frank Ellison's HUDSON before QUEEN CITY days. Both were farmers by nature and steam-boatmen by choice. Both had owned in boats and had taken bitter consequences.

Tony's parents had many acres in West Virginia at the head of Newberry Island. Emil Meldahl, Tony's father, raised orange, lemon and fig trees in a greenhouse enlivened with exotic tropical plants. The Meldahls pressed grapes from an extensive vineyard and made wine. There was a silo on the farm, and a windmill, in days when these were scarce articles. The big frame home had a piano in it. A library was stocked with literature brought from Denmark. Neighbors came to snoop but not to borrow (who could read Danish?) and Mrs. Meldahl, Tony's mother, was the only accomplished pianist between Parkersburg and Pomeroy. On the broad acres roamed a herd of pedigreed Holsteins.

The reason CAPTAIN ANTHONY MELDAHL LOCKS AND DAM got that name is because when Tony married he bought acres near Chilo, O. and removed there. The new dam is practically at his doorstep. His daughter Louise Meldahl Carley (ardent S&D member) initiated the suggestion that the new locks bear her father's name. Tony Meldahl played an unique role in forwarding Ohio River improvement, and the honor done his name is justified.

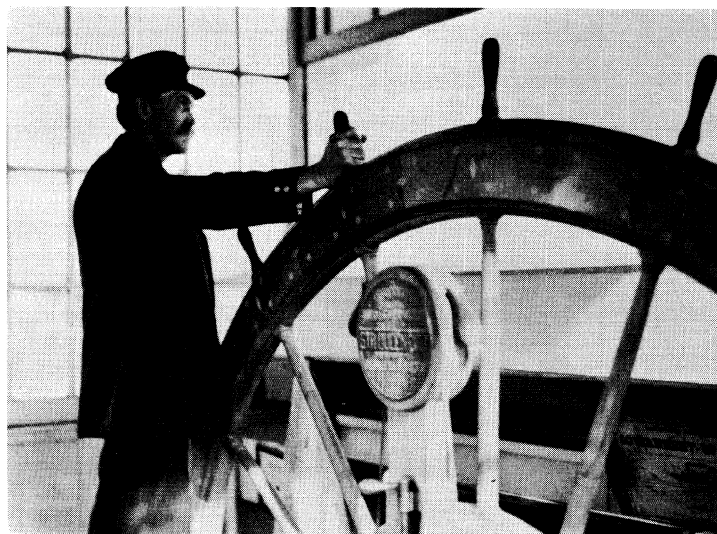
Tony Meldahl loved the QUEEN CITY, and he loved people. He once persuaded Captain Henderson into putting a brass rail in the Q.C.'s pilothouse to circumvent the U.S. law forbidding access of common cattle into that domain. The rail was a fence to keep passengers back on the lazy bench and to prevent their meddling with the driver. ("Leave the driving to us.") The first U. S. Inspector who viewed this innovation was speechless with evidence of such cupidity. Next morning the brass rail was gone.

Tony knew full well if the QUEEN CITY was to survive as queen of the upper Ohio she was needing water under the hull, June-October, to carry summertime vacationists. The rug had been pulled from under her heavy iron-&-steel tonnage by the new U. S. Steel Corporation. Freight also could be lured back if slackwater was provided. The remedy for a sick P&C Line was locks and dams between Pittsburgh and Cincinnati.

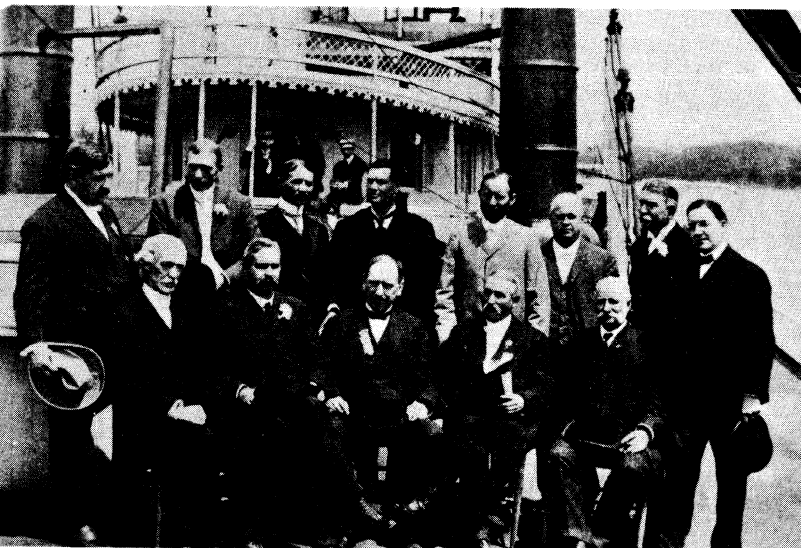
SUCH DECISIONS were in the hands of a powerful Rivers and Harbors Committee in Washington. In the fall of 1904 Capt. J. Frank Ellison, P&C's Cincinnati officer, helped revitalize a down-at-the-heel outfit, Ohio Valley Improvement Association, for the purpose of raising funds to cruise the Washington congressmen from Pittsburgh to Cairo on board the QUEEN CITY.

Eleven of the seventeen members accepted, among them Theodore E. Burton, chairman. Tony Meldahl rubbed his hands in high glee. There was no U. S. law forbidding law-makers from the sanctity of Ohio River pilothouses, and Tony would have his innings.

The Congressmen came to Pittsburgh on the P.R.R. the morning of May 10, 1905. Instantly they were whisked to Lock 2, Allegheny River, put aboard the U.S. steamer LOMA, toured beneath the low bridges and treacherous piers in the harbor (at the instigation of William B. Rodgers, Sr. whose lifetime safari was raising bridges and improving the Allegheny) and dumped aboard the ex-



Tony at the wheel.



Committee Rivers and Harbors U. S. House of Representatives, on board QUEEN CITY in June, 1905, on the trip from Pittsburgh to Cairo. Seated, from the left: E. F. Acheson, Penna.; James H. Davidson, Wis.; Theodore E. Burton, Chairman, Ohio; B. B. Donever, West Va.; Roswell P. Bishop, Mich. Standing, from the left: William Lorimer, Ill.; Adam Bede, Minn.; J. McLachlan, Colorado; W. L. Jones, Wash.; J. E. Ransdell, Louisiana; S. M. Sparkman, Florida; De Alva S. Alexander, New York; and James H. Cassidy, clerk.

cursion boat ISLAND QUEEN for a trip up the Monongahela to McKeesport.

A special street car assigned to return the distinguished representatives back to Pittsburgh failed to show. Forty-five minutes later Hon. Theodore Burton and flock climbed into the first street car handy, hung to the straps (it bulged with millworkers) and returned to the Hotel Schenley for an evening of exhausting speeches dutifully reported in next morning's "Gazette," filling a page and a half.

The eleven well-pooped lawmakers were bedded that night on board the QUEEN CITY lying at the Monongahela wharf, foot of Wood Street, Pittsburgh. Hon. Theodore Burton got his initial lesson in river transportation when Tony Meldahl pointed out the mistake of street-car'ing back from McKeesport. The ISLAND QUEEN was back at her landing 30 minutes before the street car got there.

At five next morning the Q.C. departed for Cairo, all staterooms filled. Congressmen, business leaders, wives and families of congressmen, wives and families of business leaders and various political potentates. Most of them asleep. A few hardy ones came alive as the boat was passed through Davis Island Dam, 30 minutes later. This one and the Merrill Dam below Rochester, Pa. were the only operative locks and dams on the entire length of the Ohio River.

At East Liverpool inspection was made of the potteries of the Laughlin China Co. and of the Knowles, Taylor & Knowles potteries. Below that town what had started out as a grey day settled in for a steady downpour. Hon. Burton, plied by pilot Tony Meldahl, accepted haven on the lazy bench in the pilothouse. This blow hot--blow cold congressman, say what you will, was a student of maps, charts and statistics, and brought with him an extravagant supply.

Of course he didn't need them. Tony commenced unreeling his own fact-studded mental tape with fascinating vibrato. Astute Hon. Burton

knew at once he was in the presence of a virtuoso who held firm grip on the reins of a steed twice too big for the river she floated in (or so it looked to a novice) and who knew all the people along the shores as well. The combination was high irresistible.

As the QUEEN CITY passed under the old suspension bridge at Wheeling, preparing to land there, and with crowds lining the shore and a delegation termed "reception committee" awaiting in the door of the Crockard & Booth wharfboat, Tony took a chance. He muttered under his moustache to Hon. Mr. Burton: "It's a shame we don't go down and see the new McMechen Dam while there is daylight." Burton looked direct at Tony and saw the twinkle in the Danish eyes. Burton did not change expression. He waited a moment. Then he said: "Well, why not?"

Something had happened at that instant. The several hundred persons on board the QUEEN CITY were quick to sense it. Theodore Burton held in the palm of his hand the fate of Ohio River improvement. All of the elaborate machinery so carefully planned, the speeches, resolutions, banquets and persuasions were mere varnish to a most surprising, unanticipated human event. Burton had become Tony Meldahl's disciple. "Yes," said Tony, ringing the engineer for full head, "why not?"

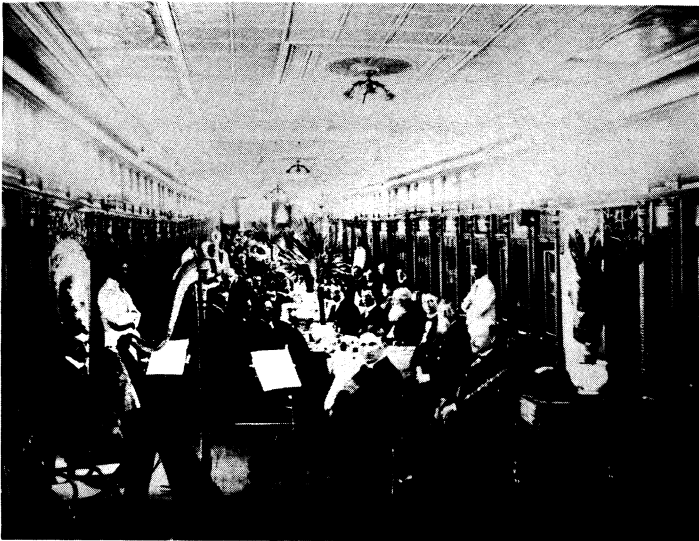
RAIN POURED CONSTANTLY and the river started to climb. Next day in the downpour a stop was made at Marietta where Capt. J. M. Hammett had elaborated some arrangements. The ladies, headed by Mrs. James A. Henderson, were entertained at the home of Mrs. B. G. Dawes while the men went on a 12-mile ride up the Muskingum aboard the steamer SONOMA. Later that day the QUEEN CITY dropped on down to Parkersburg for evening doings at the Hotel Chancellor.

"Where exactly is Blennerhassett Island?" asked Hon. Mr. Burton of his new-found pilot friend.

"Right below here--want to go see it?" Tony was romping in green pastures.



Crew of the QUEEN CITY in 1904. Standing from left to right: 1) not known; 2) Capt. Tony Meldahl, pilot; 3) Capt. Phil Anshutz, pilot; 4) Billy Sampson, steward; 5) not known. Seated: 1) not known, 2) Arthur Browne, purser; 3) Capt. J. Frank Ellison, manager of P&C Line at Cincinnati, and 4) Capt. John Sweeney, master.



Dinner is served on the QUEEN CITY during the Congressional Trip.

The Q.C. passed up Parkersburg, as she had passed up Wheeling, and for the same reason. She came back to the landing about an hour later with fait accompli. The river was rising and corn stalks and rubble dotted the oily brown surface.

Lock and Dam No. 1 had just been completed at Catlettsburg, Ky. on the Big Sandy. The following conversation is not so apocryphal as mere glance may suggest. It was related to me years later by pilot Dayton Randolph. Here is what Dayton said:

"Tony had no pilot license on Big Sandy, and neither did anybody else on the QUEEN CITY that 'Congress Trip.' Somehow Burton found out Tony couldn't legally take the boat to Lock One, so he figured to try Tony out.

"I would like very much to inspect that new lock," said Burton to Tony.

"Yes, sir, I think we can do that--you say the word and we will do it."

"Isn't there a matter of license?"

"Two 'scapes and a stopping bell and we're there."

"Against all Rules and Regulations we are there, you mean?"

"Begging your pardon, not ALL rules; just one rule."

"A very important rule...."

"Yes, of course it's important. It may mean a suspension for me."

"Let's do it."

"Tony nearly DID lose his license over that one," concluded Dayton. "There was a U.S. Inspector aboard the Q.C., an officious one whose name I won't mention for print; the kind who is always thinking how he'd look as a statue in a park, and he was about to unhook Tony's license off the wall and put it under his arm. If it hadn't been for Burton doing the hootchy-kootch back in Washington at the Supervising General's office Tony would have been a dead duck."

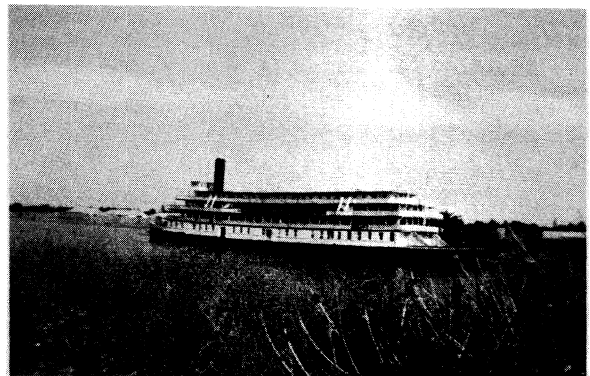
An enormous River Committee at Cincinnati boarded the P&C packet KEYSTONE STATE and steamed up to Fort Thomas. From the hilltop a 17-gun salute reverberated as the QUEEN CITY hove in view above Coney Island. Later, Edwin C. Gibbs took all delegates on a tour of Cincinnati via "palace" street cars, ending up at the Zoological Gardens.

Hon. Joseph E. Ransdell, Louisiana, in the past few days had fallen for the grace-and-curve of the QUEEN CITY and had become a confirmed river convert. In an address that day in Cincinnati he proposed the formation of a national organization to plump for locks and dams. This acorn grew into the oak of the National Rivers and Harbors Congress.

Tony Meldahl's license was for the Pittsburgh-Cincinnati run. Other pilots came aboard for the trip to Cairo. But by then the die was cast, and Burton was successfully "sold" not only for locks and dams, but for Tony. Five years later, in 1910, the famed River and Harbor Act authorized the improvement of the entire length of the Ohio River to a 9-foot minimum stage.

Tony and Phil Anshutz quit the QUEEN CITY one year prior to this. The owners paid wages only during actual operating season, less than five months a year, and wanted the pilots to take a wage reduction. Both said no. Phil retired and never again steambated. Tony signed up as pilot on the smaller steamer OHIO which, being much lighter, ran longer. He died on January 26, 1923. The QUEEN CITY survived him, and was in the parade held in 1929 when slackwater was completed from Pittsburgh to Cairo. A salute was blown passing the Chilo farm. Today a monster dam and twin locks are monument to the pilot who risked his license and did his 'derndest' to give year-around navigation to future generations.

In the September issue, page 6, the lady who christened the replica NEW ORLEANS was identified as Mrs. Nicholas Roosevelt. Not so, and a knuckle-rap on the noggin to our nodding editor. The sponsor was Mrs. Nicholas Longworth, the former Alice Lee Roosevelt, daughter of Theodore Roosevelt and Alice Hathaway Lee Roosevelt.



DELTA KING, once partner of Greene Line's cruise steamboat DELTA QUEEN, was photographed a month ago as she lies in the San Joaquin River at Stockton, Calif. Exteriorwise she looks very normal save for the absence of the stern paddlewheel and its boxing. Recent visitors on board report that the engines have been removed, the boilers are in place, and the staterooms and assembly rooms pretty much a shambles. Broken windows have allowed birds to nest in the chandeliers. Greene Line Steamers, Inc. of Cincinnati recently bought engine parts in storage at the Fulton Ship Yard, Antioch, Calif. A visitor at the W. P. SNYDER, JR. gave the original of this snapshot to Glenn Seevers to whom our thanks for permission to reproduce it.



NEW ALBANY, IND., SEPT. 20, 1908

Bert Fenn found this fine view. Taken looking across the Ohio to New Albany, Ind. during summer low water. The wharfboat is undergoing a cheap drydocking, allowed to catch out on shore. Then it was jacked up, blocked, and doubtlessly new hull planks are being put in. She'll be caulked, painted and made ready for the first rise that'll put her back afloat. Her rat population is on vacation up the hill but will report for duty soon as business resumes.

The TELL CITY (right) is laid up for low water. The boss carpenter has been repairing the paddlewheel, fixing outrakers and nosing, and like as not he's tarred the roof and sprinkled sawdust over it. The stacks have been painted and the newspapers will soon report she's been "thoroughly overhauled and refitted for the fall trade."

Meanwhile the Louisville & Evansville Packet Co., owners of the TELL CITY, have the R. DUNBAR (left) chartered from Cumberland River. This little scamp with part of her freight on decked flats can skim over Peckenpaugh and Flint Island bars and stay afloat. The R. DUNBAR and her kin got no summer vacations like the bigger brethern.

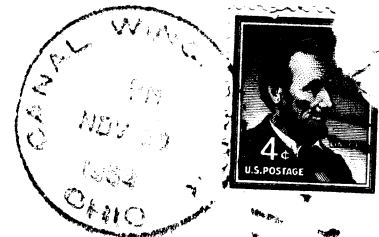
When the photographer who took this scene wanted to cross in a skiff he had many invitations for everybody wanted in the "pitcher." The sun is beating down good and hot. The lad furnished the jacket thrown over his head to the picture man a moment ago--it served as a focusing cloth shading the ground glass. The vogue for dress (could this be Sunday?) seems to be high black button shoes, knee-length black stockings, pantaloons held up with galluses and everybody with a hat on.

Date? What matter date? Anyhow, our print is marked September 20, 1908. The TELL CITY's double stages were taken off in November, 1898 and replaced with the single stage which shows. The R. DUNBAR still has her original 'scape pipes alongside the pilothouse, and no roof rail at all.

When this picture was taken nobody of course could predict that one day, in 1916-1917, the two steamboats in this view were to have the same owner, the Ohio & Kanawha River Transportation Co., headed by Capt. Fred Hornbrook. Nor that the TELL CITY's pilothouse in December, 1964, would be perched on shore at Little Hocking, O. as a summerhouse. Nor that one of that pilothouse's nameboards was to become a permanent exhibit in the River Museum, Marietta. Nor, for that matter, that the R. DUNBAR (renamed GENERAL CROWDER) was to become a chief actor in a book named PILL-OTIN' COMES NATURAL, published by McBride & Co., New York, whose book editor was a New Albany boy named Stanley W. Walker who at one time looked suspiciously like the barefoot lad hanging his toes in the river from the stern thwart of the skiff in the picture's foreground.

Sons and Daughters of Pioneer Rivermen

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