

S & D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 47, No.2

Marietta, Ohio

June, 2010



The only side-wheeler Greene Line Steamers ever operated was the GREENLAND, built in 1903 for the Pittsburgh-Charleston trade. Her crew as reported in a contemporary newspaper when she arrived in Pittsburgh on her first trip, Friday, November 27, 1903:

Capt. Gordon C. Greene, master
Charles Stalder, purser
Sam Maddy, second clerk
William Kraus, third clerk
Alex Shaw, mate
Tom Bennett, second mate
John R. Barrows, chief engineer
Hugh Hicks, second engineer
Jesse P. Hughes, pilot
Will Dennis, pilot

On May 23, 1904 the GREENLAND left Pittsburgh with tourists bound for the World's Fair at St. Louis. Greene Line's long distance passenger traffic may be said to have commenced on that date. Pittsburgh not only had a passenger boat leaving for St. Louis on May 23, 1904, but also a packet departed for Mexico. The new steamer HIDALGO EL LIBERTADOR, built by James Rees & Sons Co., cleared for Frontera with no passengers save two bulls and seven heifers (which made the whole trip).

Both boats made history. The HIDALGO is written into Mexican annals as the steamboat on which president Porfiro Diaz escaped the country during the revolution. The GREENLAND was the biggest packet Greene Line built (210 feet long of hull) and was the birthplace of Capt. Tom R. Greene. The three sons of Capt. and Mrs. Gordon C. Greene, Wilkins, Chris and Tom, knew the front texas room as nursery, playroom and bedroom. It may be worthy to mention that a calliope was installed on the GREENLAND for the four trips she made to the World's Fair in 1904. It came from the small packet CRICKET--and later was used on the GREENWOOD.

When the unprecedented ice gorge ripped down the Ohio River in January 1918, Capt. Greene felt the GREENLAND was safe from harm--she was perched high on the marine ways at Cincinnati. Quite the reverse, she was the only Greene steamer lost and only a coil of rope and the whistle were saved.

The accompanying photograph, taken by Jesse P. Hughes and enlarged by J. W. Rutter, was used many years by Greene Line in their trademark, in the form of a life preserver enclosing this photo. We'll not say positively where it was taken, but looks like the boat is downbound at Burkes Point, above Sciotoville, on the Ohio.

“Lighting Up the Past, Present and Future of the Mississippi River System”



SONS and DAUGHTERS of PIONEER RIVERMEN

PO Box 352
Marietta, OH 45750

www.s-and-d.org

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The *only* requirement for membership in S&D is an interest in River History!

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S&D REFLECTOR

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of Pioneer Rivermen

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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
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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.

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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*.

DUES

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Please list full names of family members.

Remit To:

Richard R. Kesterman
3118 Pershing Court
Cincinnati, OH 45211-6915

Greetings to all my fellow S & D members:

My report to you is in S & D Reflector Volume 47, Number 2. Please notice that it is also designated as the JUNE issue. A decision was made to go back to our old system and not use the Winter, Spring, etc. designation. This will make it a lot easier to do future research using the S & D Reflector Index.

I hope you enjoyed the Reflector Volume 47, issue Number 1. I found the use of OLD issues to be very interesting. This of course is our way to “play catch up” and give our new editor the advantage of starting off with “clean slate” and the ability to set his own style and content to future Reflectors.

When doing research and looking up subject material needed in old Reflector issues I suddenly find myself reading the entire Reflector. This applies particularly when using issues in the 60’s and 70’s. It’s just like getting a new issue and I hope this is how you feel when reading these back issues.

I feel that S & D has ‘turned the corner’ at our annual meeting in Marietta on September 17 and 18, 2010. Not only did we acquire a new editor but had a very young man, 21 year old Taylor Abbott, join our Board of Governors. Taylor Abbot hopefully will bring a lot of new ideas and direction to S & D. I personally would like to see more young people get involved as officers, members of the Board and on our committees.

Let me tell you a little about Taylor Abbott. Taylor has strong family river roots. His Great Grandfather was Rueben Thomas, a career chief steam engineer for the Mississippi Valley Barge Line. Taylor’s family owned both the Cook Brothers and Thomas shipyards at Clarington, Oh. Taylor’s uncle was Robert Thomas, Vice President of S & D for many years and built many of the fine models in the Ohio River Museum. Taylor was a key figure in the formation of the new Monroe County (Clarington) River Museum and currently serves as its President.

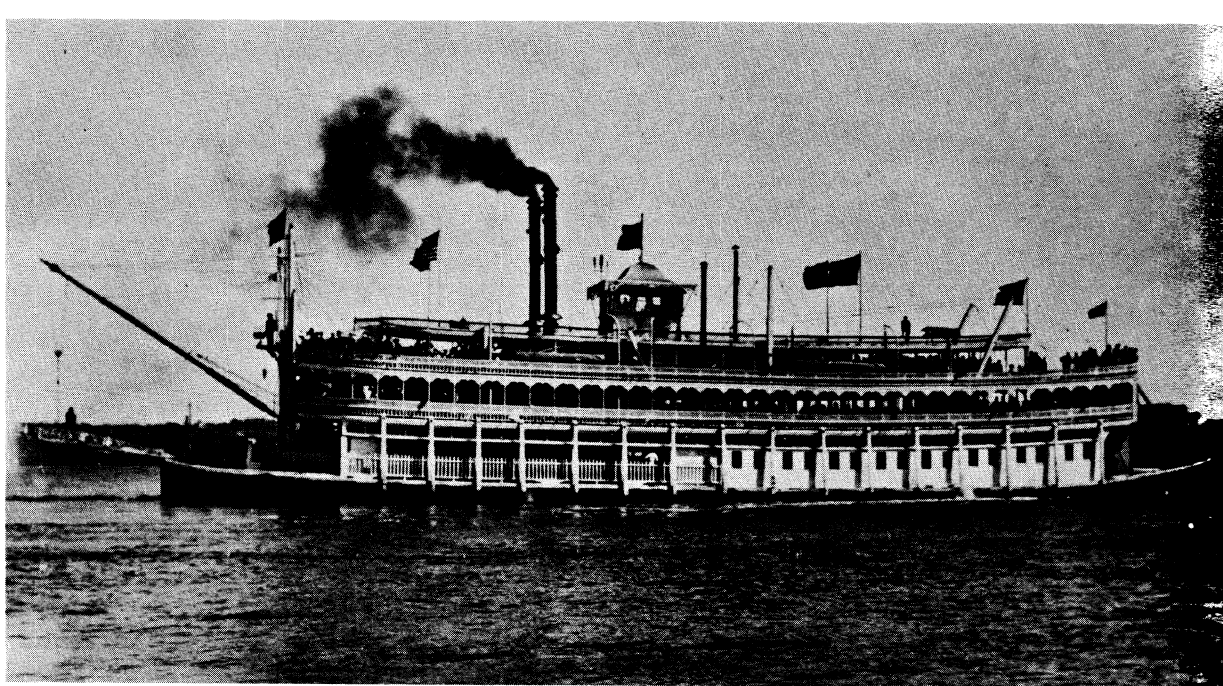
After reading the above paragraph it occurs to me that maybe the upcoming Reflectors should profile all the S & D officers, Board of Governors and Gamble Fund Trustees.

As to membership, the average age of our current membership is definitely in an older generation. Each year we see our membership list depleted by the deaths of our S & D faithful. We need to attract the younger persons interested in the history of our rivers, the people and boats that ran on them. If each present member secured one new member just think what effect that would have on S & D. Try it, you’ll like it.

As to S & D the best is yet to come, we have been in shallow water and rubbed a few sandbars but the water ahead appears still and deep. Stay on board for the ride and bring along some friends.

William F. (Bill) Judd
Chairman of the Board

THE J.S. FIRE



To the Editors, S&D REFLECTOR:-

Sirs: This account of the burning of the sternwheel excursion steamer J.S. is from the De Soto (Wis.) Argus, issue of Saturday, June 25, 1910. It was handed to me by Mrs. Art Finney of Cassville, Wis., whose maiden name was Mary Copper, and whose grandfather was O. Byron Copper, editor of the Argus and author of the story. Both were on board at the time of the fire. Mary Copper (Mrs. Finney) recalls that she went to the guard after the boat was landed, where a man standing in shallow water ordered her to jump, assuring her he would catch her. She did jump, but was not caught, and landed with a splash.

Donald G. Rehm,
906 McLean Avenue,
Tomah, Wisconsin 54660

=The population of De Soto, Wis. in 1939 was 332, surely slim pickings for running a weekly newspaper. Our belated admiration for 1910 editor O. Byron Copper is exceeded only by our praise of his on-the-spot story, excerpts of which follow. --Ed.

The J.S., the most palatial and popular excursion steamer on the upper Mississippi, while on its return to Lansing (Iowa) from the excursion to La Crosse (Wis.), last Saturday evening, caught fire when the boat was near the upper end of Bad Axe Bend and burned to the water's edge.

Between twelve and fifteen hundred people were aboard the vessel when the fire occurred and all except perhaps two persons were able to get safely to land with their lives.

The fire became generally known to the passengers just about dusk and shortly after the boat had left the landing at Genoa (Wis.). The rafter NORTH STAR with raft and bow boat HARRIET were sighted ahead. Pilot George S. Nichols, who was at the wheel, slowed the J.S. down in order to permit the NORTH STAR to land her raft. In the meantime the pleasure craft drifted toward the Minnesota side, her stern veering downstream. At about this time the fire was discovered and the

There were two excursion boats named J.S., both named for Capt. John Streckfus. This is the first one, built at the Howard Ship Yard, in 1901. Accounts of the fire which destroyed her usually place the scene at Victory, Wis., although the accompanying news account spots it accurately at Bad Axe Island, nearby. Those who don't have river maps to refer to may find the scene of the accident in a geography by noting where the state boundary separating Iowa and Minnesota touches the Mississippi River; that's it.

alarm sounded. The boat being headed right, therefore, it was the work of but a very few minutes to land her.

However, before a landing could be safely effected, wild panic broke loose among the passengers, and, in spite of calm implorations of the cooler headed ones, a general stampede to the gangways ensued. Screaming, cursing and praying men, women and children fought, jammed and trampled over one another in mad chaos and confusion. At the first sign of the panic-fear, several of the better controlled ones tried in vain to reassure their fellow passengers. Editor Dunlevy of Lansing (Iowa), mounted a chair on the hurricane deck and endeavored to command order, but the madness of the surging crowd was far beyond the reach of reason.

The fire originated in the hold, forward, although just how, yet remains a mystery. The forward gangways were soon enveloped with choking smoke, cutting off retreat (escape via the fore-castle and stage) from those too timid to brave suffocation. As a consequence passengers began swinging over the sides and a few threw themselves recklessly into the water, which was from five to twenty-five feet deep.

Immediately the more heroic men plunged into the water or hung from the sides of the boat swinging down women and children in their arms, handing them with almost superhuman strength from one to the other until all were safely landed.

Many of the people had not escaped a wetting and no sooner were all safely ashore than a roaring camp fire was built, around which those who had fallen or jumped into the river gathered and proceeded to dry their drenched garments. People were so glad that they were alive that the gathering on Bad Axe Island bore more resemblance to a picnic party than to a crowd of refugees. They laughed and chatted and clasped each other in their arms. Despite the cries and groans and lamentations of some, others made the wooded island ring with their jolly jokes and merry peals



The J.S. wreckage at Bad Axe Island

of laughter.

Mrs. Emma Randall, the young wife of a New Albin (Iowa) barber, was the one woman drowned, although it is still suspected that another woman met a similar fate. This cannot be affirmed, however, although Miss Anna Carlyle of La Crosse, who is visiting here, declares that a lady who was sitting beside her sprang overboard at the first alarm of fire and floated off from the starboard side of the boat.

The body of Mrs. Randall was recovered Monday. It was found in a shallow part of the river near the scene of the wreck.

The other person who up to the time of this writing is supposed to have met his death in the disaster is John Plein, a farm hand, about forty-five years of age, who was employed on a farm back of Lansing. It is feared that he was a prisoner in the hold at the time the fire broke out, and probably the one who accidentally set the fire, and was consequently smothered there before it was generally known that the craft was aflame.

This statement that anyone was imprisoned in the boat's hold at the outbreak of the fire is emphatically denied by both Capt. John Streckfus, Boat Policeman Jack Page and every member of the crew. Policeman Page declares the man he had hand-cuffed and locked in the hold was released before the fire. Howbeit, there seems to be considerable testimony to the contrary.

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SUMMER SEASON

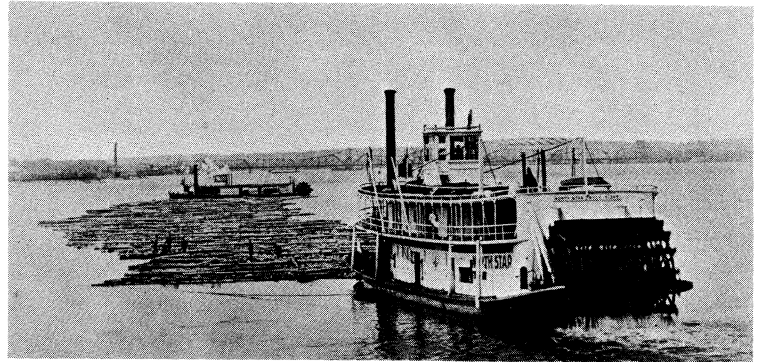
Peoria, Ill., to St. Paul, Minn.

Owners of J.S. ran this advertisement in the Railroad Guide, 1905. -Thanks to S. Durward Hoag.

Mayor Dunlevy of Lansing notified the Houston County officials of his belief that Plein lost his life in the hold of the J.S. and these officials together with U.S. Inspectors Knapp and Carey of Dubuque, were at the scene of the wreck Tuesday and Wednesday, making an investigation. The task of raising the sunken hull was found too difficult, so the service of a diver was enlisted. He got to work Wednesday morning exploring the submerged hull of the ill-fated steamer.

So soon as the stricken J.S. was clear of her human cargo, the crew set to work with renewed energy in a vain endeavor to subdue the fire and save the steamer. The distress whistle was sounded, whereupon the NORTH STAR and crew came promptly to the rescue. Everything possible was done to quench the flames, but without material effect. When the ill-fated steamer's end became inevitable the NORTH STAR towed her out into mid-stream with the object of sinking her and thus extinguishing the fire and preserving what part of her had not already been consumed.

Before this could be accomplished, however, she became wholly enveloped in flames that lit the heavens for hundreds of feet, and she was necessarily cut loose and permitted to drift back near where she had originally landed, and there she sank. It was one of the most spectacular sights ever witnessed.



The NORTH STAR and HARRIET then landed and took the boat-wrecked excursionists aboard and conveyed them to their several homes, all save those who made way in launches that had hurried to the scene of the conflagration. It was four o'clock Sunday morning ere all were home in this village.

Many contemporary sheets have been profuse in praise of the boat's crew, calling them heroes, etc. Probably much of this praise is deserved. Having been an eyewitness and a participant in the disaster, the writer can safely testify that at least a part of it is, for the boat's crew undoubtedly stuck to the various posts of duty until the very last.

One contemptible fact it is a shame to the human race to have to mention is that there were some in the crowd who were so low and cowardly and devoid of human decency, that they could stoop to ghoulish robbery, taking advantage of the heart-rending occasion to gut the grips of their contents and appropriate such purses and articles of clothing as were strewn upon the shore in the confusion. Only Shakespeare, with his 16,000-word vocabulary, could command English fit to describe one's natural contempt for such a dastardly business.

The J.S. was owned by the Acme Packet Company of Dubuque. According to press dispatches, directors of the company have already met and decided to build another excursion craft to take the place of the J.S. and are trying to lease a boat with which to finish the season.

Towboat Racing on the Monon

By J. A. Yonker

The comments which follow are based upon personal observations by the writer while working as a fireman in the Monongahela River pools in 1903 to 1905. No doubt, essentially the same conditions prevailed both before and after these dates.

Coal was being brought out of the Monongahela, principally from the fourth pool, and most of it was barged down the Ohio and Mississippi. The harbor at Pittsburgh often was jammed with loaded barges and coalboats awaiting an adequate stage of water.

If the rise was sustained, all the coal in the harbor would go out. Pressure then would be brought on the poolboats to bring more loads from the mines so that this coal, too, could go out on the prevailing stage. Such situations brought about occasional races. Also there was natural rivalry between crews, a desire to make a record with the office; the aversion to being beaten. As John Martin, chief engineer of the JIM BROWN stated it: "I do not want the word to get around that my boat is not doing anything."

There was comparatively little racing while bound upstream to the mines with empties. Sometimes it occurred but not as often as when coming downstream with a loaded tow. The prize in these races was not only the satisfaction of winning but also the time saved by getting to a lock ahead of a rival. This time element was often considerable. The writer has known of instances where a crew spent practically an entire 6-hour watch getting through one lock.

The poolboats were rather uniform in size. Most of them were three-boiler boats with engines in the neighborhood of 15's-6 ft. Some boats went beyond this to 16's-6 ft. (the JIM BROWN as example) and even some larger. Others were on the small side such as the ELEANOR with 14's-4½'s. The tows handled by these boats were practically identical. Boats and tows were rather evenly matched.

The engines had, in many cases, variable cut-offs such as the Rees. Other engines had old-fashioned cams which did not permit a change in the point of cut-off. It was general practice in the case of the variable cut-off boats to work the engines at 5/8, 3/4 or 7/8 stroke, while on the fixed cam boats the cut-off was usually 3/4 stroke. In the case of the variable cut-offs the engineer changed the cut-off to meet the conditions confronting him, while on the fixed cam boats it was 3/4 or full stroke.

Since all the boats had engines large enough to use all the steam the boilers could produce if the cut-offs were "stretched out," or pulled out entirely, the race usually settled down to a battle between firemen. The boat having the fireman who could make the most steam usually won. Ordinarily, poolboat fires were cleaned only while passing through a lock or while picking up a tow. This meant that usually the fire would be dirty when approaching a lock after having run the length of the pool.

In most cases the race was for only a few miles immediately above a lock. Usually a boat would be picking up a tow and another boat which had picked up its tow farther up the river would come along. When this happened both crews prepared for the struggle.

About all the deck crew could do was to shut off the syphons, thus saving all the steam possible, and tighten up the lines, thus giving the pilot an easier tow to handle. The engineer would size up the situation, stretch out his cut-offs (using a rule to get the same point on both engines) and pull down the line controlling the blower valve, opening it wide, thus increasing the draft. The exhaust from the harder-working engines would also increase the draft, and the fireman would be able to burn more coal than usual and produce more steam. The fireman would work continuously---fill up, pigeonhole twice, break back, pigeonhole again, lift up, and then fill up. This was hot and strenuous work, particularly in the summertime.

The legal steam pressures varied from about 160 to perhaps 200 pounds. The pressure actually carried started at about 190 pounds and went up and up....depending on how "hot" the engineer was. Two-ten and 220 pounds were common; 240 was not unknown. The JIM BROWN carried 210 on the engineroom gauge--220 was better. The firebox gauge showed only 170 or 180, having been set back. The VOLUNTEER carried 240 pounds regularly---other boats as much, or more. The boiler-makers of that day did good work.

The higher the pressure the better the chance to win the race. The big problem was to maintain that pressure. The fireman would keep an eye on the gauge and speculate whether pipes, boilers, cylinder-heads, etc. would hold together but his job was to manufacture steam.

One time on the JIM BROWN the race was close and the pressure down to 210. The engineer called the fireman back to the engineroom and told him to answer bells, being careful to pull his cut-offs out if the pilot rang a stopping bell. Then this engineer went to the firebox and fired one fire---he lost ten pounds of steam. Back to the engineroom he came---now shutting down the throttle a little, and slowing the doctor. With this help the fireman soon got the pressure back up again. This was called "trading water for steam," and it could be carried too far.

A few of the poolboats had tandem-compound-condensing engines. When these boats got in tight places, and when the engineer thought he could do it safely, he would turn steam at boiler pressure into the low-pressure cylinders: then the wheel would really turn. However the steam pressure soon would drop, but such "goosing" might put him ahead of a rival boat.

When the race was close and two tows approached a lock, practically together, it was up to the lockmaster to decide which boat was in the lead and entitled to prior lockage. More than once a boat would whistle for the lock and the lockmaster would not answer, thus giving the second boat an opportunity to whistle, be acknowledged, and go through first.

Occasionally, when one boat immediately followed another through a lock the crew of the second might decide that they could beat the first boat to the next lock. In these cases it would mean a race the entire length of the pool, in some cases about 18 miles. This brought about a long struggle, and seldom did the second boat succeed in passing the first, although it has happened.

The writer does not recall any accidents traceable principally to racing, although he has seen a few tows bump rather hard. Again we must pay tribute to the excellent work of the early boatbuilders, the boiler-makers, and to the skill of the crews.

The California Cut-Off

The California cut-off, universally used on steamboat engines, had its origin in the state of California. The device was patented by William B. Cross of Sacramento, Calif. on January 14 and on August 8, 1871. "The Scientific American," in its issue of October 11, 1873, front-paged the drawings reproduced here and provided the following description:-

Fig. 1 is the design used on double engines, such as are in general use on sternwheel boats. Fig. 2 represents an enlarged view of the poppet head, A, Fig. 1, showing more clearly the operation of sliding blocks, C, and roller, D.

The poppet heads, A, Fig. 1, have each a long slot or mortise through which a lever, B, passes. The sliding blocks, C, Fig. 2 are arranged on the top of the lever, B, and under the roller, D, Fig. 2, immediately above the mortise pin, E, Fig. 2. The latter is fastened on the lever, B, works in a slot in the poppet head, and acts as a guide. The blocks, C, are connected by the rods, F, Fig. 1, to the T-headed lever G, which is pivoted to the upper end of the arm, H, that turns on the rock shaft, I. The arm is connected by the rod, J, with an eccentric on the main shaft.

This eccentric moves the block, C, in an opposite direction to the piston head. The free end of the lever, G, is connected by the rod, K, to the adjusting lever, L, which stands midway between the two engines. The semicircles between which the lever works are notched to correspond with minute divisions of the stroke. By changing the lever in the notches, the lever, G, is raised or lowered thereby, and the blocks, C, are drawn nearer together or moved further apart. The steam is thus cut off sooner or later according to the position of the lever, L, which, as represented in our engraving, indicates that the steam is cut off at three-tenths of a stroke. It will also be noticed that the inclined end of the block, C, at the right hand, has moved from under the roller, D, allowing the valve to be closed by means of the spring, M, acting on the bar, N.

This cut-off, it is claimed, greatly facilitates the handling of the engine, as, the cutting off being varied at will, the engineer need not leave the throttle when reversing the engines. Fig. 3 shows the device as applied to a side-wheel or single engine, as used on side-wheel boats, where each engine is handled independently of the other. The eccentric rod is connected to the right and left screw rod, O, at the swivel joint, P. The sliding blocks, C, are connected to the rod, O, by the nuts, Q, so that by means of the crank R, at the hand of the engineer, the sliding blocks C, are drawn nearer together or moved fur-

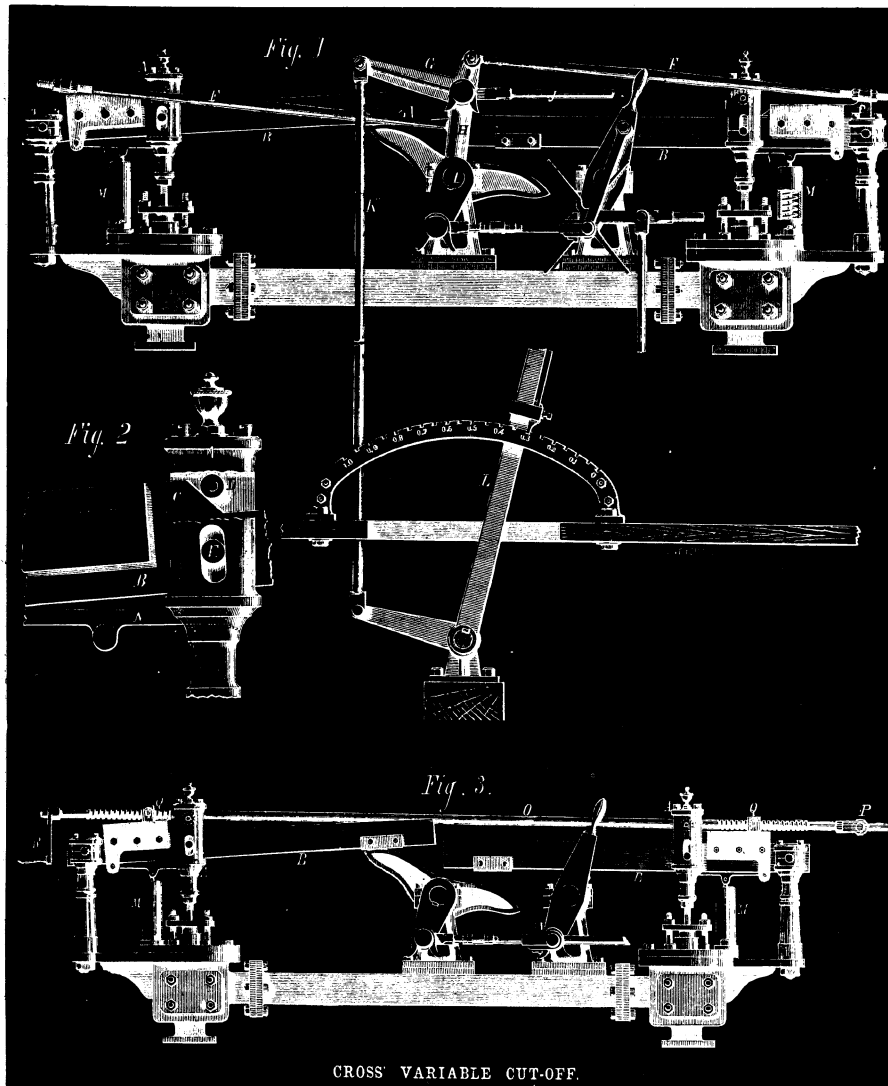
ther apart by turning the rod, O. Thus the cutting off can be varied at will, when the engine is in motion, to any part of the stroke required, as readily as the throttle can be opened or closed.

This variation, it is stated, is made without wire drawing the steam or pounding the valve seat so as to cause any extra wear or additional expense for repairs. On the contrary the steam valve is guided in its motion. Its velocity, when closing, has been determined by the use of the steam indicator, and hence the angle of the sliding blocks, C. The exhaust valves are not in any way effected by the cutting off.

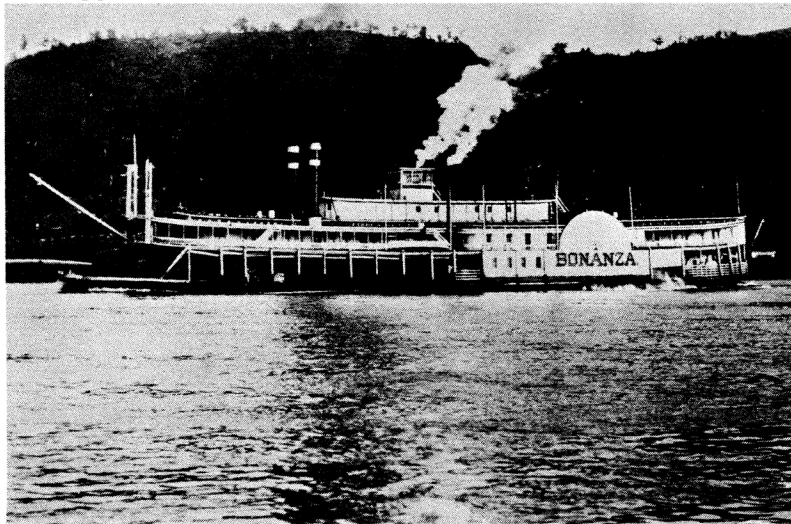
The invention has been in use three years on the stern-wheeler CHIN-DU-WAN, in the form shown in Fig. 1, giving, as we understand, entire satisfaction, and without costing one dollar for repairs. The steam valves, by their positive

and accurate motion in closing, have been kept from leaking during the whole three years, while the exhaust valves have been repaired several times.

The CHIN-DU-WAN is owned by the California Pacific Railroad Company, and has two cylinders 18 inches by 5 feet stroke. The cut-off has also been in use two years on the steamer PETALUMA (from the apparatus on which Fig. 3 was drawn), giving the same results as on the CHIN-DU-WAN. The PETALUMA has two 22-inch cylinders and 6 feet stroke, with single valves, and is owned by the Contra Costa Steamboat Company. The device is also in use on other steamers with like results, and on various land engines.

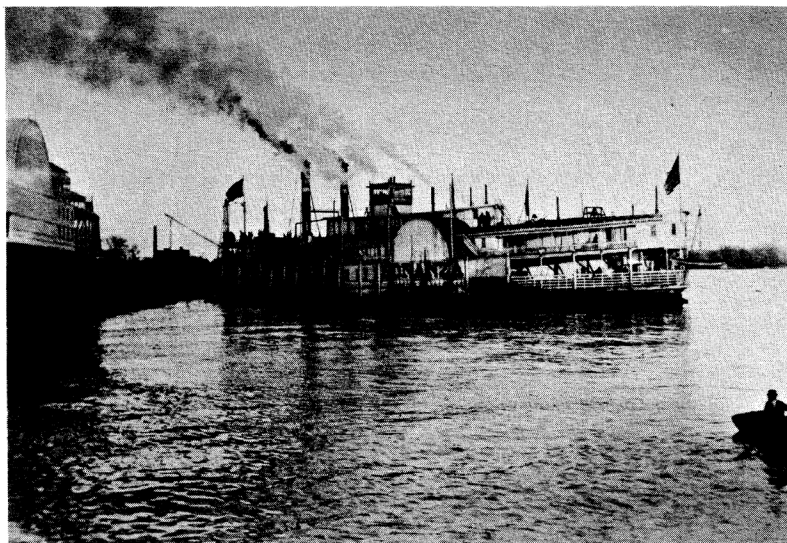


CROSS VARIABLE CUT-OFF.



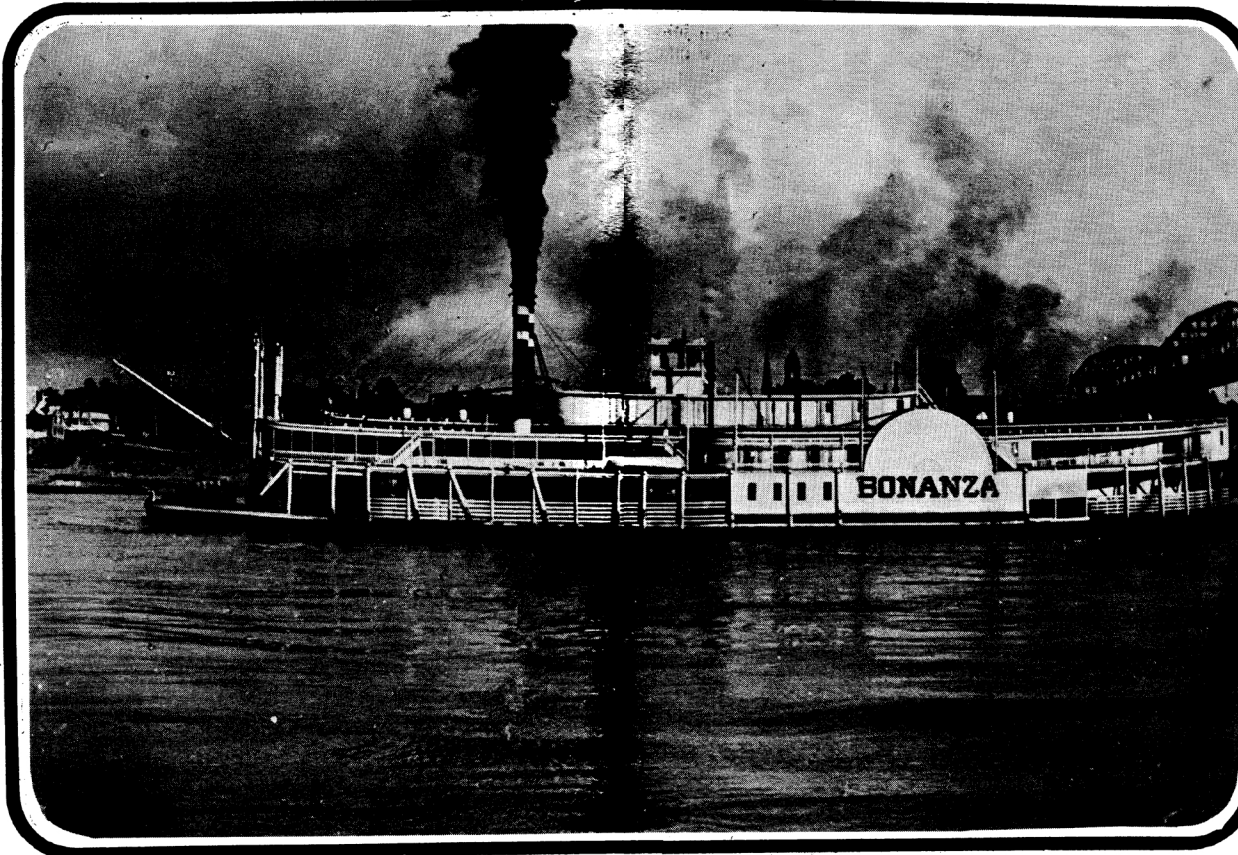
The BONANZA, work horse with few frills, was built two years after the C. & O. Railroad connected Huntington and Cincinnati. This 270-foot steamer was designed for the short-haul Portsmouth-Cincinnati trade (114 miles); up from Cincinnati at 12:30 p. m. one day, and down from Portsmouth at noon the next. She was built at the James Mack yard along Cincinnati's Eastern Avenue, between Brown and Page (above Dayton Bar Light) and became the most photographed of the flock built there over forty-odd years, including big-namers HENRY FRANK of all-time cotton fame, R. R. SPRINGER and THOMAS SHERLOCK.

In mid-ninties the Portsmouth trade played out and the BONANZA, built in 1885, wheeled into the Cincinnati-Pomeroy trade (220 miles). But even from the start she was a spare tire switched to other runs when sister boats of the fleet got blow-outs or punctures. In 1889 she had made such emergency trips to Pittsburgh, and later was familiar at Paducah, Cairo and Memphis. When Commodore Fred A. Laidley dickered with Capt. Gordon C. Greene in 1904, selling him the upriver Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. holdings, the BONANZA was offered in the package deal. But Captain Greene decided no, saying "she is too much steamboat for me." During the next several years the old craft idled a good part of the time in what Capt. Jim Rowley called innocuous desuetude. A wrecking crew appeared with pinch bars and sledges in May, 1909, and tore her apart lying at the foot of Main St., Cincinnati. There wasn't much in the way of salvage.

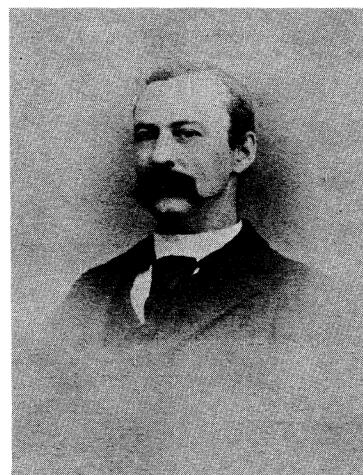


CINCINNATI, PORTSMOUTH, BIGSANDY AND POMEROY PACKET CO.

Steamer **BONANZA**



Richard L. Hunster took this picture at Cincinnati with a 6½ by 8½ glass plate camera, about 1900. Mr. Hunster, a Negro commercial photographer peddled exceptional boat views which he took as a hobby; 5¢ for post cards, 35¢ for 6½ x 8½.



Capt. Julian F. Davey

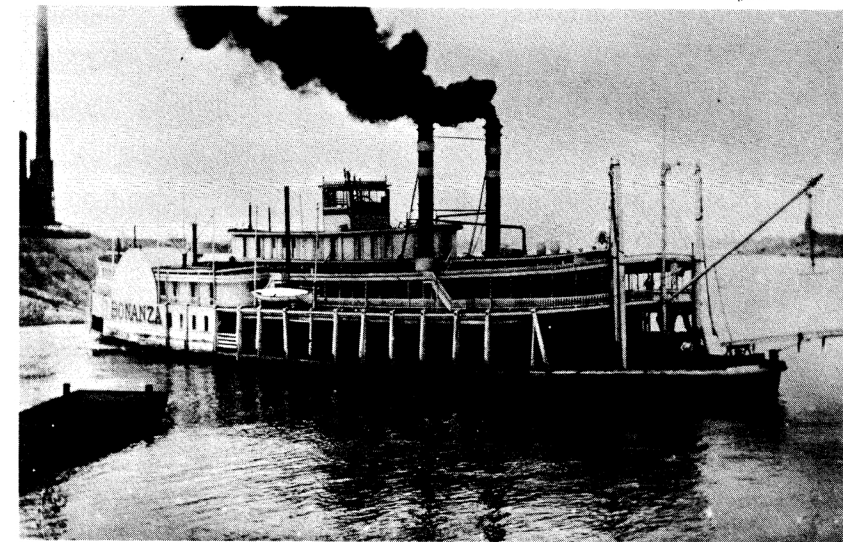
When Capt. Julian F. Davey died at home in Ironton, Ohio, on February 8, 1935, aged 80, he was the last member of the crew which had manned the first packet named BONANZA (see column at the right). He had served as clerk and purser on the first one and as purser and captain of the second.

Captain Davey was grandfather of S&D member James A. Wallen of Huntington, W. Va. on his mother's side of the family. Mrs. Davey, Jim's grandmother, was taking a walk near her Ironton home less than a month after Captain Davey died when she too passed away.

Boilers and machinery on BONANZA came from the Moore shops at Portsmouth, and Capt. Enos B. Moore of this tribe was the boat's skipper in the early years. These Moores had built a boat named BOSTONA for the Cincinnati-Portsmouth trade in 1866, and an earlier BONANZA in 1876 for the same run. Associated with the Moores for many years were clerks D. W. and Chris G. Young of Portsmouth, and chief engineer Meyer (or Mark) Ketchum.

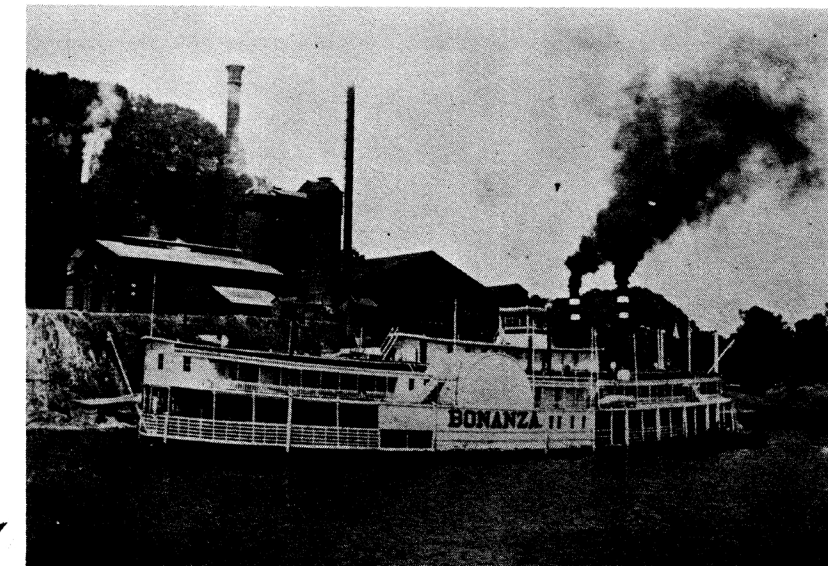
Ellis C. Mace relates that church services were held aboard each Sunday. The deck crew and firemen had devotions of their own conducted by their chosen leader. On Sunday mornings Portsmouth people were attracted to the steamboat landing by the melody and cadence of these Negro singers.

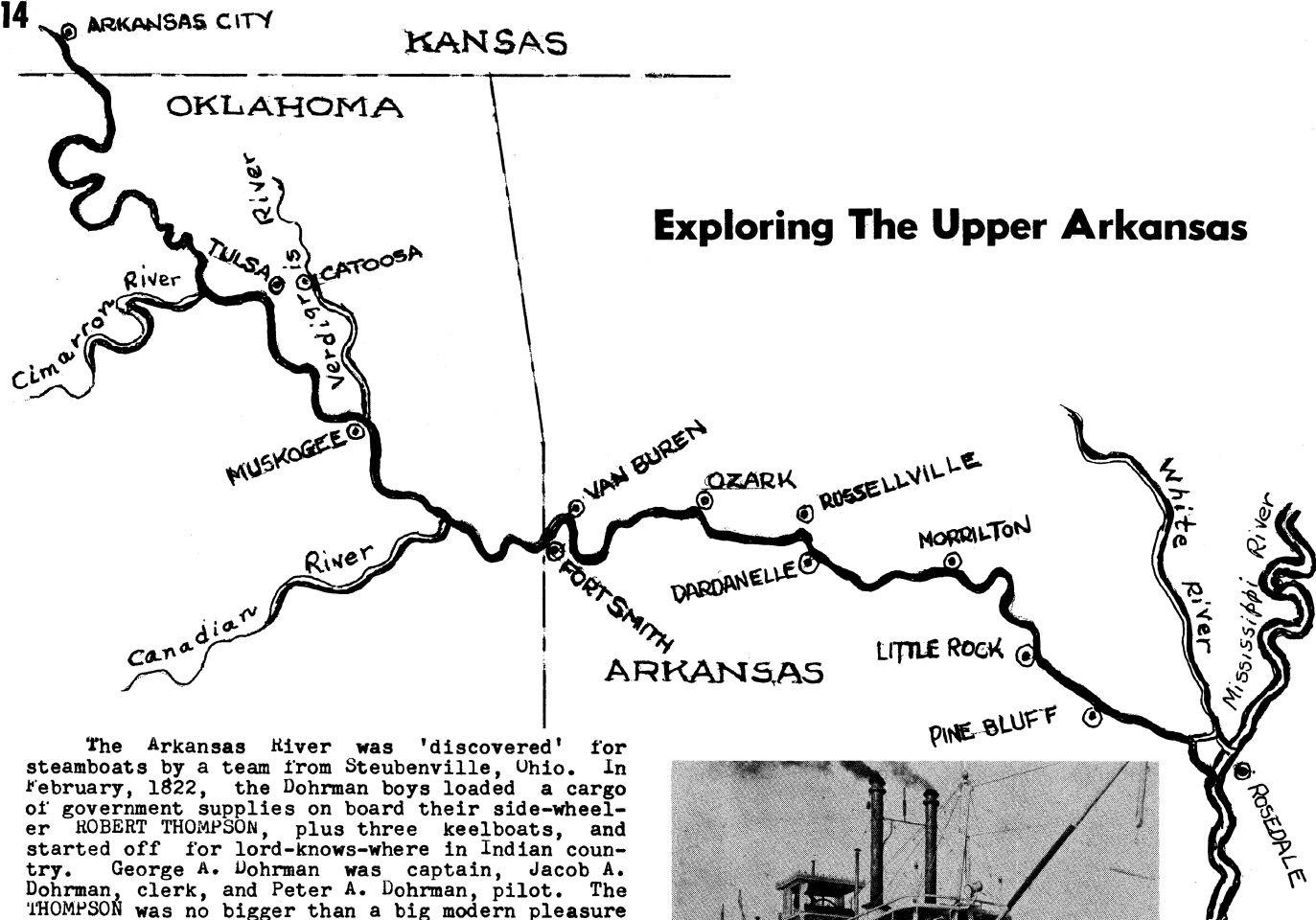
The BONANZA's whistle, deep-toned and soft, is said to have originated on the side-wheel ST. JAMES. It was used on both boats BONANZA, then on CITY OF CINCINNATI, KENTUCKY, and finally on the steel-hull CINCINNATI. A duplicate was made for the towboat G. W. THOMAS (later ALICIA).



THESE PHOTOGRAPHS are the work of notable river photographers active at century's turn. Upper left:- taken by Thornton Barrette, operator of a floating photo gallery, who used 5x8 plates, an odd size. He took various pictures of BONANZA and this is the best. Upper right:- Capt. Anthony ("Tony") Meldahl took this one at Ashland, Ky. just as BONANZA was leaving the coal dock of the Ashland Coal & Iron Railway Co. Tony used a 5x7 plate camera. Lower left:- James E. Howard pictured BONANZA as she was landing in at the Howard Ship Yard, Jeffersonville, Ind., using an 8x10 plate. Lower right:- Capt. Jesse P. Hughes caught this pose at the old Hanging Rock (Ohio) iron furnace, below Ironton, and incidentally got an excellent view of the iron works. The steel sheds to the right of the mill's stacks were used as exhibit buildings in the Columbian Exposition, Chicago, 1893, dismantled, and brought to Hanging Rock. The last operation of the furnace was in days of World War I. Jesse Hughes used a glass plate camera taking 4x5 pictures, and it still exists in working order.

Sixteen presentable photographs are known of BONANZA, plus one cabin interior, all taken between Pomeroy and Louisville.





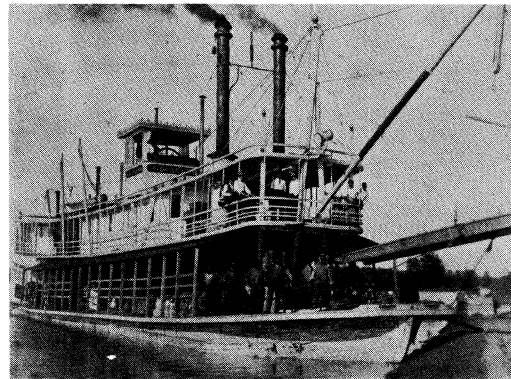
Exploring The Upper Arkansas

The Arkansas River was 'discovered' for steamboats by a team from Steubenville, Ohio. In February, 1822, the Dohrman boys loaded a cargo of government supplies on board their side-wheeler ROBERT THOMPSON, plus three keelboats, and started off for lord-knows-where in Indian country. George A. Dohrman was captain, Jacob A. Dohrman, clerk, and Peter A. Dohrman, pilot. The THOMPSON was no bigger than a big modern pleasure yacht, 65 feet long. These Dohrman boys had built the hull at Wellsville, O. and put the cabin and engines on at their own home town, Steubenville. She had one double-flue boiler on her, a 'first,' inasmuch as all river boilers to that day were single-flue.

Curiosity and love of adventure had persuaded these Dohrman boys to snoop up the Kanawha River with the THOMPSON the year prior, in 1821. As consequence, she was the first steamboat at Red House and Winfield. The objective was to go to Charleston and above but the river was too low. They lay around at Red House a couple of days sniffing rainspouts and hoping for thunderheads, but no luck. So when the U.S. wanted flour and provisions delivered in Indian Territory where no steamer had been, the Dohrmans volunteered to attempt it.

They entered White River and at Montgomery Point, above White River Island, tied off their tow. Then they put 100 bbl. of flour on a flatboat 80 x 18 (bigger than the THOMPSON), hitched one of the keels alongside, and with these two pieces went through the cut-off into the Arkansas and puffed up to Arkansas Post, some 30 miles, where they left the flatboat. Then, shoving the keelboat (loaded to 2 feet) they shoved on upstream to Fort Smith and delivered it. This was the first steamboat to venture above Little Rock. During that spring and summer they made four round trips, Montgomery Point to Fort Smith, and delivered all of the supplies. On the fourth of July, 1822, they left Little Rock on the return trip to Steubenville. During this voyage they had occasion to lay over at the mouth of Wolf River and remembered years later that not a house or habitation was to be seen at that spot which today is the heart of Memphis, Tenn.

The trail blazed, steamboat navigation on the Arkansas flourished. Traffic pushed upstream to Fort Gibson, near Muskogee. A presentable packet was built for the Fort Smith and



Typical Arkansas River packet, the A. D. ALLEN, built at the Howard Ship Yard, Jeffersonville, Ind., 1901. Capt. E. H. Botsford and Frank A. Morgan of Little Rock operated her between there and Pine Bluff until 1910. This photo from the Capt. Sam G. Smith collection.

Muskogee trade as late as 1908. Old-time natives at Muskogee, Okla. will tell you that, in their day, they have seen this steamer, the CITY OF MUSKOGEE, and several others. When you point upstream they shake their heads negatively. "Lumber and timber rafts, yes; but no steamboats ran above here," they agree. Muskogee is about 470 miles from the Mississippi River.

Lately, by coincidence, Russell M. Lintner, S&D member of Bellevue, Pa., was researching old newspaper files at the Carnegie Library, Pittsburgh. In the Pittsburgh "Commercial Gazette" columns of 1878 he commenced running upon bulletins from the upper Arkansas. In the July 12 issue was this paragraph:

The steamer AUNT SALLY reached Arkansas City in Kansas, 800 miles above Little Rock, on the Arkansas River, after a trip of 10½ days. She found a large quantity of grain awaiting ship-



The CITY OF MUSKOGEE was built at the Howard Ship Yard, Jeffersonville, Ind. in 1908. This picture was taken there by James E. Howard. Merchants of Muskogee, Okla. planned her for the Muskogee-Fort Smith trade, and one of the king-pins was C. N. Haskell who became governor of Oklahoma. Low water and lack of trade soon laid her up at Webbers Falls where she was idle several years. Inman Packet Co. ran her later between Newport and Black Rock on White and Black Rivers, then shortened her run Newport-Clover Bend (where F. W. Tucker's plantation was). Along with the LILLIAN H. she ran Crockett's Bluff to Rosedale hauling rice for reshipment on the Y. & M. V. Sold to New Orleans 1918 she was renamed LORAIN K. (1922) in N.O. and Bayou Teche trade to New Iberia. Capt. L. V. Cooley bought her, called her OUACHITA, for N.O.-Ouachita River, and had not made many trips when she burned at Wilton, La., Sept 12, 1924, with no life loss.

ment and she doubtless will bring out a full cargo.

--From the Little Rock "Gazette;" The AUNT SALLY found no difficulty in getting up to Arkansas City, Kans. The railroad bridge at Fort Gibson is only 35 feet above the low water mark and a draw would be necessary if boats were to enter the trade regularly. Fuel is scarce on the upper Arkansas but the half-breed Indians could be arranged to supply it for about \$1.00 a cord.

In the July 15 issue:

The steamer BIG HUCK left Little Rock, Ark. last Tuesday for Arkansas City, Kans. This is the point to which the AUNT SALLY ascended a few days ago, and where the people were barely able to contain themselves over the sight of such a steamboat. Fulton's first trip on the CLERMONT was not a circumstance to the AUNT SALLY's trip to the upper Arkansas.

And on July 23:

The AUNT SALLY, Capt. Harvey Lewis, returned to Little Rock a couple of days since after a voyage of 31 days to Arkansas City. The "Democrat" says: The boat found plenty of water, a beautiful country, and thrifty people.

The successful voyage of the AUNT SALLY led the merchants of Arkansas City, Kans. to build, in the fall of 1878, a steamboat which they named CHEROKEE. Later on Arkansas City was to be served by four railroads, and became a much more thriving metropolis than the Arkansas City, Ark. that rivermen know better.

Interest in the Arkansas's navigation is pepping up and for sufficient cause. Uncle Sam is spending \$14-billion to channel the stream for red barges and diesel derring-doers. That's more money than the St. Lawrence Seaway tab came to. Newspaper editors at Fort Smith and Little Rock are running "old-time" river stories. Historians are sneezing through dusty old newspapers to rediscover that Little Rock once had 'through' passenger and freight boats to New Orleans and Memphis. All so strange and fascinating.

Steamboats have whistled to land at Arkansas City, Kans. (at least one has) and a steamboat was built there. So if researchers are looking for the "head of navigation" on Arkansas River, exploring fingers must push up through Oklahoma and over the northern border. The modern improvement will not get even to Tulsa; instead, barge traffic will be routed up the Verdigris River to a hamlet named Catoosa (see map).

STEAMBOAT WHISTLE BLOW

A positive date for the 'Whistle Blow' has not been firmed as this issue goes to press. For latecomers, let us say that a project is on foot to transfer the collection of steamboat whistles now at the Marietta Museum up to the Union Carbide plant at Long Reach (not far below Sistersville, W. Va.) and blow them--one at a time, of course.

Since the idea was projected last fall, other whistles have been proffered, and accepted, until the total number of candidates conservatively totals about 25. Tape recordings will be made by professional persons with know-how.

The arrangements are being made by Walter W. McCoy, 315 S. Wells St., Sistersville, W. Va. He will notify persons who would like to come, if such persons will send him a self-addressed post card. Many who attended the S&D convention in September signed such cards, and need not repeat. In any event, notice of the date (hopefully sometime in April) will be printed in The Waterways Journal in ample time--so subscribers may alert themselves from that medium.

Needless to state, front row center seats at the performance are not desirable nor recommended. A whistle goaded with 250# of wet steam can be heard, yet. Tone quality is better judged about a half-mile away. Anywhere between New Matamoras and Sistersville would be fine.

Two Cincinnati youngsters, Mr. and Mrs. Dan and Claire Pinger, have been producing a slick-stock once-in-a-while boating magazine which they call 99 Miles Of River. In the Mid-Winter edition, released in January, S&D member Dolly Robertson thumps the drum, four pages of text and photographs, lauding S&D accomplishments. She ends her ship-shape story with a pitch for new S&D members, thanks to Dolly and to editors Dan and Claire Pinger. 99 Miles Of River is published at Box 2023, Cincinnati 1, Ohio. Subscribers get 12 issues for \$2.50 and this is a commercial we're pleased to spread.

The pilotwheel emblem of S&D, in the form of a gold pin, is available to members. There are two styles, the pin-on and the button-on, priced \$2.50 each. Remit to Mrs. J. W. Rutter, 89 Park St., Canal Winchester, O. 43110, and be sure to specify which style you wish.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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MARIETTA, OHIO

MARCH, 1965

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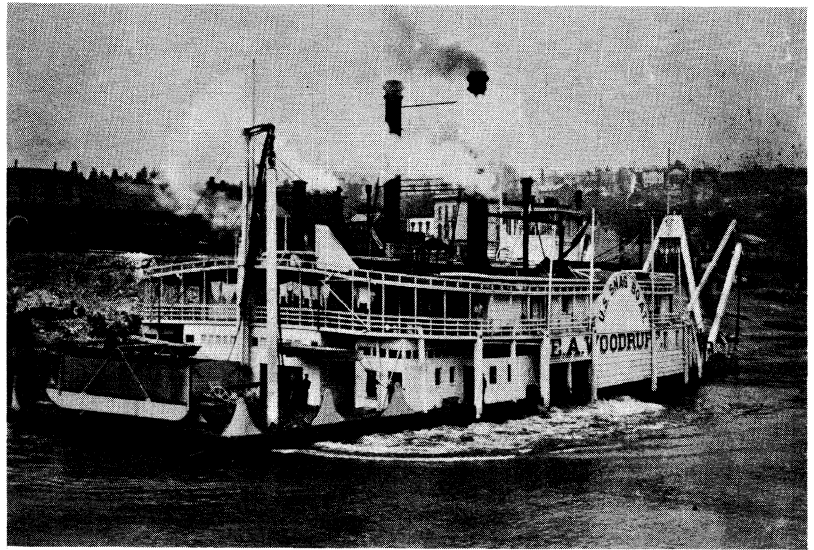
Correspondence regarding S&D REFLECTOR welcomed by the editor, Capt. Frederick Way, Jr. at 121 River Ave., Sewickley, Pa. 15143. Additional copies of any issue are available at fifty cents each by writing Capt. Way.

EDITOR'S NOTEBOOK . . .

The photograph of the U. S. snagboat E. A. WOODRUFF in the December, 1964 issue stirred up considerable interest. Two persons inquired about the "peculiar object" carried on the WOODRUFF's stern deck. One asked where the picture was taken. J. W. Weaver, Jr., proprietor of the Weaver Skiff Works, Racine, O., says that two of his neighbors, Francis Morris and Gene Skirvin, were painting boats at the Fernbank (Ohio) Marine Ways in the summer of 1922, and that the WOODRUFF was being dismantled while they were there.

The picture in the December issue was taken at East Liverpool, O., about 1906 by T. J. Farley of New Jersey, who was a passenger on board the QUEEN CITY at the time. The "strange object" on the snagboat's stern was a very fine little stern wheeler officially named E.A.W. TENDER, built at New Albany, Ind., 1901. Almost identical in hull size with the LADY GRACE, it measured 30 by 9'6" by 2'6". It sported an upright steam boiler. The paddlewheel, turned by pitmans and cranks, was powered with two horizontal cylinders each with 6" bore and 18" stroke. The Hegewald Company at New Albany had the contract for building her. When not in use, the TENDER E.A.W. rode piggyback.

Capt. Gordon C. Greene bought the WOODRUFF's hull (226 by 48) at a U.S. sale. Greene Line later sold it to the Louisville & Cincinnati Packet Co. who made a wharfboat of it for use at Louisville. Greene Line bought the L&C holdings and continued to use the WOODRUFF wharfboat until a new one built in 1939 replaced it. The old WOODRUFF hull then was sold to The Ohio River Co.



Snagboat E. A. WOODRUFF at East Liverpool, O. with E.A.W. TENDER riding on the stern deck.

who beached it at Catlettsburg, Ky. and dismantled it. It served usefully 65 years.

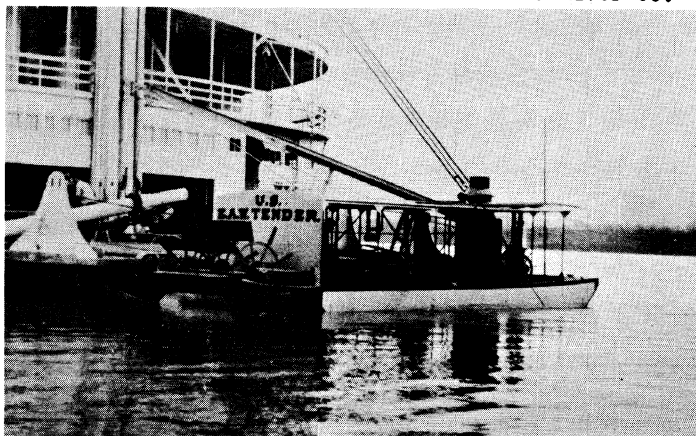
S&D REFLECTOR's December issue was mailed to 326 members and families, says Mrs. J. W. Rutter, secretary. This critical time of adjustment has brought with it some heartaches. Since the upping of dues about 85 have dropped out. With faith in the future, two S&D members, William G. Patterson and S. Durward Hoag, each contributed \$50 to assist the 20-page December issue of this magazine. Bright spot in the scene is the return of former members, and an upsurge of new members who wish primarily to receive S&D REFLECTOR. To clarify a point, former members wishing to be reinstated will not be invoiced for back dues--they will be regarded as new applicants. The future health of S&D and its magazine is predicated on growth.

Sirs: My wife Mary gave me Walter Havighurst's new book VOICES ON THE RIVER for Christmas and I have enjoyed it very much. On pages 231-33 he writes about Capt.'s. Walter Blair and Walter Hunter, but not enough; a whole book could have been written about either of them. I first met Capt. Walter Blair in 1906. I used to hang around Captain Kinnear's Diamond Jo warehouse at Burlington then. The side-wheel MORNING STAR would come in with Capt. Walter Blair on the roof--he had a voice like the legendary Mike Fink although he was a little wee man.

So I got my mate's license at St. Louis and came down the hill there all puffed up to the WASHINGTON. Capt. D. Walter Wisherd was standing at the stage, and when he found out I had my license he paid off Pete Price and made me the mate. We deadheaded up to Davenport and the pilots were Capt.'s Walter Blair and Walter Hunter, so I stood my first mate's watch with these two celebrities.

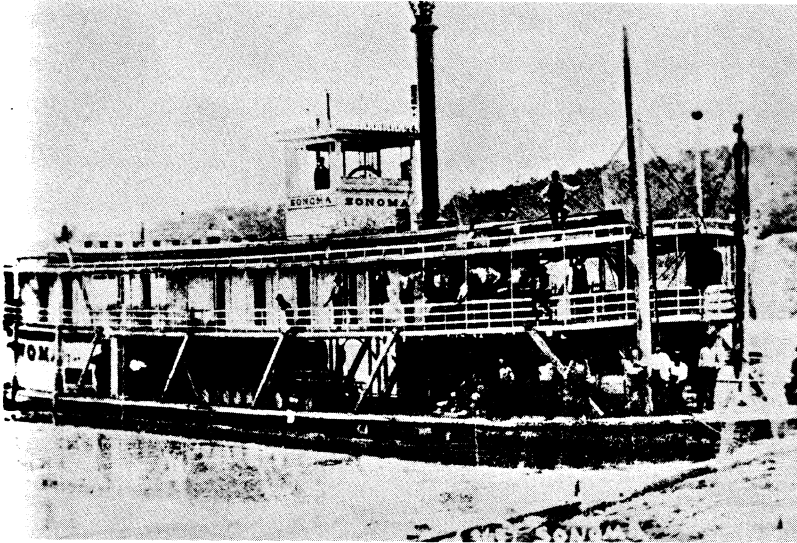
In later years Captain Blair was in lively demand as a speaker at civic clubs, etc. He had a river talk he gave, and one of the specialties of it was a simulated packet boat landing scene with he on the roof yelling at the deckhands like he formerly had done on his own boats.

C. W. Elder,
1803 18th Street,
Moline, Illinois



E.A.W. TENDER rode piggyback

* * Come where the flavor is



Only known picture of the one-stack SONOMA

Spare-built, energetic Capt. Edmund B. Cooper lived in Washington Bottom, his farm adjoining that of Capt. Ben D. Stout,* on the West Virginia shore not far below Blennerhassett Island. In 1881 he built a small one-boiler, one-stack packet named SONOMA for the daily Parkersburg-Belle-ville trade (19 miles) to accommodate his neighbor farmers.

The service rendered was not unique and very well could have been forgotten. Except that S&D member Bert Fenn of Tell City, Ind. recently happened on a bundle of papers from the SONOMA's office. Bert eulogized a selection of these papers in a mimeo 1964 Christmas greeting. The Waterways Journal picked up the story and ran it in full in the last January 2 issue. Both accounts omitted the signatures on the notes, which fact now prompts us to identify them. Most of these notes were addressed to Capt. E. B. Cooper:

Bellville May 20th '82. Mr. Cooper Sir, will you please get me 12 yards of Laun, canary color, with a deep rosebud border. Get 1 Ladies collar that will cost from 40 to 60 cts. And oblige. G. S. Arnold. I think you would be most likely to find it at folies but get it where you please.

Aug. the 22nd '89. Cap Cooper Der Sir, Deliver the Eggs to Kirdy the Poltery to Paxton get 7 cts per lb for them if possible and the butter to Paxton if he will give 10 cts for it get more if you can if he will not give 10 let C. C. Martin take it I will be on your Boat next Weak to pay you Yours truly, A. Blackmoe.

Murraysville W Va Feb 27/83 Clerk of Str. Sonoma. Enclosed please find twenty six & 50/100 dollars which will you please take to the Bank and pay my note and bring it down with you? Note payable to James F. Barnes & Co. Payable at the 2nd Nat. Bank, but is probably at the Parkersburg National Bank now. Yours truly, A. E. Tidd.

*Capt. Ben D. Stout was an ace towboat pilot with license from Pittsburgh to New Orleans, serving on the JOHN A. WOOD, OAKLAND and others. In his later years he ran a drug store in Parkersburg. The Stout farm today is occupied by the plastics plant of the E. I. DuPont de Nemours Company. The Cooper farm was just below.

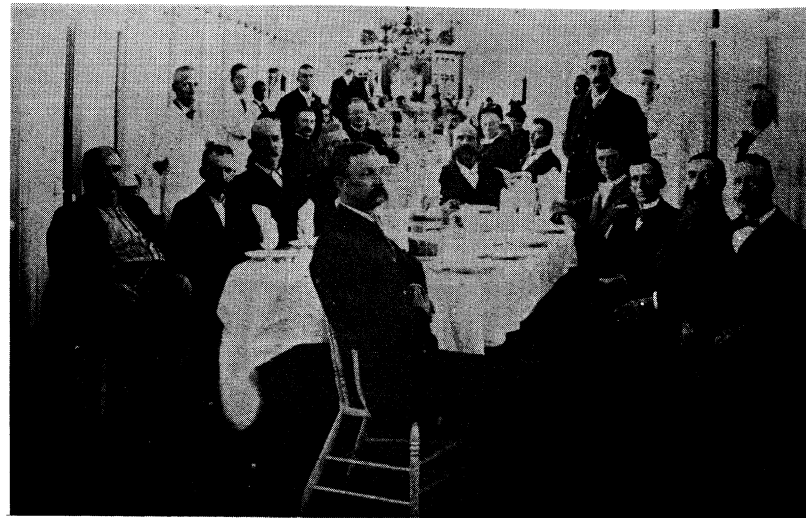
Captain E. B. Cooper. Will you please deliver these two letters to the Bank as directed & one to W & C please mail & much oblige yours D. R. King.

August 2nd 1883. Mr. Cooper of Sonoma. Dear Sir, My little boy and servant woman are going down to my brother Danl's. I give my boy \$1.00 if that is not enough to pay their way up and down (the round trip) I will settle with you for the balance -- they will be up on Saturday. Your friend. John D. Neal.

Jacksons Ldg W Va May 7, 1883. Please get me 1/2 gallon of \$4.00 Whiskey and 50¢ worth of Glycerin & Exchange the glasses for a Pair of No 12 of the same kind and Oblige. C. T. Petty. P.S. Make them give good Whiskey.

In presenting these notes last Christmas, Bert Fenn commented, in part: "There was a lot of independence in those old boys, but they had a practical side too. The ones we know and remember were good business men and knew how to put a personal touch into their customer relations. And how they managed to balance that trait with their superb sense of independence has always delighted me."

Capt. Edmund B. Cooper's shopping service evidently paid off. The SONOMA grew too small for the trade, was sold away, and replaced by the larger HARRY D. KNOX. Business went along fine until the Ohio River Railroad opened. He died at his farm in Washington Bottom in late January, 1911. His son Earl Cooper, who built and operated sternwheel gas boats at Parkersburg, was a member of S&D until his death.



Capt. Edmund B. Cooper (center foreground) was master and part owner of the packet ANDES when this picture was taken aboard, about 1892. This was the last packet he operated in the Pittsburgh and Cincinnati trade. Previously he had run the EMMA GRAHAM, GENERAL PIKE and FASHION there. Seated at the extreme right is pilot William F. Brookhart (who was on watch when EMMA GRAHAM was lost at Ripley Landing, W. Va., 1885) and next to him (lengthy black beard) is pilot William Anderson of Letart Falls, O. (who was on watch in the pilothouse of the VIRGINIA the March night in 1910 when she went in the cornfield at Willow Grove, W. Va.). Only other person identified in this view is Eli Mauck (handlebar mustache and bald pate) seated at the foot of the table. Mr. Mauck was the Cincinnati representative for the Pittsburgh packets.



THE GEORGE BAY FAMILY

Well, my oh my, what have we here. Capt. and Mrs. George W. Bay (seated, center) are surrounded by seven good-looking daughters. If the picture were a trifle more sharp a person just might figure the exact date, too. For lo and behold Capt. Bay has in his right hand a copy of *The Waterways Journal*. Best guess is that the family group sat for this portrait about 1900, perhaps a little later. If those sleuths in the Chemical Building, St. Louis, keep an eye peeled, Donald T. Wright, Roy Barkhau or Jimmy Swift well may cinch the answer. Pigeonholed in our mental attic is a notation that *The Waterways Journal* once upon a time published this same scene. But not since we have been a subscriber (and that fact dates its appearance prior to Dec. 25, 1913 if you must know).

A lot of water has gone down the creek since this picture was taken, and meanwhile a lot has been forgotten about it. W. H. Kitts, Proctorville, Ohio, dug it up recently and handed the original to Jim Wallen. These two knocked at doors around Proctorville and vicinity and were not so long getting identifications.

So, in the back row, standing, from the left we have: Stella Bay, Minnie Bay, Lizzie Bay, Ruth Bay, May Bay and Willie Bay.

In the front row, also from the left: Georgia Bay, Capt. and Mrs. George W. Bay and Kate Bay.

Hark to the old packet days! There were steamboats named MINNIE BAY, LIZZIE BAY, RUTH and also a steam propeller packet GEORGIA owned by the Bay Line.

Now, what happened to the Bay girls? This inquiry poses a few questions yet unanswered. Jim

Wallen called on Mrs. Fred (Sallie) Atkinson, at 207 Elizabeth Street, Proctorville, O., who was Sallie Bay Smith, daughter of Capt. George Smith, operator of the ferryboats ARION and WHISPER in the Proctorville-Guyandotte run. Her grandmother was Sallie Bay. Mrs. Atkinson recalled as follows:

Stella Bay became Mrs. Dick Dabney, her husband being a Proctorville druggist. Minnie Bay married L. Dow Eaton, and lived at Rome, Ohio. Lizzie's husband was Capt. Albert H. (Dick) Brown of the short-trade Brown packet tribe, later separated. Ruth Bay became Mrs. John Ricketts of Huntington. May Bay married Harlow Mauk, Proctorville. Willie was twice married; first she was Mrs. Comstock of Huntington, and then Mrs. Miller, Huntington. She today is a widow.

Jim Wallen remembers that Minnie Bay Mauk went to Huntington high school, daughter of May Bay (Mrs. Harlow Mauk). Afterwards she got in the newspaper game, and today, a widow, is editor of the Ironton, O. "Tribune."

Capt. George W. Bay died on February 6, 1916 and is buried at Ironton. His brother William Bay, with whom he was associated in packet operations many years, passed away the following year, sometime in latter December, 1917, at Ironton. Best published source of information about their steamboat days is recounted in Capt. Ellis C. Mace's book "River Steamboats and Steamboat Men," The Hobson Book Press, Cynthiana, Ky., 1944.

Most of the seven Bay girls married husbands who prospered. Of course there was tragedy, and some of it bad tragedy. There were many good things, too. Tracing the Bays against the background of a growing mid-continent America would excite the pen of Kathleen Norris. That talented novelist did such a book, "Certain People of Importance," with a diagram tipped in to aid the reader keeping track of the multitude.



20

Sirs: I think you will like this picture. The AUSTEN S. CARGILL is flanking Free Nigger Point on the Mississippi River above Baton Rouge on July 6, 1964 with 40 loads of grain, 57,908 tons of cargo. All the barges are 195 by 35 Jumbos except the leads, which are 200 Series Federal Barge Lines 270 by 50. This is the heaviest tow the river has seen since the SPRAGUE came down with her big one (and correct me if I'm wrong).

Hugh MacMillan,
Cargo Carriers, Incorporated,
1200 Northstar Center,
Minneapolis 2, Minnesota

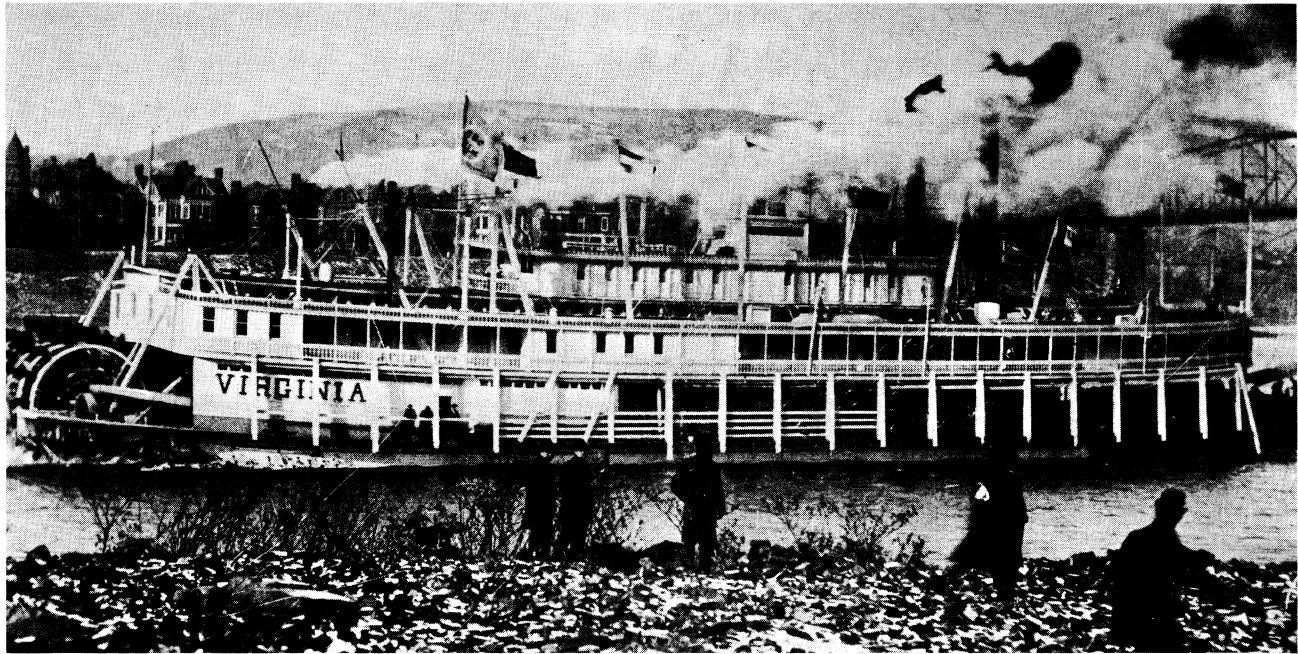
-History indeed was made. The CARGILL's tow is considerably longer than the SPRAGUE's whopper coal tow of 1907, but not as wide. Although the CARGILL tow shown here is a quarter-mile long plus 300 feet, SPRAGUE still holds the record for tonnage moved in one unit--67,307 tons. -Ed.

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.

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VIRGINIA'S First Season

The VIRGINIA was launched in mid-November, 1895, and steam was raised at the Cincinnati Marine Railways Co., her building place, on December 1st. Her trial trip was run in the Cincinnati harbor, with Capt. William Agnew piloting, on the day before Christmas. She was advertised to depart on her initial trip to Pittsburgh, December 30, 1895 at 5 p.m., from the wharfboat, foot of Main St., Cincinnati. There was detention and she was late getting away.

That first week of January, 1896, was severe and cold. On the day of departure hundreds of visitors crowded aboard "tramping over her new cabin carpet of old gold and dark blue." Upbound passengers that day included Capt. J. Frank Ellison, superintendent at Cincinnati for the Pittsburgh & Cincinnati Packet Line; Samuel J. Coffin, superintendent of the Cincinnati Marine Railways Co.; Dana Scott, budding Muskingum River genius who had installed the machinery built by Griffith & Wedge, Zanesville; and George W. C. Johnston, treasurer of P&C, who had superintended the cabin layout and decorations (with help from Miss Emma Townley of Cincinnati who married him a couple of weeks later).

The river filled with running ice. The new VIRGINIA returned to Cincinnati "with 100 passen-

gers and full of freight" and was forced to lay up. Within the next several days the ferryboat MAGGIE PADEN was cut down by ice at Parkersburg, the CONGO was lost at Caruthersville, and the ROYAL burned at Evansville.

Two weeks later the weather moderated and the P&C fleet was in full operation, the HUDSON, VIRGINIA and KEYSTONE STATE. The RUTH was running Pittsburgh--Charleston, with

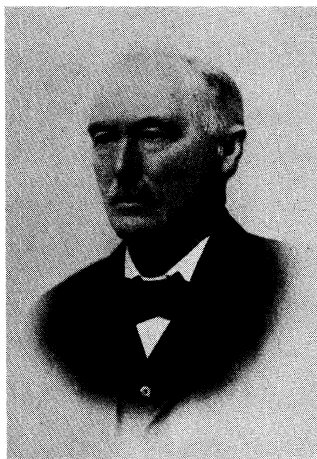
Capt. Ira B. Huntington, master, and Ralph Emerson Gaches, clerk; the H. K. BEDFORD, Pittsburgh-Parkersburg (later Pittsburgh-Charleston) with Capt. Gordon C. Greene, master, H. E. Bevan, clerk; and the BEN HUR also was Pittsburgh-Parkersburg with Fred Kemple, Jr., master, and Ed Dunn, clerk. The round trip fare, Pittsburgh and Cincinnati, was \$12; one way \$7; down by boat and back by rail \$12.50, "tickets good until used."

The advent of the new VIRGINIA in the trade caused a considerable shuffle in P&C crews. Capt. Thomas Calhoun, late of the IRON QUEEN, was the master; Harry Ollom and Spence Sanford came over from the KEYSTONE STATE as pilots, and E. Dayton Randolph and Billy Anderson became regular pilots on the K.S. Irwin Johnston, steward on the CONGO all the while she ran P&C for White Collar, was in charge of the culinary department. The chief engineer was George Hohnston, assisted by Frank Owens. Robert H. Kerr was purser. The mate on the forecastle was John Sweeney, assisted by Hod Knowles.

Continued from Page 1

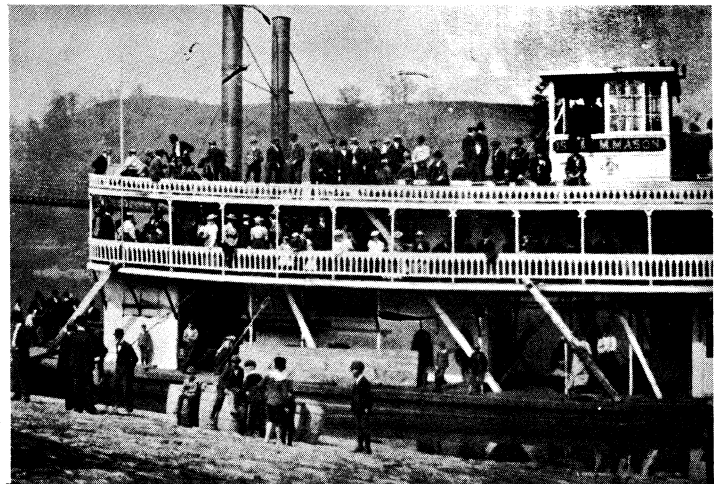
Of the three P&C boats, the VIRGINIA was the only one with electricity. She sported what was described as a "Multipolar generator operated by a Fisher automatic steam engine," with 250 16 candlepower bulbs throughout, two 2,000 cp. arc floodlights and one 10,000 cp. White Squadron arc headlight. The excitement of seeing this blaze of electric glory pass in the night kept many natives watching for the VIRGINIA along the shore and one lad, on the night of Feb. 27, 1896, stayed up late to witness the sight. Next day he went to Marietta and got a job on the H. K. BEDFORD with Capt. Greene, and that's how Capt. Jesse P. Hughes started with the Greene Line.

The Diamond Jo Line was in the initial stage of building a new side-wheeler for the St. Louis and St. Paul trade, to be called QUINCY. To get ideas, Jay Morton, president, and John F. Killeen came over and rode the VIRGINIA in February. Capt. Killeen had built, among other boats, the noted packet MARY MORTON. In April, 1920, this same Capt. Killeen presented a scale model of the MARY MORTON to The Waterways Journal, still proudly displayed in their offices in 1965.

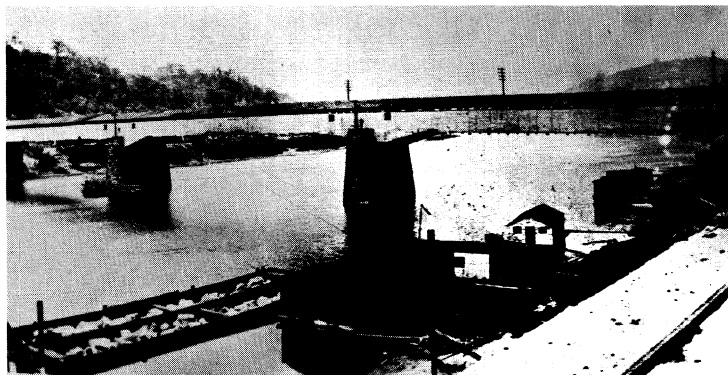


Capt. John F. Killeen
He came for ideas.

Among the visitors who happened down to see the new VIRGINIA at Pittsburgh was the veteran Capt. George W. Rowley, former skipper of the old P&C packet SCOTIA, and now retired. Capt. James A. Henderson, president of P&C, escorted a delegation aboard one February noon composed of John F. Dravo, Charles Jutte, William B. Rodgers, Samuel S. Brown, W. Harry Brown and Hugh Moren. Back in the cabin there was a huddle and the upshot was a decision to invite the members of the U. S. House of Representatives Rivers and Harbors Committee aboard the VIRGINIA for a trip from Pittsburgh to Parkers-



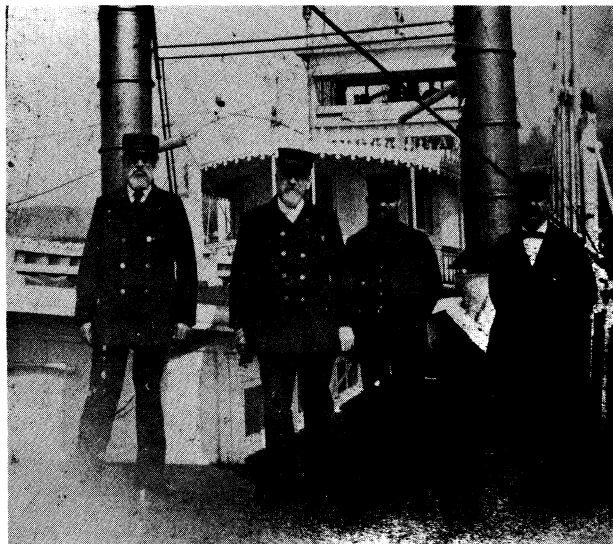
The ISAAC M. MASON, pictured at Morgantown, nearly took the U.S. Washington representatives over Dam 1, Monongahela River.



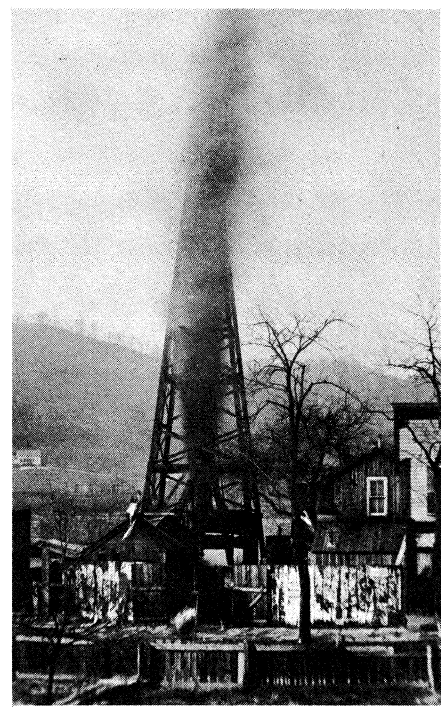
THE OLD BROWNSVILLE COVERED BRIDGE, built in 1828, had poolwater clearance of 40 feet. The Dravo Construction Co. started tearing it down in the fall of 1910. The pilothouse on the ISAAC M. MASON had to be dismantled to get the Congressmen under in 1896.

The congressmen were brought from Washington to Fairmont, W. Va. by B. & O. and there plied with an elaborate breakfast staged in the Hotel Watson. The centerpiece, as reminder of what was expected, was a lock and dam created of glass and decorated with hyacinth and smilax. A special train toured the delegates up West Fork to Monongah to see a coal mine. Then the train shuttled down to Point Marion, Pa. at the mouth of the Cheat River (population 500) some 39 miles below Fairmont on the Monongahela. The Point Marion Trombone Band escorted the celebrities aboard the packet ISAAC M. MASON for a 90-mile excursion to Pittsburgh.

The stream was in flood. The MASON lowered her smokestacks on the roof and the pilothouse was collapsed to pass under the Brownsville wooden covered bridge. At Lock One the MASON was drawn out over the dam by the excessive current, and catastrophe was in the making until the towboat JOHN I. PHILLIPS came to the rescue. One of the celebrities who might have ended his career that day was the congressional leader, Hon. Theodore Burton, Ohio.



This picture is believed to have been taken on the VIRGINIA's first trip. From the left:- Capt. Thomas S. Calhoun, master; Robert H. Kerr, purser and Harry Ollom, pilot. The man at the right has "Clerk" on his cap, but his identity is not known. The boat's whistle is mounted on the pilothouse, and was soon changed.



The VIRGINIA was in readiness at Pittsburgh. The Washington representatives climbed aboard. Stops were made at Wheeling for political handshakes, and at Sistersville for a mud-tromp of the oil boom which had possessed that place. "Oil derricks rise thick on every side, the smell of oil is in the air and its traces on the water. Smoke and flame and pumping engine add to the intense activity of the picture before the astonished view of the traveler, and, like the trees of the forest, derricks rise innumerable, even to the hilltops in the far distance. A little island near has no less than three oil wells pumping away, one on the very brink of the river, while on both sides the huge tanks and flaming gas pipes can be seen and the throb of machinery can be heard. What a situation! Sistersville lies full of newly awakened life." --So wrote a reporter in 1893 when, by reliable account, the area had 164 producing wells with daily production near 26,000 barrels.

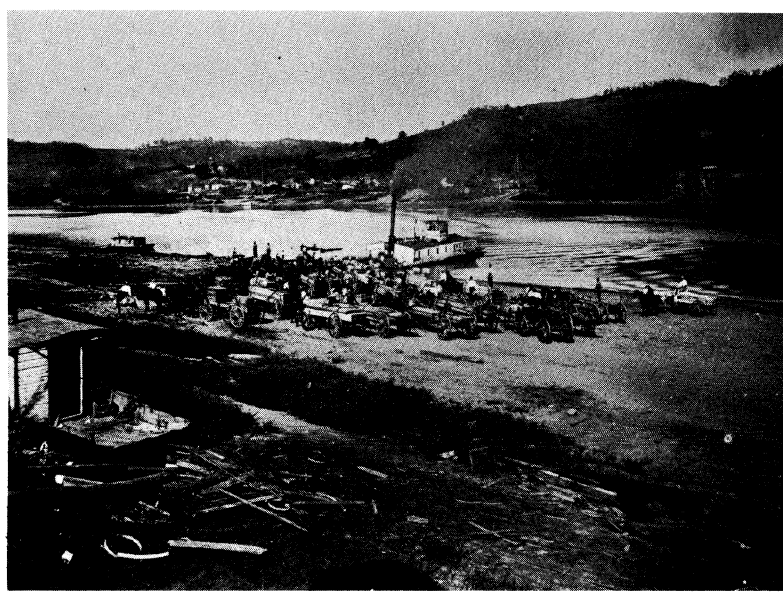
A brief stop was made at Marietta, and arrival was made at Parkersburg in time to witness the annual run-out of saw logs and cross ties in the Little Kanawha. These were floated on flood tide, jumping the stationary dams. Supper and

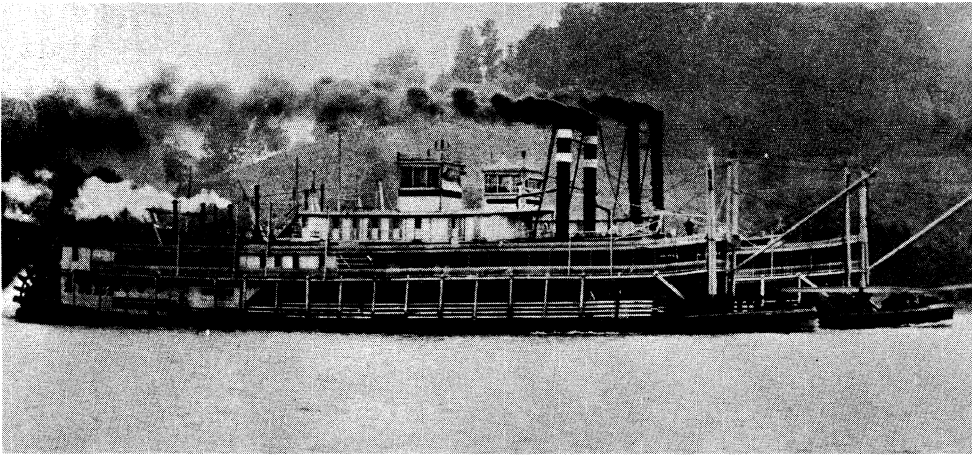
Turn to Page 6

The Sistersville oil-boom photographs on this page are from the collection of Walter W. McCoy who now has, without any doubt, the best available picture story of that exciting time.

Upper left is Sistersville as the town looked about the time the U. S. congressmen visited there, with oil derricks sprouting (and spouting, upper right) in front yards, in side yards and back yards. The gusher shown at upper right is perched on the river shore, spewing liquid gold over rooftops and down chimneys.

Lower left was taken most likely in the winter of 1893-94; at least S&D member A. V. Howell remembers that one as the coldest around his home-town of Pomeroy. Walt McCoy says oil well boilers were hauled across the ice, which takes a tall freeze. Lower right shows the odd looking ferry W. C. PUSEY trying to keep up with traffic across to Stringtown, Tuel's Landing, or Fly, the three names for the settlement on the Ohio shore. The PUSEY was built at New Martinsville, W. Va., 1889.





SHERLEY AND VIRGINIA RACING from Cincinnati to Gallipolis in spring of 1896. Photo by Thornton Barrette. The White Collar Line was running SHERLEY, SUNSHINE and HENRY M. STANLEY in the Cincinnati-Pomeroy trade. Also they had CITY OF LOUISVILLE and TELEGRAPH in Louisville-Cincinnati trade, and CITY OF VEVAY and LIZZIE BAY short-hauling Cincinnati and Madison. BONANZA and BOSTONA ran Cincinnati-Memphis.

other regular pilot of the HUDSON, took a summer job on the snagboat E. A. WOODRUFF which was operating along the upper Ohio. All of this seemed very normal and sensible, for low water time was at hand.

But low water didn't come on schedule. There was a coalboat rise at Pittsburgh on June 27, and another one on July 18. By July 25 there were but ten loaded coalboats in the Monongahela River when usually there were hundreds of them. Coal was being shipped south as fast as mined. Rain had fallen at Pittsburgh for 26 days in July.

The P&C Line, running the VIRGINIA and KEYSTONE STATE, was doing its biggest passenger business in history. Its boats had run since Jan. 25 without losing a trip. Not since 1875 had there

been such a circumstance. (The Ohio River hit a stage of 55'5" at Portsmouth, O., highest summer stage of record, on August 5, 1875).

speeches at the Hotel Jackson, and later the representatives boarded the B. & O. train for Washington.

The immediate result of this tour was the authorization for Ohio River dams 2, 3, 4 and 5; the purchase by the government of the Monongahela River locks and dams, and the U. S. purchase of the four existing locks and dams on the Little Kanawha. The VIRGINIA was off to a handsome start. That spring she scarce met a boat day or night without exchange of whistle salutes and while the congressmen were aboard she got an ovation from the packet EVANSVILLE which, strange enough, had deserted Green River to run temporarily between Wheeling and Clarington.

Social affairs were frequent. On Saturday afternoon, April 27, 1896, the passengers on the VIRGINIA at Pittsburgh included Mrs. E. O. McCormick, wife of the general manager of the Big Four Railroad; Mrs. J. M. Cheesbrough, wife of the general passenger agent for the Southwestern Division, B. & O. Railroad; Col. Sam Moody and F. Vandusen of the P.R.R., and Mrs. J. Frank Ellison of Cincinnati. Mrs. James A. Henderson invited these guests for a tally-ho party (carriage drawn by four horses with mounted coachman brandishing a long horn---tally---HOO-O!) out through Schenley Park. Also along were Miss Harriet Henderson, Mrs. John M. Phillips and Miss Louise O'Neil, the latter the daughter of Capt. W. W. O'Neil.

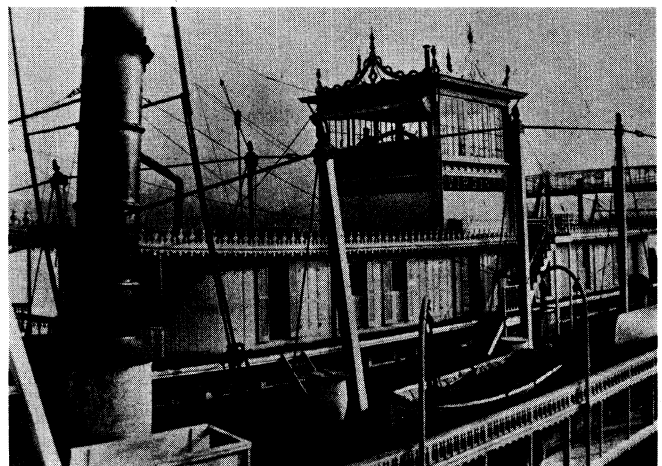
The VIRGINIA's machinery was worked in during the spring, and the new boat started trying on other packets for size. On May 1, the VIRGINIA and SHERLEY arrived side by side at Gallipolis, upbound, both having left Cincinnati at the same time. The SHERLEY had made 36 landings and the VIRGINIA 20. This contest was widely publicized at the time.

The P&C Line had entered into contract with the Coney Island Amusement Co., Cincinnati, to operate the HUDSON all summer carrying excursionists to the park. The ISLAND QUEEN was brand new and made her first trips there on Decoration Day. Consequently the HUDSON was withdrawn from her regular P&C run in early May and went to the park trade commanded by Capt. John Sweeney, and with Tony Meldahl as pilot. Phil Anshutz, the

But on August 20, 1896, the BEN HUR had to turn back from Rochester, reshipping her Pittsburgh freight on a flat towed by the little ELIZA H. The RUTH reshipped by rail at Wheeling and returned to Gallipolis. The KEYSTONE STATE went to the bank at Wheeling, and the VIRGINIA laid up at Cincinnati. It was during this low water period that the new KANAWHA, Capt. Ira B. Huntington commanding, entered the Pittsburgh-Charleston trade, relieving the RUTH (see June issue, 1964, Page 1).

Nevertheless spirits were high, low water or no. The Pittsburgh & Cincinnati Packet Line, at its regular stockholder's meeting, held at Pittsburgh in August, decided to contract for a packet bigger and better than the VIRGINIA. Work commenced at the Cincinnati Marine Railways Co. on the new QUEEN CITY on November 5. By then the river was at a boating stage, and remained so the balance of the year.

On the VIRGINIA's first birthday, January 1, 1897, William D. Kimble was delegated to take to Capt. James A. Henderson the boat's weekly trip statement. Purser Robert H. Kerr for the occasion had tied a blue ribbon around it. The VIRGINIA had paid her building cost in 365 days and was in the clear.



Lee Line U. S. Mail Steamers

OPERATING IN DIVISIONS AS FOLLOWS:

NORTHBOUND—Memphis and Ashport, Tenn.

Memphis and Cairo, Ill.

Memphis and St. Louis, Mo.

Memphis and Cincinnati, Ohio.

SOUTHBOUND—Memphis and Friars Point, Miss.



ROBERT E. LEE, President.
G. PETERS LEE, Vice-President.
S. E. LEE, Superintendent.

C. BOURNE,
General Freight and Passenger Agent.
W. E. WILSON, Secretary and Treasurer.

D. M. CONNOBS, Supt. and Gen. Agent,
St. Louis, Mo.
J. F. ELLISON, Supt. and Gen. Agent,
Cincinnati, O.

GENERAL OFFICES—NO. 4 SOUTH FRONT STREET, MEMPHIS, TENN.

Steamers James Lee, Georgia Lee, Peters Lee, Rees Lee, Sadie Lee, Stacker Lee, Ferd. Herold, Sun.

DEPARTURES FROM MEMPHIS, TENN.—

For Osceola, Luxora and Ashport.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Caruthersville, Mo., Hickman, Ky., Cairo, Ill., and St. Louis, Mo.—Steamers leave every Monday and Friday at 12 00 noon.

For Caruthersville, Mo., Tiptonville, Tenn., New Madrid, Mo., Hickman, Ky., and Cairo, Ill.—Every Tuesday at 5 00 p.m.

For Helena, Ark., and Friars Point, Miss.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Evansville, Louisville and Cincinnati.—Steamers leave every Tuesday at 5 00 p.m.

DEPARTURES FROM CAIRO, ILL.—From H. & P. Wharfboat—

For Memphis.—Steamers leave every Wednesday, Friday and Saturday p.m.

For St. Louis.—Steamers leave every Wednesday and Sunday a.m.

For Paducah, Ky., Evansville, Ind., Louisville, Ky., and Cincinnati.—Steamer leaves every Thursday a.m.

DEPARTURES FROM ST. LOUIS, MO.—From Wharfboat, foot of Olive Street—

For Memphis.—Steamers leave every Tuesday and Friday at 5 00 p.m.

DEPARTURES FROM CINCINNATI, O.—From Wharfboat, foot of Broadway—

For Louisville, Ky., Evansville, Ind., Paducah, Ky., Cairo, Ill., and Memphis.—Steamer leaves every Wednesday at 5 00 p.m.

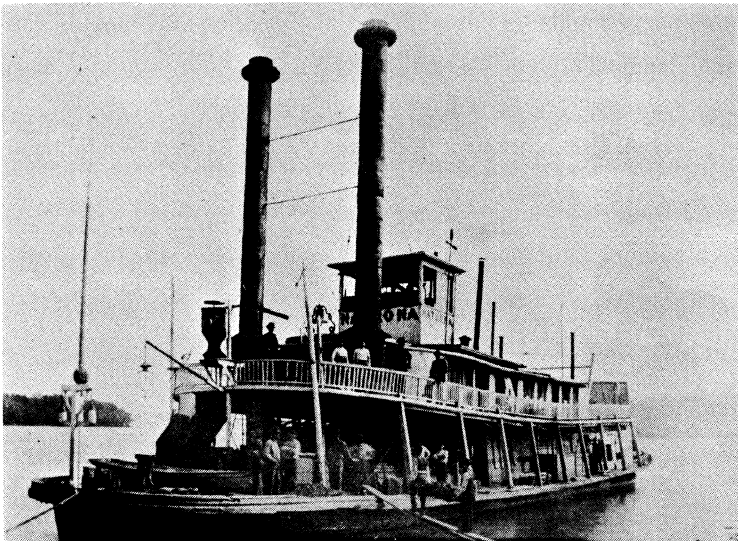
CONNECTIONS.—At St. Louis—With all railroad and steamboat lines. At Cairo—With all railroad and steamboat lines. At Columbus, Hickman, New Madrid and Caruthersville—With railroad lines. At Memphis—With all railroad and steamboat lines. At Helena and Friars Point—With railroad lines. At Evansville, Louisville and Cincinnati—With all railroad and steamboat lines.

—Courtesy of S. Durward Hoag, reproduced from the Official Guide of Railways and Steam Navigation Lines, issue of February, 1906.

Capt. Robert E. Lee, Sr. (no kin to the famed General far as we know) in a reminiscent mood jotted down in 1911 a list of boats his family had owned and operated since Civil War times. It is an impressive one:—

NATRONA, COAHOMA, A. J. WHITE, RENE McCREADY, OSCEOLA BELLE, SILVERTHORN, ED FOSTER, PHIL ALLIN, BAYLESS LEE, ORA LEE, JOHN LEE, BOB LEE JR., HARRY LEE (1), HARRY LEE (2), ROBERT E. LEE, SADIE LEE, REES LEE (1), REES LEE (2), GEORGIA LEE, JAMES LEE (1), JAMES LEE (2), ROSA LEE, LADY LEE, CITY ST. JOSEPH, CITY OF OSCEOLA, ROWENA LEE, STACKER LEE, PETERS LEE, SUN, GAYOSO, FERD HEROLD.

And after 1911, groping in thin air, we can list a few more:— ELEANORE, PRINCESS, WARSAW, JOE CURTIS, ECLIPSE, DE SOTO and VALLEY QUEEN.



The NATRONA was the first of the Lee Line fleet.

A Salty Start



CAPT. JAMES LEE
Founder of the Lee Line of Steamers

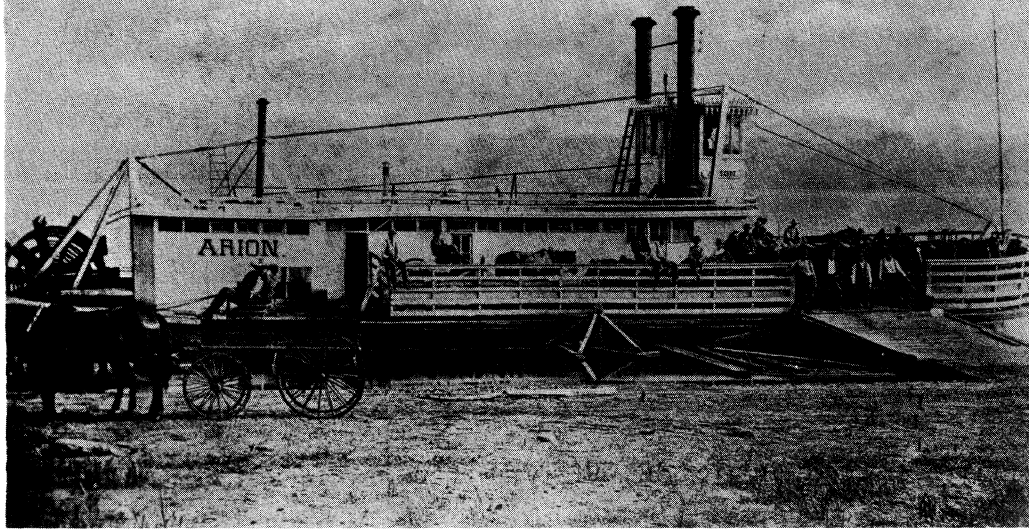
Capt. James Lee, Sr. started his steamboating in 1860 aboard a side-wheeler named PRINCE OF WALES, commanded by Capt. James Kenniston of Cincinnati. Times were lively. They purposely sank the boat away up Yazoo River to prevent capture. Kenniston later was with the Cincinnati-Memphis packets, long on the VINT SHINKLE. Capt. James Lee about 1868 bought a rather rickety old tub named NATRONA and took his chances in the Memphis-St. Francis River trade.

The name NATRONA suggests salt (natron, sodium, et al.) and our bright S&D readers will not be surprised at the news when we relate that this boat was built by the Pennsylvania Salt Manufacturing Co., with their plant on the right bank of the Allegheny River at Natrona, Pa. (at Mile 24 above Pittsburgh—still there last time we passed by, although renamed Pennsalt, Inc.). The date was 1863, and NATRONA's hull was built at Wells-ville, O. and she was completed at Pittsburgh.

Three years prior to the NATRONA's construction, in 1860, Pennsylvania Salt Mfg. Co. had struck oil on its properties, and in shorter time than it takes to tell, they were marketing "Natrona Oil" and had the largest refinery in the country. In this respect the steamboat NATRONA became one of the pioneer river boats to shove oil barges, Capt. William Russell.

The Allegheny Valley Railroad was being extended above Kittanning and, in early 1867, the NATRONA was bought by the directors of that company and used as a packet, operating between Mahoning and Brady's Bend. In May, 1868, she came to Pittsburgh, having been sold, and loaded out with emigrants and freight destined to the upper Missouri River. Not long thereafter she was in the ownership of Capt. James Lee.

The accompanying portrait of NATRONA was taken many years later when she had become a raft boat on the upper Mississippi. She finally sank near East Dubuque in 1891, and the wreck was taken out by a U. S. snagboat in April, 1892. By that time the Lee Line of Memphis was naming packets for sons, daughters and grandsons of the original founder of the Line.



for the emergency loan of fire equipment. What a scene that must have been! The fire engines brought from Huntington were horse-drawn, of course, and we can just imagine the snorting prancers, ready to leave the boat and start up the bank to help save the beleaguered town.

There were other occasions when the ARION went to Guyandotte to borrow a much-needed fire engine, and there was a time when the favor was returned by Proctorville.

Proctorville was the center of quite a farming area, and, in the 1913 flood, the ARION turned out to rescue stranded horses and cattle along the river bottoms, and brought in quite a few farm families, too.

Her shallow draft proved valuable in this work. Before the flood was over, the ferry made numerous trips to Huntington for much-needed bread and milk, as Proctorville had been cut off from all other access.

She Answered Fire Alarms

By James A. Wallen

Not only was the ferry steamer ARION almost as pretty as a packet, but she just about had the power to match, too. Crossing the Ohio back and forth between Proctorville, O. and Guyandotte, W. Va., at the upper end of Huntington, she began life with a pair of tall, fancy-topped smokestacks, and a pilothouse with gingerbread around the top.

She had such good power from her sizeable boilers and engines that she was able to make the crossings in five to six minutes, and those who knew her best said she could make 15 miles an hour when given a chance.

The couple who built, owned and operated the ARION for many years were Capt. and Mrs. William B. Smith, of Proctorville, O. Actually it was Captain Smith and Mrs. Captain Smith (Sallie Bay) as both had licenses as captain and pilot. Capt. Smith lived until 1894, and Mrs. Smith until 1900.

Their granddaughter, Mrs. Fred (Sallie) Atkinson, of 207 Elizabeth Street, Proctorville, who before marriage was Sallie Bay Smith, says that the ARION was built on the shore at Proctorville in 1891, then the hull and framing towed to Jeffersonville, Ind. for machinery and completion. Originally 110 x 22, the ferry was designed to carry 11 wagons, plus foot passengers. The boiler carried 160 pounds.

During construction, Captain Smith had the advice and able assistance of his two noted brothers-in-law, Capt. George and Will Bay, of Bay Line fame. Capt. George Bay lived in Proctorville and Captain Will at Ironton, O.

Mrs. Atkinson and her brother, George W. Smith, Jr., also of Proctorville, agree that the ARION was rebuilt in 1902 at Point Pleasant, W. Va., where the length was reduced to 85 feet.

The ARION was named for a racehorse. At first she ran from about 4 or 5 a.m. to 8 or 9 o'clock in the evening, making 50 to 60 crossings back-and-forth in a day's work. By the early 1920's she ran 'round-the-clock for most of the week.

When the big Proctorville conflagration of 1900 was getting out of control in the upper end of town, the ARION made a fast run to Huntington

The Smith family was connected with this ferry service back to Civil War times. The first ferry they operated was named WHISPER, and family tradition has it that Mrs. Smith obtained license and ran it while her husband was in the Union army. The pioneer Capt. William B. Smith gradually retired with the onset of many years, and his place at the wheel was taken by his son, George W. Smith. George's widow, who devoted herself exclusively to raising her family, is still living aged 95½ years.

Capt. and Mrs. William B. Smith had two sons and four daughters. George W. Smith, already mentioned, was one of the sons, and Eddie Bay Smith was the other. The daughters were Josephine, who became Mrs. Luther Roush of Guyandotte; Hattie, who became Mrs. Ed Morrison; Virgie, later Mrs. Paul F. Thomas; and Fritz, who became Mrs. William H. Kitts. The last three mentioned were all of Proctorville. After the death of Capt. Sallie Bay Smith, in 1900, the ARION was purchased from the four daughters by the two sons George W. and Eddie Bay. Today, a great-grandson is Dr. Robert G. Smith, one of the more prominent of the younger physicians in Huntington.

Judge John H. Holt, well known in southern West Virginia judicial circles, eventually became a part owner in the ARION. One windy, wintery night the ARION, cooled down at Proctorville, was blown loose. With only the watchman aboard she crossed the Ohio, propelled by wind, and landed at the upper end of Guyandotte, about where the Huntington water intake now is. Judge Holt was alerted by telephone. He took a taxi and a few helpers, went to the boat, and made her fast.

Judge Holt, together with some associates, bought the entire ownership of the ARION, and the windstorm episode, about 1924, happened about this time. His partners were Dr. Henry D. Hatfield, governor and later Senator from West Virginia, who then lived in Huntington, and W. E. Deegans, a coal operator. They all were connected with Huntington's Ohio Valley Bank. Capt. George W. Smith, son of the ferry's builder, was retained as master, however.

One night in 1929 the ARION was destroyed by fire, a short distance above the Proctorville ferry landing, tied to the piers. These piers,

Continued on Page 9, Bottom of Column 2

Galloping Gertie

The steamer GERTRUDE, operated by the Independent Steamship Company of Pensacola, Fla. in January, 1906 was, in reality, a trim little packet built at Hawesville, Ky. in 1895. On the accompanying schedule she operates out of Apalachicola, Fla. to a town (still on the map) called River Junction, Fla. (pop. 7,110) where the Flint and Chattahoochee meet to form the Apalachicola. On Saturdays the GERTRUDE ran up the Flint River to Bainbridge, Ga. (pop. 6,352), and at Apalachicola she made a meet with the steamship CRESCENT CITY for Carrabelle, Fla., a port prominent these latter days as the eastern end of the Gulf Intracoastal Waterway.

INDEPENDENT STEAMSHIP CO.

Steamer "GERTRUDE."

Freight, Passenger and Mail Boat between
APALACHICOLA AND RIVER JUNCTION
Plying on APALACHICOLA, CHATTAHOOCHEE and FLINT RIVERS.

SCHEDULE.

Leave Apalachicola Mondays, Wednesdays and Fridays at 2 30 p.m.
Arrive at River Junction Tuesdays, Thursdays and Saturdays at 10 00 a.m.
Leave River Junction Tuesdays, Thursdays and Saturdays at 8 00 p.m.
Arrive at Apalachicola Mondays, Wednesdays and Fridays at 10 00 a.m.
Makes weekly trips to Bainbridge, arriving Saturdays 8 00 p.m., leaving Sundays 10 00 a.m.

Connections.—Apalachicola.—With Pensacola, St. Andrews & Gulf S.S. Co. and steamer "Crescent City," making connections at Carrabelle with Georgia, Florida & Alabama Ry. River Junction.—With Louisville & Nashville R.R., Seaboard Air Line and Atlantic Coast Line Rys. Bainbridge.—With Georgia, Florida & Alabama and Atlantic Coast Line Rys.

General Offices: J. E. SAUNDERS, President.
Pensacola, Fla. M. E. WILSON, Secretary and Treasurer.
E. R. COBBY, Gen. Freight and Passenger Agt.

JANUARY, 1906.

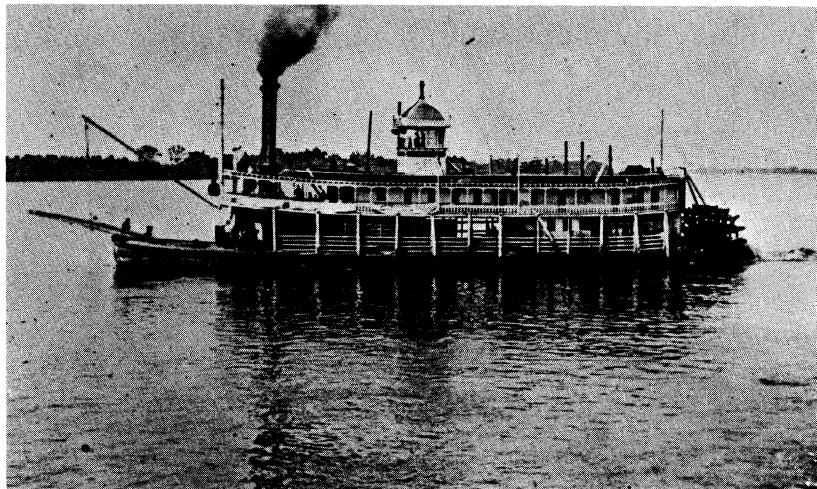
—courtesy of S. Durward Hoag.

Capt. W. D. Crammond built the GERTRUDE and ran her from Hawesville to Owensboro, replacing the JUDELLE. The late Capt. Jess Singleton once told this scribe he remembered the GERTRUDE in the Evansville-Tell City run, and said she had "the biggest whistle he ever saw on a steamboat." Another admirer of the GERTRUDE is J. Mack Gamble who has often remarked about the beauty of her ornate pilothouse. It's a long jump from Tell City to Apalachicola, Fla., so let's explore how it all happened.

In the spring of 1902 an opposition line to the regularly established Monongahela River packets, headed by Charles F. Foster, bought the GERTRUDE and a little side-wheeler ELIZABETH. This Mr. Foster, native of Steubenville, O., lived on Euclid Ave., Pittsburgh, and was the son of William G. Foster, of the Pittsburgh printing firm, Stephenson & Foster. Mr. Foster went to Hawesville in May, 1902, decided the GERTRUDE filled the bill, and bought her. He brought her to Pittsburgh, put down a new maple floor in the cabin, added a few staterooms and a texas behind the pilothouse. He changed the color of the cabin from mahogany to white. Then he hired Capt. George B. Hendrickson to go master of her, and Joseph L. Hendrickson (father of George) as the pilot.

This Monongahela River foray didn't last long. On July 22, 1903, less than one year after the "Monongahela River Packet Co." started in business, the U. S. Marshal sold both boats on instigation of the Dilworth Coal Co., doubtlessly for unpaid fuel bills. The GERTRUDE went to Samuel W. Carpenter, a marine diver with headquarters in the Allegheny River on North Side, Pittsburgh.

Then Mr. J. R. Saunders of Pensacola, Fla. appeared on the scene. He bought the GERTRUDE from diver Carpenter, hired Capt. David C. Kellar



The GERTRUDE on the lower Ohio River.
—Jesse P. Hughes, photo.

as master-pilot, and started the boat for New Orleans. Capt. Dave Kellar's name was still an eyebrow-raiser around the upper Ohio those days, as he was the pilot on watch aboard the SCIOTO when she collided with the JOHN LOMAS at Mingo, Ohio, July 4, 1882, drowning 70.

When the GERTRUDE got to New Orleans, safely enough, she was turned over to Capt. Isaac R. Davis for the Gulf hop to Apalachicola. Engineer Jacob Merriman, it is related, made the entire trip on her, Pittsburgh to destination. So that is the story of how the GERTRUDE in January, 1906 was advertised in the Railroad Guide as an Apalachicola, Chattahoochee and Flint River packet.

In this issue, elsewhere, is mention of a packet named SUN, belonging to the Lee Line of Memphis. Originally built at Hockingport, O. in 1898, she wound up running the same trade as the GERTRUDE, getting to Apalachicola in 1907.

There are more S&D members and families in the state of Ohio than in any other two states combined. The geographical distribution is pinpointed by the mailing list of the S&D REFLECTOR. The September, 1964 issue was distributed as follows:

Ohio	145	Three copies went to Connecticut, New Jersey, Virginia and D.C.
Pennsylvania	61	
West Virginia	48	
Kentucky	19	Two copies went to Louisiana, Delaware, Mississippi and Michigan.
Indiana	14	
New York	13	
Illinois	11	One copy went to Wisconsin, Iowa, Oklahoma, Arkansas, Arizona, Texas, North Carolina, Maryland and Massachusetts.
California	9	
Missouri	8	
Florida	5	
Tennessee	4	

Concluded from Page 8

says Mrs. Atkinson, were framed with logs and filled with rock, and were often used to harbor the Bay Line packets in times of ice. They are there no more.

Among the rivermen who worked aboard the ARION were Capt. Vince Pinkerman, of Proctorville who died in 1960, and who long was the ferry's pilot; the late Capt. Alex Suiter, Proctorville, who also stood watch at the wheel; and Orville Harbor, Bert Cooper, and Tom Perkins, who served as deckhands and firemen.

Twice Overlooked

By J. W. Rutter

April 27 last marked the 100th anniversary of the greatest of marine disasters. We have just completed the extensive series of observances of the four-year Civil War centennial yet few will have noted that the SULTANA affair should also have had an observance, being directly related to the War Between the States and its immediate aftermath. As in 1965, so it was in 1865 with relatively little notice being paid to the loss of more than 1,500 lives. The death of Lincoln on April 15 and the journey of "the sad train" bearing his body from Washington to Springfield monopolized the newspapers until May 1. It is in keeping with the scant attention paid to the disaster a hundred years ago that it not be especially remembered on its anniversary.

The SULTANA was a large side-wheel packet built at Cincinnati in 1863 for the St. Louis and New Orleans trade. Her maiden trip is reported to be from Cincinnati on February 2, 1863 for Pittsburgh under the command of Capt. J. Cass Mason. This was apparently a special trip prior to going to St. Louis and it is to be noted that the St. Louis-New Orleans trade was not open at this time, the Confederates holding Vicksburg and Port Hudson until July. After the opening of the Mississippi, the SULTANA apparently entered the trade for which she had been intended and began her last trip from New Orleans on April 21, 1865. On April 23, the boat stopped at Vicksburg to pick up passengers and freight but also to make some repairs on a boiler which had been giving trouble.

At this time, Union prisoners of war were being released from Confederate prisons and gathered into an exchange camp outside of Vicksburg to be held for shipment north when properly exchanged with an equal number of Confederates or paroled. There was a great rush to load exchanged soldiers on any available boat heading north but there was evidently some preference on the part of the military officers in charge of transportation as to the number loaded on a particular boat. Whatever the truth of the now dim rumors of money under the table might have been, there were upwards of 2,000 soldiers in the exchange camp on the day that the SULTANA stopped. In the rush to load them aboard, there had not been time to make the usual muster rolls before marching them to the landing. Rather, a count was made by name and company as the men marched aboard so that a roll could be made up later. Some survivors stated that they had not given their name or that only a portion of the men in their company had been listed. The accepted loss total is 1,547 but its accuracy is open to many questions.

What we propose to say is prompted by the accompanying story, which the reader first should pursue; then come back here later.

The SULTANA explosion has been attended to in books and numerous articles so many times the wonder is that anything new may be said of it. J. W. Rutter has furnished, nevertheless, some pertinent facts well worth reading, and he has done this at an appropriate moment, the centennial of the tragedy.

It had not come to our notice that the SULTANA's first advertised trip was from Cincinnati to Pittsburgh in Feb. 1863, and inasmuch as we derive special glee in having major steamboats arrive at the headwaters of the Ohio, we cannot rest content until this SULTANA event is explored to proof or discard. Did the SULTANA actually get to Pittsburgh on that first trip? So far, we can't answer.

The letter written by Nate Wintringer, chief engineer, recalls to us that he was a Steubenville person. Wintringer was engineer on the THOMAS SWANN back in the Wheeling Union Line days, and after the war he ran boats in the Pittsburgh-Wheeling trade, including the ABNER O'NEAL #1, ABNER O'NEAL #2 and C. W. BATCHELOR. He died at Steubenville in 1886.

The explosions of the W. R. CARTER and MISSOURI happened within weeks in early 1866. Both had 'tubular' boilers, as they were called, adopted because they made more steam with less coal. The U.S. Steamboat Inspection Service outlawed them regardless of the fact they were satisfactory in a great percentage of instances. Nearly all the upper Mississippi packets had them, such as KEY CITY, MILLWAUKEE, GREY EAGLE, NORTHERN LIGHT, FRANK STEELE, etc.

The actual location of the SULTANA explosion was at Paddy Hen and Chickens Islands above Memphis. In 1865 the river followed through what today is called the

One group which didn't forget the SULTANA and its losses was made up of the survivors. On December 20, 1885, at Fostoria, Ohio, a convention of the survivors was called by Rev. Chester D. Berry. The purpose of this meeting was to prepare an appeal to the Congress for a special pension for each of the survivors. Rev. Berry subsequently corresponded with all of the survivors he could locate and asked that they write him their remembrances. These were compiled in 1892 in a book titled, "Loss of the Sultana and Reminiscences of Survivors." Although many of these reports are interesting and tell of ingenious means of survival (including killing a pet alligator and floating away in his crate), the following are perhaps the most informative and represent a cross section.

N. Wintringer, Chief Engineer. Written April 14, 1886; he died October 11, 1886.

"As I was chief engineer of that ill-fated steamer at the time of her explosion, I thought that my recollections of that terrible calamity would be of some interest. I believe that George Cayton, one of the pilots, and myself were the only officers of the boat that escaped with our lives. Mr. Cayton, if still living, resides in St. Louis, Missouri. I have not heard of him for some time.

"The SULTANA left Cairo on that fatal trip the 15th of April 1865, the day after the death of President Lincoln, and as all the wire communications with the south were cut off at that time, the SULTANA carried the news of the assassination and death to all points and military posts on the Mississippi River as far as New Orleans. I do not remember the exact date of our leaving New Orleans on our return trip. On our arrival at Vicksburg, we were ordered to report to carry a load of paroled soldiers, who, I believe, were from Andersonville and Libby prisons. While at Vicksburg we repaired a boiler. Now it was claimed by some at the time that this boiler was not properly repaired, and that was the cause of the explosion. In a short time those boilers were recovered and the one that had been repaired at Vicksburg was found in good condition, whole and intact, and that it

was one of the other three that caused the explosion.

"Now what did cause this explosion? The explosion of the WALKER R. CARTER and MISSOURI in rapid succession, I think, fully answers that question. It was the manner of the construction of those boilers. After these three fatal explosions they were taken out of all steamers using them and replaced with the old style of boiler. They were an experiment on the lower Mississippi. They had been used with some success on the upper Mississippi, where the water at all times is clear and not liable to make much sediment or scale.

"I have one word to say for the engineer who was on duty at the time and who lost his life. It

was talked around that he was under the influence of liquor. I can say for him, and all who were personally acquainted with him can say the same, that he was a total abstainer from anything of the kind.

"I went off watch that fatal night while the boat was lying at the Memphis wharf, at eleven o'clock in the evening of the 26th. I retired to my berth and did not know anything until I was aroused by the explosion, which occurred a few miles above Memphis, said to be about two o'clock in the morning of the 27th of April. That sight is as fresh in my memory today as it was twenty-one years ago, and I suppose to you, survivors, it is also.

"I stood bewildered for a moment, and then saw the river perfectly alive with human beings struggling in the water, and the cry from all quarters was, 'Put out the fire!', which was getting good headway by this time. There was such a mass of confusion and such a complete wreck of the boat that nobody, apparently, could get out of the position they were in. I managed to get hold of a shutter and saw that the fire would soon force me off of the boat; I took my chances and jumped into the river.

"I was not in the water long until I came across a gangway plank about thirty feet long and fifteen inches wide. I abandoned my shutter for it. I was not there long until four others kept me company. There was just about enough buoyancy in the plank to keep our heads above water, and that was all. We floated in that manner for about two hours when we lodged against a snag, when one poor fellow became so benumbed with cold that he could hold no longer and sank to rise no more. In a very short time after that we were picked up by one of the relief boats that came from Memphis and were taken to the city."

The following by William A. McFarland is one of the best written of the personal accounts. Although most of the survivors recalled clearest the screams of the scalded and burned or the desperate fighting of the drowning, there were others who remembered humorous incidents, too.

"I enlisted during the first call for volunteers in 1861, in Company A, 42nd Indiana Infantry, at the age of 16 years. My first duty was to act in the capacity of 'marker' boy, but had not been out three months when I was carrying a gun with the other soldiers. I saw constant service until the 20th day of September 1863, when I was captured by Longstreet's command, at the battle of Chickamauga, in the second day's fight in that battle. We were skirmishing and were cut off from our command some time before we knew it.

"Our captors took us to Libby prison, where we were kept for four months. Our rations at

first consisted of about half of an ordinary loaf of bread and a small piece of beef, each, for a day's ration, but the meat soon disappeared and we were left with nothing but the bread. I was taken with about 12,000 other prisoners from Libby to the Danville, Va. prison, where we were kept about three months and then taken to the famous Andersonville prison, where we remained for eleven months more. The cover we had overhead was the blue canopy of heaven, while we were surrounded on the four sides by a high wall and a strong armed guard. When sleeping we were obliged to huddle together to keep warm in the winter. Our food was of the very poorest kind, consisting principally of corn meal. We were allowed to cook any articles we might buy, but were made to buy the wood to do the cooking with. One Irish potato would bring from 75 cents to \$1.25--a small tablespoonful of coarse salt 20 to 40 cents and a handful of wood 25 cents, and in good United States money, too. Some of the prisoners had money and often bought such articles, but if they got much at a time, they would be raided by their comrades.

"After the war had come to a close the federal prisoners were taken from Andersonville and other prisons by the rebels under a flag of truce, to Big Black River, twelve miles in the rear of Vicksburg, and turned over to the federal forces, after which we marched into Vicksburg. The government had chartered the steamer SULTANA to convey 400 prisoners north. The SULTANA was a packet plying between New Orleans and St. Louis and was chartered on (or about) April 23, 1865. The boat was loaded with 2,300 Union prisoners who were to be taken north to Camp Chase, O.

"Before the boat had cleared the landing at Memphis a number of the boys made their escape and went up town and got whiskey. They were in no fit state to drink it, being in such a wretched condition from the treatment in the prisons, and a guard was sent out to bring them back. The last to put in an appearance was a soldier hailing from Tennessee. He was a thin seven-footer, and he came down to the boat, shouting and cursing, at the point of

bayonets, so drunk he could hardly walk. He was brought up to the hurricane deck, where he caused considerable disturbance. I was quite young at that time, and it pleased me very much to tease this fellow. He tried to get at me, but the men were so thick he had to run over a number in trying to get to me, and received a number of hard licks for his trouble. When the SULTANA was chartered there were several families on board who were on their way from Louisiana to the north and they were permitted to retain their state-rooms.

"After we left Memphis it began raining and continued to do so all that night. When eight miles above Memphis, between two and three o'clock in the morning, the boilers of the boat exploded. I seemed to be dreaming and could hear someone saying, 'There isn't any skin left on their bodies!' I awoke with a start and the

Hopefield Chute, the upper end of which has become fertile Arkansas farmland. A farmer some few years ago made news when he discovered what he thought was the SULTANA wreck buried under a field.

The rescue steamer SILVER SPRAY was built at West Brownsville, Pa., 1864, financed largely by James Rees and Capt. Sam Shuman who also owned in the first LORENA (see June '64 issue, page 3). She had caused an uproar at Parkersburg on her second voyage by failing to land after being hailed by U.S. authorities. A shot was sent across her bow. Still she steamed on. Another shot. No response. The third shot splintered her texas. She rounded to and landed. Capt. V. E. Fuller of Chico, Calif. recalled to us a few years ago that he once heard Capt. I. N. Hook of Muskingum River fame tell the story of this episode. The SILVER SPRAY was loaded with salt, and the cargo was confiscated. Capt. Hook claimed he didn't know he was taking the salt to Confederate customers in Nashville. An ironical twist is that the SILVER SPRAY eventually exploded her own boilers, in 1870, not far from the scene of the SULTANA rescue operation, with a considerable life-loss.

The ST. PATRICK with the passenger riding to Evansville in the ship's yawl dangling over the stern evokes another peculiar twist. She burned April 18, 1868 lying at Hopefield, across from Memphis, practically in sight of the SULTANA wreck.

In 1871 the big side-wheel W. R. ARTHUR exploded with loss of 45 lives eight miles above the SULTANA location. This packet had come out new 1864 with 'tubular' boilers (21 six-inch flues in each of five boilers) but after the U.S. outlawed that type, she got six old-style five-flue boilers, placed new in 1870, and these "safe" ones demolished the boat although they were in service only one year.

next moment the boat was on fire and all was as light as day. The wildest confusion followed. Some sprang into the river at once, others were killed, and I could hear the groans of the dying above the roar of the flames. As before stated, I was on the hurricane deck, clear aft.

"I saw the pilothouse and hundreds of them sink through the roof into the flames, at which juncture I sprang overboard into the river. As I came to the surface of the water I saw a woman rush out of a stateroom in her night clothes with a little child in her arms. In a moment she had fastened a life preserver about its waist and then threw it overboard. The preserver had evidently been fastened on too low, for when the little one hit the water it turned wrong end up. The mother rushed into the stateroom an instant and was then out and sprang into the water and grabbed the child, --all of which occurred in the space of a couple of minutes.

"The next thing that occupied my attention was seeing the seven-foot Tennesseean, whom I had been teasing on the trip, close at my side. 'A guilty conscience needs no accuser,' and I supposed he would drown me if he caught me. I began swimming away from him. I swam seven miles down the river and into a drift, where I caught onto a log and awaited assistance. As day dawned, I found that hundreds had followed my example and, although it was a serious situation, I could not help laughing at the comical appearance that all made. Some of the boys, perched in trees, crowed like roosters as the sun came up. Imagine my surprise when I observed that woman, who I had witnessed plunge into the river after her baby, sitting a-straddle of a log about twenty feet in front of me with the little one before her. We were both picked up by a yawl sent out by the steamer SILVER SPRAY. The next person the yawl approached was my long Tennessee friend, who was comfortably seated on a log. He asked how far it was to Memphis, and when told only a mile, he said to the crew, "Go to hell with your boat; if you couldn't come to help me before now you had better have stayed away," and with that he slid from his log and began swimming down the river.

"When the survivors arrived at Memphis that morning all the hacks and omnibuses in the city were at the wharf to convey us to the Overton Hospital--now the Overton Hotel. There were enough conveyances for all and none was compelled to walk. The seven-foot Tennesseean had arrived at the landing by the time the SILVER SPRAY did, but it was found that he was still under the influence of liquor, after all the excitement of the night, and when he began to get into the conveyance he refused to ride. They tried to force him into the hack, but in the scuffle two or three soldiers were knocked down. A guard was detailed to march him through the streets to the hospital. On the way up we passed through a street inhabited mostly by Jews, who kept second-hand clothing establishments, etc., and as the hack in which I was riding was slowly passing along the street I could see that long Tennesseean pulling off boots, shoes, hats, caps and other articles from the signs hanging in front. By the time he reached the hospital he had about a dozen Jews at his heels clamoring for their wares. "Dot ish my goat," said one, and "Dose was my shoes," said another, while a third would yell, "Gif me pack my bants." The Tennesseean turned, and, glaring at the crowd, threw the lot at his feet, saying, "There, help yourselves," and as they rushed forward and stooped over the pile he began to knock them right and left.

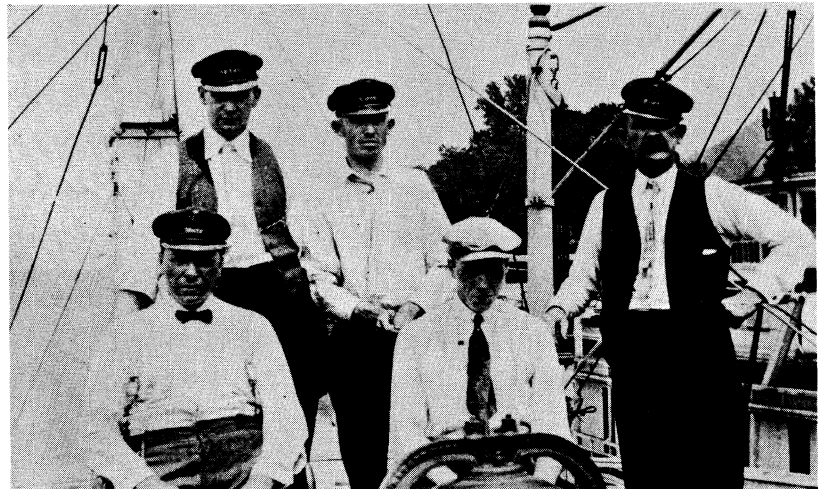
"After being at the hospital a few days, and not being injured, I made my escape, determining to reach home as soon as possible. The first boat that came along was the ST. PATRICK, a handsome steamer plying between Cincinnati and Memphis. Like a burnt child dreading the fire, I dreaded getting on a steamboat for fear of another explosion. Adopting what I supposed was the safest plan, I crawled into the yawl hanging over the stern of the boat (as all side-wheel packets have) and never left my quarters until I arrived at the wharf in Evansville. It rained most all the way up, but I stuck it through. Every time the boat would escape steam or blow the whistle I prepared to jump, supposing an explosion was about to take place."

So it was with those on the SULTANA that dark morning, with the rain falling, April 27, 1865.

Sirs: I am sending check to join S&D. My heart lies in the river-boat era, although I'm working for a trucking firm and going to school. My grandfather was Capt. Charles Arthur, of South Point, Ohio, many years with the Greene Line and Liberty Line and, later, with the steamer BETSY ANN in the Pittsburgh-Cincinnati trade. I look forward to attending the S&D meeting this next Sept. 18 at Marietta.

Anthony P. D. Arthur,
1359 West Seventh Ave.,
Columbus, O. 43212

=S&D Editor inherited Capt. Charlie Arthur in 1925 along with the purchase of steamer BETSY ANN, a happy circumstance which lasted seven years. In celebration of this acquisition of grandson Tony Arthur to the S&D fold, we display the accompanying picture.
-Ed.



Crew of steamer GENERAL CROWDER, owned by Liberty Transit Co., operating between Pittsburgh and Charleston, W. Va. in July, 1919. Standing, from the left:- Capt. W. Ed Dunaway, master; Holly F. Barr, clerk, and Capt. Monroe (Doggy) Cross, pilot. Seated at the left is Capt. Charles Arthur, mate, grandfather of Anthony Arthur who has recently joined S&D. The young man seated at the right is the "mud clerk" and his name is not known. Does anybody recognize him?

Building The

The towboat OTTO MARMET was an institution on Kanawha River 1898-1935, 'scaping out of one stack and then the other, delivering Raymond City coal to Cincinnati. Her original hull was built on the bank of a tributary of the Kanawha River, the Pocatalico--and where but in West Virginia would you find a river with poetic name so musical? This hull was 128.6 feet long, rather stubby, but it looked magnified up there on the shore of "Pokey" River where any five-year old kid could skip a stone across. Capt. Burt Chambers, boat-builder from Chambersburg, Ohio, superintended the construction; later, he was murdered in Florida.

These construction-progress pictures are revealing.

Upper left: Photo taken on Oct. 13, 1897. All of the ribs in place and the boot-top on. Most towboats had model bows as shown here, and the three upright timbers at the stern are the rudder posts.

Center left: The hull is partly sided up now, and the deck timbers are in place. The steam arising in the foreground is from the steaming vat, a long trough in which timbers are exposed to hot water so's to become pliable for proper bending.

Bottom left: The hog chain braces are set, wheel timbers placed, and the forward deck is squared. The upright fancy doojigger over the stem is a gallow's frame to which a tall jackstaff will be secured.

Upper right: Launching day, Nov. 27, 1897. The crowd gathers for the event.

Center right: ---And, kersplash! She feels the thrill of life along her keel, and everybody rides her in. One of the main attractions of launchings was getting to ride the hull.

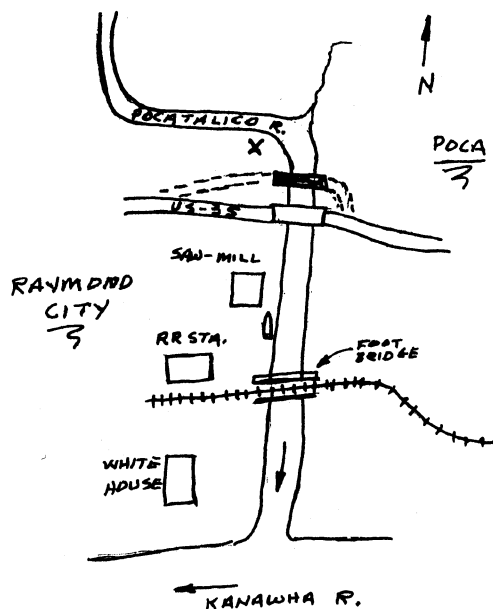
Lower right: The OTTO MARMET in business, taken in early days when she had the original short hull. Later she was whacked in twain at Cincinnati and lengthened from 128.6 feet to 142.5 feet as most old-timers remember her.

Herschel W. Burford, S&D member of 138 Strawberry Road, St. Albans, W. Va. looked at these pictures before publication and writes the following interesting letter:-

"The pictures of the construction of the OTTO MARMET's hull started me reminiscing back to my childhood at Poca, W. Va. and of being told where this construction took place. My father Ed Burford worked for the Raymond City Coal Co. over a long period as a miner and later as a carpenter. Occasionally he made trips on the OTTO MARMET or on the SALLIE MARMET as deckhand. As a kid I was familiar with the vicinity around Poca and Raymond City. The hull of the OTTO was built up Poca River and then, if memory serves me right, was towed to Cincinnati for the upper works, engines and completion.

OTTO MARMET

"The Pocatalico River, or "Pokey" as it is frequently called hereabouts, in 1897 when the OTTO MARMET was built there, was different--and the surroundings were different. I have drawn a sketch to illustrate. On the left bank at its confluence with the Kanawha in my boyhood days stood the home of the superintendent for Raymond City Coal Co., spoken of as "the White House," and it was somewhat imposing.

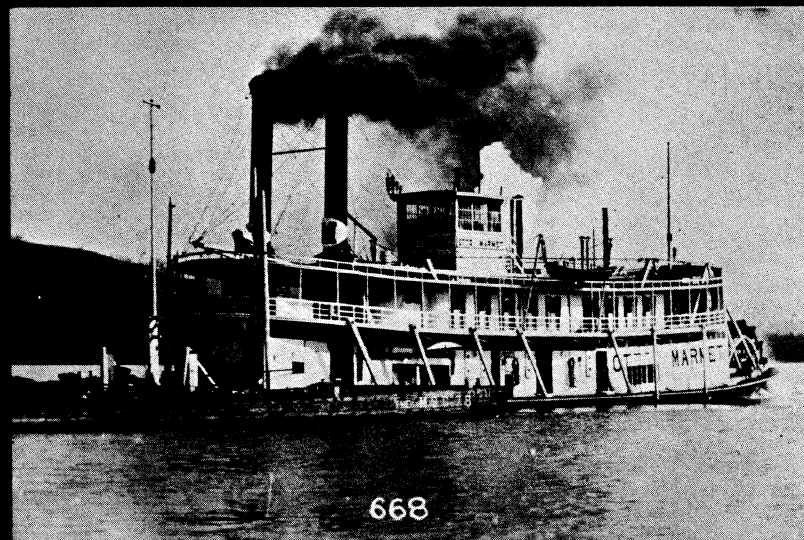
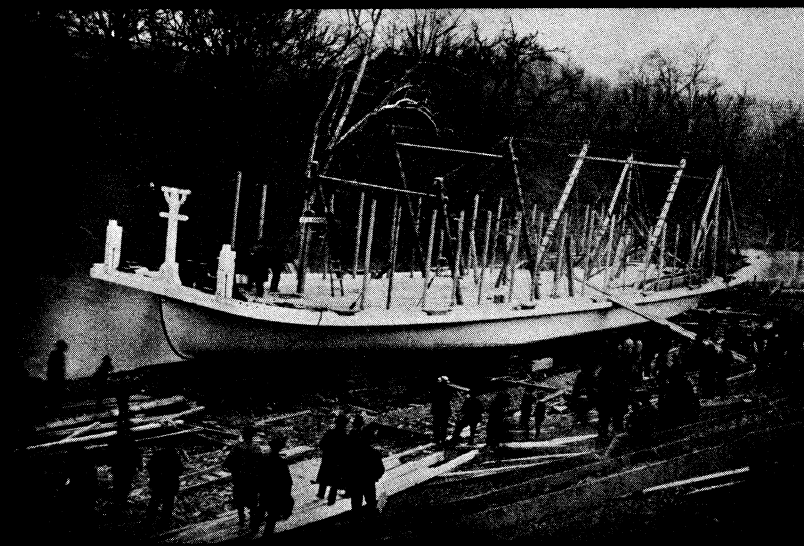


"The Kanawha & Michigan Railroad bridge was the first one up the tributary, with an overhead truss. In recent times it collapsed and has been replaced with the present bridge with under-truss work. The K&M railroad station was on the upper side of the tracks. Poca, W. Va. was only a mail stop, and the people there came across to this Raymond City station for trains.

"Next, upstream, was the Company sawmill, which without much doubt furnished the timbers for the OTTO MARMET's hull. There comes to mind--nothing to do with the story--that a nice gasoline yacht once owned by Otto Reemelin, the Company superintendent, lay along the shore here until it decomposed.

"About 500 feet above the K&M bridge was an old wooden covered bridge, a favorite play spot for kids, and it was torn down about 1924-26 and the present-day steel bridge took its place.

"Pocatalico River takes a sharp westerly turn just beyond the location of the old covered bridge, and it is in the elbow of that bend where the OTTO MARMET was built (I've marked the spot with an appropriate X). Since Winfield Dam was built and the pool permanently raised, and since the relocation of Route 35, there remains scant evidence of the site. When the S&D REFLECTOR editor and Dick Rutter explored up there a couple of years ago in the LADY GRACE, if they remember that sharp turn, they know where the OTTO was born."



Strange Interlude

S. Durward Hoag's sharp-eyed camera recently picked up the accompanying advertisement from a 1906 issue of the Official Railroad Guide. Capt. Martin F. Noll is listed as the president of the Greene fleet, and Capt. William E. Roe is the secretary. The KANAWHA appears as a Greene Line packet. Capt. Gordon C. Greene and his brother-in-law Junius Greenwood are underlords. Is a practical joke concealed here? -That M. F. Noll, who was no more Greene than a Hannibal, O. snow-storm, once held the company reins? -That W. E. Roe, who was color-blind to Greene for most of his lengthy boating career, kept the company books? -That the KANAWHA was a Greene Line packet?

Cincinnati, Pomeroy & Charleston PACKET COMPANY

Steamers *Greenland, Kanawha, Greenwood, Henry M. Stanley, Tacoma, Courier* and *Chilo*.

Steamers leave Cincinnati daily at 5:00 p.m., from foot of Main Street, for Pittsburgh, Charleston and all intermediate points on the Ohio and Kanawha Rivers.

Special excursion rates during the Summer season.
Steamers of this line are all first-class in every respect.

Miles Operated, 1,000.

GENERAL OFFICES—CINCINNATI, O.

M. F. NOLL, President.	JAS. A. WIRTHLIN,
J. GREENWOOD, Vice-Prest.	Gen. Freight and Pas. Agt.
GORDON C. GREENE, Gen. Mgr.	W. E. ROE, Secretary.

November, 1905.

"Yes, it's so," recalls Capt. Jesse P. Hughes. "The two principals in the formation of the Cincinnati, Pomeroy & Charleston Packet Co. were Capt. W. E. Roe and Capt. Gordon C. Greene. Captain Roe chose Capt. Martin F. Noll as a third partner. Captain Gordon C. Greene chose Mr. Junius Greenwood. The company had just bought the TACOMA, \$12,000; the HENRY M. STANLEY, \$10,000; the COURIER, \$5,500, and the M. P. WELLS, \$2,500. The purchase was concluded on November 8, 1904. Captain Greene had agreed to manage the fleet at Cincinnati for six months, and then Captain Roe was to take it for the next six months. But when the first six months had passed, Captain Roe said he could not come to Cincinnati and leave the KANAWHA so Capt. Greene continued on."

Capt. Jesse Hughes recalls another fact or so. "During this time there was no Greene Line wharfboat at Cincinnati," he writes. "Our boats landed and did business at the White Collar Line wharfboat, foot of Main Street. James A. Wirthlin, our G.F. & P.A., had an office there. This continued until after the split-up between the original incorporators."

The cleavage came in the fall of 1907. Capt. William E. Roe, whose home was at Williamstown, W. Va., wanted most of all to operate his boats out of Pittsburgh. His buddy-buddy in many boat



Capt. Martin F. Noll

Three years president of
Greene Line Steamers.

deals, Capt. Martin F. Noll, agreed. Hence an amicable agreement was reached. Captain Greene "swapped" his rights in the Pittsburgh trade to Messrs. Roe and Noll. In return Captain Greene got the Roe-Noll interest in the Cincinnati, Pomeroy & Charleston Packet Company. The GREENWOOD was brought "home" to Cincinnati, ending her days in the Pittsburgh-Charleston trade on August 21, 1907. Messrs. Roe and Noll bought the AVALON at a U. S. Marshal sale (\$9,800) to run in the GREENWOOD's place.

Right there is where the Greene Line settled down to being the Greene Line. Captain Greene put in his own wharfboat at the foot of Sycamore Street, Cincinnati, in 1908. Was the KANAWHA during this 1904-1907 period a legitimate Greene Line steamer? No, the accompanying advertisement tends to mislead. She was not. She was owned all this while by Capt. William E. Roe.

THE MAGIC WHISTLE OF THE MIGHTY MISS STERLING



Sherry Lynn Crain



Sherry Lynn Crain, aged 9, is the author of this story, her first for publication. In a note to the editor she said: "If this tale is not good enough for the S&D REFLECTOR, I'll be a son of a gun or write it over." Sherry is in fourth grade at Cranberry Township School, and she is daughter of S&D members Mr. and Mrs. Graydon Crain of Crain Bros., Inc., Pittsburgh.



One very cold December day, way back when, the towboat MISS STERLING was tied up near Madison, Ind., on the Ohio River.

Captain Charlie was in the galley, whistling a merry tune while he was trying to build a fire in the stove to cook his breakfast. All at once Captain Charlie noticed that his whistler was blowing, but he could hear no sound coming out. Here he found that his whistler had frozen up. Getting all excited, he started to pull and tug with both hands on the whistler valve. And while he was doing all this pulling, much to his surprise, the whistler broke off.

Charlie took his whistler and layed it on the back board of the stove. He continued to make his breakfast. In a few minutes his whistler commenced to thaw out, and I mean to tell you that the prettiest whistling came out of it that you ever heard.

I just know this story must be true because my Daddy told it to me. --Sherry Lynn Crain.

Charles T. Campbell, of Pittsburgh, looked at the picture of the officers of steamer ANDES (March issue, page 17) and recognized George D. Harvey, clerk. Mr. Harvey is seated just beyond pilot William Anderson on the right. He lived to the age of 92 at New Matamoras, O., and when he died, January 2, 1949, he was the last surviving crew member of the ANDES. Our thanks to Mr. Campbell and also felicitations on the occasion of his 80th birthday, celebrated on May 20, 1965.

The Marietta Daily Times

Friday Evening, April 30, 1965

Reviving River Sounds

Among the exhibits at the Campus Martius River Museum is a collection of whistles from steamboats which traveled the inland waterways until diesel locomotion made the paddle-wheel almost extinct. While the whistles are nicely displayed, looking at them is not the best way to gain an appreciation of their character and quality. Tomorrow, those who travel to Long Reach, W. Va., will hear the whistles tweet and bellow as they once echoed through river valleys. Steam from the Union Carbide Corp. Silicones plant will be used to operate the whistles.

Sons & Daughters of Pioneer Rivermen, along with others interested in river lore and history, are cooperating in making the "whistle blow" a reality. For many of them, the sounds of long silent whistles will stir memories. For others, the whistle blasts should provide something new and enjoyable in listening. With success tomorrow the "whistle blow" could become a annual event.



Mrs. W. O. Harrington, of Sistersville, aged 91, had a ringside seat at the Long Reach, W. Va. Whistle Blow on Saturday, May 1. When she was a youngster she rode the side-wheel COURIER, the EXPRESS NO. 2 and the DIURNAL. "Do you have any of those whistles?" she wanted to know. "There was a white stuffed swan on top of the DIURNAL's piano," she remembered. "When the boat was running and shaking the swan's neck would wiggle and bow, and the feathers would ruffle." Her reward for the day was the music from a whistle copied from the EXPRESS NO. 2.

Robert H. McCann, executive purser of Greene Line Steamers, got up at an unearthly hour that Saturday morning in Cincinnati, caught a plane to the Parkersburg-Marietta Airport, and was met and delivered to the Whistle Blow. About 3 p.m. he was pulling the cord to blow the famed whistle of the GORDON C. GREENE. Bob had spent many years working under that whistle.

Robert ("Roddy") Hammett, grandson of boat-builder Capt. J. M. Hammett, had a big itch to blow that GORDON C. GREENE tooter. He did a good job of it.

Chief whistle blower undoubtedly was Charles Montague, boat fan from Ashland, Ky., who with his brother Roland built in 1959 a real steam sternwheeler named LUCY COLES. Charlie didn't come empty-handed. With cooperation from Ben Tracy he brought along the whistle from the old towboat WEBER W. SEBALD. Surprisingly enough he also had the shrill tooter from the bat-wing Big Sandy packet THEALKA, which one time disturbed

the echoes in Pikeville. Not so surprising was the whistle from the propeller tug LUCY COLES based many years at Ashland, and from which the Montague steamboat got its name.

Big Christmas present of the day was the arrival of Harry F. White from the upper Kanawha with a pick-up truck loaded with hay. Under the hay were whistles of astonishing variety, including four or five real spine-tinglers, those loud decisive tones of the towboats SAM CRAIG, CHARLES T. CAMPBELL, O. F. SHEARER and more. He also brought along, as a special dividend, the big whistle from the towboat JOE COOK, with percentage back to that of the packet QUEEN CITY. It didn't work, and expert zoologists soon discovered why; it had been altered.

Oh, this was a critical gathering; a whistle had to sound right or else heads wagged gravely. It seems almost incredible that the human brain has the fidelity of a tape recorder, and that certain persons can mentally "hear" a whistle although it hasn't blown for a decade, or two decades. "It's getting too much steam." "It's slightly off." "A little more steam, please." "There, that's it!"

At great pains and trouble the whistle from the packet LIBERTY was relayed from St. Louis to Long Reach. Another disappointment--ah, too bad, too irrevocably bad! Somebody had substituted a third chime, and the alteration erased the silver purity of the well-remembered chord. The whistles of the QUEEN CITY and LIBERTY exist today for sight--not for sound.

The special thrill for this scribe, your editor, was the lovely two-tone whistle from the towboat SAILOR. Whether by design or accident, it is a dead-ringer for the old packet BONANZA, the KENTUCKY, and the steel-hull side-wheel CINCINNATI. This one came down from Washington, Pa. brought by Bill Engle--the very same Bill Engle who recently "saved" the U. S. Steel's towboat CLAIRTON, now moored at Ten Mile, on the Monongahela. How he got it--well, never mind---and how did Bill get that one from the Tombigbee River packet HELEN BURKE? Capt. Merton Hatfield used to blow it, and we were thinking of him while it blew. Two-thirds of the joy of hearing old steamboat whistles is the recall of the men who stepped on the treadles.

Charles T. Jones wasn't present, but he was decidedly heard from. Thanks to him, and thanks to Bob Hartman and Calvin Shipe, the voice of the HERBERT E. JONES sounded loud and clear. Seems this whistle dates back to the Cumberland River packet JO HORTON FALL, and was long owned by the late Capt. Leon Ash who lived on the beautiful farm across from Carrollton, Ky.

The LIZZIE CASSEL once again blew for Zanesville, thanks to the late Ben D. Richardson, former S&D president, who saved it. Capt. Charlie Stone sent up the chime from the SALLIE MARMET, and too bad engineer Ray Gill wasn't on hand to hear it. Ray got his eye teeth cut in the SALLIE's engineroom. John Kyle and Bill Stinson of Consolidation Coal Co. dug around at the Elizabeth, Pa. marine ways and sent down the brass monster formerly on the CHAMPION COAL, and that of the MONGAH--which reminded many of the VOYAGER which wore it before MONGAH days. Also they included for speculation a fine old riveted job which speculatively belonged to one of the Moren towboat fleet. We could hardly wait to get home and look at Moren photographs and--yes--there it is on the STELLA MOREN in 1898!

Everybody had a favorite. Who didn't thrill to the tones of the excursion boat HOMER SMITH, and to the recall of the "Rivermen's Friend" who designed it, the late Capt. C. C. Bowyer! The succeeding generation remembered it on the second



\$15,000 worth of recording equipment at Union Carbide for the Whistle Blow being operated by Robert L. Stone (left) who is president of Mode-Art Pictures, Inc., Pittsburgh, Pa., and technician Bernie Debrow. --S. Durward Hoag, photo.

packet CHRIS GREENE. This is the one which now belongs to the Cincinnati Public Library, loaned for the occasion by cooperation of Yeatman Anderson III. Bob McCann and your editor exchanged knowing glances when Glenn Crain's old whistle was sounded--that of the towboat MARGARET--for we listened to it at Sewickley when we were kids.

One of the oddest whistles at the Blow was brought by Andrew Crain. It looked like a tiny cast iron mail box, not much bigger than the palm of the hand. Andy said it had been found in the wreckage of the ISLAND QUEEN when that excursion boat burned at Pittsburgh in 1947. Bob McCann recognized the construction, and remembered when the towboat FAIRMONT had two such, blowing them as a unit. With steam put to it, the result was the whistling of a starling.

Jake and Hiram A. Carpenter have a derrick-boat with a steam boiler on it, and they have a whistle they play with. It looks today like something out of a Rube Goldberg cartoon, a whistle which has sprouted branches and bloomed an unrelated assortment of brass spikes. Strangest of all, it produced melody of a sort. Consol Coal had the CYCLONE-digger whistle there, and the CYCLONE-digger was sort of a floating wreck train with a clamshell bucket. It was hurried to spilled coalboats in those days of wood to salvage coal. The whistle, like the digger, was all business.

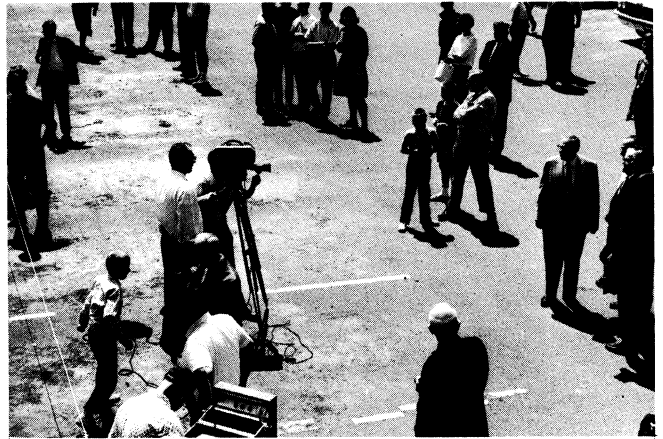
The mightiest of all, that of the SPRAGUE, was specially mounted apart from the others. It was put on a pair of scales and tipped 480 pounds stripped. Every once in a while it was blown, a pontifical voice, a deep shudder, the snores of the river's Paul Bunyan. It didn't blow; no, it reverberated the voices of 10,000 coal miners who kept her in cargo.

The Frankenberry brothers of Monongahela and Ohio Dredging Co. sent down the towboat AMERICAN whistle, one we don't know much about--and would wish to hear more. Paul Riggs, Newport, O., had the IROQUOIS whistle stashed away and produced it for the occasion. Some whistles weren't blown; the time ran out. One of such was from the old Sistersville ferry W. C. PUSEY, owned by Everett Tuel. Bill McNally & Son had a pretty little brass job from the excursion steamer SUNSHINE, the "ready" whistle, and it didn't get a hearing, sad to say. William V. Torner came all the way from Waterloo, Iowa, with some old oil field tooters, and blessed if we can remember whether they

got blown or not.

The whistle from the towboat W. P. SNYDER, JR. was taken off the boat at Marietta and brought to the Blow. For some uncanny reason it sounded better than we remembered it on the boat ten years ago. Maybe the metal has aged, or something of the sort. All of the whistles, with the exception of the SPRAGUE, were blown with the special whistle valve removed from the SNYDER for the occasion. It takes such a valve, equipped with a suitable long lever arm, to properly do such a job. They are getting to be scarce articles.

After it was all over, and when a big thunderhead cloud with no rain in it smiled down on Union Carbide's water tower, Bert Fenn of Tell City, Ind., the daddy of Whistle Blows, said he had enjoyed "a real good time." That statement, in essence, was the benediction of an affair just about perfect weatherwise, whistlewise and in all respects otherwise. A lot of persons will have pleasure for years to come listening to the recordings made on the spot by Bob Stone and Bernie Debrow. But somehow, to us, and to others, the real spice was a mixture of on-the-spot unpredictables. A tape will not recapture Mrs. Harrington's version of the stuffed swan wagging its



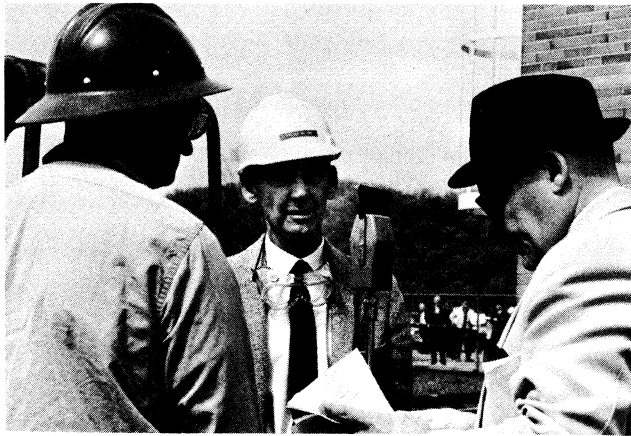
The parking area at Union Carbide where fans watched the Whistle Blow. By aid of a glass we see H. C. Putnam, Mrs. Wm. McNally, Jim Paisley and notice what a nice summer day it was.



More activity at the parking lot. A camera man is taking shots for TV, a tape recorder off in the distance is being set up, and J. W. Rutter in the foreground is announcing an event.

neck on the DIURNAL's piano. Nor the look of bliss when Roddy Hammett got to blow the GORDON C. GREENE whistle. Nor the utter dedication and fascination with which Ross Rogers, Jr. tended to the countless details. If Walter McCoy seemed to be wearing a sly smile, which he was, it was because many prior days and nights of preparation had paid off in joy to so many. The recordings of course can't begin to show Steve Hoag turned photographer--now down on his knees, now up on a roof--getting shots. Nor Della Hoag making her tapes. Nor Woody Rutter announcing the next events. Nor Bob McCann hustling over the field, applauding each success and condoling the several failures.

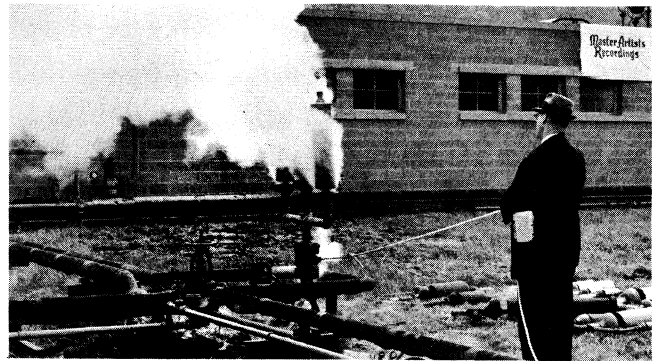
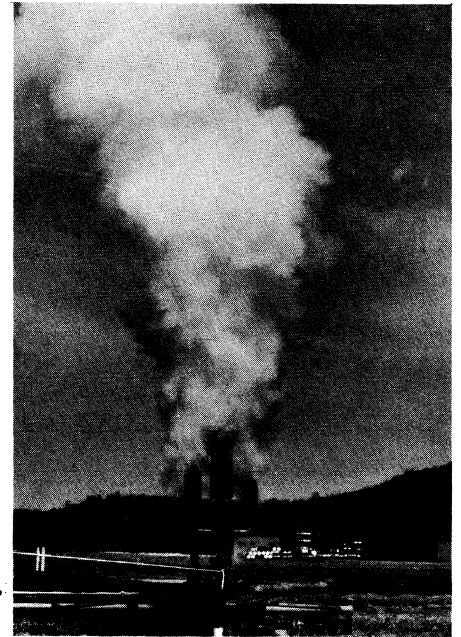
There was no accurate count of how many persons came. Perhaps 500, conservatively. More likely a lot more. Everybody knew everybody else and it was a grand house party. To name the persons we shook hands with, and talked with, is sheerly impossible here; oh me oh my what a show it was.



George M. Fowles (left), in charge of the steam plant at Union Carbide, and Walter W. McCoy, chairman of the Whistle Blow for S&D, do a radio stint. Harry Bright (right) of station WETZ, New Martinsville, W. Va., did the show for NBC's Monitor.

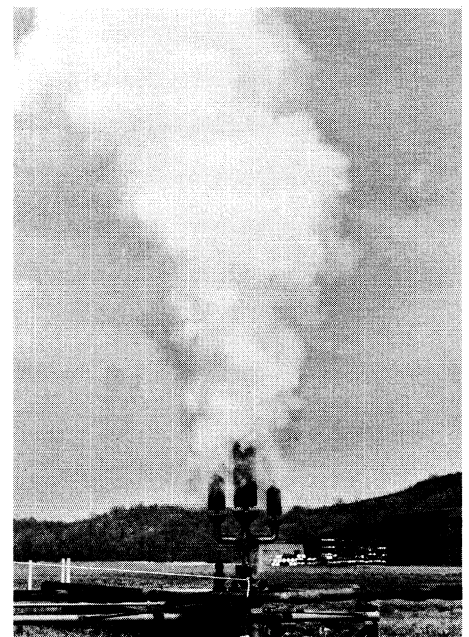
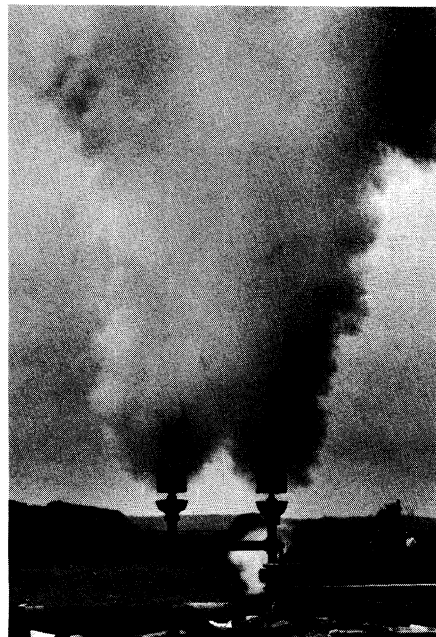
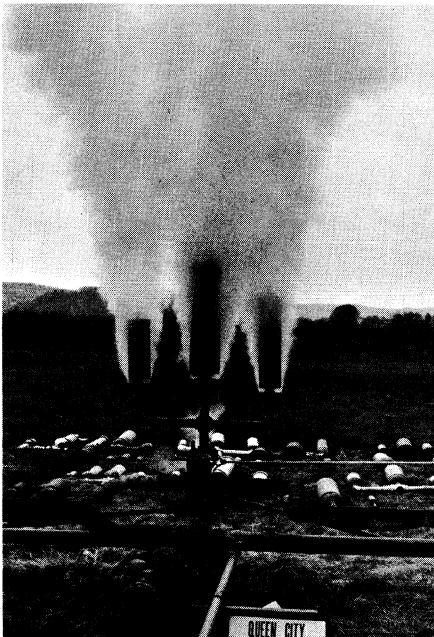
- VULCAN
- SWEET CAKE
- JOS. E. RANSELL
- LIZZIE CASSEL
- TOM GREENE
- SPRAGUE
- GORDON C. GREENE
- JOHN W. HUBBARD
- DEL NORTE
- W. P. SNYDER, JR.
- ONEIDA
- CHRIS GREENE
- SALLIE MARMET
- IROQUOIS
- LUCY COLES
- HOMER SMITH
- MARGARET
- AMERICAN
- MONGAH
- CHAMPION COAL
- THEALKA
- WEBER W. SEBALD
- DEWING & SONS
- HELEN BURKE
- SAILOR
- HERBERT E. JONES
- MARY JANE
- F. M. STAUNTON
- SAM CRAIG
- O. F. SHEARER
- CHARLES T. CAMPBELL
- DETROITER
- MOBILE
- CORAL SEA

Tones to mix, match or blend



Robert H. McCann of Greene Line Steamers tries his hand on the lanyard for a toot-er-too.

Steamboat Tootenanny Sets Hills of W.Va. Reverberating



**OUR WORLD MAY CHANGE,
BUT THIS IS FOR KEEPS**

About \$15,000 worth of recording equipment was installed at Long Reach, W. Va. on Whistle Blow Day, last May 1st. Most spectators did not see or realize what was going on; the installation was deep in the Union Carbide property, selected for acoustics, echo-bounce and shielding from work-a-day sounds. Your editor listened later to the play-back. The monaural (50¢ word for the usual phonograph or tape) recordings came back just like the whistles. The stereo recordings ARE the whistles in amazing fidelity. Robert L. Stone, president of Mode-Art Pictures, Inc., supervised and helped make the tapes. Bob Stone had more than a superficial interest, too, for in his more youthful days he once decked on a steam towboat, the A. I. BAKER, and knows the trick of keeping a wheelbarrow loaded with coal on a plank in the dark. His assistant, Bernie Debrow, is a dedicated perfectionist, satisfied with only the best.

The recordings will be available about July first in four forms, as follow:

33 1/3 12" L.P. Monaural Records @ 4.95
33 1/3 12" L.P. Stereo Records @ 5.45
1/4" 7 1/2-IPS Monaural Magnetic Tape @ 7.95
1/4" 7 1/2-IPS Stereo Magnetic Tape @ 8.95

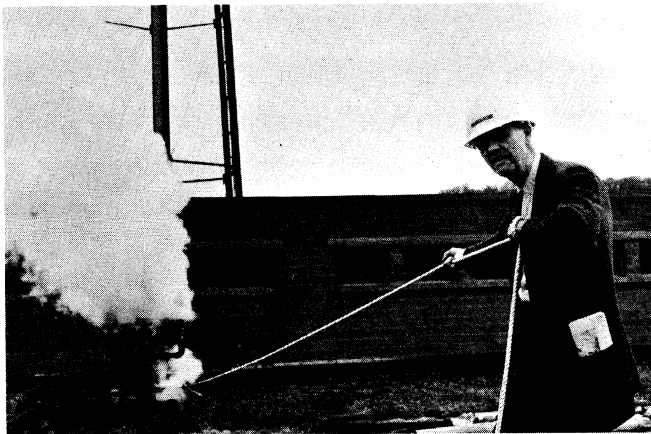
Orders are now being received, and 50¢ per item must be added to above prices for handling and shipping. You may order more than one of any item. Be sure to include your complete name and mailing address, and remit to

MODE-ART PICTURES, INC.,
1022 Forbes Avenue,
Pittsburgh, Pa. 15219

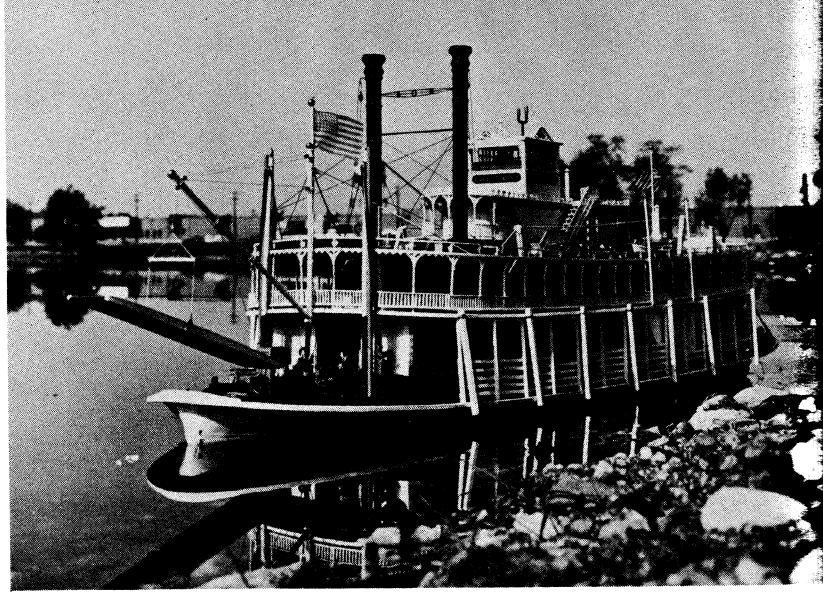
Identify your wants by asking for tapes or records of WHISTLE ECHOES, Volume 1.

Sirs: I have a pile of Waterways Journals about three feet high. Would like to pass them along to somebody who will really care for them. They date from the present back about 12 or 15 years. I'll be glad to entertain applications, just so's I'm not expected to pack or ship them someplace.

John W. Zenn,
271 Pine Road,
Pittsburgh 37, Pa.

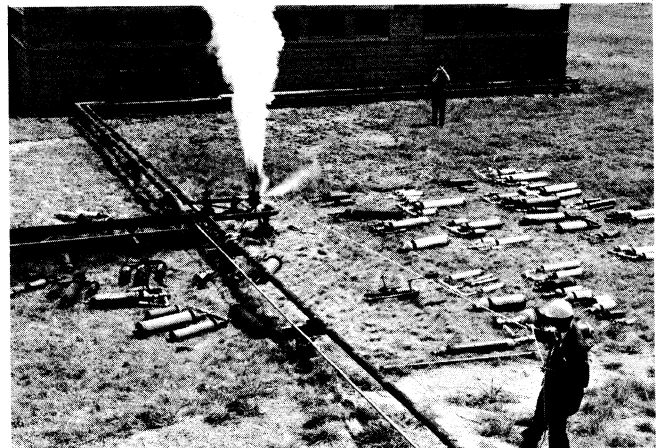


Harry F. White at the lanyard blowing what probably is the whistle of the MARY JANE, although too much fog to make sure. All of these Whistle Blow photographs were taken by S. Durward Hoag who also took color slides, while his good wife Della took a sound tape.



Your editor was visiting at the home of Capt. and Mrs. C. W. Stoll, Rock Hill, Mockingbird Valley Road, Louisville, Ky. on the evening of April 27 last. Among the guests was a talented designer from Virginia, John L. Fryant, who handed us the above photograph of a packet named PRINCESS. He asked had we ever seen the boat or heard of it--and our answer of course was "no." Any ideas?

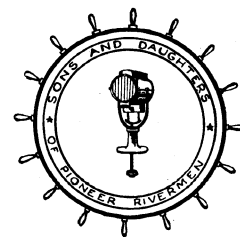
The next four pages are a special reprint of the EXTRA issued at the Whistle Blow. 2,000 copies were handed out or mailed and 5,000 more are under consideration—Ed.



This scene probably never happened before in the history of Mississippi steamboating:- 40 steam whistles reposing on a plot of grass with a collective life span of over 1,000 years, figuring the average age per whistle at 25, and that's conservative.

S & D REFLECTOR

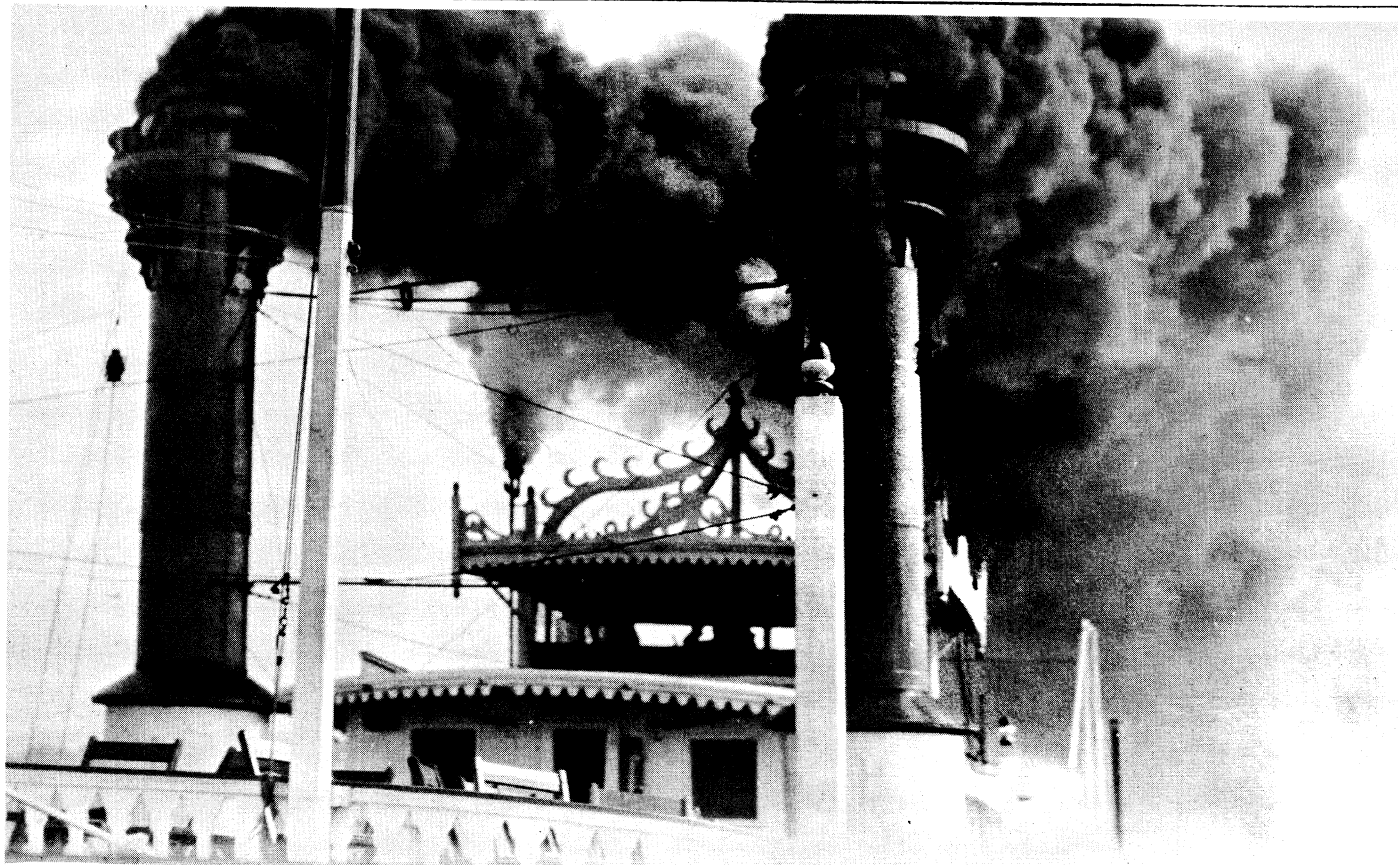
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 2, EXTRA

Long Reach, W. Va.

May 1, 1965



Now, the magic comes

Today's practical river pushers, shoving tonnage as diversified and astronomical as the firmament's raiment, speak to one another with air horns. There is nothing very sentimental about an air horn. It does a job. "If just those old steam whistles could blow again once more," rivermen have been saying.

And the miracle has come to pass. Union Carbide Corporation, Silicones Division, is supplying the steam, the valves, the fittings and the pipe. Rivermen on May 1, 1965 are converging on Long Reach, West Va. in pick-up trucks and station wagons, bringing with them these old whistles. S&D is sponsoring the details. The steam voices of the COURIER, ST. LAWRENCE, TOM GREENE, CHRIS GREENE, SPRAGUE, LIBERTY, VULCAN--- who knows how many more?

A Pittsburgh professional firm, Mode-Arts, Inc., is bringing in elaborate tape recorders. The idea, hopefully, is that whistle-sound may be faithfully captured on long-playing platters, together with a little spiel about each whistle.

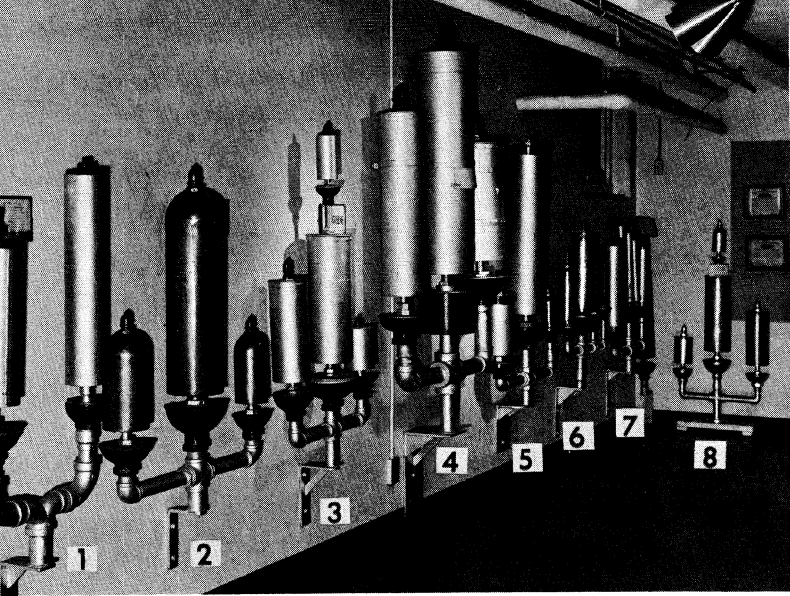
Whether this is important is hardly the question. The long-range outcome may be the preservation of a most captivating chapter in American folklore. At long last, the Lost Chord may be found.

S&D REFLECTOR has dug in its files to display on this page a picture snapped in 1937 aboard the excursion steamer WASHINGTON, with Capt. William S. Pollock blowing the whistle and F. Way behind the Graflex 3½ x 5½ camera.

Steam whistles sound notes and tone acquired in the construction. Variations have to do with pressure, quality of the metal, diameter of the barrel and other variables. Two such whistles blown simultaneously strike a chord. Three produce further interesting results. Some boats chimed as many as five and six. Rivermen tinkered with these unpredictables and achieved a wide selection of Steam Voices in range from a high falsetto to the last three sonorous deep notes of Asleep In The Deep. They found a steam whistle can be made to sound girlish, or manly, to have authority, to plead gently, or to wail like a banshee.

There is nothing quite like a midwestern steamboat whistle. Each has personal speech and inflection. There was a time when bottom-dwellers in Clarrington, O. and in Prairie du Chien, Wisconsin, could recognize, without falter, forty or fifty steamboats two miles off by the echo-bounce of these steam-inspired chords.

Welcome to the WHISTLE BLOW! S&D REFLECTOR takes pride in handing you this special EXTRA edition to take home as a souvenir.



The whistles of the Dan M. Heekin collection, pictured by S. Durward Hoag. Shown here in permanent residence at Campus Martius Museum, Marietta. They are: 1) JOHN W. HUBBARD, 2) SWEET CAKE, 3) TOM GREENE, 4) SPRAGUE, 5) VULCAN, 6) TACOMA, 7) JOS. E. RANSELL. At extreme right (8) is the whistle recently installed permanently at Union Carbide's Silicones plant, Long Reach, W. Va., through kindness of river engineer Ray Gill.

Symphony of Sound

S&D's collection of steamboat whistles was made possible by a Cincinnati member, Dan M. Heekin. On his own initiative Dan Heekin gathered old whistles and assembled them in the plant of the Heekin Can Company. Feeling they should be enjoyed by more people, especially river buffs, he consented to display them in the River Rooms at Campus Martius, Marietta.

The moving day was rather spectacular. The whistles were loaded on a barge at Cincinnati and delivered by Ohio River to Lock 18, midway between Marietta and Parkersburg. S. Durward Hoag appeared there with a truck, gathered them up, and installed them in the Museum. The task of mounting these heavy whistles required drilling into a concrete wall to secure stay-bolts, and special metal fixtures for support. Steve Hoag donated a great deal of his own time and all expenses to complete the task. It turned out to be a job well done.

The whistles comprising the Dan M. Heekin collection are these:-

JOHN W. HUBBARD...Made up of 2 whistles, used on the sternwheel packet of this name 1919-1931. The HUBBARD originally was a cotton packet named J. H. MENGE built in 1910, although it is debatable whether the whistle dates that early or where it came from. It is not melodious, and always sounded off-key.

SWEET CAKE...A curious name for a towboat on the upper Ohio 1917-1928, owned by Rodgers Sand Co., Pittsburgh. Built at Marietta in 1908, and first named J. M. HUDSON, the whistle seems to date to this beginning. This whistle is called a "Lunkenheimer" inasmuch as the firm of that name put rounded tops surmounted by brass acorns on each barrel. This one has 3 whistles.

TOM GREENE...A former Wheeling boat and engine builder, John M. Sweeney, recalled that a whistle of this same design and tone was made in 1866 for the side-wheel ST. MARYS. It was much admired and a duplicate was placed on the side-wheel EXPRESS NO. 2 in 1870, operating Wheeling-

Parkersburg. Thence it went to the ST. LAWRENCE built 1879, and was transferred to the packet COURIER in 1895. The COURIER wore it until she wore out, and then it went to the TACOMA. Meanwhile a duplicate was made for the side-wheel GREENLAND and so for some years the Greene Line operated two packets wearing the same-tone tooters. The GREENLAND was lost in an ice gorge at Cincinnati in 1918, but the whistle was miraculously saved and put over on the CHRIS GREENE #1. Then came the horrible Nov. 4, 1922 when both the CHRIS GREENE and TACOMA were burned in the wharf fire at Cincinnati. From the wreckage was salvaged parts of the two Mike-&-Ike whistles, and these were put together. The result was a happy one--the tones were true. This composite went on the new TOM GREENE in 1923 and remained as long as she ran, until 1948. There are 4 whistles; three major ones and a small one mounted on top of the largest barrel. Capt. Jesse P. Hughes says there may be a slight off-key from the original tone, inasmuch as the TOM GREENE once tried to pass under a Cincinnati bridge with not enough headroom and knocked off the little top whistle and lost it. A new replacement was put on, but it never sounded quite the same. Anyhow, this instrument has the oldest origin of any in the collection, dating back almost a century.

SPRAGUE...When the mightiest towboat was built for river service in 1902, she was given the mightiest whistle ever made for a Western steamboat. The SPRAGUE, with a paddlewheel 40 feet in diameter, was called the "Big Mamma" and her ponderous tooter was in keeping. Last operated by Standard Oil of Louisiana, the SPRAGUE became too expensive a luxury and was handed over (for \$1 paid in hand) to the city fathers at Vicksburg, Miss., where she still reposes as a tourist attraction. But the whistle didn't stay with her. The late Capt. Tom R. Greene was refurbishing the DELTA QUEEN, fresh from California, and asked Standard Oil if he might have the SPRAGUE whistle for his super-tourist boat. One day a huge crate arrived at the Cincinnati wharf-boat (collect, \$72.50) and all the Greene horses and all the Greene men couldn't figure a practical way to get that monster whistle piped to the DELTA QUEEN's boilers. Already a liability due to the collect freight on it, Capt. Tom paled at the prospect of the enormous volume of steam he'd have to expend blowing it. So it stayed in the crate until Dan M. Heekin gathered it up, and has not been blown since. It is made up of three whistles, and sounds like the last three notes of "Asleep In The Deep."

VULCAN...This whistle in its present form dates back to 1899. It was on two towboats, both owned by the Jones & Laughlin Steel Co., and both named VULCAN. The last one was retired in 1951, so it was used constantly for 50 years. Not what may be called a pretty thing, it was familiar to a couple of generations of Monongahela River coal miners. Made up of three barrels with the center one exceptionally long.

TACOMA...Actually this melodious whistle has a beginning away back. It appeared on a side-wheel packet named the MINNIE BAY in 1883, and went from her to the big side-wheel INDIANA built by the Louisville & Cincinnati Packet Co. in 1900 at Jeffersonville, Ind. Capt. Jesse P. Hughes acquired it for the TACOMA later on, and added a fourth whistle to the original three. After he resigned as captain of the TACOMA he took this whistle off (it was replaced by the ex-COURIER whistle previously discussed here) and loaned it to a Huntington, W. Va. ferry at 26th Street. In the end, Capt. Hughes gave it over to Dan M. Heekin, and so it found its way to the S&D collection at Marietta.

JOS. E. RANSELL...This whistle, with construction most peculiar of all, came from a U. S.

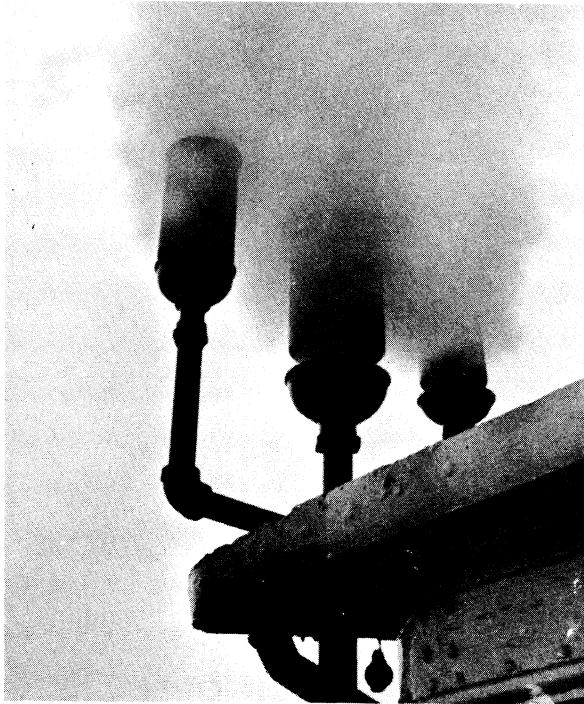
snagboat built in 1908. The instrument is built almost like a pipe organ. Inasmuch as it was used mostly on the lower Mississippi, very few persons at the Whistle Blow will remember it, and even fewer will claim ever to have heard it at all.

SHAPING STEAMBOAT WHISTLE BLOW

This Whistle Blow is the culmination of a mild beginning. George M. Fowles, engineer at Union Carbide's Long Reach plant, asked Walter W. McCoy if an old steamboat whistle was available to install there. Walt said he'd see. He asked F. Way, Jr. who wrote river engineer Ray Gill in Huntington. Ray had presented to S&D the whistle from the towboat GEORGE M. VERITY, almost an exact duplicate of the TOM GREENE whistle already at the Museum. Ray said, "Sure."

Union Carbide was installing a new boiler at Long Reach. George Fowles speculated the idea of bringing to Long Reach all of the whistles parked in the Museum--just to hear what they would sound like. The idea was taken to John J. Doub, plant manager at Long Reach, who gave his blessing. Union Carbide's New York office got in the act, and Ed Aldrich flew over in behalf of UC's public relations. A meeting was held in Mr. Doub's office. The date was set. The outcome, for better or for worse, now is apparent to the reader of these lines. A great share of the leg-work, plus innumerable phone calls, deserves a special salute to Walter W. McCoy, Ross Rogers, Jr. and S. Durward Hoag.

This Whistle Blow is not a "first." A very enterprising Blow was staged some time ago at Tell City, Ind., spark-plugged by S&D member Bert Fenn.



If the whistle from the towboat W. P. SNYDER JR. shows up at the Whistle Blow, and we hope it does, it will be heard for the first time in ten years. This is the same whistle brought on the boat to Marietta in 1946. Shrill and vibrant, it first was used on a towboat named CHARLEY JUTTE built in 1904. Sold to the Crucible Steel Co., and renamed CRUCIBLE, the whistle kept blowing until that boat wore out. Then it went to the W. P. SNYDER, JR., named for the board chairman of Crucible Steel who presented the towboat to the Ohio Historical Society in behalf of his company. -S. Durward Hoag, photo.



The LIBERTY whistle is better known along the upper Ohio than most. It was made by a farmer with a mechanical bent who lived along the West Virginia shore near Grape Island. First it went on a short-trade steamer named the GEORGE STRECKER, built in 1880 at Long Reach, W. Va., not far distant from the scene of our Whistle Blow. In 1887 the STRECKER burned in the Muskingum River at Beverly, O. but the whistle was not harmed.



LIBERTY blowing-by C. W. Stoll.

It next showed up on the BEN HUR, a popular packet in trades above Parkersburg, built in 1887 at Marietta.

When the BEN HUR was sold in 1909 to the Upper Mississippi, the whistle was placed over on the BESSIE SMITH where it remained until the LIBERTY was built at Clarington, O. in 1912.

This whistle settled down for a long run, for the LIBERTY was a come-and-go boat, and kept

operating as a packet out of Pittsburgh until she had out-operated all of her contemporaries and was the last of her breed. She finally quit in June, 1936, and pushed the GOLDENROD showboat on a river tour with Major Bowes' Amateur Show on board. The 1937 Flood caught her on the lower Ohio, and vandals stripped her of tackle and apparel, including the whistle. Capt. Earl Webster bought her, sleuthed the woods, found the whistle, and brought the boat back to Parkersburg. The LIBERTY never operated again.

But the whistle was off for other adventures. Capt. Webster built a towboat, named it MILDRED, and put the old whistle on. He soon sold the towboat to Capt. Tom Campbell, who sold her to the Arrow Transportation Co. on the Tennessee River. The old whistle went along, and stayed on this towboat until it was dismantled in 1949.

Several years ago Col. L. E. Willson, head of Arrow Transportation, gave the whistle to the Missouri Historical Society in St. Louis. Thanks to the river curator, Miss Ruth Ferris, member of S&D and good friend, a loan was arranged and the so-called LIBERTY whistle has been brought to Long Reach, W. Va. to give a final toot on approximately the same site where it started business in 1880 aboard the GEORGE STRECKER, 85 years ago.



The preparation and printing of this special EXTRA edition of S&D REFLECTOR has been made possible by courtesy of Wall Rope Company, through their representative, Ross Rogers, Jr. These four pages will be included in the regular June issue for the benefit of all members.

STEAMBOAT WHISTLE RECORDS PLANNED

It will be round.
It will be flat.
It will be shiny and black.
There will be little grooves on both sides,
and each side will play 22 minutes at 33 1/3.

It will come in an attractive jacket.

It's title: WHISTLE ECHOES.

The symphony (and otherwise) of sound heard at the Long Reach, W. Va. Whistle Blow, the steam provided by courtesy of Union Carbide, Silicones Division, will be preserved on this platter, together with a narration identifying the whistles and telling something of their stories.

Now, to own one of these rare-&-fine records you simply send check for \$4.95 plus 50¢ postage or total of \$5.45 to

MODE-ART PICTURES, INC.,
1022 Forbes Ave.,
Pittsburgh, Pa. 15219

The records will be released about 60 days after the Whistle Blow, approximately July 1.

Note: The above-described recording is the standard monaural type for 33 1/3 speed. A special stereo record also is in preparation, at a slightly higher price, details to be announced in the June issue of S&D REFLECTOR.

You'd hardly expect to find a steamboat whistle in a Public Library. We did. The old tooter from the packet CHRIS GREENE (2nd) was in the Rare Books Section, Cincinnati Public Library waiting for a borrower. S&D checked it out on Friday, October 16, 1964. It's probably overdue by now. It's a fairly special whistle.

When the Security Steamboat Co. of Point Pleasant, W. Va. built the excursion steamer HOMER SMITH in 1914, one of the stockholders, Capt. C. C. Bowyer, contracted with the Heslop Machine Shop for this whistle. The HOMER SMITH was the most exciting steamboat in her day, and the whistle proved a dandy. Just before the Depression descended, in 1928, the excursion boat was sold and the whistle presented to Capt. Chris B. Greene. He put it on the CHRIS GREENE (2nd). It stayed there as long as the CHRIS operated. Then for a brief period it served on the DELTA QUEEN. Finally Mrs. Tom R. Greene gave it to the Library where it has since reposed.

The old packet and tourist boat GORDON C. GREENE still is afloat, serving at St. Louis as a floating restaurant. She was built in 1923 at the Howard Ship Yard, Jeffersonville, Ind. for the Eagle Packet Co., St. Louis, and originally was named CAPE GIRARDEAU. When new, the Eagle Packet people placed aboard a whistle of dubious origin, probably a salad of two components used on former Eagle boats. It turned out to be a spine-tingler. It remained aboard until Greene Line sold the boat in 1952. There is tradition that one of the barrels of this whistle was used, if not both, on the side-wheel CALHOUN built in 1876. Mrs. Tom R. Greene presented this whistle to S&D a few years ago.



Whether the QUEEN CITY whistle, shown above, will be blown during today's event is not certain as we go to press. This exceptional photograph was taken in 1906 by T. J. Farley, of New Jersey, with a Graflex camera using 5x7 roll film. The original negative was handed to us by Cmdr. E. J. Quinby, board chairman of Greene Line Steamers, Inc.

The preparation of this EXTRA edition of the S&D REFLECTOR came about before many of the details as to what whistles would be blown could be ascertained. A complete listing is being included in the June, 1965 issue.

The Whistle Committee, headed by Walter W. McCoy, wishes to express appreciation to all persons who have assisted in the Event. In setting up an affair so unique a possibility always lurks that delays may prevent the proper blowing of all the whistles submitted. But that's one of those things which some day may lead to another try at a later date.

Sons and Daughters of Pioneer Rivermen

=Publishes quarterly a river magazine, the S&D REFLECTOR (since March, 1964).
=Holds its annual convention at Marietta. Next one is scheduled on Saturday, Sept. 18, 1965.
=Seeks out and files old steamboat photographs and movies.

=Supplies exhibits for the River Museum at Marietta, O.
=Helps the Inland Rivers Section of the Cincinnati Public Library.
=Maintains the Tom Greene Light at Marietta.
=Sponsors historical river projects.

Annual dues for one person, \$3. A whole family may join for \$5. Send check to Mrs. J.W. Rutter, secretary, 89 Park Street, Canal Winchester, Ohio 43110. If you have an interest in the river you are eligible. Members in good standing receive the S&D REFLECTOR at no additional cost, are welcome at the meetings, and membership card serves as a pass to go aboard the steamboat W. P. SNYDER, JR. at Marietta.

She Never Made a Trip

Mention was made in the Dec. 1964 issue of the REFLECTOR (page 17) that both Capt. Tony Meldahl and Phil Anshutz had owned in boats and had taken bitter consequences. Thanks to some interesting research by S&D member Russell M. Lintner, of Bellevue, Pa., we now can present a few harrowing details of the calamity which befell Captain Anshutz.

In the fall of 1876 Capt. Phil Anshutz, Capt. Dan Moore and steamboat clerk J. A. Voegtly contracted with the Madison (Ind.) Marine Ways for a huge sternwheeler packet to operate between Cincinnati and New Orleans, and Pittsburgh-St. Louis. Without doubt they had been mentally hovering over the success of a similar steamboat, the JOHN L. RHOADS, a gold mine for her owners in those trades.

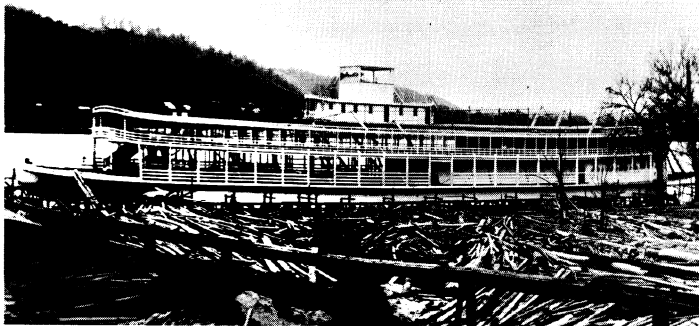
Dan Morton and W. H. Fry were operating the Madison Ways and already in 1876 had built some noteworthy steamers when they took on the contract for Capt. Anshutz's packet. That season they had turned out the BONANZA, VIRGIE LEE, LOUIS A. SHERLEY, FANNIE MOORE, JOHN H. HANNA and two model barges, in addition to lengthening the WILDWOOD and repairing five other boats.

Capt. Phil Anshutz made a deal, first of all, with his neighbor Capt. John K. Booth, for the old engines off the ALLEGHENY BELLE, which had sunk on the bar at Portland, Ky. in May, 1875, and had been dismantled there. Capt. Phil lived at Buckhill Bottom, O., below Clarington, and Capt. Booth lived across, where he had a West Virginia farm. These engines, 16'-6 ft., were more powerful than those of the JOHN L. RHOADS (16's- 5 ft.) but then Capt. Phil was figuring on a mighty big boat.

The hull dimensions were to be 240 x 38 x 6. She was to have a bottom of 4" planking, her knuckles to be 7", and the gunwales 3". The cabin specifications called for 26 staterooms, all 8x8½ ft. size, all to contain double beds. Three boilers were built for her, having 5 flues each, 26 ft. long and 42" diameter.

In short order the river reporters commenced noticing the new steamer under construction at Madison. These items appeared in quick succession in the Pittsburgh "Commercial":

"Phil Anshutz's great stern-wheeler of 1200



This scene at the Madison, Ind. Marine Ways shows the A. L. MASON under construction. She was quite similar to the CALUMET. Taken by H. M. Flora, Madison photographer, Oct. 18, 1889.

tons capacity for the Pittsburgh-St. Louis trade will very probably be named GOOD INTENT. A friend of Phil's has suggested BUCKHILL BOTTOM. Captain Anshutz will laugh when he sees this allusion to his place of residence.

"Capt. Anshutz's new Pittsburgh-St. Louis packet has been named the WILLIAM LIST.

"Capt. List has declined the honor of having Capt. Anshutz's new boat named for him.

"CALUMET is the latest name selected for Capt. Anshutz's new boat."

So be it. The new CALUMET arrived at the Cincinnati wharf in the first week of December, 1876, and commenced taking cargo for New Orleans, having joined a "pool line" which assigned dates of departure and controlled freight rates. Then, out of the North swept a cold wave of such severity that within a week or so teams were being driven across the Mississippi at St. Louis and the ice was gorged under the Cincinnati suspension bridge 25 feet thick. Capt. Charles Muhleman was ringing the roof bell on his packet ANDES at Cincinnati for departure to Wheeling when the snowstorm set in. He proceeded with the boat to Moscow, O., 25 miles, when he became alarmed at the rapidity ice was making. He ordered the ANDES back to Cincinnati and laid up. He had plenty of company.

The boats caught at Cincinnati in the great storm were as follows: Lying between Ludlow and Broadway were the new sternwheeler GOLDEN CITY, the side-wheelers POTOMAC, BOSTONA and BONANZA, all without cargo. At the city wharf was the side-wheeler ANDY BAUM, partially loaded for Memphis; the new sternwheeler CALUMET, partially loaded for New Orleans; the ANDES, loaded for Wheeling; the ALEX KENDALL, partially loaded for Evansville; the VIRGIE LEE, sternwheel, partially loaded for the Kanawha River; the MARY MILLER, a sternwheeler, partially loaded for St. Louis; the EMMA GRAHAM, sternwheel, light; the B. H. COOKE, sternwheel, partially loaded for Evansville. The U. S. Mail Line had the side-wheel UNITED STATES at the foot of Vine Street, and the towboat ROBERT PEBBLES was at the foot of Race Street. The Madison packet, a side-wheeler, BEN FRANKLIN, was in ice harbor in the mouth of Licking River, and the Maysville packet WILDWOOD was at the marine ways. The BANNOCK CITY was at Sedamsville, and the neat side-wheeler CITY OF PORTSMOUTH was already in big trouble at 4-Mile, above California, O., pushed out high-and-dry, surrounded by an ice gorge.

When the gorges moved, in mid-January, 1877, the CITY OF PORTSMOUTH was carried free-astray in the surging ice, but was safely caught. The new CALUMET was knifed down, and her wreckage floated off down under the suspension bridge. The ANDES became a total wreck. Nobody knew what happened to the CALUMET until several days later when word came from Madison, Ind. that her wreck had lodged on the marine ways where she was built. The new boat which had never carried a cargo was taken by ice gorges back to her birthplace and cast ashore.

And that isn't the total of it. Capt. Anshutz and his partners had not arranged for full insurance coverage, but they did have a small policy for token protection. When adjustments were made, Capt. Anshutz collected in cash the proceeds from a Cincinnati agency, \$3,800, and with this wad in his wallet he walked down under the Cincinnati-Newport bridge, at night, and was knocked down and robbed of the whole of the sum. There were some skeptics who maintained that Phil knocked himself out with a club down under the Newport bridge, and later built a new barn and painted his Buckhill Bottom house with the proceeds. Probably not a word of truth in it.



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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 . . .

It is at the mouth of the Beaver River, twenty-five miles below Pittsburgh, that the Ohio River approaches Lake Erie at its nearest point. The jet-line mileage is 84.3 and the estimated cost of linking the two water systems by canal is a razzle-dazzle technicolor billion-plus. The canal won't happen if Pittsburgh can prevent it. The canal will be built, and soon, if Youngstown, O. wedges an appropriation through the U. S. Congress.

Once there was a canal linking Lake Erie and the Ohio, known as the Beaver and Erie, or the Ohio Extension Canal, a work 136.5 miles long, with 133 locks with an average lift of 7 feet per lock. The terminals were at Rochester, Pa. and at Erie, Pa. It was operative 1844-1871. A segment of it, the section between Rochester and New Castle, Pa. dates earlier, to 1835. The Extension, taking the canal to Lake Erie, was undertaken by the State of Pennsylvania. There were numerous set-backs financially, so serious that the uncompleted work in 1843 was handed over to a private concern, Erie Canal Company, headed by Charles M. Reed, of Erie, Pa. This company spent \$782,123.72 completing the 105.5 miles from six miles above New Castle to the Lake.

The Erie Extension ran along the Shenango River north past Sharon, Sharpsville and Greenville. Then it crossed the Pymatuning Swamp and descended to Lake Erie through Albion, close to Girard and Fairview, and thence to Erie. To Greenville there were 35 locks, and beyond there, to the lake, there were 71.

W. Milnor Roberts was the engineer of this Erie Extension, a man of much canal experience, and who had helped to build the Allegheny Portage Railroad linking the Pennsylvania Canal across the Allegheny Mountains. Also he had built the first railroad bridge across the Susquehanna, a long, two-level lattice-truss structure carrying double tracks above and a double carriage-way with footpaths below. Later in life he built the Northern Pacific Railroad.

Mr. Roberts' son, Col. Thomas P. Roberts, was engaged in the early 1890's to survey a suitable route for a modern version of the Lake-to-Ohio River canal, long after the original one had fallen into abandon. This enterprise was instigated by the legislature of the State of Pennsylvania which in 1889 had appropriated \$10,000 for the survey. Pittsburghers then were very decidedly beating the drum for such a connection. The Chamber of Commerce at Pittsburgh had a Canal Committee charged with furthering the work, headed by George A. Kelly, and with John E. Shaw as secretary. Capt. Charles W. Batchelor headed an

Executive Committee; Col. T. P. Roberts, Morrison Foster (brother of Stephen Collins Foster), W. L. Scaife, W. Harry Brown, J. C. McDowell and E. M. Bigelow made up the Engineering Committee. Other big names on the Committee lists included Capt. James A. Henderson, Capt. John F. Dravo and Capt. John A. Wood. This projected Canal was a MUST in Pittsburgh's upper circles for many years. It did not prevail, and the work was not undertaken.

What prompted the original connection of 1845? Primarily, there was a great deal of iron ore in the region through which the canal passed. In 1846 "the lights of ten furnaces could be seen from the cupola of the Mercer, Pa. courthouse." West of there, near Clarksville, at West Middlesex, at Big Bend, Greenville, Sharon and Sharpsville, pyramidal hoods of stone were rising to convert ores into pigs. The way to-or-from market for this was the canal; and the production of iron filled up many a chapter in the record of that original waterway. Later on Lake Superior ores were brought to Erie, loaded on canalboats, and brought to the iron mills in the western towns of Pennsylvania.

Local daylight packets connected Pittsburgh with the canal at Rochester, Pa., 25 miles. The names of some of them are indicative of the time: BEAVER, FALLSTON, NEW CASTLE, LAKE ERIE, MICHIGAN, CLEVELAND, BRIDGEWATER and WARREN. Youthful Andrew Carnegie was brought via this canal by his parents on their way to Pittsburgh. He later recounted that the Carnegies were obliged to remain overnight at the Rochester wharfboat awaiting a packet. Mosquitoes nearly ate them alive.

The end of the original canal came with a great suddenness, known as "The Great Canal Disaster." On the first Tuesday in September, 1871 a lofty aqueduct which carried canalboats across Elk Creek, near Girard, collapsed. It was 27 years old and had been giving good service until a few minutes before its failure. In fact a canalboat had just passed across it. On Sept. 7 a news article in the Erie "Observer" said prophetically, "Goodbye, old canal." The through connection between Lake Erie and the Ohio River was kaput.

However this may be, segments of the canal were operative years later. As late as Sept. 1912, when a flash summer flood took out a 50-ft. segment of the old dam in the Beaver River near Rochester, built originally in 1832, a private firm immediately closed the breach. This firm, the Kennedy Cooperage Co., was locking lumber through the old lock at Rochester to their mill two miles up the Beaver. The Rock Point Sand Co. utilized the slackwater above there, operating a sand dredge, barges and a steam sternwheel towboat named BEAVER. This towboat was there in 1920, captive in the Beaver River, having been built two years prior. Several of the ancient dams continue to provide pools in the Beaver River, as of 1965, although lockage around them has long since ceased.

Col. T. P. Roberts, when he made the survey of 1890, was chief engineer of the Monongahela Navigation Co., owner-operator of all Monongahela River locks and dams. His recommendation was for the building of a canal to connect direct to the Pittsburgh area inasmuch as the Ohio River was not improved those days. The Colonel Roberts' survey called for an extension canal bordering the north bank of the Ohio River from Davis Island Dam to Rochester. He called for a canal lock at the Davis Island works shoreward of the existing river lock. This border canal was to pass Emsworth, Sewickley, Leetsdale, Baden and Freedom and join the Lake canal at Rochester.

Colonel Roberts' recommended route to Lake Erie was to follow the Beaver River and Mahoning River by a slackwater system 46.26 miles to Niles

and thence by canal 8.74 miles to the plateau 900 feet above tide, thence 31.35 miles across the summit; thence descending to lake level in a distance of 12.55 miles at Ashtabula, O. This was a route 37 miles shorter than the old State canal and with a summit level 182.5 feet lower, and with 100 locks less.

By 1911 the Ohio River border canal was eliminated from the canal project inasmuch as the Ohio River had then been canalized by locks and dams in the area. Pittsburghers in 1911 hosted, wined and dined the U. S. Rivers and Harbors Committee and toured them over the Rochester-Ashtabula route. Nothing definite transpired; opposition had stiffened.

Today matters have altered materially. The "Pittsburgh-plus" domination of steel production has toppled. The future prosperity of the Pittsburgh area mills depends, in great share, on cheap transportation via the Ohio and Mississippi rivers. A Lake Erie-Ohio River canal, if built today, would favor Pittsburgh with many advantages rate-wise, but--and this is the hitch--at the same time Youngstown, O. would reach its smudgy fingers into Ohio-Mississippi competition. Such a prospect sends shudders along Pittsburgh spines. The problem:- Can two work horses be persuaded to drink from the same watering trough?

The Smithsonian Wanted It; River Museum Provided It

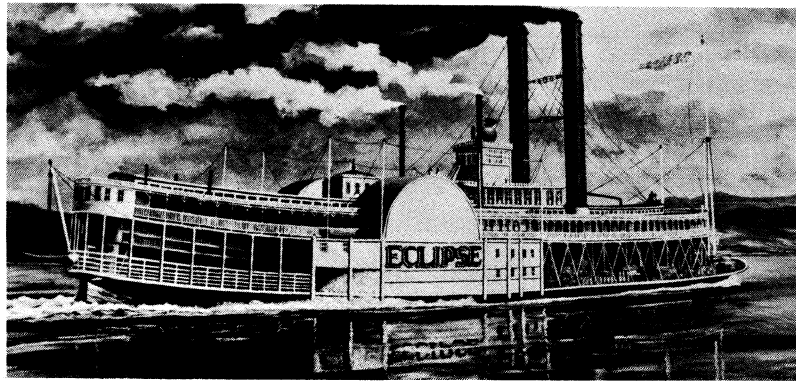
Campus Martius Museum sometimes gets odd requests. Recently the main exhibit room in the River Section looked like a carpenter shop. Workers were taking apart and measuring a beautifully shaped wooden steamboat hull-model, 14'7½" long, built at New Albany, Ind. in 1852, well over a century ago. They were doing the job at the urgent request of the Smithsonian Institution, Washington, D. C.

This wooden model, technically known as a "half section," was whittled out by master designers to establish the shape of the hull for the longest wooden river steamboat ever built for Ohio and Mississippi River service, the ECLIPSE. She was 365 feet long on deck, with an extreme deck width of 77 feet. The great packet, propelled by side-wheels, ran between New Orleans and Louisville, and set up speed records never equalled.

Old-time craftsmen, who could whittle better than they could draw, first built a scale model of the intricate hull shape. They fashioned it of laminated white pine boards held together with wooden pins or dowels. Satisfied with the shape, these boards were taken apart, and used in the mold loft to make the ribs and keel.

The River Section of Campus Martius Museum acquired this prize half-section model of the ECLIPSE hull in 1947 from New Albany, Ind. riverman, Paul W. Seabrook. Howard I. Chapelle, Curator, Division of Transportation, of the Smithsonian Institution, author of books on ship design, was quite excited when he learned of the model and wished the lines taken off for preservation.

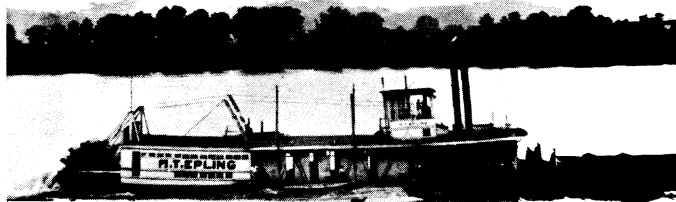
So this was done on Friday, Feb. 26. Walter W. McCoy of Sistersville, W. Va. brought along a roll of graph paper and other needed tools. Your S&D REFLECTOR editor assisted. Interested en-



When Howard I. Chapelle, curator of the Smithsonian, requested the hull lines of the ECLIPSE, he also asked: "Wonder where we can get a reliable picture of her?" As astonishing as it may seem, no photograph of the longest wooden Mississippi steamboat is known. She happened to be in the background of a picture made of the steamer BELFAST, and partly shows. Within the past year or so, "steamboat artist" William E. Reed used this photo, plus available information, and produced the above painting. It is, to answer Mr. Chapelle, the most reliable picture known.

thusiasts who helped were Harold C. Putnam, Warren, Pa., S. Durward Hoag of the Motor Hotel Lafayette, Marietta, Mrs. Catherine Remley, curator of Campus Martius Museum, and Lewis Anderson, custodian of properties at the Museum.

The job done, the half-section was put back together and replaced in its usual display space. It had not been apart for 113 years. No messages were found inside--as often happens. The original woodworkers did not leave their names for posterity. When the model is again examined, perhaps a century hence, there will be news for the curious, added A. D. 1965.



Among the recent joiner-uppers in S&D are Mr. and Mrs. Miles T. Epling, Gallipolis, O. and their six children, Mark Travis Epling, Brett Arnold Epling, Dean Thomas Epling, Scott Brian Epling, Kent Herbert Epling and Ann Atarah Epling. These six youngsters are grandchildren of the late Capt. and Mrs. Moses T. Epling. We welcome them with this picture of Grandpa's steamboat.

I am the captain of my soul;
I rule it with stern joy;
And yet I think I had more fun
When I was a cabin boy.
-John Preston.

John W. ("Bill") Kisinger, Box 95, Browns-ville, Pa. has in his office the office safe from the packet QUEEN CITY, using it for business purposes. Also he has there the pilothouse brass indicator from the steam propeller yacht TROUBADOUR. This steel hull yacht was built at Pittsburgh in 1893 for the private use of Samuel S. Brown, multi-millionaire coal operator for whom the three towboats named SAM BROWN and the stern-wheel packet S. S. BROWN were named.



No, not the Ziegfeld's follies nor Earl Carroll's Vanities... Here you see in full splendor the stage of the Eisenbarth-Henderson Showboat touring the Ohio, Mississippi and Illinois rivers about 1906. Capt. Ellsworth E. Eisenbarth, of Marietta, O., is seated on the stage a little left of center. Standing to the right of him, holding a baby, is Mrs. Eisenbarth. The infant is Ignace Eisenbarth, the late Mrs. T. C. McCurdy. The two other young ladies on the stage probably are the Misses Dennalla and Julia Eisenbarth.

The discovery of a showboat interior scene is a rare event. This theater is lavish compared with some. Upstairs and downstairs boxes, some style. A six-piece orchestra, no less. When this picture was taken, the river showboat was feeling the impact of the first nickelodeons. Capt. Eisenbarth countered the menace by staging extravaganza entertainment, including "The Eruption of Mount Vesuvius" and "The Johnstown Flood." His musicians played with equal facility "Every Little Movement Has a Meaning of Its Own" and excerpts from Tannhauser. Barefoot boys kicking dust in country lanes whistled showboat tunes. Pig-tailed girls "play-acted" in costumes from attic trunks while aping gesture and diction of the showboat's leading lady.

Sons and Daughters of Pioneer Rivermen

89 Park Street, Canal Winchester, O.



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