

## Eggs and Crowing Roosters

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Two veterans of the Pittsburgh & Cincinnati Packet Line were Capt. Charles W. Knox and his engineer brother George Knox, both of Marietta, Ohio. Both were small statured, wore short beards, and looked like two Santa Claus helpers dressed in steamboat uniforms. They were brothers to Morris G. Knox who headed the Knox Boat Yard at Harmar, across the Muskingum from Marietta, where the P&C steamers SCOTIA, KEYSTONE STATE and IRON QUEEN had been built. The Knox boys were first cousins of President Taft's secretary of state Philander C. Knox, but there wasn't much hobnobbing.

Capt's. Charles and George worked together a long time on P&C's huckster boat, the KEYSTONE STATE.

The KEYSTONE STATE, although a tub,  
Feeds you on the best of grub.  
I don't see how they make her pay  
For she's so long upon the way.  
I don't see how she gets the freight  
Because she's always runnin' late.

When behind schedule, as usual, Capt. Charles by custom did not mention his anxiety there at the breakfast table. Brother George, at his left, stowed away a hearty meal and two crocks of coffee and bread soppings. This accomplished, he wiped the egg from his beard, gazed intently at Capt. Charles and mentioned in a loud, deep basso which surprised everybody: "I'll goose her up a little this morning."

George descended to the engineroom via the cookhouse, gathering a few biscuits, and fifteen minutes later smoke, rust and scale vomited from the KEYSTONE STATE's smokestacks. Stray gratibars hung on the safety valve assisted this lively animation, although brother George had the persapacity to keep to himself his unauthorized and starkly illegal mode of transforming a dray horse into a blue ribbon sprinter. Brother George never blew up the boat and never flattened a flue. On Monday morning the KEYSTONE STATE and her eggs and crowing roosters were at the Pittsburgh wharf in time for market.

On her usual upbound trips from Cincinnati the KEYSTONE STATE usually had on board a thousand cases of eggs when she backed away from Hunt-

Continued on Page 4

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



## SONS and DAUGHTERS of PIONEER RIVERMEN

PO Box 352  
Marietta, OH 45750

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# S&D REFLECTOR

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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.

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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).

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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*.

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Greetings S & D Members,

My name is Vic Canfield. I have been a member of S & D since 1988. I am presently serving as Vice President of S & D. It is my hope that you have received your March, 2010 issue of the **REFLECTOR**. The Board of Governors apologizes for the small print of the reissues of our original early volumes. Starting with the December, 2010 issue, you will receive the larger print in your **REFLECTOR**.

It has been interesting and informative to read these early issues, don't you think? In particular, the photos and stories about Fred Way, C.W. Stoll, Harold C. Putnam J. W. Rutter, second editor of the **Reflector** and other esteemed members were fascinating. These early members played a vital role in the growth and preservation of our rich river history through S & D. Note the story by story about C. W. Stoll attempting to bring the Belle of Louisville to Marietta for the 25<sup>th</sup> Anniversary meeting of S & D.

The S & D website has recently been updated. The Board encourages you to log in by typing sons and daughters of pioneer rivermen into the search box of Google or by using our actual web address: <http://www.s-and-d.org/> On the S & D website, you will find an interesting story and photos posted by board member, Captain Robert Reynolds about coming down the Mississippi River near Alton, Illinois with a frozen River. To access this story once you get onto the S & D website, click on Reflections Online (3<sup>rd</sup> from the left in the green bar). Then **under** Reflections Online –Fall 2010 at the end of the first paragraph click on the blue word, More... Then scroll to the second story under the three \* \* \*.

In addition, the board encourages you to contact David Tschiggfrie, the new Editor of the **REFLECTOR**, to submit information and/or photos for future **Reflector** articles. The editor's address is located inside of the front cover of the **Reflector**.

Furthermore, I have been asked to share with you more information about myself. I spent many of my summers and weekends as a child with my Aunt Helen and Grandmother Canfield at their summer house on the Ohio River at mile 515.5 just below Hamilton Landing, just above the mouth Big Bone Creek. This is where I learned the love of the river. Watching the Delta Queen go by was a big treat. I followed steam boating through the local media and newspaper articles for many years .I learned about S & D when working a fund raiser at the Amos Shinkle House in 1986 through Frank Prudent. One of my dreams was realized in 1987 when I rode the Delta Queen for the first time. This was the beginning of many wonderful trips on a variety of steamboats.

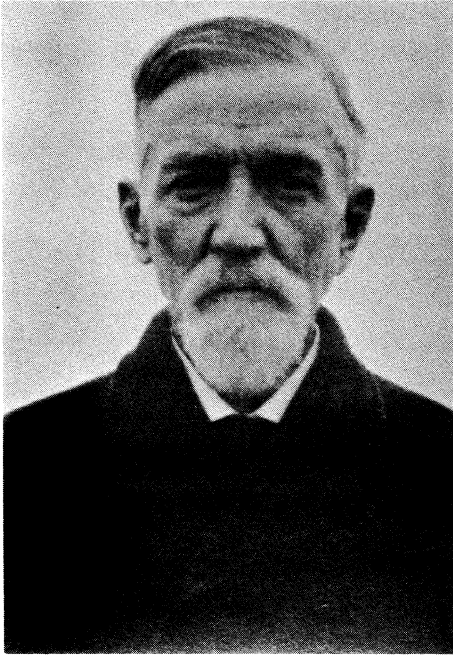
In addition, my work in preservation began in 1974 when I purchased and restored a house in the Mutter Gottes Kirche National Register District in Covington. I have served on The City of Covington's Urban Design Review Board for 29 years and as Chair for 15 years. I also work as facilities manager, archivist and historian at Mother of God Church in Covington, Kentucky.

I am looking forward to David Tchiggfrie editorship of the **REFLECTOR**. To quote the first editor, Captain Fred Way, Jr., "Just the idea it's going to happen, kinda gets me."

Sincerely,  
Vic Canfield, Vice President S & D

Concluded from Page 1

ington--and any less than that and the crew was fed on prunes the balance of the trip. From there up she turned into a ferryboat, blowing long begging whistles in every bend, the pilot alert for a hail from shore, for the wave of a bandana by day or a lantern by night meant business. She would poke in at Athalia and Millersport adding to the cargo, and by the time she passed the mouth of the Kanawha she had two thousand cases and was ready for the heavy work. Sometimes the landings were only a half-mile apart, or across the river from one another, as at



George W. Knox

The original engineers on the KEYSTONE STATE were George W. Knox and Charles McDaniel, this in March, 1890. Five years later, in March, 1895, George's brother Capt. Charles Knox was promoted to master of the boat. Both were on her many seasons. George died at home in Harmar, O. about two weeks after his 93rd birthday, on December 9, 1937. His last boating was as engineer on the GENERAL CROWDER.

Graham Station and Racine, and Belleville and Reedsville, where she might spend a couple of hours. By the time she got to Marietta she was a barnyard alive with animal noises, chickens, cows, pigs, sheep, ducks and turkeys.

Eggs, eggs, everywhere eggs. This henfruit was shipped in neat wooden boxes, called egg cases, each holding thirty dozen, the shipper's name stencilled on them sometimes, sometimes not. Also they were marked whites, commons, seconds; the modern supermarket patron would scarce believe a hen lays so many styles. The total upon arrival at Pittsburgh was over one million, often a million and a half. Woe to the deckhand or clerk who got the Long Bottom seconds piled in with Bruny selects. Or who got Albert Bruny's mixed in with Fred Bruny's, or who scrambled the Pomeroy Beegles with the Racine Beegles. Each shipper wanted his eggs piled separately and in lots; the whites here, the selects there.

The KEYSTONE STATE came under the Point Bridge at Pittsburgh early Monday, usually before daylight. Already there at the Patterson independent wharfboat were the KANAWHA in from

Charleston and the BEN HUR from Parkersburg, both fair-sized creatures and similarly blocked off (mate's lingo for a full cargo). Hen feathers floated in the air, pigeons swooped for free chicken feed, a hen escaped through a broken coop slat and twenty roustabouts were in pursuit, an egg case was dropped leaving a sickly yellow puddle of great interest to blue bottle flies. On rainy days the wharf cobblestones were slick with manure. Sliding about in this slop were the hucksters, mates, clerks, draymen--everybody yelling, waving, gesticulating---the Jew dealers and wholesalers pinching hens to calculate their worth, weighing coops on platform scales, loading wagons. The stately steamboats reposed in the background, their jobs done, looking half asleep, a wisp of smoke curling from each smokestack. Occasionally a passenger picked his way through this melee, persuading himself he was on a vacation voyage.

At Thanksgiving time half the population of Pittsburgh and environs added themselves to the congestion. For the turkeys were in. This was the gala trip of the year for the KEYSTONE STATE. Housewives bought family turkeys on the hoof while the sex was distinguishable (who knows now gift-wrapped in plastic?), then the bird's feet were tied with baling twine and he-she was taken home by street car.

## Yankton, Above Sioux City, Once a River Port



Yankton, Dakota Territory, May 2, 1876:- The steamer BENTON from St. Louis to Fort Benton arrived here on Sunday, April 16, the first boat of the season from below. The steamer CARROLL from St. Louis to Fort Benton arrived Monday, Apr. 17 and left Thursday the 18th. She will take on a large portion of her cargo at Bismarck, D.T. The steamer JOSEPHINE left for Fort Buford on Saturday, April 22. The steamer E. H. DURFEE from Pittsburgh arrived Sunday, April 23. She discharged 60 tons of freight brought from Pittsburgh and took on considerable freight for points above and some passengers. She left Tuesday morning, Apr. 23 and will take 300 tons of Benton freight at Bismarck. The NELLIE PECK arrived Tuesday, Apr. 23 from St. Louis and left the same day for Fort Benton. She had a full load of Montana freight. The steamer KEY CITY arrived at Bismarck on Apr. 24 and left on the 26th. The CARROLL arrived on the 26th and left on the 27th. The JOSEPHINE arrived here on the 30th and the BENTON on May 1. The E. H. DURFEE passed Fort Sully on Sunday the 30th. The WESTERN will commence loading on Thursday and will leave for Fort Benton. -Pittsburgh Gazette, May 5, 1876. Contributed by Russell M. Lintner.

The following steamboats were operating and largely owned in the Kanawha and Elk rivers in early May, 1876:- LOOKOUT, DANIEL BOONE, WEST VIRGINIA, MODOC, JUDGE BAKER, IANTHE, D. T. LANE, OIL VALLEY, H. E. PIERPOINT, HAWKEYE, PHIL MORGAN, JOHN W. MORGAN, PEYTONA, STELLA, ED. SMITH, JULIA NO. 2, TOM FARROW, ALEX CHAMBERS, LIZZIE GARDNER, MOUNT CLARE and ELK RIVER SURPRISE, the latter which navigates the Elk River 90 miles.

# MUSIC ON THE RIVER

By C. W. Elder



Clarence W. Elder's orchestra playing aboard Streckfus excursion steamer WASHINGTON, season of 1925. Standing, from the left:- E. Ray VanDuzen, trombone; Irvin Hardesty, piano and leader; Kenneth Scott, drums; Leonard Gonyea, trumpet; Al Moore, trumpet; Red Heggen, saxophone. Seated, also from the left:- Pod Morrison, saxophone; C. W. Elder, manager and strings; Roy Kopesky, bass.

Capt. Joe Streckfus was very particular about music on the Streckfus excursion boats. He would attend rehearsals, tap his feet with his watch in his hand, and if the band failed to keep the proper tempo (70 beats a minute for fox trots and 90 for one steps) somebody got hell. If it happened too often there were new faces on the bandstand.

Capt. Joe in my opinion was the man who did most to exploit music in my day. The men themselves of course were talented, but it was Capt. Joe who provided them the place to start. He personally trained some of them, always insisted on regular rehearsals, and strove for perfection. He had an uncanny sense of values when appraising a musician, and in audience reaction. I have never noticed credit given to him, come to think of it.

"Dixieland" music originated at New Orleans. Yankees had not been exposed to it, and it was Capt. Joe who recruited New Orleans players and sent them North on his boats. The result was fantastic. I saw it happen. I lived in Burlington, Iowa, and the SIDNEY came in (the first real excursion boat there) with capacity crowds. Fate Marable played on her then, before the first World War. He played an air calliope in the ball room instead of a piano--called a "Tangle Air Calliope," made at Muscatine, Iowa. The SIDNEY attracted crowds wholesale, while the G. W. HILL about starved to death with a local orchestra recruited from around here, poor music, and poor pay.

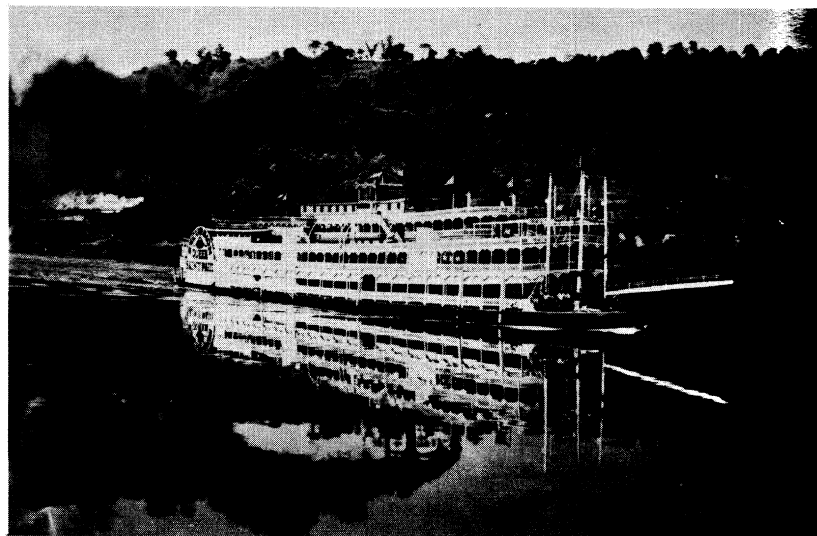
Now about the "river boat musicians." Fate Marable was by far the most colorful river boat musician in the country. He was born at Paducah, Ky. about 1890. His mother, a music teacher, taught him what he first knew. One day Fate was

As this article was being prepared for print the sad news came of the passing of Capt. Clarence W. Elder, the author. He died at Moline, Ill., his home, on Tuesday, June 15, 1965. His river career was one of the most unique of record. When he played the WASHINGTON's calliope the first time, the elder Capt. John Streckfus winced, strode back to the engine room and turned off the steam. From such inauspicious start C. W. Elder graduated to the top of the river music field, thence to purser, pilot and captain. He fought and bled on Ohio River "moonlights" and was long-time protege of the late Capt. D. W. Wisherd. The pity is that "Heavy" Elder didn't start writing his recollections sooner. Nothing quite like the following contribution has been preserved in print, and we are proud to hand it along. -Ed.

walking down Broadway there in Paducah, saw the old (first) J.S. at the landing, walked aboard and got a job playing piano. In later years he had excellent offers to take bands to New York, but he was loyal to Capt. Joe Streckfus, and save for about two years, he always was a featured musician with the Streckfus Line. Fate afterwards told me he was eating a hunk of potato pie that day he got his first job on the J.S.

As you know, Fate was colored. He did more for colored musicians than anyone in his time, and his graduates include some of the Great. One of them was Louis Armstrong, trumpet and vocalist who did command performances for royalty. Fate told me in 1921 about the time Capt. John Streckfus nearly dragged Louis Armstrong off the bandstand because he was too bashful to sing a song. Warren "Baby" Dodds, drummer, graduated from Fate's Band. He was there 1919-1921, before he went to New York and teamed up with Armstrong. Then Charles Creath, trumpet, was with Fate in the 20's at St. Louis. Dewey Jackson, too; both of these men led their own bands later and made records. Creath was on the SAINT PAUL with Fate the first year she came to Pittsburgh, 1937.

Jimmy Blanton, bass, was with Fate that



Dixieland music was freighted to the Upper Mississippi and Ohio Rivers by bands whose players were often handpicked and trained by Capt. Joseph Streckfus. This picture, taken by Capt. Jesse P. Hughes, is of the "old SAINT PAUL, daddy of 'em all" as the boat explored to Pittsburgh for the first time in summer of 1937.

first year the SAINT PAUL came to the Ohio. He became a featured soloist with "Duke" Ellington, and died before he hit the top, but he had all it takes to get there. Duke Ellington did not start on river boats.

Some other colored musicians who played with Fate Marable and Charlie Creath on the CAPITOL are George "Pops" Foster, 1918-1921, and St. Cyr, banjo, 1918-1920. These two were with Fate when Louis Armstrong was there, and they both became prominent later. Arthur James "Zutty" Singleton, drummer, was with Fate on the CAPITOL and J.S., 1923-1924. The music magazines told much of him later, and he really got his start right there on Streckfus boats.

Most of the jazz bands in those early days didn't play from music. They would all sit down around a victrola, learn the melodies and then improvise their parts. The old "standards" from around New Orleans everybody knew. "High Society" was one of Capt. Joe Streckfus's favorites, and every new clarinet player got tried out on that one, and if he could cut the mustard on "High Society" he was good enough for anybody.

The original Dixieland Band, the actual start of the Northward movement, was composed in 1913 of the following---all white: Nick LaRoca, cornet; George Brunis, trombone; Yellow Nunez, clarinet; Anton Lada, drums and Harry Ragas, piano.

You may notice that I harp on the Streckfus excursion boats. None of the others had what was called good solid beat rhythm music with the Dixieland flavor; not even the ISLAND QUEEN, with her big orchestra and big arrangements--sounded stenciled. The HOMER SMITH had Everett Merrill as leader, who played stinking saxophone. These boats never did recognize the value of the southern musical influence.

On Streckfus boats the laggards couldn't help improve what with coaching of the leader and of Capt. Joe. They either got good, or else dropped out. The hours were terrible with the long all-day trips and moonlights. In later years Capt. Joe was obliged to use two bands; one for the day trips (smaller) and a big band for the evening. On tramping trips all bands played until unconscious.

When it comes to the calliope, Fate Marable could get more pretty music out of that instrument than anyone. The four ranking calliope players then were Fate, Homer Denny, Bill Foley and George Strother. All the rest were mechanical and that includes me, and also Irvin Hardesty who was on the WASHINGTON. George Strother was really good, and was on the HOMER SMITH for a long time. He doubled on piano, drums and bass in the orchestra, was on the WASHINGTON two seasons and played calliope once on the QUEEN CITY when she had one. Hal Kennedy, saxophone, was on the HOMER SMITH at the time George Strother was there, and Hal was some shucks on a sax. He liked the river well enough to spend his adult lifetime at it, and his name should not be left out of any article pertaining to River Music.

To blow my own tooter a little, I started in 1922 playing calliope and banjo on the WASHINGTON and turned out captain of her on the last season in 1937, and, between us, I wish she was still running (with steel innards and bottom) and that I could be purser, and I'd take Cap Wishard back, too, and Bill Pollock and F. Way as pilots and little matter who the captain would be. Which reminds me again of Hal Kennedy.

In 1934 the Carnegie Steel people sent down a "Century Tow" to New Orleans from Pittsburgh, their 100th, and Hal Kennedy tried to get George

Strother to go along and play calliope. Turned out George was in Florida somewhere, and Hal was about nuts as Capt. A. O. Ackard had ok'd the deal and the calliope was already bolted to the deck of the I. LAMONT HUGHES. I'd been learning the river on the D. W. WISHERD under Capt. Joco Meeks (passing coal, mostly) and Hal called me to come play the thing. I went up to Clairton and tuned the calliope in zero weather. We went out of the Ohio River fighting ice, and me playing "In The Good Old Summertime." The steam from the whistles froze on the keys almost on contact so I had to pour black engine oil all over the keys, and played the dam thing with canvas gloves on.

I trained a few musicians myself, if you'll pardon the protruding. Claude Thornhill came aboard the WASHINGTON at Wheeling on June 1, 1925 and was 17, and was late getting there because he had to finish High School in Terre Haute before he came. He came in short pants, now believe it or not. Claude made history in the music business; was an orchestra leader in World War II, in the Navy. Since has become one of the foremost. He left the WASHINGTON at the close of the 1925 season to study at the Cincinnati Conservatory of Music, and after that he was with Clyde McCoy, Hal Kemp, Benny Goodman, Paul Whiteman and the rest of the best.

Eugene Royse, trumpet, was in my orchestra on the WASHINGTON 1925-1927, and left to go to school in Lexington, Ky. Last I heard he was a prominent lawyer in Maysville, Ky. Also I had Wendell Mayhew, trombone, in 1925, who graduated to the best orchestras, and later was with John Scott Trotter playing for the Bing Crosby show.

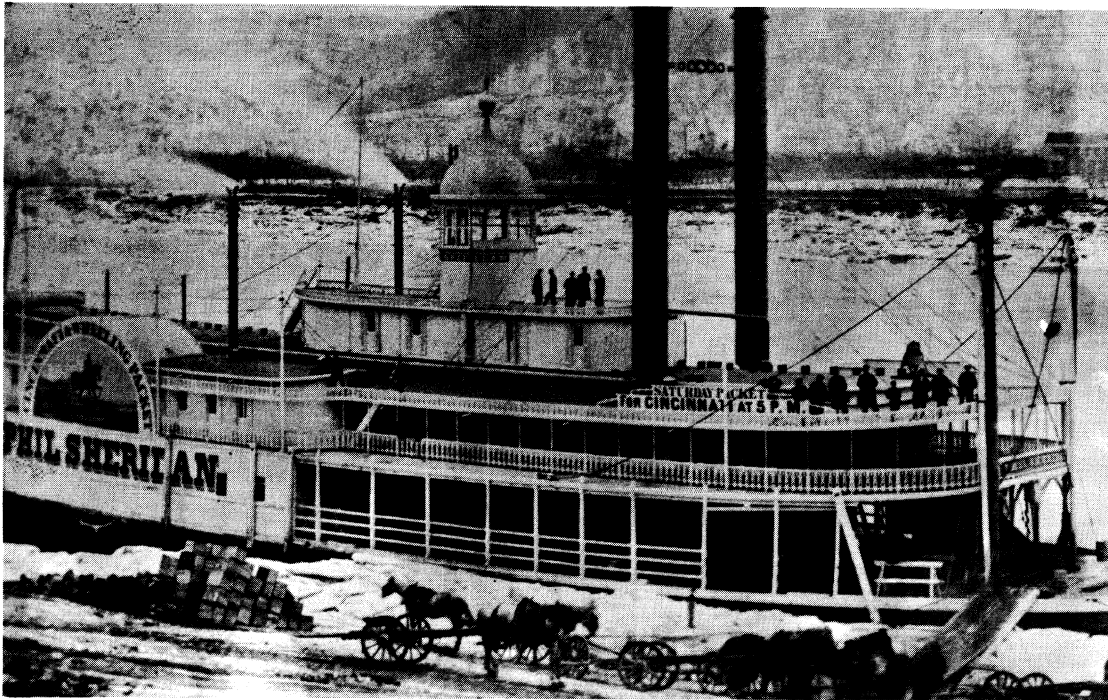
I knew Bix Beiderbecke, cornet, but he wasn't in my outfit. Although I did play with him in Davenport when he was a kid. Bix then carried his horn around in a paper bag, and I've been on the bandstand when the manager threatened to fire the whole orchestra if Bix was kept; that was in 1921-1923. Bix went on the CAPITOL with "Doc" Wrixon, and was on the WASHINGTON for a while. They had to let Bix go because he couldn't read music. That happened at Clinton, Iowa. After they fired him, Bix went to Chicago and next thing he was with Paul Whiteman. So he really did play on Streckfus boats.

Boat orchestras in my time played no popular ballads as a rule; we played four beat rhythm which is Dixieland. The standard tunes then were Dixieland One Step, Millenburb Joys, High Society, Panama, Clarinet Marmalade, At The Jazz Band Ball and Muscat Ramble. When the WASHINGTON made her first foray up the Ohio River I had one very fine dance orchestra organized, what with men the calibre of Claude Thornhill and Wendell Mayhew. Ed West was the captain and many times he begged me to slow the tempo lest the crowd shake the boat apart dancing. There was such a thing as the orchestra leader announcing to the band, "Blues In F." That was the cue to improvise, and the leader would start off any direction in the key of F, and each player used his own judgment. Very rarely would such a tune end up badly. Takes experts to get away with that.

Never forget it was Capt. Joe Streckfus who was the daddy of all this.

A spot of local history is like an inn upon a highway: it is a stage upon a far journey: it is a place the national history has passed through. There mankind has stopped and lodged by the way. Local history is thus less than national history only as the part is less than the whole. Local history is subordinate to national only in the sense in which each leaf of a book is subordinate to the volume itself. -Woodrow Wilson.

## PHIL SHERIDAN AT WHEELING 100 YEARS AGO



If there is an older photograph taken at Wheeling of a steamboat with steam up we've never heard of it. This portrait was staged 100 years ago come January, 1966, which means it was snapped in January, 1866. The PHIL SHERIDAN is just entering the Wheeling-Cincinnati trade, brand new and built at Cincinnati. Her octagonal pilot-house roofed in pagan-cathedral and topped (look closely) with a whistle is honest imitation of the big sidewheel *Dictator* built the year prior. An excellent model of this PHIL SHERIDAN is exhibited at the Marietta River Museum, built by Robert Thomas, and complete even to the oil painting of General Sheridan astride his horse in the famed ride south from Winchester, Va. to rally his troops after the repulse at Cedar Creek, an event then quite fresh (happened Oct. 19, 1864). This painting shows on the paddlebox and, of course, is duplicated on the port side as well.

Capt. Charles Muhleman commanded and owned the PHIL SHERIDAN, a big man with a squeaky voice born under a pawpaw bush along the West Virginia shore (then Virginia) opposite Buckhill Bottom. His parents were cheese makers of Switzerland enroute to their newly acquired land below Clarrington, O. After he grew up, Capt. Muhleman built a fancy home at Buckhill Bottom and was living there when he built the PHIL and paid the bill (approx. \$55,000).

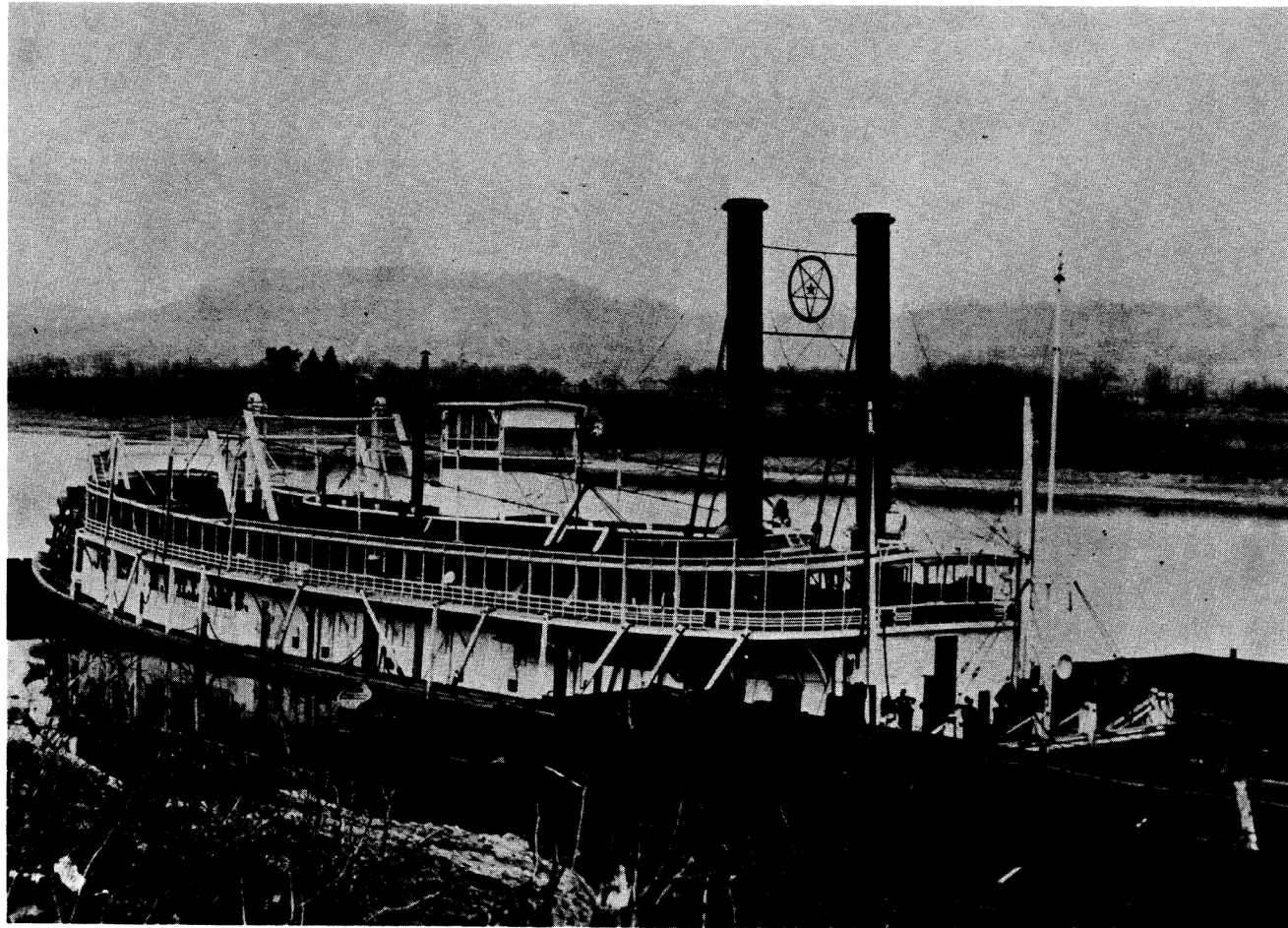
Pilots on the PHIL when this picture was made were Phil Anshutz (see June issue, page 25 for story of him, and Dec. '64 issue, page 18 for his photograph) and Amos Davis. Chris G. Young was head clerk, assisted by Charles W. Knox (see page 1 story in this issue).

Want to hear a story about Amos Davis? He was rather heavy-set, about 5 feet 7, had keen black eyes and was deeply religious. He made his home in Bridgeport, O., across from Wheeling. On Sunday, January 19, 1890, he was piloting the big sternwheeler packet *Louis A. Sherley* down the Ohio

on a big river and was about to run the Parkersburg B. & O. railroad bridge. A log got wedged in the rudders and they ran hard down to starboard and locked. She sheered off for the Ohio shore right above the bridge, missed the channel span, and zoomed down under the shore span which in 1890 had underslung girders. The boat couldn't be stopped, and those girders raked off the smokestacks, pilot house, texas, stage rigging, the whistle and all. The commotion made a fearful racket and brought to the shore all the natives of Belpre, O. Amos Davis held on to the pilotwheel during the fray, and never once let go of it. More by luck than management the boat landed itself just below the bridge. By that time pilot Davis was buried in the wreckage and had to be extricated with pinch bars from under the pilotwheel which lay flat on top of him. Fortunately among the spectators was a doctor from Parkersburg who examined Davis's machinery and found no flukes. Aside from superficial bruises he wasn't hurt at all--except Davis was so shaken up he quit the river to become a sexton in a Wheeling church and was so serving when he died in 1903.

Back to the PHIL SHERIDAN. She had barely made six trips in the Wheeling-Cincinnati trade when Commodore Davidson bought her for \$65,000, delivery to be made at Cincinnati. On the way down she got in one of those March jimmycane wind storms at Straight Creek, blew the smokestacks overboard and otherwise damaged her to the tune of \$1,500, which amount had to be deducted from the sale price. When repaired she went to the upper Mississippi and historians of that area have been writing stories of her ever since.

The original of the photograph presented here belongs to J. W. Weaver, Jr., Weaver Skiff Works, Racine, O. Cons Millar, river reporter for the Cincinnati "Commercial" in 1866, made mention that clerk Chris G. Young had presented him with a likeness of the PHIL SHERIDAN taken at Wheeling, made by a photographer named Partridge, and quite likely this is a similar print.



## JOS. B. WILLIAMS

Anything about the towboat JOSEPH B. WILLIAMS is interesting to listen to. For a boat which was "Daddy of 'em all" for 27 years (1876-1903) surprisingly little reliable information has been published.

John L. Fryant, S&D member who lives at 4160 South 36th Street, Arlington, Virginia 22206 has shared with us a startling discovery. Somehow or other he latched on to a copy of "Transactions of the Society of Naval Architects and Marine Engineers, Vol. 17, 1909. Reproduced therein is an original profile drawing of the WILLIAMS, one of her boiler lay-out, and perhaps most interesting of all, of her engines.

The length of the WILLIAMS' hull was about 218 feet, from stem to main transom, according to the accompanying drawing. Her cylinder timbers, holding up the paddlewheel, were about 92 feet long, made of wood. The dotted crosshatching under the cylinders may indicate iron bracing. The rather large smokestack on the roof aft of the skylights is from the nigger boiler. For some reason the 'scape pipes are not shown. She came out new with fancy "feathers" on top of her stack "puddings." The stacks are shown with the old-time A-frame lowering rig, and note that they are hinged near the roof. The pole canted forward heeling on the forecastle is a spar, handled by a derrick (or "boom pole") just behind. She had a "square" paddlewheel with the same diameter and bucket length, 28'6".

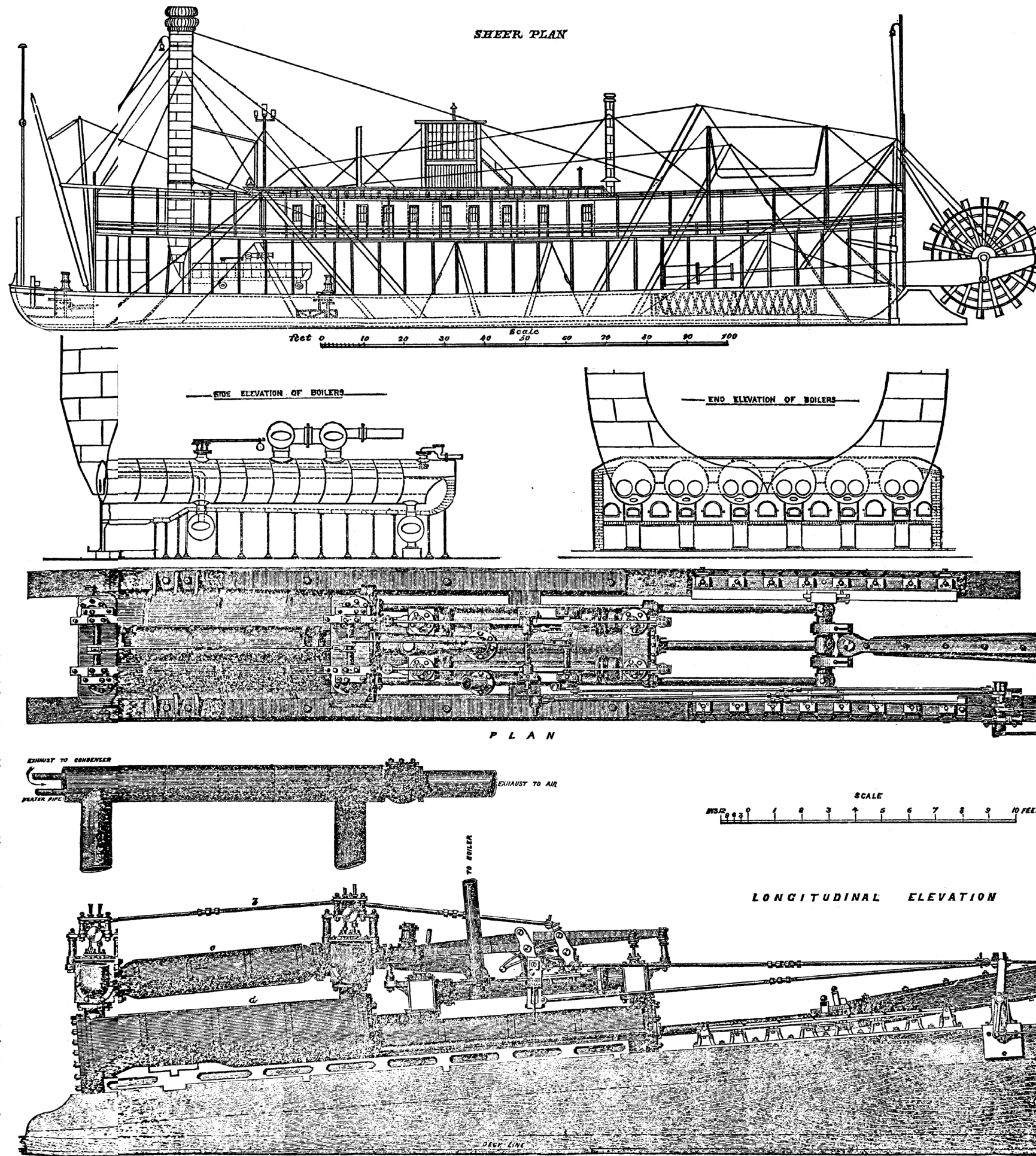
The WILLIAMS carried six two-flue boilers of the usual "Western style." These were interconnected by two mud drums underneath, the after one doubling as a support, set on a thwartship wooden block. The safety valves (one on each boiler) were set ovetop of the forward drum and had a long arm weighted at the extremity with an

iron ball. Two steam drums show, although this is unusual, interconnected--why did they do this? The boiler feed water entered at the rear, on the top, and dotted lines indicate it was passed by pipe clear forward, then bent back and down into the forward mud drum leg. Why so? Why not the Snowden heater? Biggest puzzle is the shape of the aft boiler heads, drawn in a most peculiar manner, as though they were curved to meet the rear jacket brickwork and allow space thereby for the flame and gases to pass into the aft end of the flues. If this be so, it is the first instance your author ever heard of where there was deviation from flat boiler heads.

The furnace grate bars are each 6 ft. long and stand some 3 ft. high above the deck. The inference is that the fireman had to lift the coal used for fuel at least 3'4" to throw it into the furnace doors. That took some tall heaving, unless they worked from a platform not shown. She had seven main fire doors (the big ones) and six "pigeon holes."

The engines were odd, to say the least. The low pressure cylinder was at the forward end and the high pressures aft. This machinery was built by A. Hartupce, an old Pittsburgh firm long at First Ave. and Short St., downtown. These engines were 19 1/2's, 45's- 9 ft., according to records kept by her latter day owners. As is shown, two piston rods emanate from the l.p. engine and run along each side of the h.p. engine to join an enormous crosshead (3'4" clearance between the slides). Your scribe has heard on good authority that the center piston rod did not pass through the h.p. engine into the l.p. engine and that the two side rods carried the load. Also note that the l.p. engine is lugged at one point only to the bedplate and that the h.p. engine is not lugged at all. Now, the valve gear is set on top of the cylinders, quite an advancement for 1876, when mostly it was at the sides "broadhorn" style. Doubtlessly experienced steam engineers

Continued on Page 13





# Bewitching news!

Sirs: In the June issue you wondered if the ill-fated SULTANA actually went to Pittsburgh on her maiden voyage, or at any other time. The answer is no, she did not. But that famous boat which drowned so many Union soldiers actually did operate for a number of weeks in the Cincinnati-Wheeling trade. Nobody waved at her from J. Mack Gamble's house, either, for this happened five years before Mack's house was built.

I originally learned that the SULTANA's first trip was upriver from Cincinnati in the most recent book about that boat called Transport To Disaster, authored by James Walter Elliott. This source indicates that Capt. J. Cass Mason was her first skipper, but, as will be seen, original sources do not agree with this.

I have been delving into old Cincinnati newspapers to see what might show up. It's a fascinating business and time-consuming, too, for those ancient river reporters were apt to lavish many paragraphs upon their friends and pass by others with a mere word or so. Sometimes they were blunt in appraisal. The writer for the Cincinnati Daily Gazette dismissed one new boat as a "perfect abortion of the boat builder's art," and evidently he was not a friend of the SULTANA people, for he didn't waste ink on her. On the other hand, the reporter for the Cincinnati Commercial went overboard to heap on praise.

Here are notes taken from the aforementioned Cincinnati papers during the January-June period in 1863:-

There was a double launching at Litherbury's Yard on Saturday, January 3, 1863. The hulls apparently were identical in major measurements, one each for Capt. John A. Williamson and Capt. Preston Lodwick. The former was to be named LUMINARY and the latter SULTANA, both designed for the New Orleans trade. Work on the SULTANA moved rapidly and on January 23 W. H. Cropper was put in charge of the office, and the new boat was to be ready to start south the week of February 2. The LUMINARY wasn't ready until the second week in March.

On February 3 announcement was made that the SULTANA would make her first trip to Pittsburgh, her cargo being secured through the agency of E. S. Butler & Co.

The Commercial gives this description under date of Feb. 4:-

Capt. Pres. Lodwick's new and splendid steamer SULTANA, just completed, will come down to the levee this evening or tomorrow,

and receive a cargo for Pittsburgh. The SULTANA is one of the largest, best, business steamers ever constructed. The hull, by John Litherbury, is extra fastened, 260 feet in length, 39 feet floor, 42 feet beam, 7 foot depth of hold. Machinery by Moore and Richardson, consists of four tubular boilers, 46 inches diameter and 18 feet long, each boiler containing 24 five-inch flues. Cylinders are 25 inches in diameter with eight foot stroke, working a pair of waterwheels 34 feet in diameter with 11 foot length of bucket. The cabin is very neat, tasty, and capacious and finely furnished and will comfortably accommodate 100 passengers. The rooms in the ladies cabin are eight feet square. While the SULTANA has a capacity of 1,000 tons, she trims on 34 inches of water. Although larger she closely resembles and was built from the molds of the PRINCE OF WALES....Her commander Capt. Pres. Lodwick, has built and superintended the construction of a number of fine steamers here, including the NORTHERN BELLE, NORTHERN LIGHT, PRINCE OF WALES and the present magnificent craft SULTANA....Mr. W. H. Cropper, the well known steamboat accountant, is in charge of the office assisted by Mr. Charley Matthews. Messrs. J. W. Keniston and McClain are the engineers, Robert Cornish the mate, and Mr. Sanderline the steward. The SULTANA cost \$60,000. Passengers for Wheeling and Pittsburgh and intermediate points can anticipate an agreeable trip on the SULTANA.

On Wednesday, Feb. 11 the SULTANA left for Pittsburgh with 600 tons of freight and a "fair" trip of passengers. The river at Cincinnati was 19'6" and falling while the Pittsburgh gauge reported 6'6" and rising.

The Commercial reported that she had passed Parkersburg on Friday 13th enroute to Pittsburgh and commented: "The recent rise will let her through to Pittsburgh with ease, providing her chimneys are not too high for the bridge at Wheeling."

The Pittsburgh news (by telegraph) in the Gazette of Feb. 16 listed the SULTANA as the next boat due in Pittsburgh but the Feb. 18 edition says: "SULTANA--- Came down from Wheeling bringing a fair trip. She left this city (Cincinnati) with the intention of going to Pittsburgh, but was unable to pass the Wheeling suspension bridge and reshipped her freight at that point, returning again to this place." The Pittsburgh gauge that day was 8'6".

For the remainder of February and into March, the SULTANA was listed as departing from Cincinnati for Pittsburgh but always arriving at Wheeling.

These were uncertain times for

boat owners, what with agents for the U.S. government suddenly appearing at the landings and appropriating about every boat in sight into U.S. service, and for indefinite periods. Several times Capt. Lodwick escaped such calamity with the SULTANA, claiming his boat was already loaded for Wheeling and Pittsburgh.

But on March 12, on which date the SULTANA was at the Wheeling wharf (10' in the channel) Capt. Lodwick got tagged. He was advised by the U.S. that his boat would be taken over upon return to Cincinnati.

On March 16 she is listed as departing from Cincinnati for Nashville in the government service.

Evidently this was for one voyage, for, on April 9, she is again advertised at Cincinnati for a trip to Wheeling. There is no mention now of the destination being Pittsburgh, the pretense of the Wheeling bridge having been dropped.

She operated in the Cincinnati and Wheeling trade regularly until April 30, upon which date she came down from Marietta. She is advertised to depart on May 4 at 4 o'clock p.m. (positively!) for Cairo and Memphis, and the Cincinnati Commercial next day tells that she had gone over the falls at Louisville.

No, Mr. Editor, looks like the SULTANA never did make it to Pittsburgh, but Capt. Pres. Lodwick sure talked plenty of going there.

J. W. Rutter,  
89 Park Street,  
Canal Winchester, Ohio

=Thanks to Woody Rutter for some morsels about SULTANA and her adventures in the region of Possum Bar, Captina and Boggs Run. Seems LUMINARY and SULTANA did have duplicate hulls as stated. Capt. Preston Lodwick next bought into the Cincinnati-Portsmouth packets and was on BOSTONA NO. 2 and on the BOSTONA NO. 3. As late as 1877 he was captain on the OHIO NO. 4 in the Cincinnati-Pomeroy trade, and left her to manage the famed Galt House in Louisville. We never did know, and still don't know who owned the SULTANA when she exploded. But it's a thrill to know she was in Wheeling many times in the spring of 1863, three years before the picture of the PHIL SHERIDAN was taken there, shown on page 9 in this issue. -Ed.

The Richardson Printing Company in Marietta, who produce the S&D REFLECTOR, are photographing Dean Cornwell's painting of the BETSY ANN with the thought of making available large size color reproductions.

# S&D REFLECTOR

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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.



Dorothy Powers Departs

and we're not about to allow our distinguished friend Dorothy Powers escape from what she created, our universal sense of affection and respect.

## EDITOR'S NOTEBOOK . . .

Rules are rules, and Dorothy Powers retired from her position as curator of the Inland Rivers Section of the Cincinnati Public Library on May 25th. She stepped into the position when the Rivers Section was first formed in 1955. At that time she didn't know a timberhead from a fantail, but she wasn't long in finding out. Her career has been most interesting, and here are a few of the highlights:-

Dorothy Powers was born in Natick, a Boston suburb, which accounts for her down-east accent. She went to Vassar and then married Sydney Powers who transplanted her to the Oklahoma oil country. Two daughters were born, and for twenty years our Dorothy was a homemaker and mother. Her husband died in the 1930's. Thereupon Dorothy Powers decided to learn something new. She took her master's in sociology at the University of Chicago in 1939, planning a teaching career.

Instead, she answered World War II's call--- joined the Red Cross. After the war, she worked five years in St. Louis veterans' hospitals. Then back to school again, this time for her masters in library science at the University of Illinois. She worked four years at the Oak Park, Ill. public library and--at an age when most people are thinking of retiring for good--she came to Cincinnati (where one of her daughters was living) and joined the Public Library staff there.

Two years later S&D made its momentous decision to transfer documentary material to the Cincinnati Library, and when the Inland Rivers Section was formed with this nucleus, Dorothy Powers was tapped to become head of the new department. She commenced to show up at the S&D annual meetings and became friend of everybody she met. She was at the OVIA meetings painfully conscious that she was perhaps intruding into a man's world. She not only made a point to know everybody, but she wanted accurate records of relationships and forebears. Her prepared Annual Reports, mailed to all S&D members, were always as interesting as a new book.

Her dedication and enthusiasm have always been contagious, and it's been a joy to have her. Dorothy Powers closed her last book and walked away from the Library feeling as though the world had turned to void and vacancy. The truth is just the reverse:- Every mother's son in S&D has a lump in his throat, like saying goodbye to a favorite teacher who really knows how to teach,

Concluded from Page 10

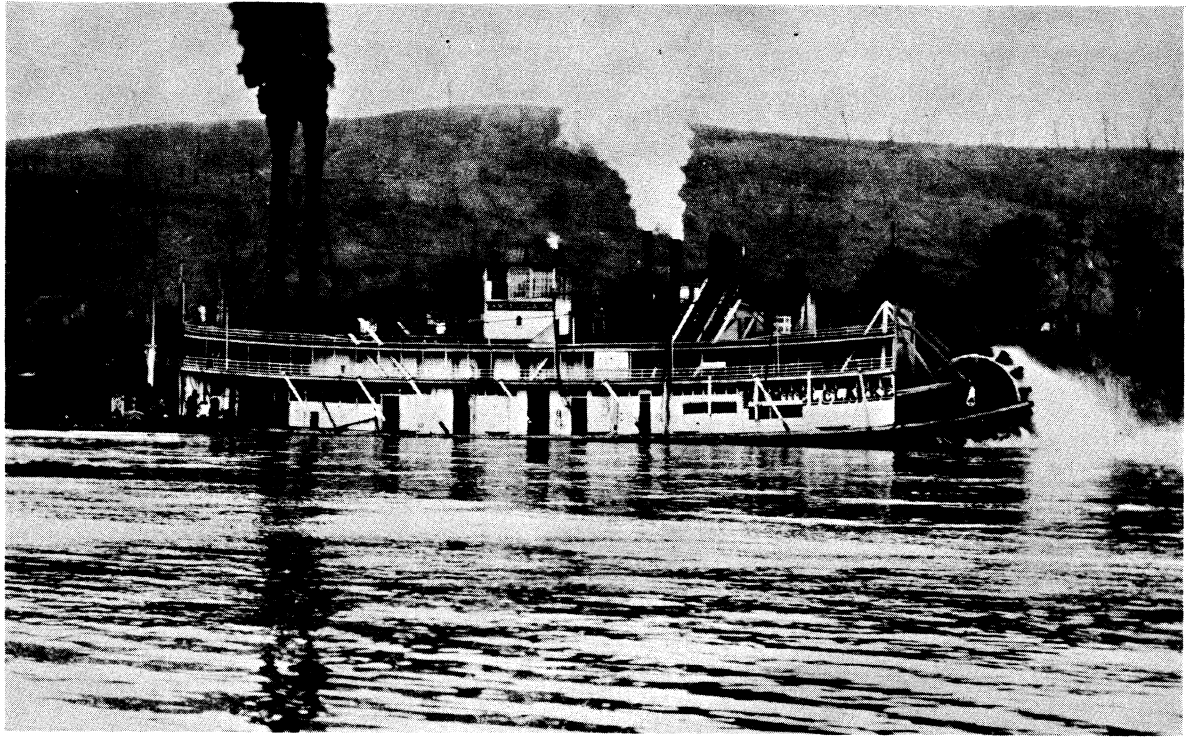
will pick up other unique details not apparent to this amateur.

The adventures of the exhaust steam from the l.p. engine is shown in part in the small diagram midway between the two engine elevations. Apparently the valve at the right was a two-way affair either to the roof (straight up) or to the paddlewheel (aft, marked "exhaust to air"). For on the WILLIAMS in her early days the 'scape pipes jutted high on the roof, high as the main chain brace, topped with return ells fitted with water spray jets. The condensation took place up there, 50 feet above the water line. The condensate was returned by gravity to a vat ("well") from whence it was pumped via the "doctor" into the boilers. The drawing indicates that this boiler supply line was passed through the exhaust line (marked "heater pipe") before going boilerward.

Engines of this same style may have been used on the DICTATOR (1865), QUICKSTEP (1866) and the GREAT REPUBLIC (1867) as all three packets were owned in part by Andrew Hartupee, and were his first ones built with compound condensing engines. He followed with machinery for the towboat JOHN A. WOOD (1870), the first towboat to have compound condensing engines. The JOS. B. WILLIAMS (1876) was the second one. The Hartupee shop burned out in 1877 and all of the patterns and drawings were lost. Thus in twelve years five Western steamboats were supplied with compound machinery. Following the Hartupee shop fire a lengthy period ensued with no further activity along this line. Simple high pressure engines held the field without question until almost the turn of the century.

We don't have a prepared tabulation of the modern renaissance of compound engines, but when the packet BETSY ANN and the U.S. steamer GEN. JOHN NEWTON were built at Dubuque in 1899 on the cross-compound condensing style they were revolutionary. The towboat ROBERT P. GILLHAM, built at Parkersburg, W. Va. in 1901, had tandem compound condensing engines put in her, built by the Marietta Manufacturing Co. Aside from the JOHN A. WOOD and JOS. B. WILLIAMS, which also were operating then, what other towboats were so equipped in 1901? Precious few, at least.

# BRONZE JOHN PORTER



No photograph is known of the JOHN PORTER, so we show one of the SAMUEL CLARKE which had same hull size and construction details.

The towboat JOHN PORTER was practically a new boat when she became infected with yellow fever on an upbound trip from New Orleans in the fall of 1878. The story of that voyage has been told many times, too often with distortion because of using second-hand information. Russell M. Lintner researched the columns of the Pittsburgh "Commercial Gazette" and here reproduced is the substance of the story told while the fever trip was in progress, and immediately after.

There is unquestioned drama in watching the story unfold day by day, and also in following the reports of the fever scare elsewhere.

-1878-

July 29:- Shreveport, La. has shut down on allowing steamboat arrivals until the yellow fever season is over.

July 30:- The JOHN PORTER stopped at Vicksburg Wednesday and put off two men sick with yellow fever. Both have since died at the Marine Hospital. After she left, Wilson, a fireman, died, and she returned here to bury him. The captain promised to burn the fireman's bedding and disinfect his bunk. The crew of the PORTER is badly scared.

July 30:- Cairo, Ill.: Owing to reports of yellow fever on the JOHN PORTER now coming up the Mississippi River, our people are taking steps to have her examined before she lands here, and to prevent her doing so if she has cases on board.

Aug. 2:- Pilot John Haman left Cincinnati for Cairo on Wednesday to meet the JOHN PORTER and take her to St. Louis. From there she will come to Cincinnati. The tug ORIOLE is in use by the Health Officer at Memphis. All boats arriving and departing are met and inspected to see that sanitary conditions are in order.

Aug. 2:- Memphis Appeal: The so-called plague-stricken towboat JOHN PORTER passed up the river with her tow. Quite a crowd of citizens was on the bluff watching the boat. Dr. John Erskine, Health Officer, boarded the PORTER from the tug ORIOLE and found one man sick on board. The of-

icers deny that any yellow fever has ever been or was on board. They state they lost four men from overheating or sun stroke. The men had been working around the furnace and had been drinking ice water. The PORTER was ordered not to stop or land, and to move on up the river.

Aug. 1:- Cairo: The event of the day was the arrival of the JOHN PORTER and barges from New Orleans. The officers detailed to inspect vessels met her in the bend below the city and made a thorough examination of her. A crowd of people lined the bank to watch the results. The Health Officers found her crew all well and the boat in every way sanitary. Coal tar (had been) coltered over her barges and she had been thoroughly disinfected. The officers and crew denied there had been any yellow fever on board, and that none of the crew had been sick since leaving Vicksburg. They claimed only two men had died on the trip, one of them at Vicksburg and the other soon after leaving there and that both deaths resulted from the use of deadly ice water. Since then, however, members of her crew who know what they are talking about, say that the two deaths at Vicksburg were caused by yellow fever and no mistake. After leaving there all the bedding used by these men was thrown overboard and the boat disinfected so that she is now free from danger of communicating the disease to others. She lays over here to patch boilers and proceeds to Louisville today or tomorrow.

Aug. 6:- Vicksburg Herald: There will be no New Orleans boats in port for probably 90 days. The quarantine station is too far below here for daily communication. We must for the present bid them an affectionate farewell.

Aug. 6:- Gallipolis: The towboat BRILLIANT exploded her boilers here yesterday at the head of the island. She was downbound with a tow of five boats of coal and six of salt. One of the latter sank. Capt. J. H. Shumaker and three others were killed, one of whom was pilot William L. Jones, both of aforementioned from Mason City. The steward, Charles P. Zeler, is badly hurt.

Aug. 9:- Gallipolis: Capt. J. H. Shumaker and pilot William L. Jones were buried at Mason City. It was the biggest funeral held in that section for many years. Steward Zeler has died.

Aug. 12:- Owing to sickness on board, the JOHN A. SCUDDER refused to take passengers on board at

Memphis coming up. The JOHN PORTER was aground at Caseyville Thursday. But the water was rising and she is doubtlessly off before this. Miss Costello, the lady who was sick on the GOLDEN CROWN, died after leaving Cairo. She was buried near Caledonia, a short distance above there.

Aug. 12:- Gallipolis: Capts. Ford and Ridgeway, Inspectors, have surveyed and located in the channel here as follows: The BRILLIANT lies with her stern on the left hand reef and her bow in the channel. One of her coal barges sunk at the same time lies on the left hand side of the channel opposite the Marine Docks.

Aug. 13:- Capt. James Bickerstaff, formerly of the FEARLESS and afterwards the ROVER, left for Cincinnati Sunday night to assume command of the JOHN PORTER. The PORTER is enroute from New Orleans to this port.

Aug. 16:- Capt. Mahan and mate Thompson of the PORTER left Louisville Thursday for their homes. Advices from Louisville under date of Tuesday: While admitting that there is sickness on the JOHN PORTER and denying that it is yellow fever, Capt. James Bickerstaff took command of the PORTER at that point and we do not believe he would have attempted to bring her above Louisville had there been yellow fever on board.

Aug. 19:- No apprehension need be entertained about the arrival of the infected steamer JOHN PORTER here (Pittsburgh) until there is more water. It is not likely she will be able to get above Pomeroy for the present. A couple of physicians were aboard the PORTER when she passed Cincinnati.

Aug. 20:- Dr. George H. Wally of Louisville says: There was no yellow fever on board the JOHN PORTER here; what he saw was the Remittent and not yellow fever. Charles Degelman, first engineer on the JOHN PORTER, died on board the boat near Gallipolis Sunday morning. Nearly all her crew have been reported to be sick.

Aug. 21:- The JAMES D. PARKER coming up was not permitted to land at Paducah. She was boarded by health officials at Evansville and not a case of sickness was found on board.

Aug. 22:- The authorities at Shawneetown would not allow the JAMES W. GAFF to land. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER is said to be on his way home. He is a resident of Bridgewater (opposite Rochester, Pa. on the Beaver River). The JOHN GILMORE and barges were not permitted to land at Cairo, but one of the barges was taken to the wharfboat to receive freight. The GILMORE went to the Kentucky bank while the barge was being loaded. None of the crew was allowed on shore. A late Vicksburg paper alluding to the JOHN PORTER says: The crew of the towboat PORTER is certainly a lucky set of men. After putting off two yellow fever patients here, and burying another, they went on up the river and lay at Cairo a week on a clear bill of health. Now they pass Cincinnati with a disabled crew and are making their way to Pittsburgh carrying the ice water infection with them. Iron-ton: Quite an excitement was created here last night when the towboat LOOKOUT landed and the captain inquired for a doctor. Some of the citizens concluded there was a case of yellow fever on board. Dr. Wilson visited the boat and found a man sick with chills and fever and that quieted the fears of some of our nervous citizens.

Aug. 19:- Louisville: The GOLDEN RULE from New Orleans passed up at noon. The mayor and Health Officers visited her, having allowed her to land. She put off some passengers and their baggage, and no one was allowed to board her, and she was not allowed to discharge freight except for a few empty beer kegs. She has got a good many sick on board, but whether it is yellow fever or not is not positively stated by those who boarded her. The general supposition is that it was.

Aug. 23:- The wreck of the BRILLIANT floated off Tuesday night at Gallipolis and drifted about 300 feet down the river. The JOHN PORTER is there, having arrived at night and laid by until daylight to safely pass the wrecked BRILLIANT and

The JOHN PORTER was built at Pittsburgh in 1877 with a hull 175 x 33.8. She had 28's-8 ft. stroke engines. Capt. John Porter for whom she was named was a resident of West Virginia and his home stood below old Lock 8, Ohio River. He died there, aged 88, in 1922. The homestead was torn down only a few years ago. Persons of that area say that Captain Porter had in his home a good photograph of the JOHN PORTER but unfortunately it was not saved.

her barge. In departing she broke a rocker arm and repairs must be made at the Enos & Hill shop, before she proceeds.

Aug. 23:- The Board of Health is said to be in quest of Capt. J. M. Bickerstaff of the JOHN PORTER yesterday. Capt. Bickerstaff had not arrived at his home in Bridgewater, as of yesterday morning. When the CITY OF ALTON left New Orleans for St. Louis Saturday last she refused to take deck passengers. She had 40 cabin passengers and her freight. A Gallipolis dispatch under date of Tuesday: Briceland, roustabout from Pittsburgh, one of the yellow fever victims on board the JOHN PORTER, died last night. There now remain on her two men very sick and four convalescing. Two doctors and four of the crew remain to act as nurses. The remainder have deserted the boat, having fled into Virginia this afternoon. St. Louis: No boats will leave here for points south of Cairo until further notice. Both the Vicksburg and New Orleans Anchor Line have stopped running and laid up their boats. The GOLD DUST and GRAND TOWER paid off their crews this morning.

Aug. 24:- Shawneetown has established a rigid quarantine. A dispatch from Gallipolis on Thursday reported that second engineer O'Neil of the infected JOHN PORTER had succumbed to the yellow fever Wednesday night. Al Bagley, engineer on the GOLDEN RULE, was taken suddenly sick at Cincinnati Wednesday and was sent to the Marine Hospital Thursday morning for treatment. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER arrived at his home at Bridgewater, Pa. on Thursday evening. He is unwell but we hope it is nothing serious. A thorough examination failed to find a single case of sickness of any kind on board the JAMES W. GAFF at Evansville and she was permitted to land, upon which announcement the officers and crew sent up a shout that made the 'welkin ring.' She had 200 passengers on board.

Aug. 24:- CAPT. BICKERSTAFF'S ARRIVAL HOME:- A Talk With Him By A Commercial Gazette Correspondent:- The correspondent writes from Rochester, Beaver County, Pa. under date of yesterday. He said: Capt. James Bickerstaff of the JOHN PORTER who lives in Bridgewater arrived home last evening on the 6:40 train on the C&P railroad. He made his escape from the boat by going down along the beach at Gallipolis until he reached a cluster of willows. Here he went up a little hollow until he met a farmer with whom he made an agreement to take him to the nearest railroad station, about 20 miles for \$20. He describes the scene on the PORTER as terrible. Before he took the fever he was standing on the hurricane roof and felt a peculiar sensation, rather pleasant than otherwise. After going downstairs he felt a dizziness and for two days he knew nothing. When sufficiently recovered he concluded to leave the boat as he thinks that if he had remained much longer he would have left a corpse. He praises the physicians who boarded the boat at Cincinnati very highly. One of them left the boat a short time before he did, and he has heard nothing of him since, and is afraid he died of the fever. Everything was done to disinfect the boat. The floors were covered with lime, the walls washed, etc. The colored men left several days ago going over to the West Virginia side. Capt. Bicker-

staff lays the blame for the trouble on the engineer who took sick at Louisville and whom he wanted to go to the hospital there but he (the engineer) said no, he would stay until they arrived at Cincinnati. When they got there he had the fever and they were not allowed to land. From other sources it is learned that Capt. Bickerstaff says that since the arrival at Gallipolis there have been four deaths; that of first engineer Degelman and three deckhands. When he left on Wednesday morning there were five remaining on the boat of whom three were sick, among them being the second engineer. John Gallahan, of Freedom, and W. Bunting, of Wellsville, left the boat with Capt. Bickerstaff and have also arrived home. Before the Gallipolis authorities placed a guard around the boat several others had gone ashore. How they fared the Captain does not know. He is himself convalescing rapidly and will soon recover entirely.

Aug. 27:- Capt. Milt Harry telegraphs that White River is quarantined and that the RUTH is laid up at Augusta, Ark.

Aug. 28:- Capt. J. M. Bickerstaff of the JOHN PORTER says at the time he took command of her at Louisville until he left her at Gallipolis there were nine cases of yellow fever on board, and that he was the only one of the nine who recover-

The yellow fever trip of the JOHN PORTER brought the infection to Gallipolis, O. where there were many deaths. Best account of the town's tragedy perhaps is that written by William G. Sibley, long the editor of the Gallipolis Tribune. It appears in his 1904 edition of The French Five Hundred, titled "Bronze John at Gallipolis."

ed. The Vicksburg Herald says: The CARRIE HOGAN returned to this city late Wednesday night and is laid up. Quarantine regulations were such up the Yazoo that she abandoned the trip.

Aug. 29:- Cincinnati: There are 10,000 people from the South in this city seeking refuge from the great scourge now devastating a number of Southern cities. Capt. James Bickerstaff says that James Crawford who died in the hospital on Monday was on the JOHN PORTER and, this being the fact, there wasn't any reason to doubt that Crawford's was a genuine case of yellow fever as pronounced by the attending physicians.

Sept. 3:- Capt. Andy Bunton was up from Wellsville yesterday. His son was employed on the JOHN PORTER and did not leave her until she laid up at Gallipolis. He has been home now for over a week, and has no signs of yellow fever. Mate Armstrong and eight of the crew of the JOHN PORTER arrived at Louisville Saturday alive and well.

Sept. 5:- The men hired to renovate the infected JOHN PORTER it is reported became frightened and deserted her. Shep Sheldon, who was watchman on the PORTER with mate Armstrong, was lying very low at Gallipolis Monday with yellow fever. Thomas Hutchinson, one of the crew who escaped the PORTER at Gallipolis arrived at Louisville last Saturday with the fever and was sent to the hospital. August Gaff, bar-keeper on the JAMES W. GAFF, is down with the yellow fever and in a hospital at Cincinnati. Reuben and Wils Jones, engineers on the JOHN WILSON at New Orleans are down with the fever. Will S. Hays says that Cotton is not King down south now; Bronze John has superceded. Jack Frost will we hope soon pitch John off his throne. The JOHN PORTER was towed across the Ohio to the Virginia side on Tuesday. Those in charge said that despite the Cincinnati papers fearing that if there is any more spread of yellow fever from her that she may be burned by the enraged citizens of Gallipolis.

Sept. 7:- Four of the crew of the JOSEPH H. BIGLEY are down with the Malarial fever, and she is laid up at Cincinnati.

Sept. 9:- John T. Case, mate of the JOHN PORTER, arrived here (Pittsburgh) Friday night. Mr. Case left the PORTER on the Virginia side of the river in charge of the watchman. The BATESVILLE, running Memphis to Cincinnati, landed at Cairo Thursday before the quarantine officers knew she was coming. The officers and crew of the boat were uptown and the citizens were very indignant with the Health Officers. She later slipped in at Evansville the same way. No sickness aboard.

Sept. 10:- Billy Maxwell, steward of the CITY OF VICKSBURG, is down with the yellow fever at the St. Louis Quarantine Hospital. Two deaths occurred on that boat on her last trip up. When the BATESVILLE passed Hickman, Ky. in the night, the citizens were burning pine fires as disinfectants all over the city. It looks ominous but is a great help in an epidemic.

Sept. 11:- Andy Armstrong, formerly watchman on the JOHN PORTER, is suffering from chills and fever, and not the yellow fever as reported. New Orleans newspapers have requested that steamboats do not sound their whistles unnecessarily at that port. It has proven fatal to yellow fever patients in instances when they have been suddenly startled from sleep.

Sept. 14:- The report that the owners of the JOHN PORTER are endeavoring to hire a crew yesterday is contradictory. The dry spell is over, and a stage of between 12 and 15 feet is expected here (Pittsburgh) during the next 24 hours. Capt. Bickerstaff of the JOHN PORTER is in town. He goes out on the COAL CITY. He says he's had quite enough of the JOHN PORTER.

Sept. 16:- The steamers now pass Gallipolis without landing. Many towns on the upper Ohio have quarantined against boats that land there. The BATESVILLE is laid up at Sedamsville. Two Negroes were taken from her suffering from intermittent fever. Gallipolis: The plague steamer JOHN PORTER and her 14 barges broke their moorings this morning but by the exertions of Drs. Needham and Vance, who are on board disinfecting the steamer, seconded by men on the bank, the steamer was safely landed a few hundred yards below. Her barges passed on down. The steamer ALEX. CHAMBERS was engaged by Capt. Porter to follow and land them but after getting up steam her crew refused to go. The towboat IKE HAMMETT is helping the JAMES GILMORE down with her coal tow until she meets the JOHN PORTER, when she will turn back and assist the unfortunate PORTER up with her tow. Portsmouth: The yellow fever barges passed here this morning (15th). The covered barge MINGO which was used as the hospital for the PORTER's fever cases passed here at 10 o'clock, floating within a few feet of shore. Two foolhardy fellows went out and attached a line and came very near landing it just below the mouth of the Scioto River.

Sept. 18:- The JOHN PORTER's wrecked barges are still hanging on the pier of the Newport railroad bridge. Two of the barges landed opposite Ripley by that steamer were cut adrift Sunday afternoon. On Sunday the hull of the wrecked BRILLIANT floated down against the barge sunk by the BENGAL TIGER at Gallipolis and caught under the barge, raised up and broke in two. A Gallipolis dispatch referring to the departure of the JOHN PORTER says Capt. Porter secured William Haptonstall and Tommy Williams as pilots, and Abe Long and William Cooper as first and second engineers, all of Middleport, O., and Edwin Ralph of this place as mate, with deckhands from here. These constitute a complete crew for the PORTER. They went down to where she was moored, and brought her up, and shipped a lot of supplies of all kinds, bed and bedding, everything in the nature of cloth on the boat having been destroyed. She steamed down the river at 20 miles an hour after the barges which had broken loose yesterday. After catching them, the boat will endeavor to take them home to the Cumberland Coal Co. Dr. R. A. Vance will accompany the boat on the round trip.

Sept. 20:- The first engineer of the E. O. STANARD is reported dead of yellow fever at New Orleans. The barge MINGO was burned at Cincinnati Monday night by Capt. Porter. It was 900 tons capacity and valued at \$8,000. (Ed. note: This model barge MINGO was burned by Capt. Porter in the presence of Health Authorities on the Kentucky shore about where Lock 36 was, opposite Coney Island, which then was Parker's Grove).

Sept. 21:- Boats from Cairo are not allowed to land at Evansville. The MARLIN SPEED after having been quarantined 21 days left Pine Bluff for Little Rock with 180 bales of new cotton. Capt. Bickerstaff now commands the large and powerful towboat COAL CITY.

Sept. 23:- The engineer of the HARD CASH died of the fever at St. Louis and another of the crew is sick.

Sept. 24:- The JOHN PORTER was lying at Buena Vista Friday when the BONANZA passed down. There was no sickness on board and the best of confidence appeared to prevail with her crew. Gallipolis: Four square barges belonging to the JOHN PORTER, scuttled and sunk here, and raised and towed to the West Virginia side of the river and three miles below here, yesterday, by the IKE HAMMETT, were put adrift last night--it is supposed by people living in the vicinity. The PORTER arrived here at 7 p.m. and tied up to the West Virginia shore where she shipped stores and men from here and then passed on up the river having 12 barges.

Sept. 25:- Capt. Mahan is in charge of the IKE HAMMETT. He was captain of the JOHN PORTER until she reached Louisville coming up when he was so ill that he was compelled to go home. Wheeling Intelligencer: There was a little scare in the city yesterday over the rumor that was afloat that the yellow fever boat JOHN PORTER had arrived from below and stuck on the bar at the mouth of the creek. A great many people "gathered at the river" to get a sight of the ill-fated PORTER to find that it was the JOS. H. BIGLEY that was grounded. She soon got afloat and passed on her way to Pittsburgh, relieving the anxiety of numerous excited citizens.

Sept. 26:- Capt. J. D. Porter, one of the owners of the ill-fated JOHN PORTER, passed through Wheeling Tuesday enroute to his home from Gallipolis. He reports the PORTER lying just below Clarington, O. tied up on account of low water.

Sept. 27:- The E. O. STANARD is reported having several cases of yellow fever on board passing Cairo enroute to St. Louis.

Sept. 28:- The snagboat E. A. WOODRUFF made three unsuccessful attempts to dislodge the barges from the Newport bridge pier, Wednesday

The Porter family sold the JOHN PORTER to the Mississippi Valley Transportation Co. at St. Louis, a barge line operating between there and New Orleans. They renamed her the SIDNEY DILLON and her luck was good. Capt. John Barrett of Cincinnati bought her in the late fall of 1894 and one year later, on Nov. 5, 1895, at Sedamsville, she burned along with the Barrett packets SCOTIA and B. S. RHEA (bought to fight the U. S. Mail Line).

afternoon. The JOHN PORTER is aground at Possum Creek and her crew has gone home to Gallipolis. None of the packets would land alongside the PORTER and in order to get the crew home a little strategy had to be adopted. They were placed on board the ALICE BROWN--laid up nearby--from which point they were transferred to a downstream boat without any trouble. There has been no sickness on board the PORTER since she left Gallipolis for Cincinnati nearly two weeks ago, and none is now apprehended. (Ed. note: The packet W. P. THOMPSON was running Pittsburgh-Cincinnati in this low water period, and may have taken the crew home to Middleport and Gallipolis).

Sept. 30:- William Hall, at one time deckhand

on the JOHN PORTER, died of yellow fever at Gallipolis Thursday night.

Oct. 3:- Towboats upbound for Pittsburgh with empties are laid up for low water as follow: SAMUEL CLARKE, Pomeroy; BALTIC, Hartford City; IKE HAMMETT, aground at Sand Creek; BEN WOOD, at the foot of Blanny; BOAZ, opposite Parkersburg; COAL CITY, at Marietta; DIAMOND, opposite St. Marys; ALICE BROWN and SMOKY CITY at the foot of Buckhill Bottom; FRED WILSON NO. 2 and JOS. NIXON at Possum Creek; JOHN PORTER aground at the same point; ONWARD and JAMES A. BLACKMORE at the foot of Fish Creek; JOSH COOK and STORM at Bloody Run; TOM REES NO. 2 and LIONESSE NO. 2, CHARLES BROWN, MARY ANN, SAMSON NO. 2 and BELLE MCGOWAN at foot of Captina; ARK and JOSEPH STONE at Bellaire; BENGAL TIGER and NELLIE WALTON above the waterworks at Wheeling; WM. STONE at Top Mill; SAM BROWN, JOS. H. BIGLEY and GEO. LYSLE at Washington Mill; JOHN PENNY opposite Steubenville.

Oct. 4:- Capt. John Porter was in the city (Pittsburgh) yesterday. He reports there has been no sickness aboard the boat since leaving Gallipolis.

Oct. 5:- The charred remains of the model barge MINGO remain high and dry on the Kentucky shore above Parker Grove.

Oct. 6:- Engineer Cooper who was on the JOHN PORTER on her last cruise is at home in Pomeroy sick with what the doctors, Drs. Wells and Ackley, Health Officers, pronounce yellow fever.

Oct. 11:- The Cairo-Paducah packet JIM FISKE, JR. has laid up on account of the yellow fever scare.

Oct. 21:- Memphis: The following boats are here waiting for the yellow fever epidemic to subside: CITY OF AUGUSTA, COAHOMA, ILLINOIS, PHIL ALLIN. The MAUMELLE and MARLIN SPEED are up the Arkansas. The RUTH is up White River, while the HARD CASH is running the Bends and St. Louis trade. The KATIE HOOPER and HATTIE NOWLAND are up the Ohio. It has just been five weeks since a transient boat has stopped at the wharfboat. She was the JOHN A. SCUDDER, and she put off some freight on the ROBT. E. LEE wharfboat.

Oct. 24:- Capt. James Porter, one of the owners of the JOHN PORTER, was in Louisville Monday.

Oct. 30:- The towboats BENGAL TIGER, BOAZ, STORM, SMOKY CITY and JOHN PORTER have arrived at Pittsburgh. The JOHN PORTER about which so much has been written and said in connection with the yellow fever arrived yesterday afternoon. Quite a number of people gathered around to see her land but she was not troubled with many visitors. She is in excellent condition and after the recent heavy frost 'Yellow-jack' is not likely to trouble her any more for the present.

Nov. 8:- In the past few days Dr. Kerr with his crane boat lifted the shaft of the JOHN PORTER out of its place and brought it ashore, the owners having concluded to have it welded.

Nov. 15:- The JOHN PORTER and barges are loading for New Orleans.

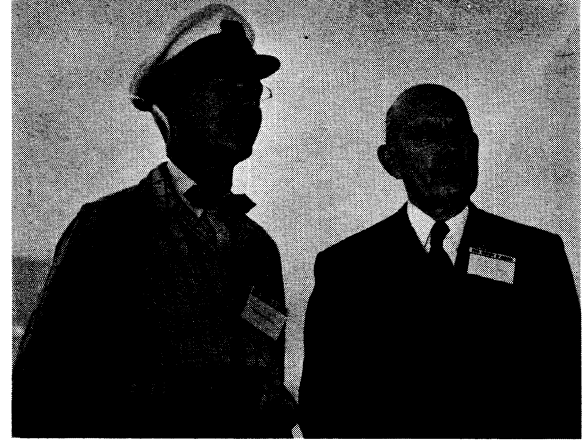
Nov. 18:- The Cumberland Towboat Co. announces the JOHN PORTER and barges for New Orleans.

Nov. 26:- The JOHN PORTER has departed with tow. Her tow: 2 barges of rails, 9 barges of coal and coke, and one barge of fire brick.

Dec. 10:- Louisville Courier: Everyone is wearing a clothespin on his nose at Paducah until the JOHN PORTER and tow passes down there. Old Pap Paxton has had a bale of cotton pushed into each of his ears and his nose plugged. They are scared yet down there.

Apr. 23, 1879:- Louisville Courier: Anybody who ever looked at the JOHN PORTER through a telescope is barred from society out of towns on the Kanawha River.

Capt. William R. Haptonstall was the only member of the JOHN PORTER crew known personally to us. He lived in a large riverbank home at Middleport, O. still standing. -Ed.



F. Way, Jr. and Donald T. Wright

From the left:- Wm. P. Snyder IV; Wm. P. Snyder III, Wm. P. Snyder, Jr. and Capt. F. Way, Jr. Photo by S. Durward Hoag, Sept. 13, 1955.

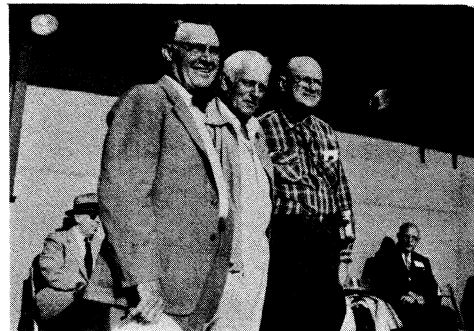


George E. Muns, Crucible's Fuel Division manager and Mary Frances Dugan enjoy a joke.



Joel Hunter, president of Crucible.

Clarence R. "Smitty" Smith has rounded out ten years as watchman on the SNYDER since S. Durward Hoag took this picture in 1955.

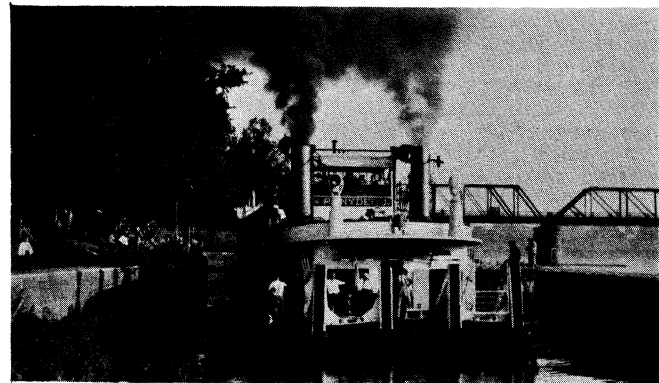


ABOVE:- John W. "Sandbar" Zenn, Capt. W. K. "Bill" Hudson and Dr. J. A. Helfrich who was ship's doctor.

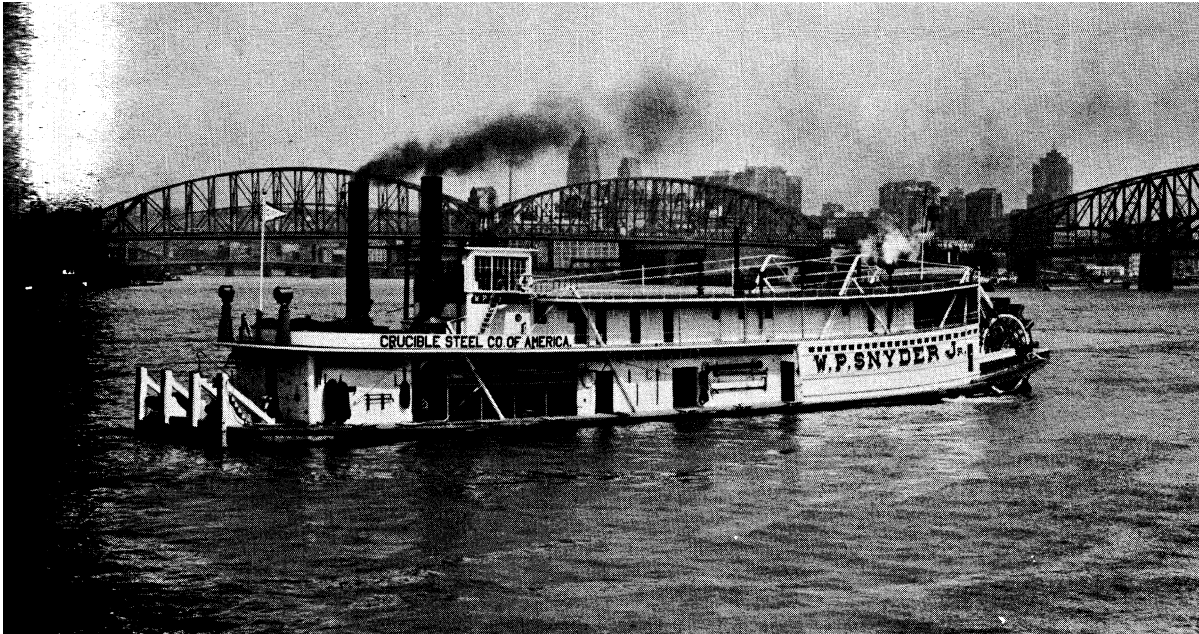
AT RIGHT:- Erwin C. Zepp, director of Ohio Historical Society; George Ehringer, retired steamboat engineer, and Loretta M. Howard, S&D's honorary president.



William E. "Bill" Dugan, Jr. playing Cozatt air calliope behind the pilothouse.



The last steamboat through Lock 1, on the Muskingum River.

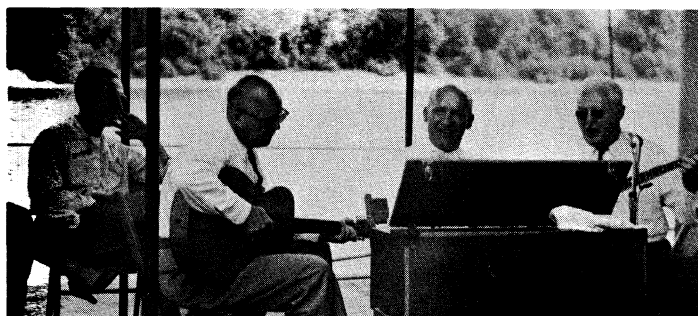


Steamer W. P. SNYDER, JR. posed for her picture in the Ohio River at Pittsburgh. Built in 1918, she now is 38 years old (four years younger than the BELLE OF LOUISVILLE). This photo by Charles E. Ritts, Jr., son of Captain Ritts who once was SNYDER's skipper.



ABOVE: Capt. Jesse P. Hughes and camera in hand poses while boat was at Rochester, Pa. with William E. Dugan, Jr.

LEFT: Artist Dean Cornwell came from New York for the ride to Marietta. He is shown talking with F. Way, Jr.



Music By The River:- Capt. Thomas E. Kenny who piloted SNYDER to Marietta (left) listens to harmony by George E. Muns, William E. Dugan, Jr. and Robert Schmertz. Bob Schmertz created a song en-route entitled "The Wake Of the W. P. SNYDER, JR."



#### PHOTO CREDITS

Photographers S. Durward Hoag, William E. Reed and H. C. Putnam took pictures on these two pages not otherwise credited.



On the lockwall at Dam 16:- From the left: Jake Reiter who became part-time watchman on SNYDER; his good wife Edith S. Reiter, curator of Campus Martius Museum; Mrs. H. C. (Margaret) Putnam; S&D's secretary Bets Rutter; her husband "Woody" Rutter who heads Museum Committee for S&D; seldom-seen H. Chase Putnam, Jr., S&D's treasurer, and last but not least Anne Putnam, Chase's sister.



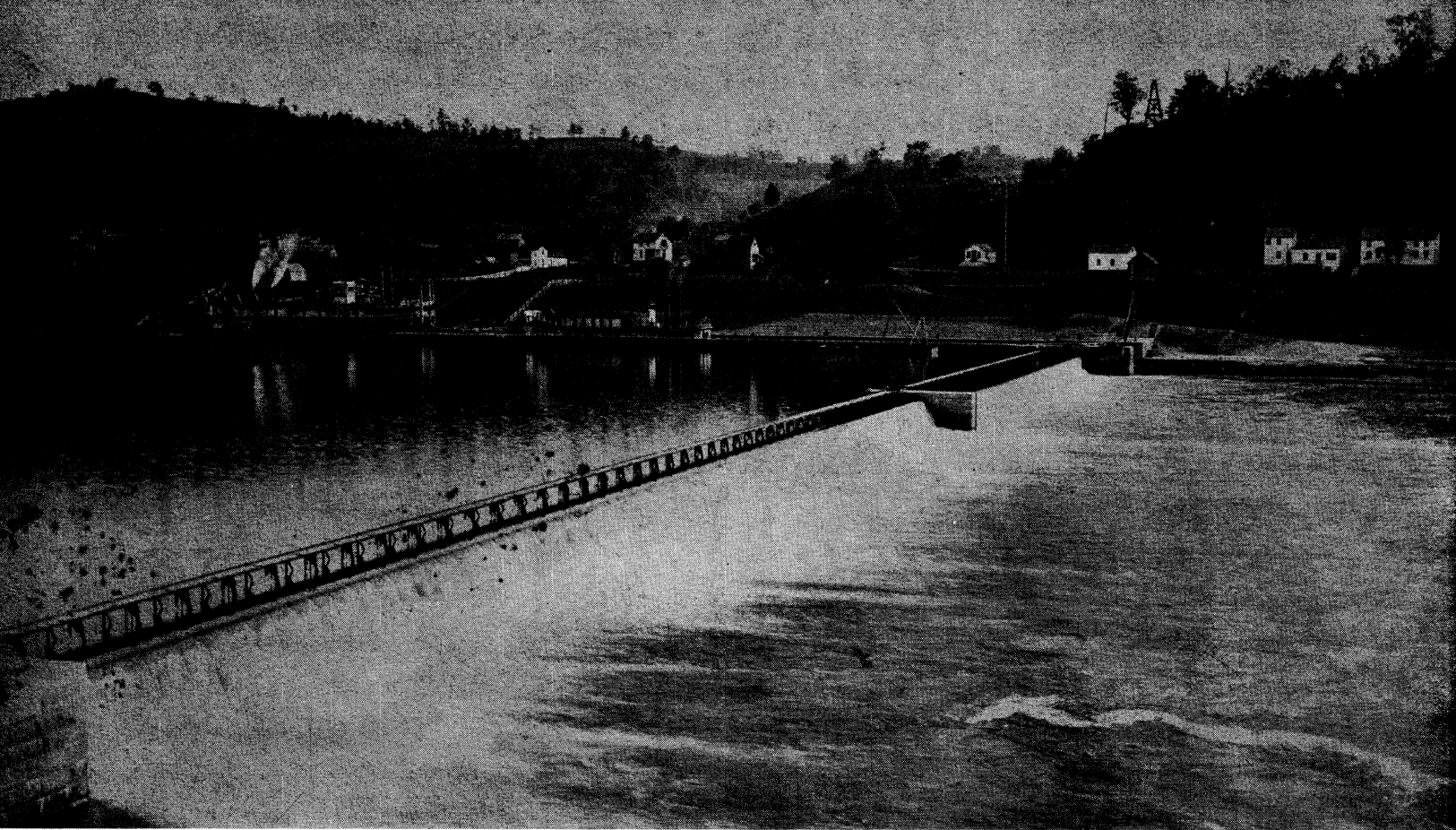
W. P. Snyder, Jr. delivering his namesake boat to Ohio Historical Society's president P. B. Belden, Sr. F. Way, Jr. on right holds oil painting of SNYDER made by artist William E. Reed and presented to Mr. Snyder during Marietta ceremony.

Beaver Valley Times photo



Last steamboat to operate on the Muskingum River was the W. P. SNYDER, JR. enroute to the foot of Sacra Via to become a tourist attraction.





The Kanawha River in West Virginia was the first river in the U.S. with a completed system of wicket dams. When Dams 4 and 5 were completed in 1880 they were the first movable dams on Western waters, antedating the first Ohio River dam (Davis Island) by five years. Both had chancine wickets. All locks on the Kanawha prior to modernization were cut stone. The chambers at No's. 4 and 5, the first two built, were 274 x 50 and the smallest, 271 x 50, was at Dam 2, Montgomery, W. Va., opened in 1887. All locks below Charleston were 313 x 55. No's. 2 and 3 (there was no No. 1) had fixed dams. All lock gates were mitered and hand operated. No's. 6-11, inclusive, all below Charleston, were all movable. No. 6 was completed in 1886; the others between 1893-1898. The slackwater was designed for six feet minimum. Three modern roller dams superceded the ten old structures in the 1930's.

The accompanying photograph shows No. 11 on the Kanawha, near its mouth at Pt. Pleasant. The view is taken on the abutment side, and the pass is seen next the lock, with the weir in the foreground. The water is about 15 inches above pool level. The weir is 364 feet in length and the pass 304 feet. All Kanawha dams, movable and stationary, met the outside lock wall at its lower end, contrary to the practice of placing it in the center of the wall as most Ohio River movable dams were built (with exceptions).

This photo was taken for inclusion in a book called "The Improvement of Rivers" authored by U.S. Engineers B. F. Thomas and D. A. Watt, published in New York and London in 1909. The towboat JESSIE is double-locking a coal tow down,

20

with the packet COLUMBIA cooling her heels in wait above. The JESSIE burned at Oak Ridge Mine on the Kanawha in 1902, so this view was made before that time. The big tree casting a 4 o'clock shadow on the lock esplanade was struck by lightning one summer night in 1931 as the packet BETSY ANN was in the chamber bound for Charleston.

Today there is a U. S. Coast Guard Depot at old Lock 11's location, and there is no lock or dam there at all. S&D REFLECTOR is indebted to J. W. "Boone" Weaver, Jr., operator of the Weaver Skiff Works, Racine, O. for this original photograph.

Sons and Daughters of Pioneer River

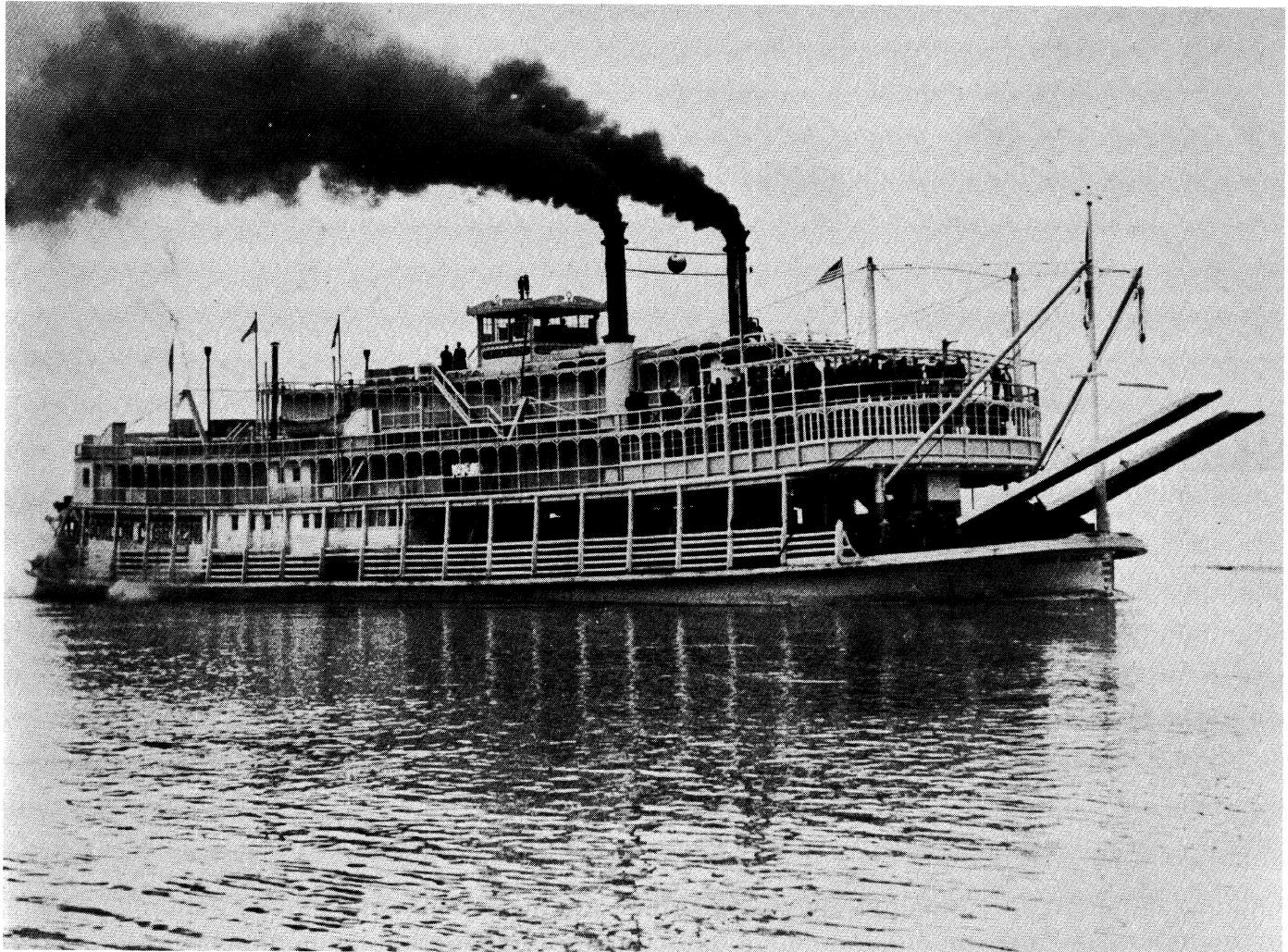
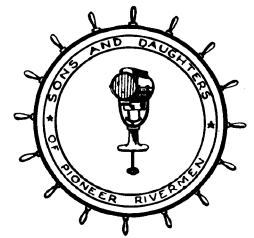
89 Park Street, Canal Winchester, O.



Mr C S Remley  
324 Muskingum Ave  
Marietta, Ohio

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## Most Talked About Boat

The biggest steamboating event in Capt. Tom Greene's lifetime was the day he brought the new Greene Line tourist boat GORDON C. GREENE through the Louisville-Portland Canal and landed her in full view of his friends of the Upper Ohio. The date was April 7, 1935. The above photograph was taken at that time.

Cap'n Tom and his mother Cap'n Mary bought the boat from Capt's. Henry and Buck Leyhe for \$50,000, a price Tom's older brother Capt. Chris Greene figured was untoward extravagance. This boat was twelve years old. Her original building cost at the Howard Ship Yard was \$71,000 bare boat--the Leyhes outfitted her and put on the double swinging stages in addition. As the CAPE GIRARDEAU she had been operated nine months out of twelve for ten years without alterations or major repairs.

About the first thing Cap'n Tom did, after

changing the name to honor his father (who had died January 20, 1927), was to remove the double stages and substitute a single one. What this picture shows, in effect, is the CAPE GIRARDEAU with a new name on her. Same Eagle Packet Co. gold ball between the stacks--same whistle.

Now, in 1965, thirty years later, the most talked about old-time steamboat is the GORDON C. GREENE. The wave of popularity was triggered when her whistle, blown by her former purser, Robert H. McCann, was recorded at Long Reach, W. Va. on May 1st last, and included in the "Whistle Echoes" records and tapes made available by Mode-Art Pictures. That whistle, more than any other whistle, sent thrills down spines of those who remembered it (see Mail Box, page 2).

As a tourist boat the GORDON C. GREENE hit new highs for popularity and profit. She paved the financial road for the acquisition of the DELTA QUEEN. In 1947, when the DELTA QUEEN arrived for the first time in Cincinnati, the GORDON C. GREENE chalked up a year's profit of \$175,000. Cap'n Tom and his mother had never made so much with so little.

# Listen to what I got!

by Alan L. Bates

4

This is not a steamboat story. It is a rarer sort of bird, namely a tale of the trials of trying to report a steamboat story. The story to be reported (according to the plan) was that of the race between the steamer AMERICA and the steamer CINCINNATI run at Louisville on August 19, 1928.

To start at the beginning, I remember how disappointed I was to learn that my favorite, the AMERICA, had lost. I had, and have, an abiding affection for the AMERICA. She's the very first boat I can remember. In addition she was the main attraction on trips to Rose Island, the amusement park located at Fourteen Mile Creek, above Louisville, Ky. I don't remember one solitary thing about Rose Island, but I can still smell and feel the AMERICA.

Rumor has had it for years that the AMERICA was held back to insure a win for the CINCINNATI. This is logical. The AMERICA was a local excursion boat with an amusement park to contribute to her support. The CINCINNATI was a packet in competition with railroads, buses and autos for the passenger dollar. The AMERICA was old, with a wooden hull. The CINCINNATI was new and of steel construction. The AMERICA had earned her cost many times over. The CINCINNATI was laboring under notes, mortgages, and interest.

Both boats were owned by the same people, albeit that different company names were painted on the wheelhouses. In a fit of subjective deduction it was easy for me to understand why the management would want the newer boat to win. In fact, if I were managing such an operation it's what I'd want to happen and I'd use more than the power of prayer to assure it.

The proposed story was supposed to bring out the true data, expose them to the light of day, and stop these rumors with the application of cold, hard facts. One source of information is the public press. At the time of this research I'd never been interviewed by a reporter so it was easy to believe what I read in the papers. I went to the Louisville Free Public Library and read all of the newspapers for two weeks in advance of the race and for one day afterwards. Here is what I learned:-

Superintendent of the Louisville and Cincinnati Packet Co., C. C. Fuller  
General Manager of the Louisville and Cincinnati Packet Co., Capt. William E. Roe

Master of the AMERICA, Capt. Mitchell Smith

Pilot of the AMERICA, Capt. Roy McBride  
Chief Engineer of the AMERICA, Henry McClanahan

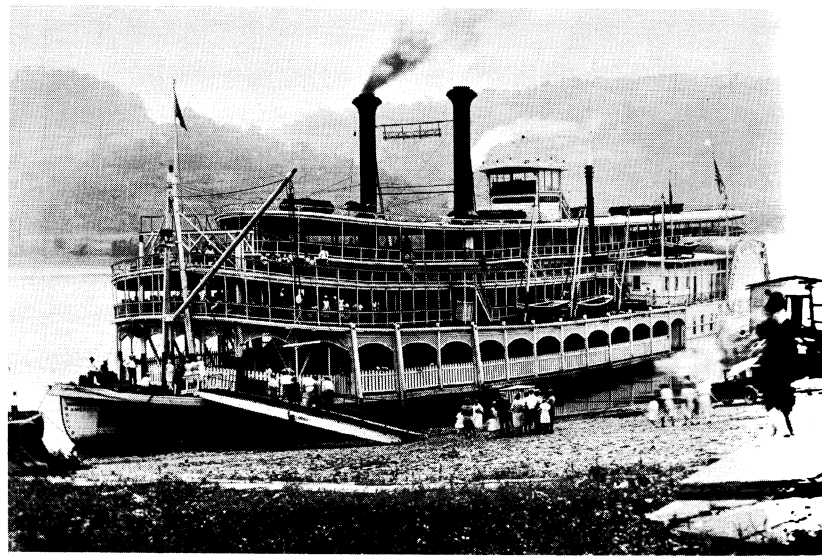
Assistant Engineer of the AMERICA, Floyd (Skyjacks) Turner

Master of the CINCINNATI, Capt. James O'Brien

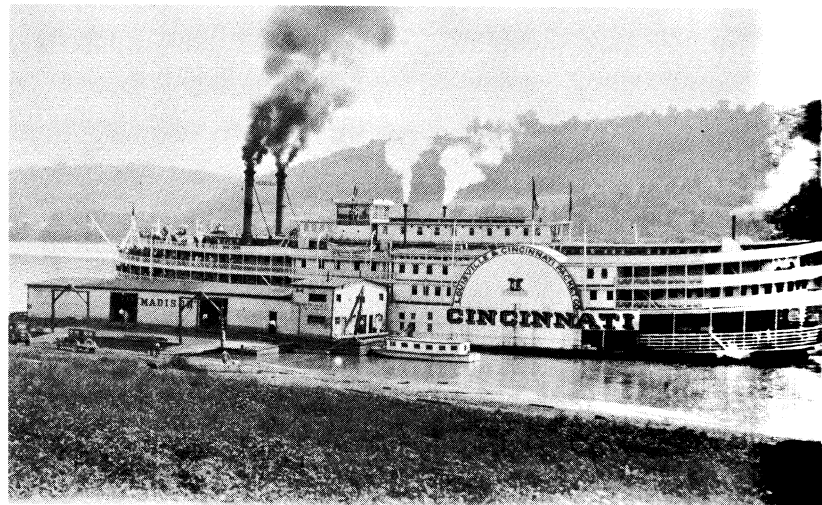
Pilot of the CINCINNATI, Capt. James Brasher

Chief Engineer of the CINCINNATI, Charles Dietz

The fare on the CINCINNATI was \$1.50 and included a meet-the-boat trip combined with the QUEEN CITY  
The fare on the AMERICA was \$1.00 instead of the usual 50¢.



Excursion side-wheeler AMERICA receiving passengers at Madison, Ind. Legally owned by a Delaware corporation, River Excursion Co., she was usually home-based at Louisville, but tramped from Pittsburgh to New Orleans. Originally she was the Louisville & Cincinnati Packet Co.'s low water packet INDIANA, built at the Howard Ship Yard, Jeffersonville, Ind. in 1900. Hull was 285 feet long and 45 feet wide. Her over all width was too wide for the Louisville & Portland Canal locks (which were 80 feet wide those days) and Capt. Lewis B. Reade recently told us a story about her going through the narrow chute at Craig's Bar in low water without touching bottom, but breaking planks out of both side-wheels. The INDIANA burned at Cincinnati, 1916, and got new superstructure in 1918 to become AMERICA. She burned, Sept. 8, 1930, laid up at Jeffersonville, under circumstances equally as controversial as her race with the CINCINNATI. --Photo by H.M. Flora, Madison, Ind.



The twentieth century's most pretentious overnight Western Rivers passenger boat (she also hauled freight) was the CINCINNATI built at an "out-of-mind" place, Midland, Pa. and completed in Cincinnati, 1924, in time to make a Mardi Gras trip. Her hull was almost the same size as the AMERICA, being 285 feet long and 45.6 feet wide. She had tandem compound non-condensing engines, 22's, 40's- 9 ft. stroke, with greater power than AMERICA (which had high pressure 25½'s- 8 ft. stroke). But CINCINNATI was heavy in the water, the hull having been designed for a single cabin boat, and the plans changed during construction for two full length decks of staterooms. Her owners, Louisville & Cincinnati Packet Co., went in U. S. Marshal's hands, 1931, when CINCINNATI was bought by Streckfus Steamers, Inc. They changed the entire superstructure during a three-year program, then brought her out again as an excursion boat, renamed PRESIDENT, and still running with the original engines. -Photo at Madison, Ind.

The times and leads at various places were as follows:-

LOCATION	TIME	OFFICIAL LEAD	NEWSPAPER LEAD
Start	9:33	even	even
First Street			A 1/2 L
Big Four Bridge			A 3/4 L
Jeffersonville	9:35	A 1/4 L	
Howard's Shipyard			A 1 L
Water Company	9:50	A 3/4 L	
Edgewater Gardens	10:00	A 1 L	A 1 1/2 L
6 Mile Island	10:07	A 3/4 L	
Utica	10:13	A 3/4 L	
12 Mile Island	10:22	A 1/4 L	
Abreast 12 Mile Id.			A 1/2 L
Head 12 Mile Id.		even	even
Harmony Landing	10:38	C bare lead	
Rose Island	10:42	C 30 ft.	C 28 ft.

Ed Note:- Abbreviation "L" for length--"One half length lead" implies the designated boat is in advance of the rival boat by one-half her own length, etc. "A" for AMERICA, "C" for CINCINNATI

Perhaps the most remarkable thing about these statistics is that the timer and the reporter disagreed by as much as a hundred feet in their calculations of the lead except at the end where, in a time of intense excitement, they came within two feet of the same estimate. For whatever it's worth the boats averaged 13.04 miles per hour on this run.

So much for newspapers. It is only natural that race fixing should be hidden from them. The next step was to find the people who were there at the time. I interviewed four of them in person, and this is where the fun began.

The first of these was Capt. Roy McBride, who took me for a ride on the MISHAWAKA, Slider's sand towboat. During the trip I brought up the race. Now normally Roy McBride is an equable man. He moves with deliberation and speaks with care, but when the race topic arose he changed. As the tale unfolded he got a restless gleam of hell-fire in his eye. Pretty soon he was pacing the floor of the little pilothouse like a caged

lion. Directly he was pounding his fist on the console. As he talked his words came faster and faster while their pitch ranged from tenor through alto to buzz-saw soprano. By the time he described the finish of the race he was hopping mad.

The gist of his story (I can't quote it and the flavor is too rich to capture on the printed page, anyhow) was that the race was planned to be won by the CINCINNATI. The idea was to prove she was a fast boat. The crew of the AMERICA suspected this but were not told that they were to lose. It wouldn't have helped if they had been told, for there was a genuine rivalry between the two crews. The plan was to sabotage the AMERICA in some way so she wouldn't win.

The AMERICA gained steadily until she was just below 12 Mile Island. At that point Captain Roe went downstairs to the engineroom. Pretty soon the AMERICA lost her ambition and began to lose ground. Her 'scapes quieted down and the passengers noticed it. They asked what was wrong and shouted up at Captain Roy demanding more steam.

Turned out that the engineers, Henry McClanahan and Skyjacks Turner, were slipping sticks of wood under the admission valve levers to perk up the engines. Captain Roe made them stop that and threatened Chief McClanahan with dismissal if the AMERICA won. The CINCINNATI immediately started to gain and finally won in the last few feet.

After the race the crew ostracised Henry McClanahan and wouldn't even ask him to pass food at the table. This hurt him badly. He finally confessed to the crew that he'd slowed her down because at his age (he was over eighty at the time) he had to do it or leave the river for he had no chance to get another job. The crew accepted this apology and transferred their enmity to Captain Roe.

Boy, oh boy! This was just what I wanted. Prudence, however, dictated that I'd better talk to someone on the other side. I looked up Capt.



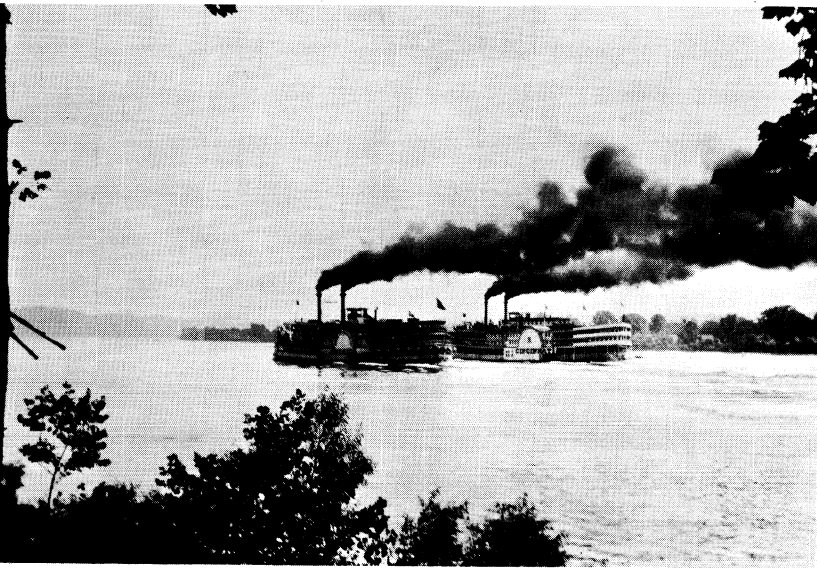
Jim Brasher, who steered the CINCINNATI during the race. I met him one evening on the DELTA QUEEN where he was visiting with Capt. Charley Brasher. We sat at a table down in the dining-room and he told me his version of the race. It was an illustrated lecture. First he laid out the shores of the river on the big table using knives and forks. Utica was a cup. Twelve Mile Island was represented with two salt shakers and a sugar bowl. Didn't build any lights or bridges. He sailed two teaspoons up the river showing how the race went, and I want to tell you it was a tale of suspense and drama vigorously told by a victorious gladiator.

The CINCINNATI got off to a slow start. Steam pressure was down and it seemed somebody had told him that one of the firemen was drunk from hobnobbing with the enemy. They got that trouble straightened out and the boat regained her steam to Six Mile Island, held her own to Twelve Mile Island and there, because the CINCINNATI had the inside track she forged ahead to win largely as the result of his crowding tactics. He admitted that there was a lot of talk about the race being unfair, but I was not to believe a word of it.

I was breathing hard when I left the DELTA QUEEN that night. It had been an exciting race around that sugar bowl and I was about done in. Hearing about all the disadvantages the CINCINNATI had overcome nearly made me switch my allegiance to the other side. I'd had no idea...

Next I talked to another Captain Jim, this one with the surname of Howard. He was an AMERICA adherent, and with good reason. After all, she'd been built at his shipyard as the INDIANA and, after burning in 1916, they'd rebuilt her into the AMERICA in 1918. The CINCINNATI, on the other hand, had been constructed at some out-of-mind place near Pittsburgh and was obviously an inferior boat from the standpoint of speed as well as lineage. Having learned that an angry man talks more than a calm one I told him Captain Jim Brasher's story.

Captain Jim growled, (well, it was as close to a growl as I ever heard from him): "He would-



AMERICA (left) racing the CINCINNATI from Louisville to Fern Grove, Ind., 14 miles, on August 19, 1928. Photo by the late Arthur S. Hopkins of Louisville from his summer home at the head of Twelve Mile Island. At this point the boats were even. The AMERICA was on the Indiana side all the way. Note dearth of motorboats. This race was promoted by Capt. William E. Roe after he was impressed by the national attention received by the CHRIS GREENE and BETSY ANN at Cincinnati when they raced on July 24, 1928, the CHRIS winning by a hair.

n't have talked that way if I'd been there."

This was his opening gun in his description of the race. When the race was proposed he suggested to Capt. Mitchell Smith, of the AMERICA, that he bring the AMERICA to the shipyard for a general reworking of the paddlewheels, free of charge. Captain Smith told him that he was forbidden to do this on orders from the office. Captain Jim and a number of shipyard workers cancelled all their bets on the receipt of this intelligence.

The morning of the race the AMERICA coaled up from a barge of slack and topsoil. By contrast, the CINCINNATI was refueled by truck with top-grade Eastern Kentucky nut coal from a yard up in Louisville. Sure enough, the AMERICA led until her grates became dirty, then lost her steam. Captain Jim paced the racers in his motorboat and saw a couple of bucket planks break off of the AMERICA's paddlewheel at Twelve Mile Island. While he was at it he made movies of the race that are still being shown.

Well, now, this story was getting interesting and interesting. I went a-calling on Mr. Lull M. DuPraz, who was clerk on the CINCINNATI at the time of the race. He told me that the manager had originally planned a fixed race as a publicity stunt, but that he'd changed his mind and ordered a fair contest when he discovered that people were betting so strongly. The CINCINNATI got off to a slow start due to low steam pressure and when she regained it she went ahead to win.

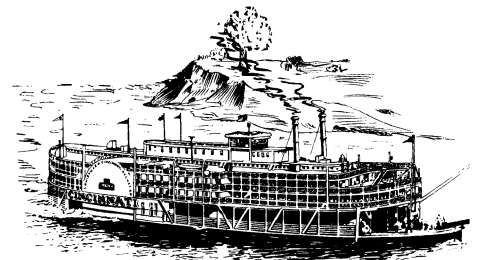
Now this Mr. DuPraz was a very gentle old man, but there was a certain amount of fire in his eye as he told me about the race. Here was a man who had as little to do with the preparations and strategy of the race as a passenger, yet he was still deeply involved in the race nearly thirty years after the event. Truly, this was a hot topic. I decided to shelve it.

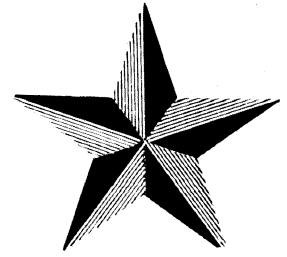
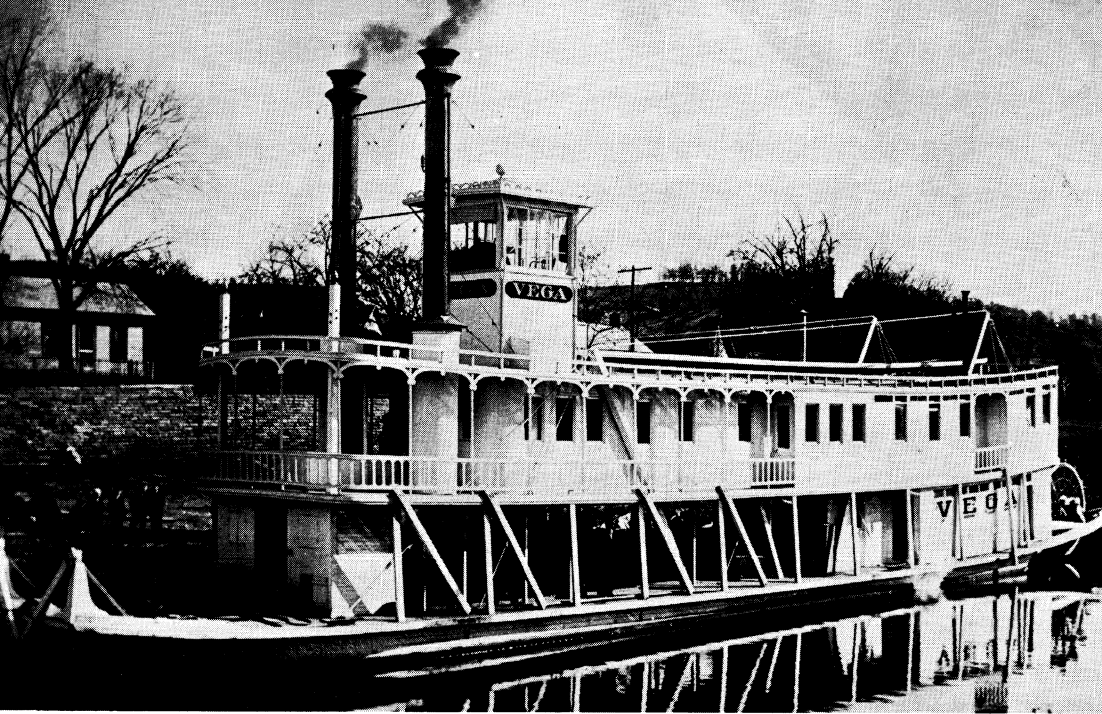
Yet it won't stay shelved. The subject came up in the car on the way home from the 1965 meeting of the Sons and Daughters of Pioneer Riverman. I was sitting next to Mrs. Loretta M. Howard, who was one of the official judges on race day. This discreet lady remembered the occasion vividly...and clammed up. I did learn that she rode neither boat. She was taken to Rose Island earlier by motorboat, and brother, that's all I got from her.

Charley Dietz, who was driving the car, was chief engineer on the CINCINNATI during the race and he added a sidelight. He said nothing about the fireman. He did report that lard was used to perk up the burning of that Eastern Kentucky nut coal and that it was hurled into the furnace with cans and shovels.

So now then, what did I learn? I learned that someone else will have to write this story. Some day some able writer will come along and sort the wheat from the chaff, build up the highlights, dramatize the climax and tell this tale as it should be told. I want to read it when he does.

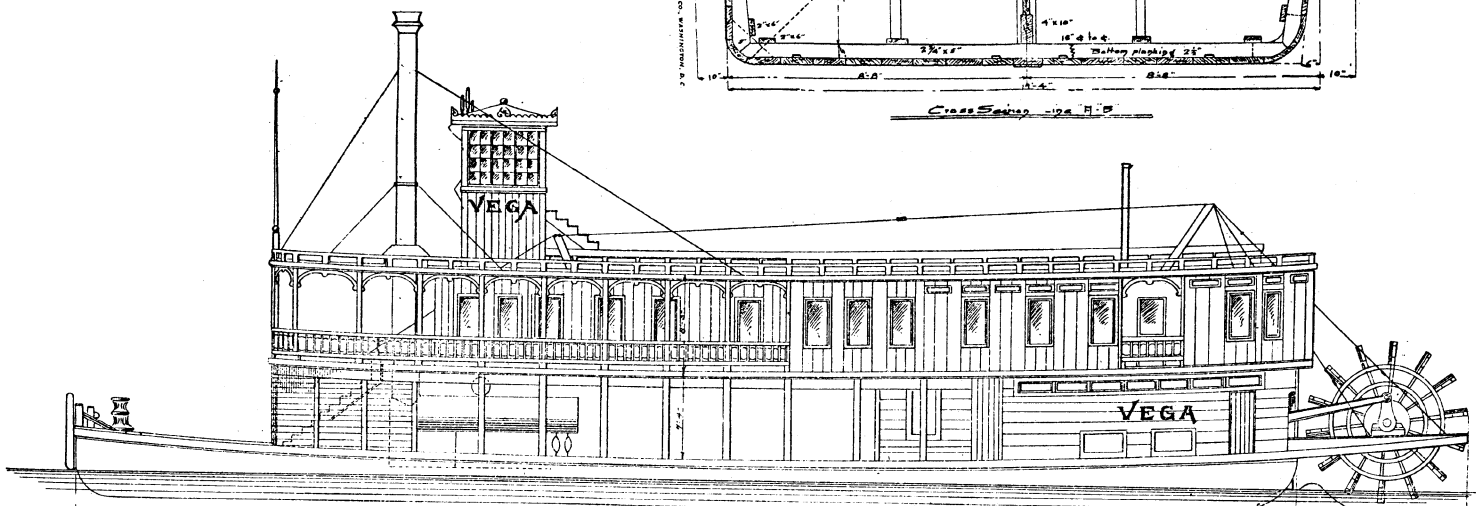
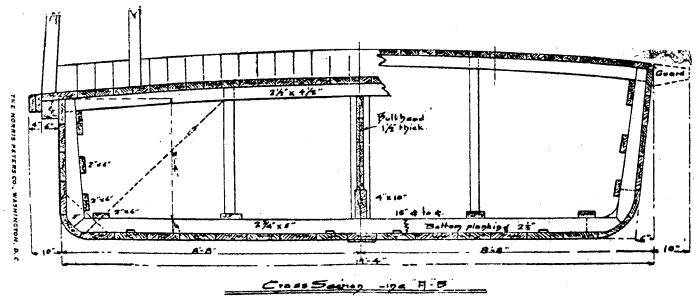
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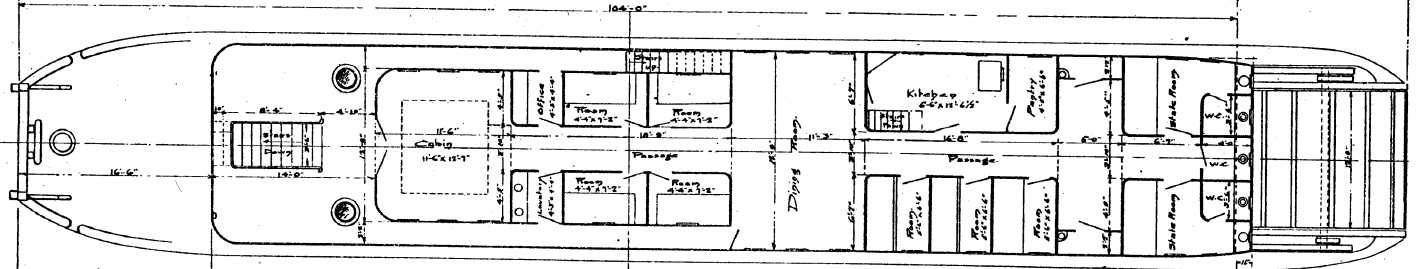


**Vega Was a Star**

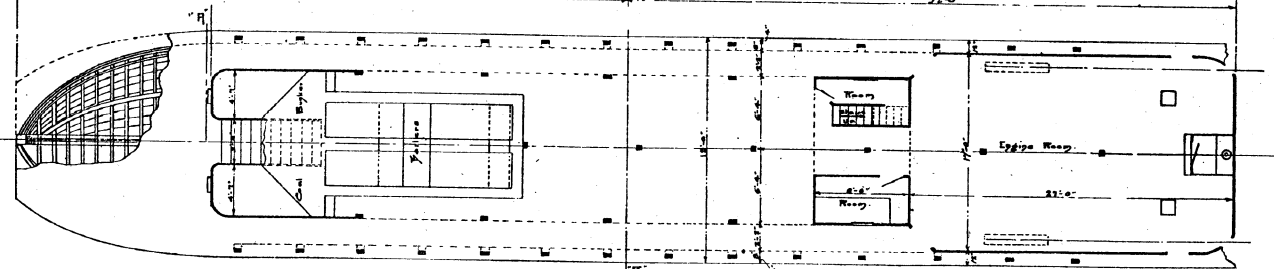
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-Side View-



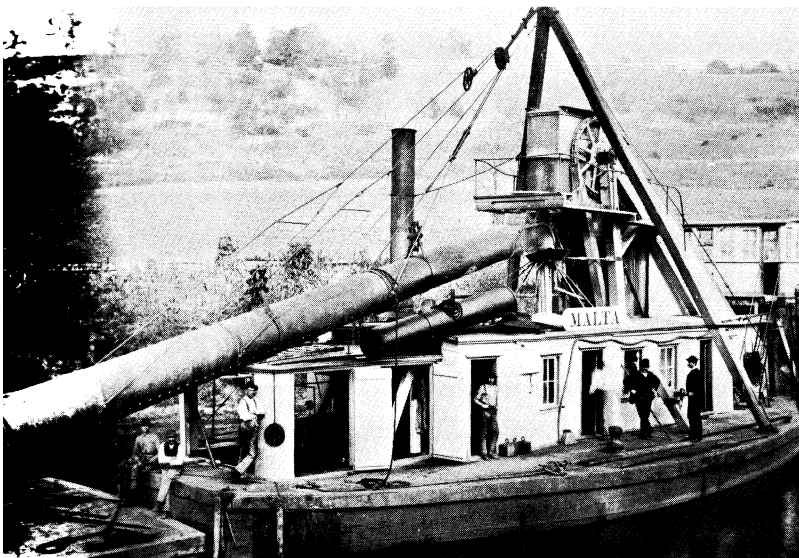
Upper Deck Plan



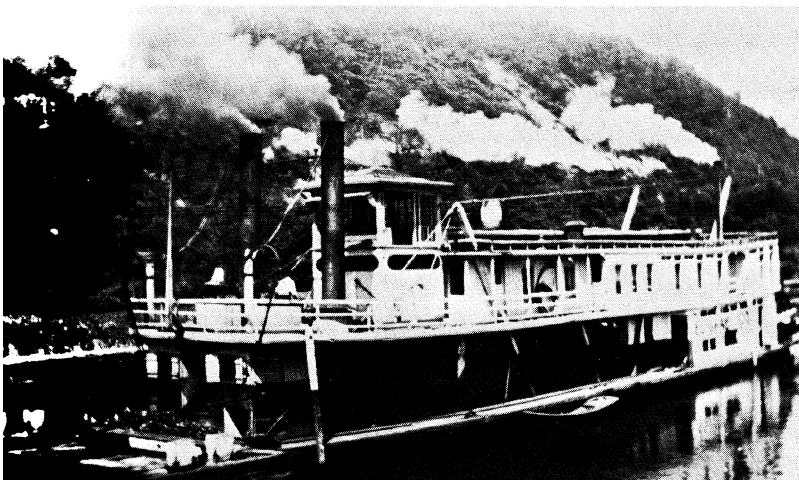
Lower Deck Plan



This ingenious mud scraper was designed and built for clearing mud from Muskingum River canals, locks and channels. It was handled by the VEGA and by her predecessor, an earlier VEGA built in 1881.



The miniature dredge MALTA was built by the U.S. Engineers for Muskingum River. A chain of buckets on a frame ladder dumped into the overhead hopper, from whence mud and sludge flowed through the metal discharge pipe to an awaiting dump scow tended by the VEGA.



Steamboat broker John F. Klein bought VEGA at public sale in 1918, brought her to Pittsburgh. The Rees shop altered her as shown in this photo. Renamed ELISHA WOODS she later towed on the Missouri River. A sudden wind squall in Oct. 1926 overturned her near Atchison, Kans., drowning two.

The VEGA was built on a wooden hull 104 feet long and 17 feet 4 inches wide. That's about right for a single-deck dinner-bucket boat. But the VEGA was to have nine staterooms (two of them with connecting toilet facilities), a diningroom, lounge, two washrooms, office and laundry. She was to have high skylights over the central cabin hallway. The pilothouse, 12 feet high, was to go on top of the roof. --And lo and behold, that's what the carpenters gave her.

The result was about the highest, skinniest steamboat ever built. She reached 2½ feet under the water, and 39 feet to the tops of her stacks out of the water. The pilot stood on a floor 23 feet in the air, a good bit higher than the boat was wide. The VEGA could go in a Muskingum River lock 36 feet wide and tow in with her, alongside, a wooden barge 18 feet wide, now think of that.

The architect who designed VEGA had to resort to a few unorthodox departures from the norm to make space where there wasn't any. He ran the cabin bulkheads out flush with the guards from amidships to stern. He shrunk the central hallway into a fat man's squeeze, barely over four feet between bulkheads. Ingeniously he placed the "master staterooms" reserved for visiting High Brass hard aft, each with a connecting W.C. (see drawing). Marine architects in 1901 labeled it so; W.C. meant water closet. Webster's Dictionary, 1962, goes to pains to define the term this way: "A small room with a bowl-shaped fixture in which to defecate or urinate, fitted with a device for flushing with water." This is misleading; it is a ten to one shot that VEGA's W.C. facilities had no water pipes. In updated lingo she had backyard johns. Webster, same 1962 edition, defines john with one lonely word: toilet. Curious indeed.

These interesting details recently came to light as S&D member John L. Fryant of Arlington, Va. found them, in the shape of the accompanying drawing, in the Transactions Society Naval Architects and Marine Engineers, Volume 17, 1909. The VEGA was built at the Howard Yard, Jeffersonville, Ind., in 1901. The first minor mystery is how the VEGA was successfully brought from Jeffersonville to her Muskingum River base without upsetting her. The second mystery is how she managed to run on the Muskingum until 1918--17 years--without capsizing. The third mystery lies in the fact that, later on, when her skyscraper architecture was lowered down for better stability, she did upset.

It might be that the high hills flanking the Muskingum's shores broke the wind. And it might be that the crew of the VEGA was touchy about what a good windstorm might do, and took precautions to have her tied up behind a clump of sycamores when storm clouds appeared over the hilltops. Precious little storm warning on a narrow river hemmed in by high hills. But you can get landed fast. The VEGA's log books are gone. Her pilots apparently told no bedside stories to their kiddies. She had her harrowing experiences, you can lay to that, cast iron proof that the safest boat is an unsafe boat with the crew always on alert. But anybody today who builds a boat like the VEGA was built, hills or no hills, wind or no wind, is a jewel.

What did VEGA do for a living? Well, she tended a dredge for the most part. The controlling depth of channel in the Muskingum was set at the precise figure of 4.52 feet. To maintain it, a lot of dredging was done, as well as snag removal--a good bit of this activity in the bordering canals leading around the rapids at Lowell, Beverly and McConnellsville. In earlier days an ingenious scraper was used, then later a cute ladder dredge named MALTA.

## The Steamboating Poe Family

Adam, Jacob and Thomas Poe, whose river careers are roughly outlined in the following text, were sons of Thomas Poe who moved with his wife and five children to Georgetown, Pa. in 1820. The father was a keelboatman and raftsmen, and enlisted his sons to the river life while they were youngsters. Raftsmen Thomas Poe was the son of Adam Poe, an Indian fighter who once commanded a fort in the vicinity of Yellow Creek, O., on the banks of the Ohio below present-day Wellsville, O. The Poe family came originally (1746) from Prussia.

The Poe family in Georgetown, Pa. soon married into other pioneer families of the area, and so the names Poe, Ebert, Peppard, Calhoon, Parr, Trimble, Ewing, etc. were entwined with the common denominator of steamboating. Everybody in these families lived, talked and worked with the river life foremost in their pursuits---which meant everybody in Georgetown.

Georgetown, Pa. is situated on the left bank of the Ohio River, at Mile 38.9 from Pittsburgh, in Beaver County. Andrew Poe arrived in the vicinity, settling on a farm, when Zadok Cramer described the village in 1814 as "one store, a tavern or two, and a few other scattered buildings, apparently on the decline." Cramer was too hasty. Georgetown burgeoned into a population of 250 without benefit of railroad, street cars, electric lights, plumbing or paved highways. It was strictly a river town, safely perched on a bluff and safe from floods. S&D REFLECTOR presented a map of the place in the Dec. 1964 issue, pages 10-11, describing Indian Rocks on the opposite shore. Today Georgetown is much as usual--still no access except by river or else the winding road in from Hookstown. Modern progress has passed it by, largely, without visible injury to its health or prosperity. Even the ferry has ceased. But nobody in Georgetown seems disturbed.

The present discourse follows the Poe family and takes but little account of the river affairs of the others; the Stockdales, Eberts, Calhoons and others had their own boats and adventures. Suffice to say, Georgetown in 1870 and even in 1900 had river captains, pilots, engineers, mates, stewards and deckhands in supply for any short-handed boat that might come along, most of them related.

**FALLSTON**...When Adam Poe was about 25 years old he bought this small sternwheel packet for low water work between Pittsburgh and Cincinnati. The boat was too tiny to accommodate passengers, so he towed two keelboats alongside, both fitted up with beds and bunks. FALLSTON was built at Fallston, Pa. on the Beaver River between Beaver, Pa. and Beaver Falls, in 1837. The engines were inadequate and Adam Poe replaced them the first season he ran her, probably 1842. With him in this venture was his brother Jacob.

**BELMONT**...Jacob Poe operated this sternwheel packet, some bigger than the FALLSTON, on the upper Ohio in 1843, possibly longer. She was built at Pittsburgh, 1842.

**FINANCIER**...Adam Poe built this sternwheel packet in 1845 at Pittsburgh, operated her one season, then sold her to Capt. William J. Kountz.

**CINDERELLA**...Adam Poe then bought a one-half interest in this small sternwheeler and ran her four months in low water between Pittsburgh and Cincinnati. The boat was built in 1847. The

profit from the operation was \$8,000. "Then I sold my half of the boat and quit the river; I tried farming and found it an uphill business," he reports. George G. Calhoon continued to run the CINDERELLA and died, age 30, while doing so. George's wife was Sarah Poe Calhoon, sister to Adam. Adam Poe acted as guardian for his sister's two sons, Thomas P. and William A. Calhoon. Adam Poe had married in 1844, his wife being Lucy Smith, daughter of a Beaver County, Pa. pioneer.

**TUSCARORA**...Built in 1848 at Glasgow, Pa., just above the mouth of Little Beaver River, owned in cahoots by various Georgetown persons, and commanded by Jacob Poe. Jacob had married in 1837, his wife being Mary Ann Ebert.

**JOHN B. GORDON**...A low water "bat wing" boat also built in 1848, at Brownsville, Pa., operated by Jacob Poe. It was promptly sold to the Arkansas River, and then Jacob Poe built the..

**JOHN B. GORDON NO. 2**...Also a low water boat but a sternwheeler. It ran on a heavy dew, and a few years later ascended the Des Moines River to Fort Des Moines, arriving on a Sabbath morning in time to empty the church.

**FINANCIER**...Adam Poe then built a second boat of this name, in 1850, at Freedom, Pa., having tired of farming and concluding to get back on the river.

**GEORGETOWN**...Thomas Poe, brother to Adam and Jacob, commanded this sternwheel "mountain boat" built at Line Island, Va. in 1852. Various trips were made to the upper Missouri River, and the boat stabbed a snag, fatally, up there in 1855.

**YORKTOWN**...A small sternwheeler built at Pittsburgh in 1853, owned jointly by Jacob Poe and George W. Ebert. Capt. Ebert's wife was Nancy Poe Ebert, sister to Adam, Jacob and Thomas Poe.

**ELLA**...Adam Poe built this sternwheel packet at Elizabeth, Pa. in 1854, 173 tons. The railroad had now connected Pittsburgh and Cincinnati, so ELLA was taken far afield. Adam Poe started his new boat for Cincinnati in extreme low water, caught her on Cox's Riffle at Wellsburg, W. Va. and remained there a month. A little rise took her off but again she stranded at Blennerhassett Island. Adam hired a man with an ox team to scrape the bar and proceeded. At Cincinnati he loaded freight for the Upper Mississippi and took

Harriet Calhoon Ewing, daughter of Capt. Thomas S. Calhoon, was raised in Georgetown, Pa. Her impressions of Capt. and Mrs. Jacob Poe:- "I suppose that no one in Georgetown was more friend to every citizen than were "Uncle Jake and Aunt Mary" Poe, as they were known to the entire town. They were beautiful characters, and their golden wedding anniversary was a civic celebration. Uncle Jake was strong-minded, level-headed, progressive, and generous to a fault. They were the best of neighbors. Our family lived just across First Street from them from 1851 until 1913 when we left Georgetown, and we were firm friends with Capt. and Mrs. Poe for four generations.

"I do not know just when Capt. Jacob Poe began building boats. Adam Poe's diary says the owners of the BEAVER NO. 2 put her in the Allegheny River trade with Jacob Poe as pilot and captain in 1837. Jacob was hired as pilot on the NEW CASTLE that same year when she went up the Allegheny to Olean, N.Y.

"My grandfather, Capt. John Calhoon, is said to have met his death by drowning at Marietta, O. while in command of one of Jacob Poe's steamboats, this in 1846."



aboard passengers. A Mrs. Wilder gave birth to a boy enroute and named him Adam Poe Wilder. The Wilders got off eight miles below St. Louis and that was the last Adam Poe saw of his namesake. In 1855 the ELLA made another trip to the Upper Mississippi, this time to Dubuque.

ARGYLE...Jacob Poe built this side-wheeler at Freedom, Pa. in 1853, 319 tons. In partners were George W. Ebert, who later commanded the boat between Cincinnati and New Orleans, and Standish Peppard, who was clerk. Peppard's wife was Elizabeth Poe Peppard, sister of Adam, Jacob, Thomas, et al. In 1850 Standish Peppard was clerk on the side-wheel BUCKEYE STATE on the fast trip from Cincinnati to Pittsburgh. When the Civil War commenced, the ARGYLE was sold at Cincinnati to Capt. John Kyle and others.

JACOB POE...A sternwheel packet built at Freedom, Pa., 1855, 201 tons. The ownership of this boat indicates it was sold not long after completion. Trips were made to St. Paul with it in 1857.

BELMONT...This sternwheel packet was built at California, Pa., 1856. Hull was 151 x 31. The first master was George W. Ebert. The original ownership was divided as follows:- George W. Ebert, 3/16; Jacob Poe, 3/16; Thomas Poe, 1/4; Andrew Poe, 1/8; George Poe, 1/8; Elizabeth McClure 1/8, all of Georgetown, Pa. Andrew, George and Elizabeth were brothers and sister of Jacob, Thomas, Adam, et al. A few years later the principal owner became Samuel C. Trimble of Hookstown, Pa., a town back from the river behind Georgetown. Capt. Trimble's daughter Armenia later married Oliver Peppard, son of Standish Peppard. Skipper of the BELMONT at that time was Capt. Thomas S. Calhoon, aged 26, of Georgetown, who became master of IRON QUEEN (Sept. 1964 issue, page 1) and VIRGINIA (June, 1965 issue, page 1). The BELMONT burned in a spectacular river fire at Pittsburgh on May 7, 1859 when ten steamers were destroyed or damaged.

BELFAST...A sternwheel packet built at Freedom, Pa., 1857. Hull 158 x 30. Adam Poe built her, loaded out from Pittsburgh for the Wabash River, and sold her. This boat finally wound up on the Tombigbee River where she was lost by fire on March 7, 1868.

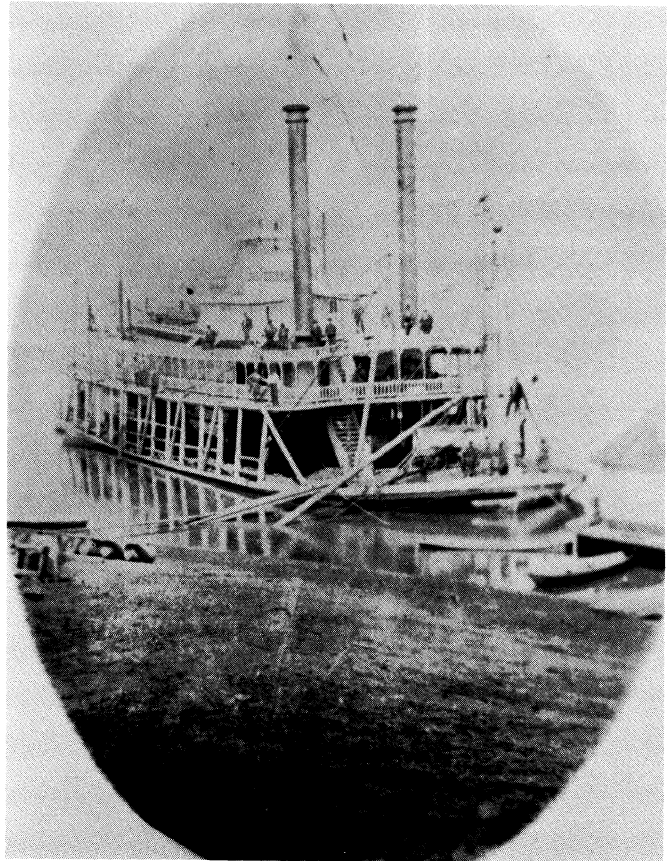
NEPTUNE...Built at California, Pa., 1857, a sternwheel packet with hull 150 x 39.5. First master was Adam Poe. Original owners were: Adam Poe, 3/8; Thomas Poe, 1/8; Jacob Poe, 3/16; George Poe, 1/16; and Jacob Diehl & Co., 1/8, all of Georgetown, Pa. In 1861 this boat was sold to Capt. John Kyle, Cincinnati, who lost her on the bridge at Clarksville, Tenn., Cumberland River, March 19, 1862. The Poe family had run her from Cincinnati to St. Louis and elsewhere.

CLARA POE...A sternwheel packet built in the summer of 1859 at California, Pa. Hull measured 149 x 32. Thomas Poe was the first master. The original owners were Thomas Poe, 1/8; Jacob Poe, 1/8; Martin J. Poe, 1/8; George Poe, 1/8; Jonathan Kinsey, 1/8; George W. Ebert, 1/8; all of Georgetown, Pa. Jonathan Kinsey was a pilot; his daughter Sarah later married George Peppard, son of Standish Peppard. The boat was named for a daughter of Thomas Poe; Clara Poe later married the mate of the towboat A. J. BAKER, named Blythe of St. Louis. The CLARA POE was impressed into U.S. service during the Civil War, during which period Thomas Poe remained the master. A cargo of hay was taken aboard for delivery at Nashville and the boat caught fire when passing Eddyville and burned on April 17, 1865. Four lives were lost including two deckhands, the colored chambermaid and a Negro fireman. The boat's clerk at the time was John Quincy Adams Parr, son of Abraham Parr. J. Q. A. Parr's mother was Mary Hague Ebert Parr, having first married Frederick

Ebert (and by this first marriage George W. Ebert was her son).

YORKTOWN...A side-wheel packet built at Pittsburgh, Pa., 1864, 426 tons. From the files of the Pittsburgh "Commercial" under date of Oct. 28 1864:- The new and pretty YORKTOWN, Capt. Jacob Poe, leaves for Louisville Saturday. The boat was built under the superintendence of Capt. Poe. The first clerk is J. W. Clark." In latter January, 1865, the control of this boat went to Capt. George W. Ebert, who took Standish Peppard along as first clerk. In March, 1866, Peppard had as his second clerk a son "the latter a young man who served with the Union Army three years, and with such officers the success of the YORKTOWN is assured." Unfortunately the first name of the son is not given--there were four.

AMELIA POE...A sternwheel "mountain boat" built at Georgetown, Pa., 1865. Hull measured 165 x 27. This was a typical Poe steamer, with Thomas Poe the principal stockholder and master. The boat was named for his daughter. The first trip was to Nashville to bring pig iron from the Cumberland River for John Kyle. Several long trips were made up the Missouri River. In 1866, when involved in a collision near Yankton, the crew was composed of Thomas Poe, master; J.Q.A. Parr, clerk; Thomas S. Calhoon, clerk; Jacob Ewing, engineer; George Calhoon, steward, and Thos. Conkle, cook, all of Georgetown, Pa. Later on, Malin Ewing, son of engineer Jacob Ewing, married Emma McClure who was daughter of Elizabeth Poe McClure. Elizabeth, sister to Adam, Jacob, et al., was twice married; first to McClure and then to Standish Peppard.



This is the only known photograph of any one of the Poe family steamboats described in the accompanying story. The original of this one, showing the MOLLIE EBERT, was owned by Theodore C. Poe, who had it copied years ago and presented one to REFLECTOR's editor. Colonel Poe identified it as taken at the Georgetown, Pa. landing.

**NICK WALL...**A sternwheel "mountain boat" built at Pittsburgh in 1869, and commanded by Capt. Thomas Poe and a Georgetown, Pa. crew. Several trips were made through to Fort Benton, Mont. with this one. Some of the experts said she was "one of the best Missouri River boats of the time." The boat met a tragic end on December 22, 1870. Mrs. Poe was making a trip with her husband. The boat struck a snag near Napoleon, Ark. on the Mississippi and sank rapidly. Mrs. Poe was unable to escape from her stateroom, and a hole had to be chopped through the roof with an ax to release her. She died on shore as the result of exposure and injuries. A young nephew was drowned, Charles McClure, son of Elizabeth Poe McClure. Mark Twain used this tragedy in his "Life On The Mississippi" with some literary trimmings.

MARK TWAIN'S VERSION --From Chapter XXX, "Life On The Mississippi."

We had the Kentucky Bend country in the early morning---scene of a strange and tragic accident in the old times. Captain Poe had a small stern-wheel boat, for years the home of himself and his wife. One night the boat struck a snag in the head of Kentucky Bend, and sank with astonishing suddenness; water already well above the cabin floor when the captain got aft. So he cut into his wife's stateroom from above with an ax; she was asleep in the upper berth, the roof a flimsier one than was supposed; the first blow crashed down through the rotten boards and clove her skull.

**MOLLIE EBERT...**A sternwheel packet of moderate size built in 1869 for Capt. G. W. Ebert and named for his only child, Mary Ann Ebert. This boat ran many places, principally from Pittsburgh to St. Louis, and to New Orleans. The 1st clerk was Standish Peppard. In later years Mary Ann Ebert married Capt. John A. Trimble of a pioneer Beaver County, Pa. family, and who long operated the CARRIE BROOKS in the Pittsburgh and Zanesville trade. We will note that Jacob Poe, referred to in these listings, also married a girl named Mary Ann Ebert (in 1838) who was a sister of Capt. George W. Ebert. By this marriage were three boys; George, Charles and Theodore C. Poe. George became a Pittsburgh-Louisville pilot, and Theodore C. Poe was a steamboat clerk and later a passenger and freight agent for various packet lines at Pittsburgh, being noted for his ability to predict rises in the river.

**GLENCOE...**When this large side-wheeler was built at Shousetown, Pa. and completed at Pittsburgh in 1871, she was owned by Capt. Thomas S. Calhoun and Capt. Jackman Taylor Stockdale, both of Georgetown, Pa. The boat was 293 feet long on deck, and the hull was 43 feet wide. The pilots who "took her out" on the maiden voyage were Jacob Poe and his son George Poe. The first clerk was J.Q.A. Parr. The boat operated between St. Louis and New Orleans.

**MARY E. POE...**A sternwheel packet built at Cincinnati in 1871. Hull 188 x 33. This was a boat of 500 tons capacity, built by Capt. Thomas Poe. His first clerk was John W. Poe, his only son, who made his home in New Orleans. On one of the boat's first trips there was a breakage in the machinery, and Capt. Poe stopped at the wreck of the old NICK WALL and got a replacement part. The MOLLIE EBERT had taken away other parts of value. Afterwards sold to the Carter Line at St. Louis.

**A. J. BAKER...**Capt. Thomas Poe decided to go towboating, and bought this craft built at Pittsburgh in 1864. with engines 17's- 6½ ft. stroke.

With son John W. Poe as clerk, they towed barges between Pittsburgh, St. Louis and the Upper Mississippi in the mid-1870's. The experiment was ill-starred, and at one time the towboat was on a sandbar three months.

Harriet Calhoun Ewing on the subject of Capt. Adam Poe:- "Adam Poe was perhaps the most brilliant of the family, but mentally not as well balanced. He probably made more money than his brothers, and later lost it in ill-advised adventures. He died poor and was mentally deranged in his last years.

"Adam was a pillar of the Georgetown Methodist Episcopal Church, and it was said of him that he usually laid up his boats on Sunday. He was historically-minded and wrote a good deal for newspapers regarding his Indian fighting ancestors. In the late '70s or early '80s he financed a panorama of the Big Foot adventure, painted by his artist son Andrew. This was my introduction to what later became the movies. I was so thrilled as the scene unrolled that all the years between have not effaced the realism of it.

"In 1887 Adam Poe wrote his autobiography for the East Liverpool "Tribune" which, although poorly put together, contains much information about his boating days.

"He lived at the corner of the river bank and the main street (Market) of Georgetown, just opposite my grandfather Charles Calhoun, and later, in the '50s, built a house just east of Georgetown on a large farm inherited by his wife, Lucy Smith, from her father, a pioneer. It still stands (1938) and its bricks were made on the premises.

"Adam Poe's son Andrew was oblivious to everything but his art, and sold his oils for next to nothing, barely enough to keep him in canvas and paint. He spent his latter days in the Beaver County Home where my father-in-law J. H. Ewing was the superintendent. Mrs. Ewing once remarked to me that Andrew came there with nothing but the clothes on his back and his painting kit.

"No member of Capt. Adam Poe's family had any connection with steamboating."

**BIG FOOT...**Adam Poe piloted transports during the Civil War, and "then laid still for a while" and built, later, a light draft packet called BIG FOOT, for the Wyandotte Chief. A man in Florida bought a one-half interest for \$5,000 and the deal was that Adam Poe was to take her there. He loaded for New Orleans, delivered the cargo, and then made preparations for sea. Large braces were put under the cabin floor. He wrapped six pairs of ropes around the hull and roof, putting "Kanawha" twisters in them. He lashed the boilers to the deck in somewhat similar way, and cut off the smokestacks at roof level. The Gulf pilot took charge, and the BIG FOOT steamed down the Pass at daybreak bound, first stop, to Chandeleur Islands 80 miles away. An approaching storm changed calculations, and an anchor was heaved in Mississippi Sound, about seven miles short of the Islands. With anchor dragging, the BIG FOOT wallowed around 60 hours, but lived to continue her trip. The damage to the boat was considerable, and Capt. Adam Poe calculated he was \$10,000 less in pocket when the adventure was safely over. "Went home in very low spirits," he concluded an account of it.

**FEARLESS...**A rather large towboat built at Pittsburgh in 1865, working 20's- 8 ft. stroke engines. She had various owners, and Gray's Iron Line had her 1877-1880 when Capt. Richard C. Gray sold her to Capt. Thomas Poe, who called his venture the Missouri Valley Transportation Co. He died at St. Louis in 1881. One year later the FEARLESS was lost in the Missouri.

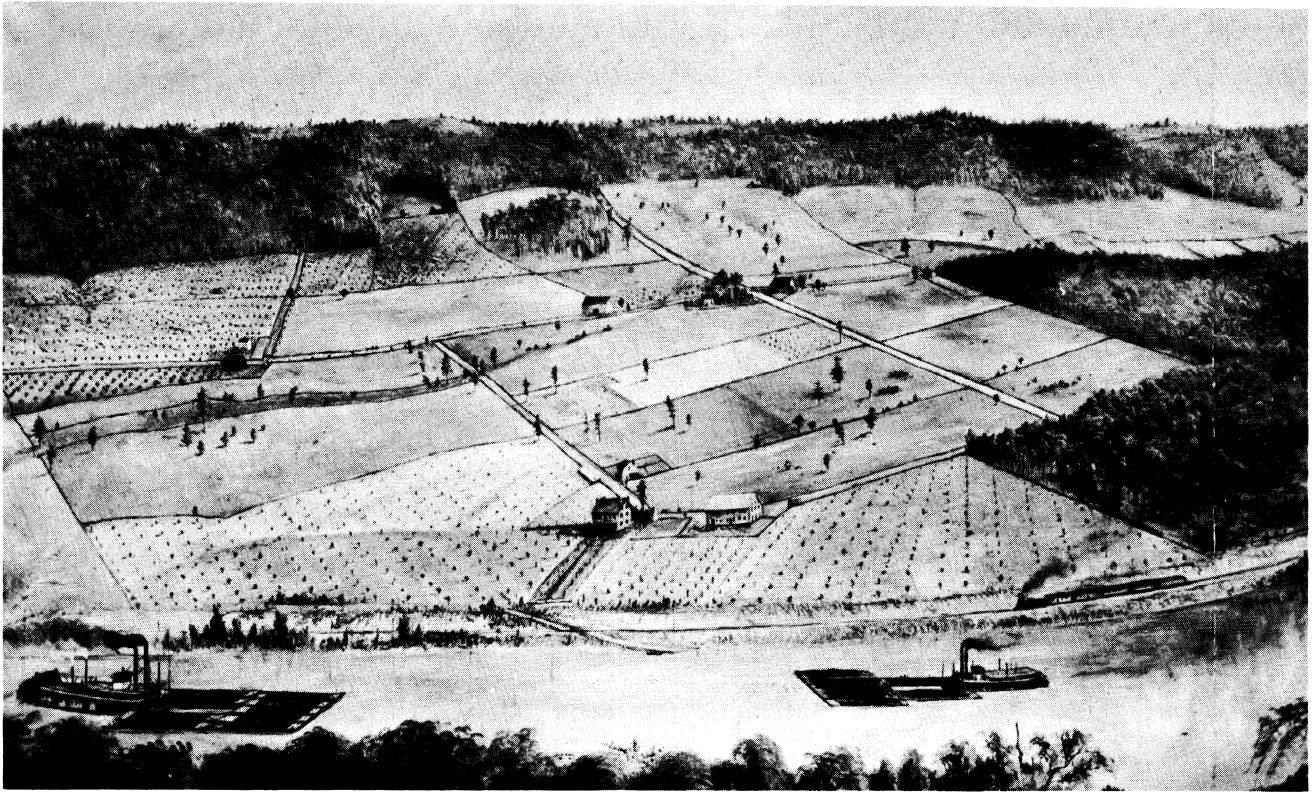


Photo copy of an oil painting by Andrew Poe, son of Adam Poe. Artist Andrew Poe perched on the hillside opposite present-day Midland, Pa. to do his work. Several years ago J. M. Green, then harbormaster for the Crucible Steel Company's river landing, identified the homestead in the center foreground as the Neal farm. He said: "The Neal farm prior to 1905 comprised most of the area purchased by the Midland Steel Company, the original founder of the present Crucible Steel plant. The Neal homestead still stands in a state of excellent preservation opposite old Lock 7, and the site of the beartraps was in early days known as Neal's Landing." The date when Andrew Poe painted this picture is unknown, possibly about 1875. The upbound towboat at the left is the LAKE ERIE NO. 3 built in 1858 and dismantled in the fall of 1878. The pilot on watch is Milton L. Woods, raised in Georgetown, Pa., and who went on the river with Capt. Jacob Poe, aboard the BELMONT, and later was pilot on the LAKE ERIE NO. 3 for ten years or more. The railroad is the Cleveland & Pittsburgh, and the railroad depot at Midland later was placed to the right of the last coach of the train. Later on the Treadwell Construction Company occupied the wooded area at the right, and their off-shoot, the Midland Barge Company, had a boat yard at extreme right, and there is where the hulls for the Streckfus excursion side-wheeler PRESIDENT, and the last side-wheel ISLAND QUEEN were built. The downbound towboat is not identified. Notice that neither towboat has towing knees--and that is correct--they towed "duckpond" style.

\* \* \* \* \*

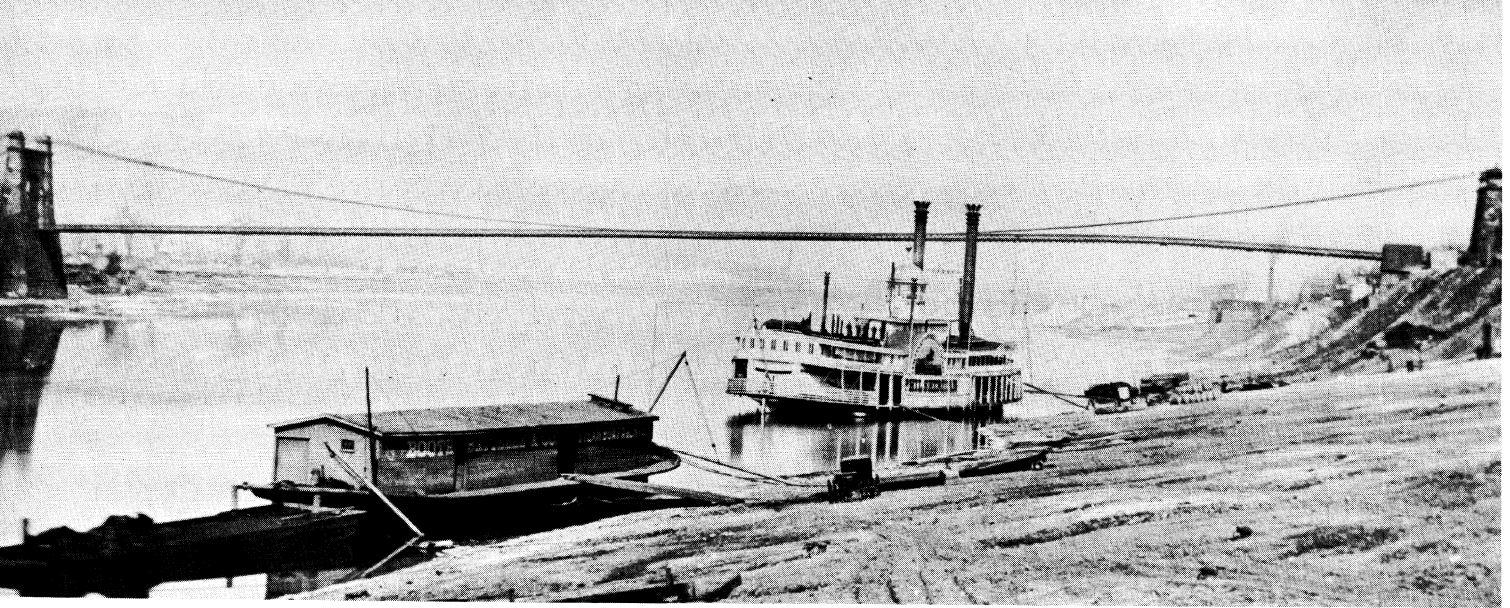
Many years ago your scribe called on George Poe, then in his ninties (he was born 1844), and found him living in the Jacob Poe homestead at Georgetown--Jacob was his father--having retired from the river in 1895. From 1895 until 1938 he, George, had been retired on a pension, rocking in his rocking chair for forty-three years, and he still had red hair. George talked about the time in 1865 when a fleet of some 100 steamboats converged at Parkersburg, W. Va. to take home U.S. troops to Cincinnati, Lawrenceburg, and even St. Louis, who were pouring off B&O trains. George was there and saw it. He said steamboats were "as thick as grasshoppers." That same day in Georgetown, in 1938, I met and talked with Wilkie C. Peppard, who was running the general store there, and who was the youngest son of Standish Peppard who was purser on the side-wheel BUCKEYE STATE in 1850.

Your scribe first met Theodore C. Poe in 1915 when he was agent for the JOE FOWLER at Pittsburgh. "Dory" was George's younger brother having been born in 1857. In 1929 I engaged T. C. Poe to act as special agent for the BETSY ANN. There are no members of the Poe family on today's rivers that we know about.

Mrs. Harriet Calhoun Ewing on the subject of Capt. Thomas Poe:- "Capt. Thomas Poe (1819-1881) built a house in Georgetown just west of my father's place. About 1890 it was sold to Robert D. Laughlin, a steamboat steward, whose daughter later occupied it with her husband and family. Thomas Poe left Georgetown to live with his daughter Mrs. Clara Poe Blythe in St. Louis, where he died in 1881, but his body was returned to Georgetown for burial."

## -At Long Last

On Sunday, Oct. 17 last, your Editor completed an order for the Cincinnati Public Library for 8x10 enlargements made from steamboat and river negatives. The total came to 7,942 pictures. Cards were typed for each one, identifying where the picture was taken, the date, who took it and sometimes other remarks. The task has been under way since Nov. 20, 1958, taking about seven years to accomplish. The Library is mounting each picture on stiff cardboard to properly preserve it. The collection is available for public inspection, and may be seen by application to the Rare Book Department at the downtown Cincinnati Library, Eighth and Vine.



## The Day the Bridge Fell

On Saturday, October 20, 1849, Charles Ellet, Jr., architect, and I. Dickinson, superintendent of stone and iron work, drove in a one-horse carriage across the Wheeling suspension bridge. This event, at 10 o'clock that morning, marked the first crossing of the Ohio River by bridge in a conveyance. That same afternoon at 2 o'clock a two-steed vehicle was taken across, the equipage of Tom Thumb--although Tom Thumb wasn't in it. On November 1, 1849, the bridge was opened to public travel. On the night of November 15 the citizens of Wheeling staged a grand celebration, illuminating the new bridge with 1,010 oil lamps, inasmuch as the channel span was 1,010 feet wide. U. S. senator Thomas Hart Benton (Missouri) came for the event aboard the steamer TELEGRAPH NO. 2, arriving too late for the ceremony, but he walked across next day.

-From the Wheeling "Intelligencer," issue of Thursday, May 18, 1854, we take the following on-the-spot news story. Oliver I. Taylor edited the newspaper and probably wrote the account.

### TERRIFIC STORM! DESTRUCTION OF THE WHEELING SUSPENSION BRIDGE!!!

With feelings of unutterable sorrow we announce that the noble and world renowned structure, the WHEELING SUSPENSION BRIDGE, has been swept from its strong holds by a terrific storm, and now lies a mass of ruins! Yesterday morning thousands beheld the stupendous structure in undisturbed repose and in undiminished strength, a mighty pathway spanning the beautiful waters of the Ohio, a link in an unbroken chain of trade and travel between East and West, and looked upon it as one of the proudest monuments to the enterprise of our citizens.

Now nothing remains of it but the dismantled towers looming above the sorrowful wreck that lies buried beneath them. A giant lies prostrate in the Ohio, and against his huge and broken ribs, and iron sinews, snapped asunder, the waves are dashing scornfully--sending up a sound, the most doleful that ever fell upon the ears of our citizens.

WHEELING SUSPENSION BRIDGE in the spring of 1866, one hundred years ago. This is how it looked twelve years after having been demolished in a May windstorm and then rebuilt. The side-wheel PHIL SHERIDAN (center) serves to certify the date taken (see Sept. issue, page 9). The original of this photograph hung in the Crockard & Booth wharfboat built about 1891 (Sept. '64 issue, page 3) until it was sunk by the packet S. L. ELAM in 1918. Possibly it had been in the Booth, Battelle & Co. wharfboat (which appears in this view) before that time.

During the forenoon of yesterday a high storm of wind prevailed, which, toward noon, increased to almost a hurricane along the valley of the river, breaking vessels from their moorings and causing great devastation. About three o'clock we walked up toward the suspension bridge and went upon it intending to take a walk across it for pleasure, as we have frequently done, enjoying the cool breeze and the undulating motion of the bridge.

We discovered that one of the guys, or small iron cables, extending from the flooring to the wall near the base of the East abutment (on the Wheeling end) was broken from its fastenings, and several of the stones wrenched apart. About a hundred years (yes, original text says years--but probably means feet, or yards) further on we saw that one, and only one, of the suspensets to which the floor is swung, was broken.

These were but slight damages--but as we had never before seen the bridge effected even to this extent by gales, and as it began to sway violently, we thought it prudent to retrace our steps.

We had been off the flooring only two minutes and were on Main Street when we saw persons running toward the river bank; we followed just in time to see the whole structure of cables and flooring heaving and dashing with tremendous force.

For a few moments we watched it with breathless anxiety, lunging like a ship in the storm; at one time it rose to nearly the height of the towers, then fell, and twisted and writhed, and was dashed almost bottom upward. At last there seemed to be a determined twist along the entire span, about one-half of the flooring being nearly reversed, and down went the immense structure from dizzy heights to the stream below, with an appalling crash and roar. Nearly the entire structure struck the water at the same instant, dashing up an unbroken column of foam across the river, to the height of at least 40 feet.

Amid the confusion of the wreck, we cannot

accurately estimate the extent of the damage. All of the cables except two on the North (upriver) side are torn from the towers. On the South (downriver) side, all of the cables except one small one, are torn from their anchorage in the heavy masonry on Main Street, and with such violence were they jerked from this piece of masonry that one stone weighing about 1,500 pounds was thrown a distance of some feet.

The large iron gate at this (Wheeling) end of the bridge was shattered to atoms, and the toll house completely demolished. Mr. James Peil, toll-keeper, made a narrow escape with his life. On the island at the West end of the bridge, we learn that but one cable broke from the anchorage. The entire woodwork lies in the river and on the shores. The cables also stretch across the river, sunk to the bottom. So far as we can discover, only two of the cables snapped asunder, and that on the outside of the towers, the rest of the breakage being at their connections with the anchors.

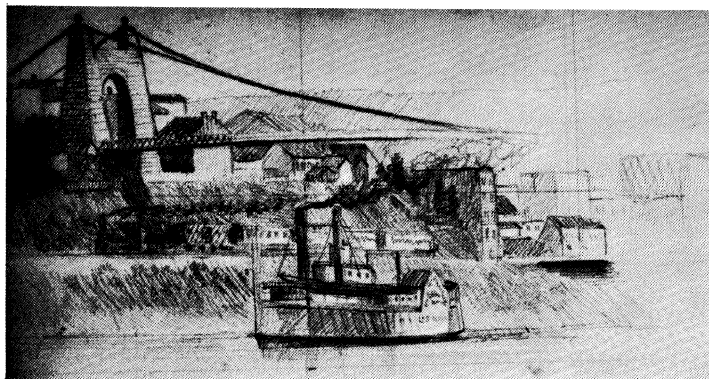
The flooring as it struck the water was broken into three sections, and extended across the river, entirely blockading the channel for a while. Last evening a portion across the channel was cut away and removed by the steamer THOMAS SWANN so that the channel is now free to the passing of boats.

\* \* \* \* \*

Charles Ellet, Jr., builder of the bridge, was called in to rebuild the wreck. A letter was published in the Wheeling "Intelligencer" under date of July 4, 1854, authored by Mr. Ellet, saying if not interfered with he would have the bridge back in operation within two weeks.

In the July 26 issue a news item says: "Charles Ellet, Jr., architect, and Capt. McComas, superintendent of the new bridge, crossed yesterday morning in a carriage. It will be opened to the public travel this week."

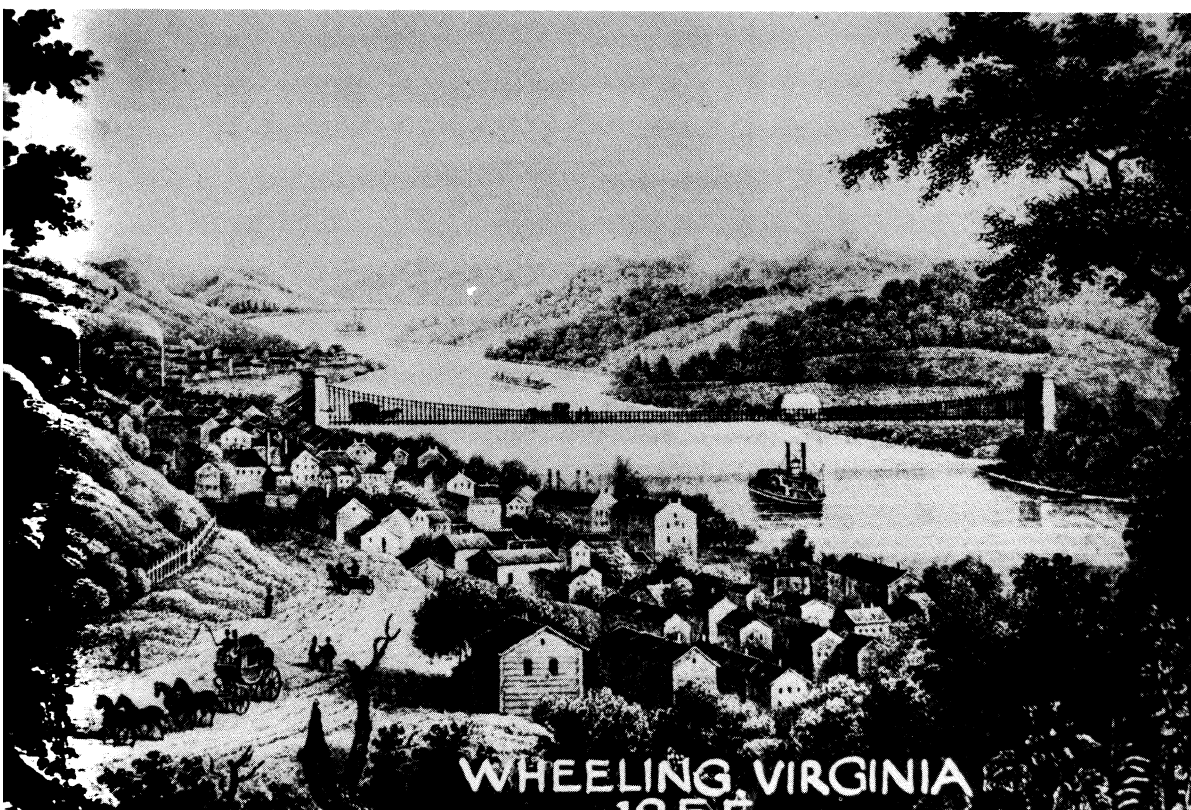
Thus the bridge was out of commission only something like 70 or 75 days. Charles Ellet, Jr. built the bridge originally, and rebuilt it



A pencil sketch of the Wheeling suspension bridge, made by artist Thomas Anshutz (1851-1912). The up-bound side-wheeler has U. S. MAIL penciled on her paddlebox where the name belongs. Mr. Anshutz may have remembered the boat from boyhood; it operated 1852-1857, with Capt. M. E. Lucas of Steubenville as master for several years. The branch line railroad in the background, connecting Wheeling with the Panhandle Division at Steubenville Junction was put in about 1877, so this sketch was drawn at that time or some later. Thomas Anshutz became a noted American painter and was kin to the Anshutz rivermen of Buckhill Bottom, O., Powhatan Point, O. and Moundsville, W. Va. We are indebted to artist Anshutz's son, Edward R. Anshutz, of 214 Bethlehem Pike, Fort Washington, Pa., for the above picture.

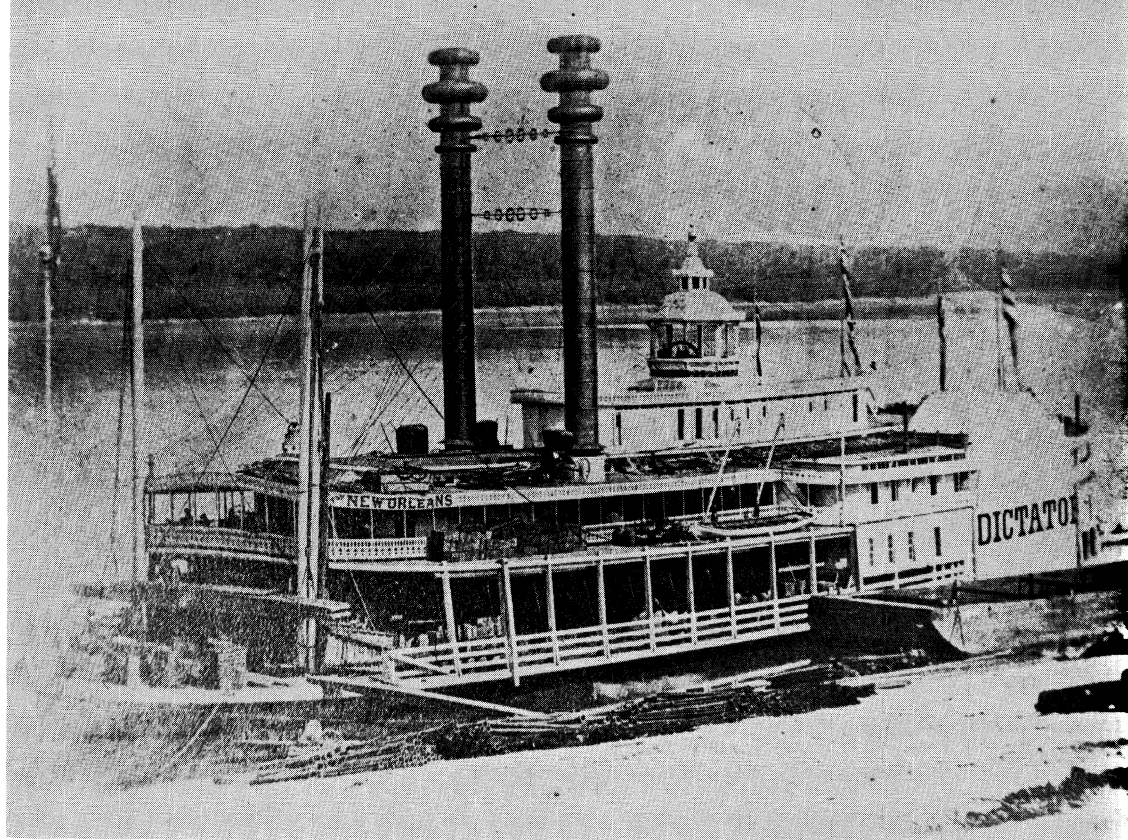
following the destruction after the windstorm. Credit for these accomplishments is sometimes mistakenly attributed to bridge-builder John A. Roebling.

Ellet's feat in spanning the Ohio River at Wheeling was monumental--the span when opened was the world's longest. Later on he became famed as the builder of the ram fleet on the Mississippi during the Civil War. War secretary Stanton made him a Colonel subject only to the War Secretary's orders. Wounded at the Battle of Memphis while aboard a ram, he died at Cairo, Ill. on June 21, 1862--his wife died eight days later. Ellet was six feet two, slender, of commanding appearance. A reticent person, Ellet avoided social functions where possible, although he has been described as "the soul of courtesy."



The origin of this picture is not known to the S&D REFLECTOR. Seems to have been made from a lithograph, unquestionably by an artist with a poor eye for perspective. But he does show the National Road leading up the hillside (left) which dictated the need for the Ohio River's pioneer bridge at Wheeling, opened in 1849. The bridge is still in service, although it is doubtful if any parts of it, save the shore piers, are 116 years old.

## Four Months, Ten Days



The life-span of the famed side-wheel DICTATOR, as an operative boat, was four months, ten days. In that brief period untold gallons of printer's ink were used up telling about her and extolling her virtues. Russell M. Lintner of Bellevue, Pa. has carefully researched old Pittsburgh newspapers to recall the excitement of her completion and maiden voyage. Many facts unknown to the present generation have been brought into focus. The steamer is historically important because of her tandem compound, condensing engines. There is a claim in the accompanying account that the plan is new and theretofor untried. Condensers were used on steamboats in the pioneer era of extremely low steam pressures. The "compound" engine was developed in the 1840's, with the exhaust from the high pressure engine operating a second, or low pressure engine. Such were called "Clipper engines" because of their origin on the steamboat CLIPPER in 1843. But no known instance of coupling compound engines with a condenser is apparent until the DICTATOR was built using this system.

Pittsburgh "Commercial," Aug. 3, 1865:- Capt. William B. Donaldson's magnificent floating palace DICTATOR is receiving the finishing strokes of the painter's brush and she will be ready in about ten days to leave for St. Louis where she will take her place as a regular packet in the St. Louis and New Orleans trade. It is not our intention to write a description of this boat, but we claim that she is without a doubt the finest boat that ever left the Pittsburgh wharf. Every excellence that money, taste and ingenuity could bring to bear is centered in her. Capt. Donaldson has given her his unremitting attention for about a year and he has brought about a result of which he may well be proud. We may mention here that there will be but one stove on board the DICTATOR--the cooking stove--she being heated by steam from her hold to her pilothouse. Her menage will be of the restaurant style, meals being served at all hours, and according to the orders of her passengers. A brilliant "light-

house" surmounts her pilothouse, which will be used in addition to her other light signals. Her cost when finished will be a little upwards of \$175,000. We shall give a more complete notice of her within a few days when she will be in complete order to receive guests.

Aug. 12:- Capt. Donaldson's mammoth steamer DICTATOR is rapidly being pushed forward to completion and it is expected that in 10 days or two weeks she will be ready to take her departure for the Sunny South.

Aug. 18:- The DICTATOR is receiving the finishing touches of the artist's brush and will soon take her place as the Queen of the Western Waters. But unless we have a little more water we are afraid our St. Louis friends will have to wait for some time before she can be seen at their wharf.

Sept. 5:- We are not certain but more than likely Capt. Donaldson's new DICTATOR will be ready to take her departure within a few days.

Sept. 7:- A great center of attraction at the wharfboat is the new and splendid steamer DICTATOR, now receiving her finishing touches. She is, or rather will be when complete, one of if not the finest steamer in the Western country.

Sept. 8:- As will be seen by reference to advertisement, the splendid and commodious DICTATOR, Capt. Donaldson, is announced to sail for New Orleans on Monday of next week.

Sept. 12:- The DICTATOR is now at the main landing and she received a considerable of freight yesterday. Capt. Donaldson expects to be ready to leave on Monday next.

Sept. 13:- Capt. W. B. Donaldson's fine new steamer DICTATOR is now receiving the finishing touches from the painter's brush. She is receiving freight for New Orleans for which port she will start next Monday. She will be ready in a few days to receive visitors. But at present, her paint being fresh, a strict blockade of upper works is kept.

Sept. 14:- Capt. W. B. Donaldson's mammoth DICTATOR is still the cynosure of all eyes. She is almost too pretty to look at. Capt. Sam Barr, her popular clerk, left yesterday for Steubenville to see how much water she would require to

pass under the piers of the Steubenville bridge. Remember she leaves for New Orleans on Monday positively.

Sept. 16:- Capt. Donaldson of the DICTATOR has fixed her time for departure on Monday. He had intended leaving today but as the river did not recede as rapidly as expected the time for departure has been deferred as already stated.

Sept. 18:- The DICTATOR had steam up yesterday. She leaves this afternoon. The channel span of the Steubenville bridge is being cleared so that she will be able to go through. Capt. Donaldson intends leaving at three o'clock today.

#### THE DICTATOR

The mammoth proportions of this great vessel have been for some time past been growing to perfection at our landing and now in the pride of beauty stands, or rather floats, preeminent above all other craft--the magnificent DICTATOR. She is without doubt the finest craft that ever left our port. Pittsburgh may well be proud of such a triumph of maritime skill. The keel was laid at Freedom, Pa. one year ago last June and from that time down to the present she has been watched with a jealous eye by her architect and builder, Capt. William B. Donaldson.

#### HER HULL

Was built by Messrs. McCaskey & Kerr. In the clear it measures 275 feet, with 8'4" hold, and a beam of 40 feet, or 78 feet over all. Freight is lowered into the hold by means of two elevators worked by an engine in the hold.

#### DECK ROOM

Her deck is 15 feet from deck to carlin and in addition to the immense storage for freight she has ample accommodations for passengers. Her forward and after guards are admirably fitted up for stock, of which she is capable of carrying many heads.

#### HER MACHINERY

The machinery of the boat has caused much speculation among those who are interested in the improvement of our shipping. The propelling power consists of two high pressure engines, 16" cylinders and 8 feet stroke, and two low pressure engines of 36" cylinders and eight feet stroke. Her boilers are three in number, 18 feet in length and 44" diameter, twenty 5" flues. These boilers will have to furnish steam for nine engines and 20 heaters. The engines are as follows: four cylinders for the propelling power, two in the hold for elevators; one for the steam engine, having an attachment; one for the doctor and one for the "nigger." Her machinery has been tested and works to perfection.

#### HER CABIN

Was built by Isaac Gullet, corner of Marbury Street and Duquesne Way and is a perfect beauty. We do not know what to call the style of architecture unless it would be composite. It is an original design of Capt. Donaldson's and certainly an evidence of that gentleman's taste. The ceilings are gracefully curved, paneled and moulded, with three pineapple pendants to each carlin, finished in pure white and gold. The painting and glazing were done by W. R. Boggs, 65 Water Street, and rate just credit to that gentleman's skill. The gilding was done by J. J. Gillespie, who is too well known to need any commendations at our hands. The mirrors were also furnished by Mr. Gillespie.

#### THE FURNITURE

Was furnished by Mr. Joseph Woodwell and is of great beauty. The chairs for the main cabin are upholstered with Brussels and the table covers are of the same material. The ladies' cabin is separated from the gentlemen's by means of heavy and rich brocade curtains hung by massive rings on poles painted black and gold. The bridal chambers, of which there are two, are finish-

ed with two handsome rosewood beds, French style, rosewood bureau (with marble top), stand of the same material, wash-stand, wardrobe, and everything complete. Attached to each one is a sitting room, separated from the bed-chamber by folding doors. The Captain's room in the texas is a perfect "bijou." We had neglected to state that in the main cabin are fifty-two staterooms, thirty-six being in the gentlemen's and sixteen in the ladies' cabin. In the texas there are sixteen staterooms, not including the Captain's rooms, and in the nursery there are ten. The carpets are velvet and were furnished by McCallum of Third Street. The upholstery is by Holtzman & Weiderholt. In the nursery is a fine bathroom furnished by Fitzsimmons & Morrow. The silverware was furnished by Richardson; the queensware by Caldwell Brothers; the glassware by James B. Lyon & Company; steam table in the pantry by A. Fulton; gutta-percha spittoons by Phillips of St. Clair Street.

#### PIANO

It is a perfect beauty. It is one of Bradbury's Grand pianos in a square case, of the style of Louis XIV, and cost \$1,000. It was purchased of Messrs. W. A. Neelk & Barr of St. Clair Street.

#### THE BAR

Is owned by John A. McKelvey, formerly of the steamer ONTARIO. It is in the shape of half of a fourteen-sided figure, the panels being of glass, with columns of white and gold separating each panel. On the marble slab fronting the bar is a massive double urn of pure silver, furnished by Richardson, and costing \$120. The silverware of the bar was all furnished by Richardson and the glassware by James B. Lyon & Company. The bar fronts the wash-room and barber shop. The wash-room contains nine marble-topped wash-stands two of which will have hot water attachments. The tonsorial department will be presided over by Eli Johnson.

#### THE HEATING

Apparatus consisting of twenty steam heaters was furnished by Messrs. Bournes.

#### DICTATOR

Forward of the jackstaff is an image of a Dictator, over six feet in height. In the office is a smaller one done in gilt. They were designed and executed by Mr. Mayer of Penn Street near Irwin Street and are very handsomely done.

#### THE OFFICE

Capt. Samuel Barr's office stands directly in front of the boat, having the entire range of the cabin. It is a very handsome affair, furnished in an elegant style. It has every convenience. The clerks are Capt. Sam Barr, head clerk; D. F. Bloom, second clerk; G. Wash Floyd, third clerk. The other officers as so far we are able to obtain their names are as follows:- James Mackall, first mate; Michael Karney, second mate; John McCormack, carpenter; Lin Taylor, steward.

#### HER BELL

Was made by A. Fulton and weighs about 1,800 pounds, and cost \$1,000.

#### MACHINERY

A drawing of her machinery very handsomely executed has been presented to Capt. Donaldson by H. P. Grengembre. It is hung in a handsome rosewood frame in the forward part of the cabin.

#### CHANDELIERS

Were furnished by Messrs. Schmetz & Bleakley, of this city. They are of bronze of beautiful design and cost \$1,600.

#### CUT GLASS

For the skylight was furnished by the McKee

Brothers of this city.

#### THE DICTATOR

The boat herself was built by Capt. W. B. Donaldson who has given his uninterrupted attention to her from the time her keel was laid down to the present moment. She is without doubt the perfection of steamboat architecture. The apex of her pilothouse stands 71 feet above her keel. She has above her pilothouse a light-house which can be seen for a great distance. She was intended for the St. Louis and New Orleans trade but now she will be placed in the Louisville and New Orleans trade. She will leave this evening for the Sunny South and will take her place in the regular trade.

#### THE COST

The cost of the boat is between \$175,000 and \$200,000. She was built principally by Capt. W. B. Donaldson who has had the entire charge of her thus far, and he will go out commander of her. It is estimated that about 30,000 visitors have been on board since she was first advertised. She leaves positively on her first trip this evening.

Inventor of the original compound non-condensing "Clipper engine" was Thomas K. Litch, a Pittsburgh machinist. He placed such an engine on the steamer CLIPPER in 1843. The boat was stiff-shaft, with the single compound engine in the hull's center line. Three years later he built engines for the CLIPPER NO. 2, the pioneer installation of independently powered side-wheels by compound non-condensing engines. The principal owner and master of both CLIPPER and CLIPPER NO. 2 was Capt. H. (for Horatio) Nelson Crooks who was a resident of Belleville, W. Va. (earlier Va.) from 1842 until he died in 1873. S&D member Dr. Robert D. Crooks, 1345 $\frac{1}{2}$  Market St., Parkersburg, W. Va., is a grandson of Captain Crooks. Capt. Benjamin Crooks who took the steamer WILLIAM D. DUNCAN up the Allegheny River to Oil Creek Furnace in 1828, the first steamer to Oil City, Pa., was a brother to Capt. Nelson Crooks.

Sept. 19:- The DICTATOR failed to get off as anticipated yesterday afternoon but she will doubtlessly be ready to leave this afternoon. She was visited by an immense number of our citizens yesterday, all of whom seemed highly pleased with the arrangements and general appearance.

Sept. 20:- The DICTATOR having repaired the slight damage done to her "doctor" the day before yesterday is now ready to leave and will take her departure at 12 noon today precisely. A large party of ladies and gentlemen will go out on her as far as Steubenville and Wheeling and a gay and festive scene may be anticipated. There will doubtless be a large crowd at the landing to see her off. We wish her every success and cannot imagine that she will have anything less.

Sept. 21:- The DICTATOR having perfected her machinery left last night about six o'clock on her way to the Sunny South. She moved off in a graceful manner amid the "huzzas" of a large concourse of spectators on the landing, with streamers flying and handkerchiefs waving. She had a great many passengers on board, who were wild with excitement as she moved along past the steamers at the wharf. She went out drawing between five and six feet of water. She was taken out by William White, whose assistant at the wheel is James Hamilton.

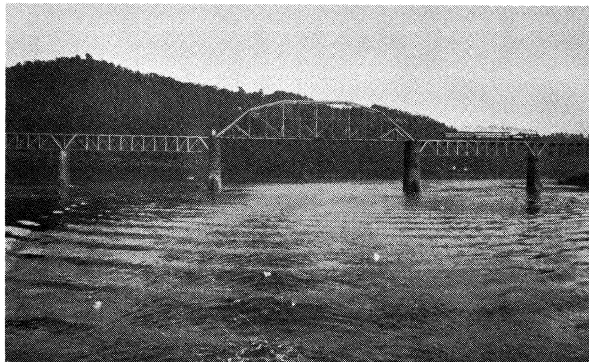
Sept. 22:- The DICTATOR monopolized everything while she was in port.

Sept. 23:- The DICTATOR has been heard from and is working beautifully and in fact more than realizing the expectations of her owners.

THE DICTATOR AT STEUBENVILLE BRIDGE:- The DICTATOR is a very large craft and owing to the extreme height of her pilothouse and the fact that the trestlework under the bridge has not been removed from the channel span, she has not been able to pass under the bridge---this was from the Steubenville "Herald" of Thursday.

-From the Wheeling "Intelligencer:" The sensation of the day was the arrival of the mammoth steamer DICTATOR. Owing to the detention at the Steubenville bridge she did not arrive until after dark. At Steubenville she was compelled to take down her chimneys and remove the ornament from the top of her pilothouse, before she could run under the railroad bridge.

The U. S. Congress authorized railroad bridges with 300-foot channel spans on the Ohio River north of Catlettsburg, Ky. in 1862. First one built was the Pennsylvania Railroad bridge, crossing at the upper end of Steubenville, O. It had a single channel span of 303 feet clearance, and a height of 89.6 feet above low water. When the DICTATOR came down from Pittsburgh in 1865 there were but two other bridges cross-



The old "Panhandle" railroad bridge at Steubenville. -Jesse Hughes.

ing the Ohio other than the Steubenville railroad span. These were the Wheeling and the Cincinnati suspension bridges. The Steubenville bridge was a "wonder" of its day built by Andrew Carnegie's new Keystone Bridge Company. The DICTATOR had problems there--she was 71 feet high "from keel to the apex of her pilothouse," leaving her 17.6 feet clearance with the smokestacks down from dead low water. Just as she was preparing to leave Pittsburgh there came an unusual "summer rise" cresting over 12 feet at Pittsburgh on Sept. 19. That rise, coupled with falsework under the bridge, wouldn't let the boat under; hence the work of lowering the smokestacks and taking the fancy "light-house" off the top of the pilothouse. Doubtlessly her tall spars, derricks and jackstaff had to be juked, too.

Sept. 25:- The DICTATOR was expected to arrive in Cincinnati on Saturday evening and was advertised to leave for New Orleans today. She had got along splendidly, her machinery working to a charm. The DICTATOR while lying at Wheeling was compelled to rig a block and tackle to the suspension bridge in order to get her chimneys back in their upright positions.

Sept. 26:- The Cincinnati "Commercial" of Wednesday says the DICTATOR, a splendid new boat, arrived at the wharf last evening from above. She will depart today or tomorrow for New Orleans.

Sept. 28:- We heard yesterday rumored that Capt. David White, one of our most experienced boatmen, had under certain conditions bought the controlling interest in the new steamer DICTATOR. From the Cincinnati "Commercial" we learn that the DICTATOR left that port on Tuesday for New



Orleans. She will leave Cairo on Sunday upon arrival of the Ohio & Mississippi train from Cincinnati. She passed over the falls at Louisville on Thursday and was advertised to leave Portland, Ky. for New Orleans on Friday. The Louisville "Democrat" of Thursday, noticing the arrival of the DICTATOR at that point says:- "The DICTATOR's engines and machinery are of the most powerful and substantial character, gotten up on an entirely new principle from any now in use. They were manufactured at the large and celebrated machine shop of the inventor, A. Hartupee & Company, Pittsburgh. The trial trip has proved them to be a perfect success. We learn that fully fifty per cent of the coal is saved by these new patent engines."

This small boxed space is ample to relate the few scattered facts we know about Capt. William B. Donaldson, builder of the steamers GOLDEN EAGLE, SPRAY, DICTATOR, QUICKSTEP and GREAT REPUBLIC. Associated in SPRAY and QUICKSTEP was Capt. George Smith, steamboat builder and pilot of Racine, O., grandfather of S&D's skiff-building J. W. Weaver, Jr. of that place. Somewhere along the line Captain Donaldson married a daughter of James Floyd, of Allegheny City, Pa. His brother-in-law, G. Wash Floyd, clerk, was associated in most of these adventures, and ultimately lost his life, heroically, when the J. M. WHITE burned in 1886. Sam Barr, Jr., also clerk on the DICTATOR, was probably related to Captain Donaldson, and remained with him on the later boats. Why, we ponder, did Captain Donaldson choose the name DICTATOR for his boat? Why did he place aboard two graven images? Which particular dictator so impressed him? Too bad the accompanying picture isn't sharp enough to clearly inspect the "image" on the boat's bow. A Memphis newspaper grumbled in 1867 when Donaldson was building the GREAT REPUBLIC that he was a radical with "black-and-tan" leanings and the fate of the DICTATOR might again occur to him and his new boat. The financial debacle of the GREAT REPUBLIC ended Donaldson as a riverman. He was with the legal department of the Iron Mountain Railroad at St. Louis in 1871, and three years later was in Nevada, mining silver.

Oct. 3:- The working of the fine packet DICTATOR's engines is causing a great deal of comment among the steamboatmen and river editors below here. The New Albany "Commercial" contains a lengthy article from which we take the following extracts:- "The steam is first worked through the smaller cylinders, as in an ordinary steamboat engine, and exhausted into a reservoir or tank placed above the engine. From thence it is admitted to the larger cylinders, and from them to the condenser, which is placed in the hull of the boat. The air pump of this condenser is quite small and is worked by an independent engine."

Oct. 6:- The DICTATOR left Cairo Monday evening with a good freight trip and her cabin well filled with passengers.

Oct. 18:- The DICTATOR arrived at Cairo from New Orleans on Saturday last at 11 a.m. She had a good trip on board and made the round trip from Cairo to New Orleans and return in eleven days and 18 hours, having lost twelve hours in fog.

Oct. 19:- We have received the following memorandum from Sam Barr, Jr., clerk of the DICTATOR. That boat left New Orleans on Sunday, Oct. 8 at 2:15 p.m. Boats in port, advertised for St. Louis: HENRY VON PHUL and NIAGARA. On the 9th we met the LADY GAY at Claiborne Island, the JULIA at Tunica Bend, the M. S. MEPHAM at Natchez. On the 10th we met the T. L. MCGILL at Milliken's Bend. On the 11th the RUTH at Eggs

Point. The night of the 11th we met the W. H. OSBORN at Island 67 and 68. On the 12th met the W. R. ARTHUR at Montezuma Bar. On the 13th met the MOLLIE ABLE at Devils Elbow, and the ST. PATRICK at the foot of Island 34 and the C. E. HILLMAN at Ruckers Point. On the 14th met the MARY E. FORSYTH at the foot of Island 10, and the JOHN KILGOUR at Island 8. We brought up the 51st Regiment of Illinois Infantry, 16 officers and 259 men. John Rawalt of Company I died of the flux, and his corpse was left with the U. S. Quartermaster at Memphis for burial.

The Custom House enrollment of the DICTATOR lists the following owners in 1865:- W. B. Donaldson, 3/8; J. P. Haigh, 1/8; A. Hartupee, 1/8; Samuel Morrow, 1/8; R. W. Mackey, 1/8 (foregoing all of Pittsburgh) and C. J. Caffrey, 1/8, of St. Louis.

Placing the office in the front of the cabin in such situation so the clerk faces aft, surveying the length of it, was a whim Captain Donaldson carried out again when he built the GREAT REPUBLIC. Your scribe has seen this done but seldom, and the only boat which comes readily to mind with such a plan was the HOMER SMITH. Perhaps there were others, and they would be interesting to hear about.

Oct. 21:- STATEMENT OF THE ENGINEERS OF THE DICTATOR:- The Hartupee patent Moderator engines of the steamer DICTATOR consist of two high pressure engines 16" diameter and with an 8-foot stroke, and two 36" engines, 8-ft. stroke, low pressure, working the exhaust steam of the high pressure engines. A vacuum of 12 pounds per sq. inch is maintained on the piston of the large engines. Steam is supplied by three boilers 18 feet long and 44 inches diameter, each with 20 flues of 5-inch diameter. She burns an average of 400 bushels of coal in 24 hours, and makes all the steam the engines can work. The water wheels are 35 feet in diameter, with 14 ft. buckets, 30" wide. The air pumps are 16 inches in diameter with 20-inch stroke, double acting, driven by two separate engines. The engines can be worked either high or low pressure. The machinery of this boat is a perfect success with a saving of 60 per cent of fuel. (signed) W. Shedden and James Bell, Engineers. -from the St. Louis "Democrat."

The DICTATOR was destroyed in a wharf fire at St. Louis on February 26, 1866. Also burned that day were the LEVIATHAN, PEYTONA and LUNA. Barely a month prior, on January 30, 1866, DICTATOR was racing the MISSOURI near the mouth of Green River, above Evansville, when the latter packet exploded with great violence and with an enormous life-loss.



Capt. Jesse P. Hughes was accorded a standing ovation on S&D Day, his first visit with us for several years. His address now is 124 North Hubbard Lane, Louisville, Ky. 40207.

-J. W. Rutter, photo

was around to 45 degrees the clearance became extensive--was, in fact, the verse sine of its angle. This variable clearance allowed pieces of drift--logs especially--to catch in the space and if a piece went in when the rudder was hard over, it would jamb the rudder when moved toward center, and made endless trouble. Sometimes the rudder had to be unshipped to clear it.

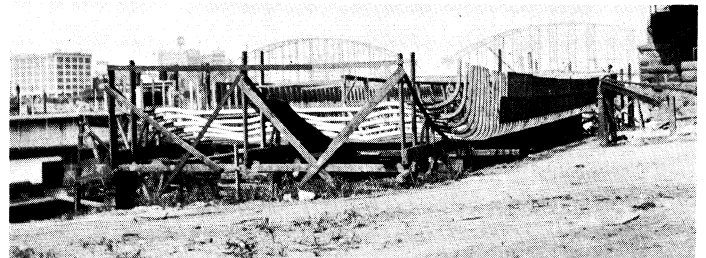
"The first method to correct this fault was done at the shipyard while the boat was being put up. A mold or pattern of the rudder was hung up to the rudder post, after the rake planking was on, and blocks of wood were spiked to the planks. These were dubbed off with an adz to a curve which made the space constant as the rudder moved. You will of course understand that the mold was mounted to turn just as the rudder would. This was called "building a bustle on." "Bustle" was the name given to the blocks on completion. The whole scheme was called a "bustle stern."

"Then a competent loftsmen turned up who laid out the rake frame to form the curve required, and then it was no longer necessary to spike on these make-shift blocks. This method was called "building the bustle in." It was a great boat---of that time---when she had a "built in bustle." That practice persists in most river shipyards today (1921) and is used by most designers.

"Now to clarify a point, see sketch D. Had the stern been built with no rake-lift, and the bottom run back flat, and the balanced rudder blade run under it, as consequence the rudder pintle would be 90 degrees with the bottom of the boat, and its clearance constant as the rudder was turned. Supposing if when they raised the rake the rudder post and pintle had been tilted to correspond, the 90 degree angle would still be there, and the clearance constant. This is purely supposition, for nobody ever attempted such as this. But it is practically what I did on the COURIER and on other boats of similar design--T. P. LEATHERS--NETTIE QUILL---STELLA WILDS and many others.

"The first case of this, tilting the rudder post and pintle (Sketch C), I did in building the ABNER O'NEAL (last one of the name, for there was an earlier one). I left the space, formerly filled by the half-skeg, open. My theory was that water could better pass over top of the rudders thereby, and so create a current against the rudder blade. As things turned out, the surmise was entirely correct. Up until now there have been no sternwheel boats built, of equal size and power, which could approach these boats so equipped, in handling ability.

"I was aboard the T. P. LEATHERS when she was backed out from Red River Landing on her first trip, in a wind, when every man on her said it was useless to try it---why, she picked her stern up and set it out in the river so fast that Wallace Lamb said "it made his head swim." But coming back to the ABNER O'NEAL:-



A "built in bustle" stern being placed on the towboat W. H. CLINGERMAN (now the W. P. SNYDER, JR.) at the Rees Shop, Pittsburgh, in 1918.

The name on the pilothouse says CHASKE but she's really the ABNER O'NEAL.

by the Editor

## Which Reminds Me - -

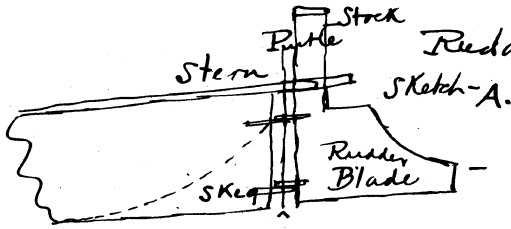
When Walter McCoy produced this accompanying photograph he had a gleam in his eye. Had I ever heard of the CHASKE?--for that's the name on the pilothouse. No, no, can't say's I had. But both J. Mack Gamble and I saw in a minute that she really is the ABNER O'NEAL (2nd) on the Missouri River in the 1890-1892 period. The original picture was clear enough to show, sure enough to be certain, the name ABNER O'NEAL on the starboard engineroom bulkhead. What she's doing with CHASKE on the pilothouse I don't know. But seeing the picture reminded me of something I hadn't thought about in years.

In 1921 I was corresponding with a kindly old gentleman living then in Hollywood, Calif., John M. Sweeney. Mr. Sweeney was no ordinary mortal in my book--he was very, very special. He is the person who, in his younger years, built such steamboats as the COURIER, T. P. LEATHERS, NETTIE QUILL and dozens more. He lived in Wheeling those days, and the early glassmaker Sweeney family there were his forebears. In one of those letters Mr. Sweeney did a lot of writing about the ABNER O'NEAL. I rummaged around and found it, no mean trick 44 years after it was written, and the browned pages seem to contain history of rare vintage which I'd like now to share. The subject is rudders, not ABNER O'NEAL particularly, but nonetheless the ABNER plays an important role. Hear this:

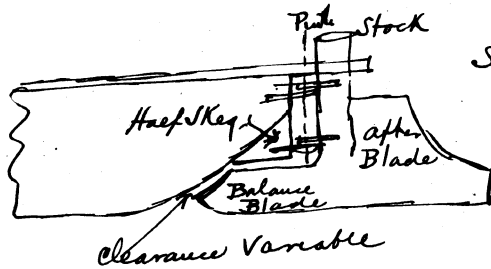
"I once wrote an article," Mr. Sweeney says, "which was both analytical and historical, and which appeared in the "Engineering and Mining Record," I think about 1910 but am not sure of the date. If it could be located it might bear repeating now. (He makes this suggestion in 1921 and here it is 1965 and I've never yet located the article!) For the present I am sending you sketches showing rudder development.

"Sketch A shows roughly the old style, used both on sternwheel and side-wheel boats, with a single blade. The usual sternwheeler had three such rudders with a skeg for the center one. The wing rudders were hung on upright rudder posts built into the "skeg stern," as it was called, and a picture is almost essential for an understanding of its shape. Usually the side-wheel boats had but one rudder skeg, but sometimes two.

"Sketch B. Here, in effect, part of the skeg was cut away from the hull and attached to the rudder stock, becoming part of the rudder blade. When the rudder was amidships a small clearance was provided between the rake and the part of the blade conforming to the rake. --But as the rudder was put around, either way, this clearance constantly increased. When the rudder

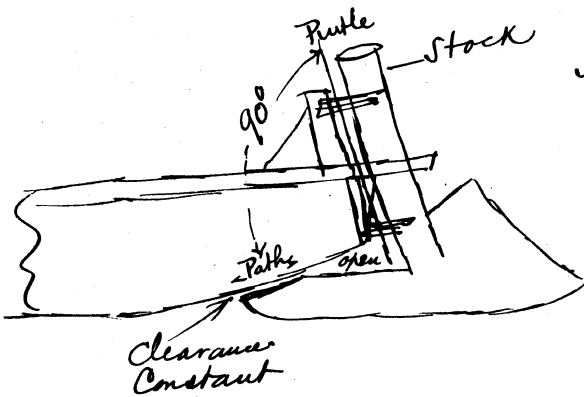


Vertical Pintle  
 The form and mounting was common to both side & stern wheel boats - the stern wheel having say 3 such rudders, with a skeg for the center one - Usually the side wheel boat had but one, but some times two

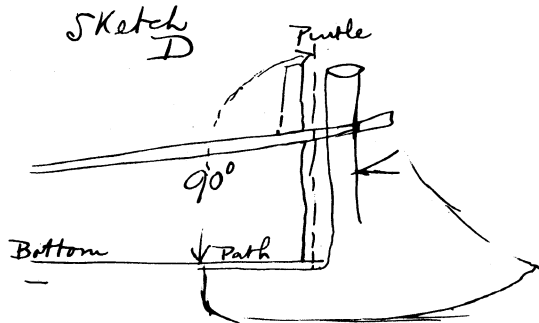


Sketch B - Vertical Pintle  
 First method of Balance Rudder mounting -

The original freehand rudder drawings made by John M. Sweeney in 1921 to illustrate his discourse reproduced in the accompanying text.



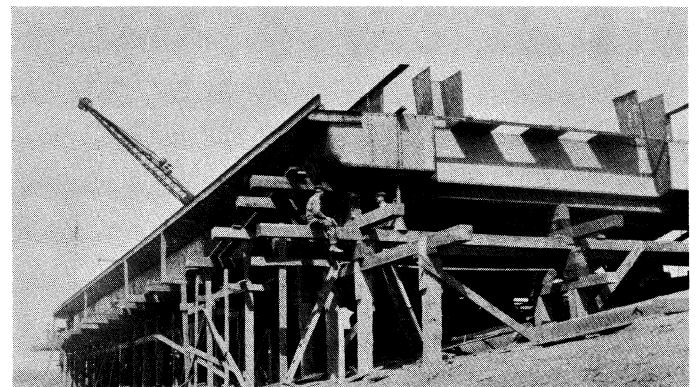
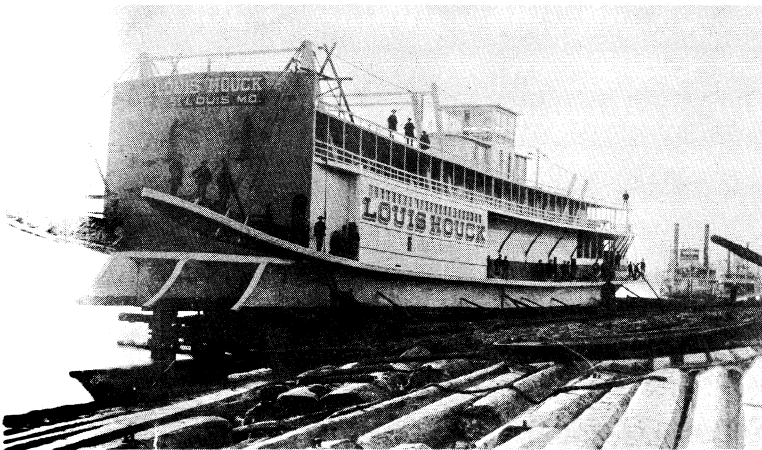
Sketch C - Rudder 90° with surface of rake at Path of balance blade -



"Capt. Nate Wintringer was her principal owner and also he owned the C. W. BATCHELOR, which was somewhat larger. He operated the latter boat, the BATCHELOR, between Wheeling and Pittsburgh. She had the usual skeg stern (same as Sketch B). The ABNER O'NEAL was built for the Wheeling-Steubenville trade. Nate Wintringer was a fine engineer who had built many boats. He consented to allow me to build the stern of the ABNER O'NEAL to my own plan, and tilt the rudders as in Sketch C. But I think he had his "doots." We built the ABNER's hull at Freedom, Pa. The day after I brought her hull to Wheeling, and was beginning to put the machinery on her, Capt. John McLure, a man of many river boats and experience, came down to the landing and called me off the boat. We walked along the shore to the hull's stern. We stooped down so's to see under the rake, and he observed the open space over the balance blade of the rudders (she had three balance rudders and no skegs at all). Said Capt. John McLure: "John, I'll just give you three weeks to fill that up." Worse the more of

it Capt. McLure almost convinced Capt. Wintringer I was wrong. About ten days after the incident Wintringer approached me for a price to pull out the new boat (O'NEAL) on the docks and put old-style rudders on her. To his query I said to him: "It won't cost you a cent." He did not mention the subject again.

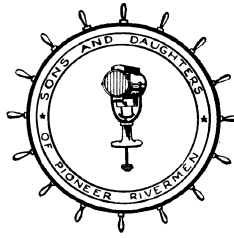
"On the O'NEAL's trial trip we took her up the Ohio from Wheeling to Steubenville, and Capt. John McLure was along as a guest. Her time up was about 2½ hours and she made four landings, and the next day she went regularly in her trade. About four months later I met Capt. Wintringer one day in Pittsburgh. He asked me: "How much will it cost to pull out the BATCHELOR and put a stern on her like the O'NEAL?"



Skeg stern on towboat LOUIS HOUCK (left). Packet TOM GREENE getting special transom for rudders tilted 90 degrees to rake angle (above).

# S&D Meeting Highlights

by J. Mack Gamble



-Reprinted from The Waterways Journal

Veteran Capt. Jesse P. Hughes received a standing ovation at the 26th annual meeting of S&D at Marietta, Ohio, on September 18, 1965. Capt. Hughes, who is just recovering from a recent operation, came to the meeting from Columbus, Ohio, with Capt. and Mrs. J. W. Rutter and then departed for Louisville at noon Sunday 19th, with Capt. C. W. Stoll. Capt. Hughes will now live at the latter city with his daughter and son-in-law, who have just set up a new home there. One of the features of the afternoon meeting was the presentation of a silver canister set from the steamer TACOMA. This set had been presented by the late Mrs. Hughes to Mrs. Bettie Barkhau, mother of The Waterways Journal's Capt. Roy L. Barkhau, and sent to the River Museum by the latter lady.

Capt. Stoll presided at the evening meeting in the Riverview Room of the Hotel Lafayette, and introduced Ken Parks, Bolton, Miss., who narrated a motion picture depicting the raising of the gunboat CAIRO from the Yazoo River near Vicksburg. Other features of the evening show, to a packed audience, included the latest river movie by Bill Warrick, of Hinsdale, Ill.; singing by Capt. W. C. Dugan, Vanceburg, Ky.; selections by Bob Schmertz, Pittsburgh, noted banjoist and composer of ballads, who made the final trip down the river, 1955, on the W. P. SNYDER, JR., ten years ago--and wrote a song about the occasion. Thus on in to the night!

Showboats were in the limelight at the afternoon meeting and Tom Reynolds, Jr., who was born and grew up on a showboat, brought his electric lighted model of the MAJESTIC, which has been a feature of the 175th anniversary celebration, at Gallipolis, that culminated on October 10. The showboat model emitted calliope music, and is large in size. The man who has been building new calliopes, including the fine one on the excursion barge CHAPERON, was present, Ernest J. Wilde, of Cincinnati. Mr. Wilde spoke briefly and told how he came to build his first calliope. Present, and just returned from the 1965 tour of the West Virginia showboat RHODODENDRON, was Capt. W. Brooks Roush, Wheeling.

John L. Fryant, of Arlington, Va., presented the River Museum with a model of a complete Western Rivers boiler installation, with all major features identified. He also had along his model named PRINCESS which attracted much interest when its picture was twice published in the S&D REFLECTOR. Robert G. Thomas, vice president of S&D, brought down his newest model, the packet COLUMBIA, which later towed the Eisenbarth showboat. Artist William E. Reed, Pittsburgh, showed a beautiful new oil painting of the famed packet HUDSON, second of the name.

The most spectacular arrival at the Marietta meeting was that of the sternwheel pleasure boat LUCY COLES, a good sized craft which has a whistle equal to the big towboats. This fine boat, built by Charles and Roland Montague, Ashland, Ky., was moored at the U. S. Repair Station, Muskingum River, but made at least one trip around to the Ohio River wharf. A few people got a ride on the boat and were loud in their praises of it, especially the commodious pilothouse which

is fitted up like a towboat of the line.

Editor Donald T. Wright, of The Waterways Journal, made a spectacular arrival at the afternoon meeting, too, when he drove in from Pittsburgh in company with Capt. Larry K. Ehringer, head of the Jones & Laughlin towboat fleet, and Capt. Dick Hiernaux, of the Marine Sales and Service, Charleroi, Pa.

Capt. Way said that the S&D now has 666 members and Yeatman Anderson III, of the Inland Rivers Library, said that some 10,000 steamboat photographs are on file there and letters come in from all over the country requesting river information. No replacement has yet been found for Mrs. Dorothy Powers, who retired as head of the Inland Rivers section.

One of the younger persons present was Eddie Pollock, seven years old, who flew up from Winston-Salem, N. C., with his father, Dr. Frank E. Pollock. Miss Cornelia Reade accompanied her father, Capt. Lewis B. Reade. Dick Rutter, son of Capt. and Mrs. J. W. Rutter, was a big help in registering the guests at the Marietta Boat Club, where the noon luncheon seemed even better than usual what with Commodores L. Glenn Seevers and Clarence R. Smith, of the SNYDER, providing door prizes. Mrs. Catherine Remley, of Campus Martius, was on hand to welcome everybody.

Bob Kennedy, of Kenova, presented some rare Catlettsburg and Big Sandy material for the Inland Rivers Library in Cincinnati. He also distributed Ashland Oil river mileage charts. Greene Line board chairman E. J. Quinby, who came by train from Summit, N. J., gave out copies of the DELTA QUEEN's 1966 schedule--and copies of his new waltz song which is suitable to be played on calliopes as well as piano or organ. John Knox distributed mimeographed sheets showing the names of 120 boats built at the Knox Boat Yard, Marietta. He said there were others they were not sufficiently sure of to warrant their inclusion in the list. Hotel Lafayette's one and only S. Durward Hoag distributed copies of the Marietta "Times," with the story of the W. P. SNYDER JR.'s 10th anniversary as a museum boat.

There were so many rare items to be seen that one hardly knew where to look. Bill Patterson had the portage book of the steamer UNCLE SAM which was running on the Mississippi River in 1852. Dr. Henry D. Wilkins had receipts from the steamer LEANDER, a 150-foot craft--perhaps the only steamboat built at Coal Center, Pa.--in 1840. Jerry Devol had a nice set of freight bills and is looking for one from the GEN. H. F. DEVOL, named after a famous ancestor of his.

Leigh Dickinson, of Wheeling Steel's marine department, and Capt. Tom Cavanaugh, master of the towboat ROBERT E. REED, were on hand. Miles T. Epling, of the M. T. Epling Company, Gallipolis, spoke at the afternoon meeting, and was accompanied by Mrs. Epling. Walter M. Windsor, president of the Marietta Manufacturing Company, Pt. Pleasant, brought Mrs. Windsor (Caroline to her friends) with him to the banquet. Pt. Pleasant sent a good delegation, in addition to Mr. and Mrs. Windsor, that included Capt. C. C. Stone and Charles Henry Stone, of Stone's Towboat and Landing; chief engineer Russell R. Stone, and Capt. Charles M. Young. Capt. Alfred Patrick and R. Kirker Wells came from Charleston.

A pair of oars that did service on Pittsburgh's side-wheel excursion steamer SUNSHINE and still bear the stenciled inscription "Str. SUNSHINE" are now part of the equipment of a new outboard boat built by William McNally, Pittsburgh, whose father operated the SUNSHINE. Capt. Jim Robinson, of the excursion boat SUSAN A., which itself was present last year at the S&D meeting,

was up from Gallipolis. He looked handsome in a beard he is growing for the 175th anniversary celebration of Gallipolis on October 10.

C. W. Stoll is an admiral in West Virginia's famed Cherry River Navy, as the result of a commission presented to him at the afternoon meeting by Hon. Spencer Creel, member of West Virginia's House of Delegates. Jim Swartzwelder, Pittsburgh, had a new model of the DELTA QUEEN, built on 1/16 scale. Noted "Dixie" Vinson, of Beaver Dam, Ky., made his first appearance at the Marietta meeting, coming up from Louisville with Capt. Stoll. Bob Markle, of Steubenville, had some interesting data on the early showing of Edison moving pictures on the late Capt. W. R. Markle's showboat.

Capt. Leon Jones, of Hannibal, Ohio, told the meeting that he has worked for the Monongahela and Ohio Dredging Company for 45 years, having started with the firm back in 1920, and still going strong. Mr. and Mrs. Lester Frank, Cincinnati, told about a recent visit to the Great Lakes when they were treated to a tugboat ride at Toledo, courtesy of superintendent McNaught of the C&O Terminal there. Veteran Stanley B. Huntington, Gallipolis, had some interesting stories of Capt. Ira B. Huntington and Hod Knowles and the steamer BENTON McMILLIN.

Alan Bates reported for the nominating committee, which also included John L. Fryant and Don Vornholt. The present officers, most of whom have served for a long time, were reelected: Capt. F. Way, president; Bob Thomas and C. W. Stoll, vice presidents; Mrs. J. W. Rutter, secretary; and Chase Putnam, treasurer. The Board of Governors, composed of John W. Zenn, William E. Reed, J. W. Rutter, William McNally, H. C. Putnam, V. E. Bennett, S. Durward Hoag, Walter W. McCoy and J. Mack Gamble had everybody present, save Mr. Bennett, for its morning meeting and Mr. Bennett arrived later in the day.

Delly Robertson, noted writer, prepared a card to send to Harmon Mize, of the steamer DELTA QUEEN, who is confined to a hospital. Veteran Capt. Charles Daily, who was injured on the tugboat EDNA, was able to come down from Steubenville, and was accompanied by his son, Bud Daily. Mrs. Loretta M. Howard, Jeffersonville, spoke briefly at the afternoon meeting.

So many people were present at one time or another during the day that it is an impossible task to mention all their names. They included Mr. and Mrs. William Greenwood, Newport, Ohio; H. A. Carpenter, Jake Carpenter and Carroll Elliott, St. Marys; Mr. and Mrs. Carl Woodraska, Cincinnati; Mr. and Mrs. R. M. Lintner and Mr. and Mrs. C. V. Starrett, Pittsburgh; Robert H. McCann, the Greene Line's chief purser; Mrs. H. A. Crowther, Moundsville; Capt. Harry Kraft, Parkersburg, and Mrs. Kraft; T. C. Muse; J. A. Yonker, Columbus; Jim Paisley, from Wheeling; Bert Fenn, Tell City, originator of the steamboat whistle blows; H. O. Reynolds, Paul Craig, Ray Powell and J. Sheldon Scott; Goff Carder, Murraysville, W. Va.; Mr. and Mrs. Frederick Way III and sons Jay and Bob, Cleveland; Mrs. Edith Reiter, retired curator of Campus Martius; Mrs. Alice Wright, author of a new book, and Roy Thistle and Gene Engle, Sistersville.

## Board of Governors

James Wilson, president of the Steamship Historical Society of America, suggested recently that a merger of their publication STEAMBOAT BILL and the S&D REFLECTOR could result in mutual benefits. The S&D Board explored the idea at some

length. The stability of STEAMBOAT BILL due in part to rotating the editors, and the enthusiasm of S&D members to widen the scope of their magazine were pointed out. The S&D Board, however, expressed opinion that most S&D members would prefer to retain the S&D REFLECTOR with its independent status. While flattered that S&D, the leading group in the U.S. marine historical field, has expressed favorable interest in S&D's magazine, the S&D Board decided against a merger of the two publications.

S&D secretary Bets Rutter announced there are 666 individual members enrolled in S&D, an all-time high. She also said that 408 copies of the S&D REFLECTOR were mailed in September to these members.

The contractual arrangements between S&D and Mode-Art Pictures, Inc. of Pittsburgh, were discussed. Mode-Art was invited by S&D to make a professional tape recording of the May 1, 1965 "Whistle Blow." Mode-Art then prepared and released records and tapes commercially. The contract provides that after 1,000 items (platters plus tapes) have been sold, S&D thenceforth is entitled to 15% royalty on domestic and 10% on foreign sales, tallied semi-annually. According to Robert L. Stone, president of Mode-Art, the sales have been encouraging, with about 800 sold or on consignment as of October 10.

The Richardson Printing Co., Marietta, has asked permission to make color reproductions of various paintings owned by S&D and on display in the River Museum. The Board felt that in cases where the applicant intends using such reproductions for commercial gain, and especially in cases where the artist is living, a fee should be asked in behalf of the artist. The Board empowered the Museum Committee to decide individual cases of this type.

Chairman J. Mack Gamble reviewed the accomplishments of S&D over the past year, pointing out that the S&D REFLECTOR is justified and appreciated; that the successful maintenance of the steamboat W. P. SNYDER, JR. for ten years is a credit to the Ohio Historical Society and to S&D both, and that the much publicized "Whistle Blow" was well handled and executed by those who had charge. The Board voted unanimous thanks to the persons identified with these projects.

Walter W. McCoy made a motion that the annual stipend of the Secretary be raised to \$100, because of the added workload since the membership has increased, and due to added duties in connection with mailing the S&D REFLECTOR. This motion was passed and is now effective.

A report of the Treasurer was heard. On deposit one year ago (Sept. 19, 1964) in the Citizens National Bank, Middleport, Ohio, was a balance of \$910.16. The balance as of Sept. 6, 1965 was \$1,317.22. The total expenses during the fiscal year 1964-1965 were \$1,090.55, most of this being spent in connection with the S&D REFLECTOR. Capt. Way pointed out that the invoice for the September issue of the magazine, paid since the annual report was prepared, should be deducted in making a fair estimate of the condition of S&D's financial standing. This being done, the treasury balance as of Sept. 18, 1965, would be approximately \$1,050.22. The income is from the payment of annual dues, save in some instances where members have graciously contributed checks in amounts varying from \$5 to \$50 "to help the magazine." Inasmuch as some of these good donors prefer to remain anonymous, no list was released. S&D, it was pointed out, pays all bills upon receipt of invoice, and has no indebtedness. In accepting the Treasurer's Report, the Board expressed gratification at having a fair balance at year's end, especially after having spent more than in any previous year.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 2, No. 4

MARIETTA, OHIO

DECEMBER, 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 . . .

Speaking editorially we invite the reader to notice the chasm between the handling of "new boat news" a century ago as compared with today. Russell Lintner's story of the side-wheel DICTATOR on other pages is a pat example. In 1865 the DICTATOR was introduced to the panting public by river news reporters hired by newspapers to report river news. But no more. Nowadays the shipyard people assume the burden of the publicity. They hire a PR man whose job it is to distribute news releases and suitable photographs to metropolitan editors, hoping--just hoping--some small fraction sees print. Usually it doesn't "take." The modern multi-million new towboat, with luck, gets its picture on the financial page or worse. Except in the marine trade journals whose business it is to notice such things.

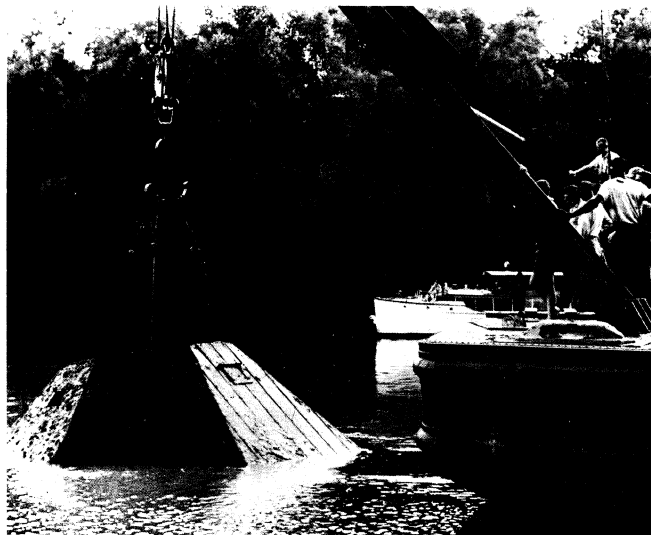
There is a reason for this. Newspaper editors are sensitive to the public pulse. In 1865 every metropolitan newspaper bordering the Western Rivers hired a full-time river reporter and encouraged him to romp all he pleased, to inject his personality into what he wrote, to copy out and use tid-bits from all other river columns. He did his own leg work as he made his daily rounds of his home-town waterfront. Part of the reporter's job those days was to solicit and procure advertising, which he zealously did, sometimes gathering a solid column or more of "notices" of impending packet departures. So in addition to supplying hot news of huge public interest, he was helping the paper's bank account.

This changed. Not suddenly. Packets dwindled. Advertising shrunk. But many newspapers kept the river reporter on the payroll because he was supplying real news. But when the packets disappeared the reading public became apathetic to "river news" as such--which oftentimes had degenerated into paragraphs about pipe line permits and dredging contracts and public hearings for proposed sewer outlets.

So the newspapers chopped it off. They did so with reasonable justice. Most of the readers didn't notice it was missing. That's when the big shipyards went full-scale into the publicity release business. It is far easier today for an amateur to build a home-made paddlewheel "packet" in his own back yard and come up with a full-page news story in a metropolitan sheet, and probably get a picture and story on the AP, than it is for a two-million-dollar towboat to get a mention on page 15. Why? Because the two-million job

hasn't the sex appeal of the old DICTATOR. There will be no reversal of the trend until the modern barge traffic shows its pretty legs, and does an occasional strip-tease to get under the Steubenville bridge. It seems back in the Ice Age when a news reporter out of pure joy last said of a new boat: "She is almost too pretty to look at."

## Ken Parks' Talk



Surfacing the armored pilothouse of the gunboat CAIRO..an agony of frustration..

Those S&D's who saw the movies and heard Ken Parks' talk following our annual dinner took aboard a lively slice of history. Really it was a double dose:- For the recent salvage of the old gunboat CAIRO turned out to be an agony of frustration, inflicting more damage to the century-old battlewagon than the original torpedo did. We gathered while listening to Ken, by implication--for he didn't say so--that the compulsion to raise the wreck grew from a seed he himself helped plant. He and a companion skin-dived in the Yazoo River and found the CAIRO. From there on the tidal wave came in, enveloping all. That's how such things start. Cautious mortals who pose the question, "Was it necessary to raise the CAIRO?" could better divert themselves by asking, "Was it necessary to lose the CAIRO in the first place?"

A trifle late to kibitz the loss of the gunboat CAIRO in the Yazoo, although Woody Rutter has handed us factual information which gives one pause to wonder. The expedition was instructed to seek out and destroy torpedoes with particular caution not to take "any unnecessary risk of life or loss of boats" as the mission was not considered "of any vital importance."

Anyhow, the one stroke of brilliance in the operation of raising the CAIRO was in having Ken Parks on hand to tell about it afterwards. He made the whole show so human and real. We ached all over for those ankle-deep sailors who loved the old iron monster and who were a part of her in the Mississippi campaign. We ached all over a second time for the Mississippians who snapped cables, bled their guts out, failed, failed again and again, and somehow--in the end--they won. It was a lame victory, but they did win.



Sirs: The original of this photograph is described as follows:- New pilot's bulletin at Engineer Station, Baton Rouge, La., established in 1872. It has oak frame and locked cover. Posts are cedar and iron. There are eleven number plates, each 48" x 40" weighing 34 pounds each. The Mississippi River stage is posted daily at 8 a.m. and at 4 p.m. The letters used are R for rising, F for falling and S for standing. Zero mark is taken from the low water of 1854, posted 0, equivalent to 20.06 feet Cairo datum and -1.20 ft. Gulf level. As of 1890 the lowest recorded stage (since 1872) at Baton Rouge was that of January, 1877, +0.20 feet. The highest was that of April, 1890, +36.58 feet; the range being 36.38 feet. J. H. Willard, Captain of Engineers.

This picture appeals to me showing as it does the survey crew. The level is at the right, tended by a young man who may have a furred umbrella under his right arm. The rodman is at the left with an old-fashioned-style rod. One wonders if the dressy gentleman with beard is the local U. S. Engineer in charge--possibly J. H. Willard.

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=What we're wondering is why 36 3/4 ft. R is posted, when statistics above indicate 36.58 feet was highest of record in April, 1890. Another dim wonder is how they posted with 11 plates. The

28

least we can figure is 19; three for first frame (1,2,3), full set for second frame (0,1,2,3,4,5,6,7,8,9), three for third frame (1/2, 2/3, 3/4) and three for the last frame (R,F,S). --Which probably answers the first question, come to think of it:- They used 1/2 up to .50 and then 3/4 for the range to .75. -Ed.

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