

S & D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 57, No. 2

Marietta, Ohio

June 2020



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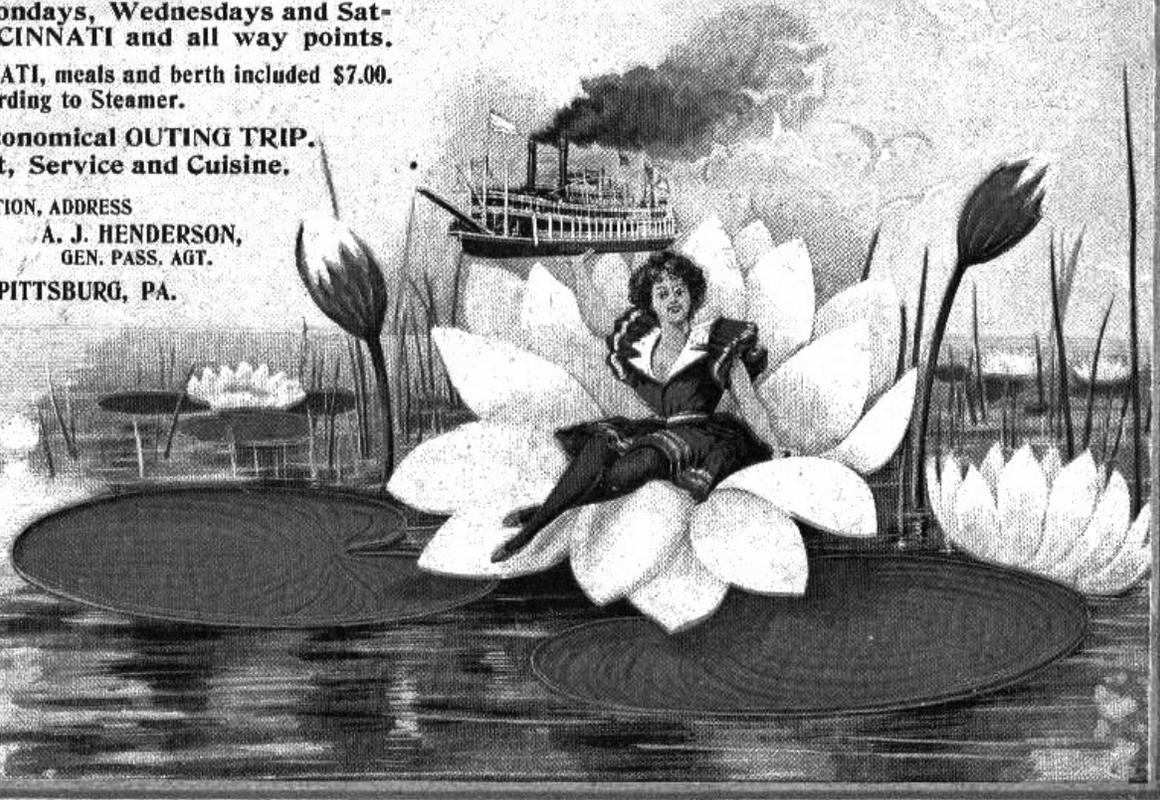
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Pittsburgh and Cincinnati Packet Line:

"The Waterway of the World"

150th Anniversary of LEE-NATCHEEZ Race

David Gibson: Distiller, Steamboatman, and Entrepreneur

Front Cover

Our eagle-eyed readers have undoubtedly noticed that the spelling of the eastern terminus of the packet line on this advertising poster does not match up with that in the article title below. Chalk that up to a dispute between the federal government and local city and state officials between 1891 and 1911 during which Washington bureaucrats decreed that the city's correct spelling should be without the final "h". Various local newspapers and businesses, including the packet company, used the h-less version, some until the early twenties, while others stuck with the original spelling. Fran Nash's fascinating story of the P&C Packet Line begins on page 8. *Advertising poster courtesy of Fran Nash.*



Reflections from Our Readers

Capt. Kevin Mullen writes: "The March 2020 REFLECTOR was an enjoyable reminder of how an old riverman had once challenged me with the question what is our legacy on the river? What I most remembered was his comment, 'Our legacy on the river is not in the miles we made or the decks we painted, no one will remember these things. Our legacy is the people that we coached, trained and mentored.' A great teacher of mine was Capt. Joe Hughes and his legacy lives on.

Capt. Joe was a retired riverman who had worked his way up to Captain on the ALEXANDER MACKENZIE. It was his favorite boat of all time. I came to know him when he worked a retirement job as a seasonal Pilot on the BELLE OF LOUISVILLE. Capt. Joe started out on the MACKENZIE as one of two coal passers. They would shovel coal for twelve hours a day out of the barge into a wheelbarrow and then steer the load on walk boards to a box in the firebox. A great view of the fuel flat is in one of the pictures.

He relayed with pride when he was 'promoted' to deckhand and got out of that dirty job. Joe talked

about the great cooking that was prepared by the head cook and assistant cooks, of linen table cloths, and how you had better be clean and presentable to sit at the dinner table. His memories were strong of freshly starched bed linens ironed to perfection by the laundress and her assistants. All you wanted to eat with pie and cake dessert at each meal and you got paid to boot. Of course, no air conditioning, but each room had a mounted fan and there was no shortage of steam radiator heat in the winter. And having to take a roll of quarters to the pay phone at the lock to check in with the office and call home; the challenges of no harbor boats at the fleet.

Once, I mentioned how slow the BELLE was moving upstream in high water. He said that one time on the MACKENZIE in high water, northbound shooting the Falls of the Ohio, when he went off watch a rock was visible off the head of the lead barge in the tow. Six hours later when he came back on watch the same rock was abreast at the sternwheel. I had been steersman under Joe, and he was gruff and some thought downright cranky, but only because he demanded the best. Once, after what I considered a close call, he replied 'You're only close if you scratch the paint.' If the pilothouse brass did not glow, if the windows were not shined, he would say you must be behind on the job they hired you to do and no steering today. He stressed if every crew member did something for the boat every day that was outside their normal job, the boat would be well cared for. He would regularly ask me, 'What did you do today?'

I once said to Joe that I would be hard pressed to be able to thank him for all he had taught me. He quietly said that he was paying back the men who had taught him. Even after I had risen through the ranks to Master and 'technically' I was his boss when we stood watches together, he was always Capt. Joe. His legacy lives on. Thanks for sparking some very good memories."

💡 You're most welcome, Capt. Kevin. After digging through decades of photos and slides, this August 1983 shot of Capt. Joe in the BELLE's pilothouse finally surfaced. We print it here to honor the legacy of a fine riverman and that of his student as well.



Capt. Joe Hughes on watch in BELLE's pilothouse.

Chuck Pietscher writes: "Great article on the Ohio River Company. What amazing growth. Was ORCO like the Combine of its time as far as transporting the majority of the coal on the Ohio, or were there other companies expanding as well? Many electrical and industrial facilities being built throughout that time period were powered by coal."

‡ We suspect ORCO played a pretty significant role in moving quite a few of those loads, although they were not the only barge line by any means. Perhaps Capts. Bill Judd or Bill Barr, and S&D historians Spear, Flick and Sutphin can also weigh in here to shed some light.

Tom McKee writes: "I much enjoyed Bill Judd's detailed article about ORCO in the March REFLECTOR. I am an amateur radio operator – K4ZAD. I purchased my first shortwave receiver in 1947 and soon discovered the marine radio stations serving the inland rivers and Great Lakes. Because of my interest in river transportation, I mostly listened to the five river stations in those teen years and continued until the last of those stations, Midland/ORCO's WCM in Cincinnati went off the air in 1995.

Bill's article mentions many boat names that I remember hearing in listening to the schedules that

Reflections from Our Readers continued on page 34

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*To read articles from previous REFLECTORS
about the boats referred to on page 18, go to
www.riverhistory.org*

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Articles

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Features

- » 750 words or more
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- » at least 300 dpi
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S&D REFLECTOR

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of Pioneer Rivermen

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The name of this publication comes from the *Fleetwood Reflector* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history from our readers are always welcomed. Please check with the Editor before sending any material on a "loan" basis.

David Tschiggfrie, Editor
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Dubuque, IA 52001
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REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8 each, postpaid for subscribers, and \$10 for all others.

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume. The 2004-08 index is available in CD format only for \$11 postpaid.

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Getting Posted Up

Staying Connected through Our Stories

Notice of the cancellation of our Annual Meeting this September 18-19 is announced in a joint letter by President Jeff Spear and Board chair Lee Woodruff on page 7. Along with that announcement was our decision to publish and mail the June issue of the REFLECTOR a month earlier than scheduled. Both of these actions are unusual, perhaps even unprecedented, but in the midst of this COVID-19 pandemic, we all have learned that these are not ordinary times.

On occasion you may have noticed that S&D is often described in these pages as a family. And so we are. During difficult and dangerous times such as we now experience, families watch out for the health and well-being of each other, they care for one another. Your officers have placed that concern and care at the head of the list in their decision to forgo our gathering this September. And in these days when we are “sheltered in place” and separated from each other, the REFLECTOR provides an important connection among the members of our S&D family. It is more crucial than ever to maintain that contact, to offer some glimmer of hope and to provide a way of sharing our common interests and concern for each other, especially when we might be tempted to focus inward on the darkness and uncertainty that surrounds us.

Your editor has been very grateful for modern social media apps like Zoom and House Party, which offer ways to stay in touch with family and friends. We are able to share stories of how we are dealing with the things that affect us these days, of how they have shaped us. And in that regard, your editor’s daughter Sarah recently suggested that perhaps the REFLECTOR could invite children and grandchildren of S&D members to share stories of how their lives were affected by their parents or relatives’ connections with the river and its boats. These could be as simple as little vignettes or just a few sentences. And so we ask you, our readers, to reach out to others in your own family and ask them to share these memories with us.

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Our sharing in S&D usually happens at the annual meeting, but it also occurs through the pages of the REFLECTOR. In these extraordinary times when staying connected and telling our stories is more important than ever, and absent our September gathering, we invite you to encourage family members to write down and submit their memories of how someone’s love of the river and its boats have touched their lives. 📌



Meet Our Contributors

Francis Nash (*Pittsburgh & Cincinnati Packet Line*, p. 8) admits that his fascination with steamboats was a setup, plain and simple – by his mother, yet in a pleasant way. He writes: “While some people are born with or develop a great interest in the Ohio River, others inherit it. My mother saved many photos, books, newspaper clippings and most importantly, the Nancy Ann (Poe) Ebert journal of her trip to Ft. Benton in Montana Territory in 1869. That journal was feared lost for many years, but after my mother’s death, my sister and I discovered that she had stowed it with my long forgotten and never-looked-at college textbooks. So, steamboats and Ohio River history was a path chosen for me by my mother. She anticipated that I would find a way to make the journal public, and that led to the development of the website Georgetown Steamboats in 2009.” Fran notes that sadly, the boats disappeared more than a hundred years ago. The masters and pilots, engineers and clerks, mates and roustabouts have likewise gone. But he honors their memory by recording their lives and stories.

Jerry Canavit (*150th Anniversary of LEE-NATCHEZ Race*, p. 20) is a native of Rock Island, IL. Now a retired advertising agency director, he

lives in San Antonio with his wife Dawn. Since meeting Capt. Ernie Wagner and Mate Doc Hawley on the AVALON in the 1950s, he became interested in writing stories about steamboats guided by the inspiration and tutelage of Capts. Fred Way and Alan Bates. Jerry confesses he has always been interested in steamboat racing, and this anniversary of perhaps the most famous of all steamboat races provided Jerry a chance to share with us his writing and his passion.

David Rankin and Donna Allen (*Artifacts from the ROB’T. E. LEE*, p. 25) are longtime collectors of steamboat artifacts and memorabilia. Donna is originally from Madison, IN and grew up watching boats on the Ohio, especially the DELTA QUEEN. David was raised in Louisville and fell in love with steamboating after riding the BELLE during her teen dances in the 60s. They have lived in St. Petersburg, FL for the last thirty years, where they continue to pursue their interest in steamboats and collecting relics that document their story. David notes that he is always eager to visit with other collectors to compare notes and invites correspondence at dallen164@tampabay.rr.com.

Gerald Gibson Hubbs (*David Gibson: Distiller, Steamboatman and Entrepreneur*, p. 28) traces his interest in the river to ancestors who came by flatboat to Cincinnati in the 1830s via Pittsburgh and who have lived on or near the Ohio River since at Troy, IN. Distant relative William Hubbs was a steamboat pilot, most likely on one of David Gibson’s boats. Jerry’s father visited the TELL CITY pilothouse at Marietta, told stories of his first bicycle which was delivered by steamboat, and raced boats on the Ohio in the 1930s. The author was born at Tell City in 1942 where he learned to boat and water ski. A younger brother Joseph worked for many years for Louisiana Dock of Jeffboat and is currently an engineer on KEVIN CONWAY of Southern Towing Co. Jerry is a graduate of the University of Louisville School of Engineering, and was recognized as a UL Engineering Fellow in 2019. He retired from Brown-Forman Distillery after 35 years. A retired U. S. Navy Reserve commander and Vietnam veteran, Jerry is also an amateur family genealogist, and is pleased to share this research into his family’s connections to David Gibson, noted steamboat owner and entrepreneur.

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Annual S&D Meeting Canceled for 2020

Dear S&D members,

We sincerely hope all of you are staying safe and healthy during this strange and unusual time that our country is currently experiencing.

As you know, there is a great amount of concern as to how long the coronavirus will last. Although the government is currently considering slowly opening up the country, there are still many risks associated with this, especially for those who are considered at "high risk." Jeff Spear and I have discussed this and our main concern is for the safety of all of our members. In these days, we are all aware that many events have been canceled due to the virus.

Because of these risks and concerns, we have decided that it would be best to cancel the S&D's

annual meeting planned for this September in Marietta. We believe making this decision to cancel now is better than waiting until later and then having to scramble and try to communicate any changes in our plans.

Both Jeff and I thank you for being loyal members of S&D and hope you continue to enjoy the fine magazine being prepared by our editor, David Tschiggfrie.

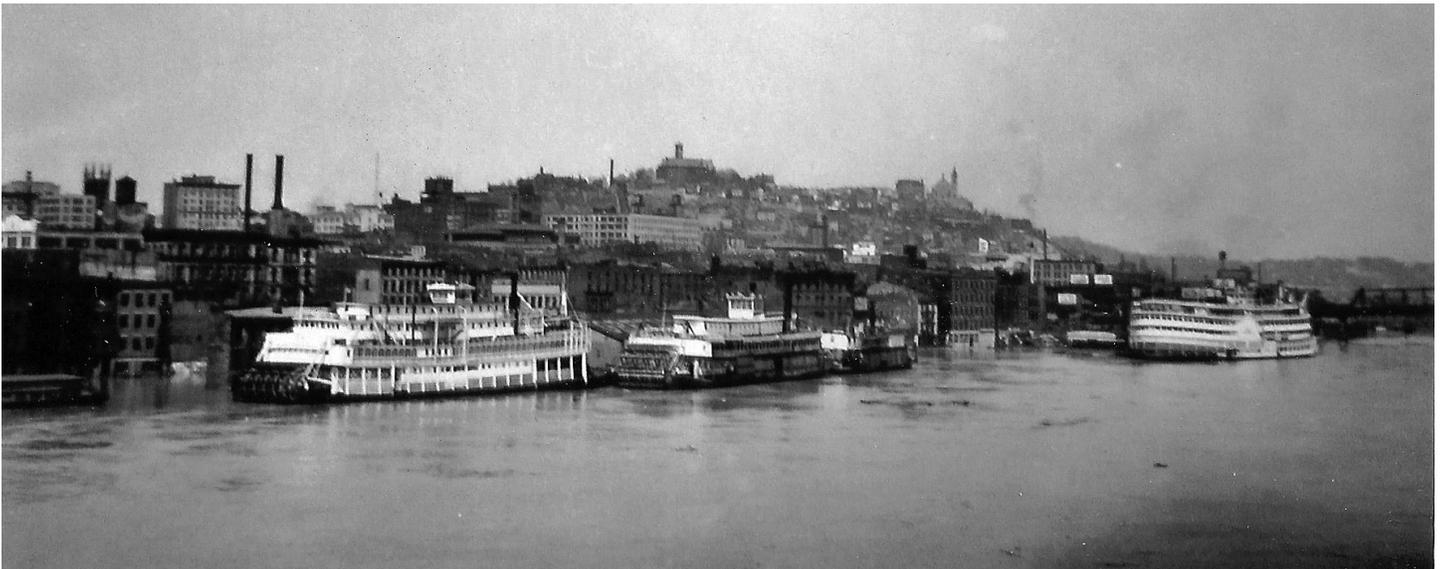
We also hope to see you at our 2021 annual meeting next September. Please stay safe and healthy.

With our warmest regards,

Jeff Spear, President

Lee Woodruff, Chairman of the Board of
Governors

Cincinnati Riverfront in High Water



Tom McNamara of Cincinnati sends this photo with the caption "Cincinnati high water with GORDON C. GREENE, TOM GREENE, EVERGREENE, and ISLAND QUEEN." We imagine that this view pictures the record 1937 flood. With the photo, Tom also offered comments about the March issue: "The Ohio River Company story is super! Kudos to Bill Judd. Always like stories with a local flavor – learned a lot like the fatal accident at the L&N Bridge for example. My connections with Ohio River Company are almost nil, but not quite. Back in 1961 or so when I was in school, we often had a 3-hour opening in the middle of the day. One time when we walked down to the landing the new towboat ORCO was on display and open for tours. Don't mind if I do! It was a really nice boat. The thing I remember is the huge Fairbanks-Morse diesels. They were two decks high, nice and clean in gray paint. Hope somebody knows something about the bell at Behringer Crawford. Also a very nice display about Capt. Wagner."

Pittsburgh and Cincinnati Packet Line: “The Waterway of the World”

by Francis W. Nash

The quality of the boats used and the efficient service rendered [by the Pittsburgh and Cincinnati Packet Line] has never been equaled on the upper Ohio. To this day, one needs only to mention the names Thomas S. Calhoon, J. Frank Ellison, and Charles W. Knox, commanders of the ‘second’ Pittsburgh and Cincinnati Packet Line, to revive the best river traditions of the Ohio River ... The steamboatmen of this period are the pride and boast of the inland waters. In courtesy they had few if any superiors; in efficiency and accomplishments they were surpassed among rivermen only by their contemporaries, ‘the coal barons.’ For a generation or more the richest river annals of America have been the stories of their deeds and achievements ... From their biographies and those of their contemporaries who have passed on in the last generation, could be written important chapters in the story of our national development.

In 1932 Charles Henry Ambler, an honored professor of history and prolific author, wrote the sentences above in his description of the Pittsburgh and Cincinnati Packet Line and its steamer captains. No finer tribute could be penned. History does not come neatly packaged, and what follows is not a full history of this famous steamboat company or even all of the men mentioned in it. This is, rather, the story of a collection of people whose paths put them on the Ohio River during a time of the great titans of industry.

The Beginning

In November 1877, some fifty-five years before Professor Ambler wrote those words, while the steamer KATIE STOCKDALE (3253) was being built, Jackman Taylor Stockdale and Thomas Stevenson Calhoon were actively engaged in organizing the Pittsburgh and Cincinnati Packet Line (PCPL). Thomas S. Calhoon was the nephew of Jackman T. Stockdale. This uncle-nephew combination were partners in many river transportation enterprises since before the Civil War. Capt. Calhoon and Capt. Stockdale were also

neighbors living within walking distance of each other and the Georgetown, PA landing. Both built homes in Georgetown with large picture windows overlooking the Ohio River, and both had long careers in Ohio River commerce. Both served during the Civil War as masters of civilian transports moving troops and supplies on the Western Rivers. They were Union men. Their loyalties were deeply felt. The steamer HORIZON (2670), whose ownership they shared, sank on Island 10 near Grand Gulf, MS on May 1, 1863. Loaded with troops and supplies, HORIZON had been ordered to steam down the Mississippi past the batteries at Vicksburg. Running after dark on a moonless night without lights while making evasive moves, and badly riddled by rebel cannons, HORIZON was not in serious trouble until the MODERATOR (3988) collided with her. MODERATOR had been damaged to the degree that she was unmanageable and both vessels sank. Reports differ on the number of troops lost. After the war, Capt. Stockdale moved his family to Allegheny City, PA, taking his “Georgetown spirit” with him. Capt. Calhoon lived all his life in Georgetown and was laid to rest next to his wife in Georgetown Cemetery, which overlooked his home and Georgetown Landing from its hilltop location. If such a place could ever be described as charming, this cemetery surely could. The whole area takes



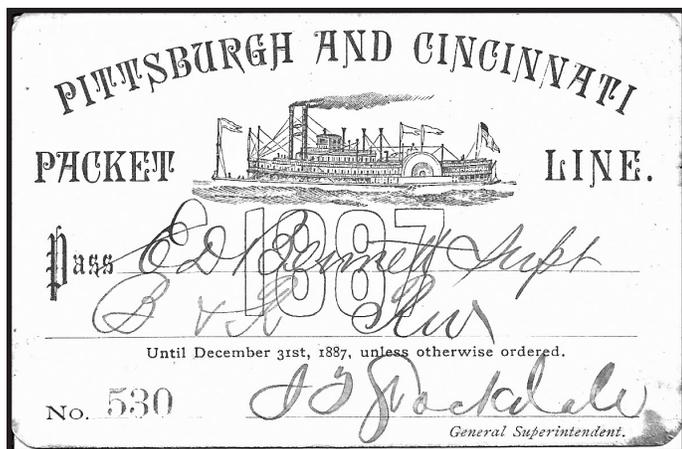
Georgetown, PA riverfront at Ohio River Mile 39 showing family homes of (right to left) Capt. Jackman T. Stockdale, Capt. Thomas W. Poe, and Capt. Thomas S. Calhoon. Don Parker photo ca. 1960, courtesy of Fran Nash.



The cemetery plot of Capt. Calhoon and Family in Georgetown Cemetery, courtesy of Fran Nash.

on the appearance of a well-kept park. Certainly, anyone buried in Georgetown Cemetery was at least half-way to his or her final reward.

The Pittsburgh and Cincinnati Packet Line was the imaginative and forward-looking concept of river commerce envisioned by Jackman Stockdale and Thomas Calhoon. The prime feature of their concept was luxurious river passenger travel service. The deluxe packets, from their crystal chandeliers and gilt trimmed mahogany cabins to their fancy-topped stacks, were designed to cater to high class patrons. The first officers of the newly organized PCPL were Superintendent Stockdale with offices in Pittsburgh; James A. Henderson, Pittsburgh steamboat agent; Charles M. Fairman, Cincinnati steamboat agent; and Capt. Calhoon, master of the steamer KATIE STOCKDALE. This vessel was the first deluxe packet of the line.



Pittsburgh & Cincinnati Packet Line boarding pass in 1887 for E. D. Bennett, Superintendent of Bennington & Rutland Railway, signed by J. T. Stockdale. Courtesy of Fran Nash.

Confusion clouds the original name of the business. The company name on a letterhead from correspondence dated November 1878 was Pittsburgh, Wheeling & Cincinnati Packet Line. Later letterheads eliminated Wheeling as a destination in the line's name and so Pittsburgh and Cincinnati Packet Line was settled on. In a few years, it would become the most luxurious line on the inland waterways. Often this company is referred to in print as the "second" Pittsburgh and Cincinnati Packet Line. The "first" PCPL had been established in 1842 by William Thaw, Thomas Shields Clarke and others. This company faded from existence before the Civil War.

The National Scene

In 1878 as the PCPL was being organized, the nation was beginning to recover from the long depression which started with the Panic of 1873. This financial crisis marked the entire second term of U. S. Grant's presidency. One of the causes of the severe nationwide economic decline was the extreme over-expansion of the nation's railway system. Speculative investments in railroads had been driven by generous government land grants and subsidies to railroads. Even with government support, sixty of the nation's railroads went bankrupt in the first year of the panic. Banks with significant railroad investments also failed. In general, the post-Civil War economy was one of unregulated growth with the government playing no role in curbing banking and manufacturing abuses. Some of the men who were to form the new nobility of industry and banking during this period reached their maturity when President Lincoln issued his first call for volunteers during the Civil War: Philip Armour (beef and pork industry in Chicago), Andrew Carnegie (steel industry in Pittsburgh), "Diamond Jim" Fisk (stockbroker and Erie Railroad tycoon in New York City), and the Jay families. It was also the time of the origin of bitter animosity between workers and business leaders. There were workers targeted by the new nobility: steel and railway workers maimed and killed, coal miners burned in their homes with their families, and workingmen jailed, beaten or deported. It was in this historical setting, in this thunder cloud of gloom, that PCPL was founded.

The Gilded Age of River Travel

The packets comprising the first fleet of PCPL, the steamers KATIE STOCKDALE, EMMA GRAHAM, GRANITE STATE, W. P. THOMPSON, and BUCKEYE STATE, were new luxurious boats giving the line a good start. Information about these packets listed below include their build date and their departure schedule from Pittsburgh and Cincinnati. In addition to well-heeled passengers, these packets also transported finished steel from the Carnegie steel mills along with other regional products such as fine glass, coal and pottery.

PCPL Fleet in 1879

KATIE STOCKDALE (3253), built 1877: Depart Pittsburgh Monday, depart Cincinnati Thursday
EMMA GRAHAM (1834), built 1877: Depart Pittsburgh Wednesday, depart Cincinnati Saturday
GRANITE STATE (2433), built 1870: Depart Pittsburgh Friday, depart Cincinnati Sunday
BUCKEYE STATE (0729), built 1878
W. P. THOMPSON (5656), built 1876

The KATIE STOCKDALE was the first boat built expressly for PCPL at a cost of \$33,561.65 in 1877. Capt. Thomas S. Calhoon was long her

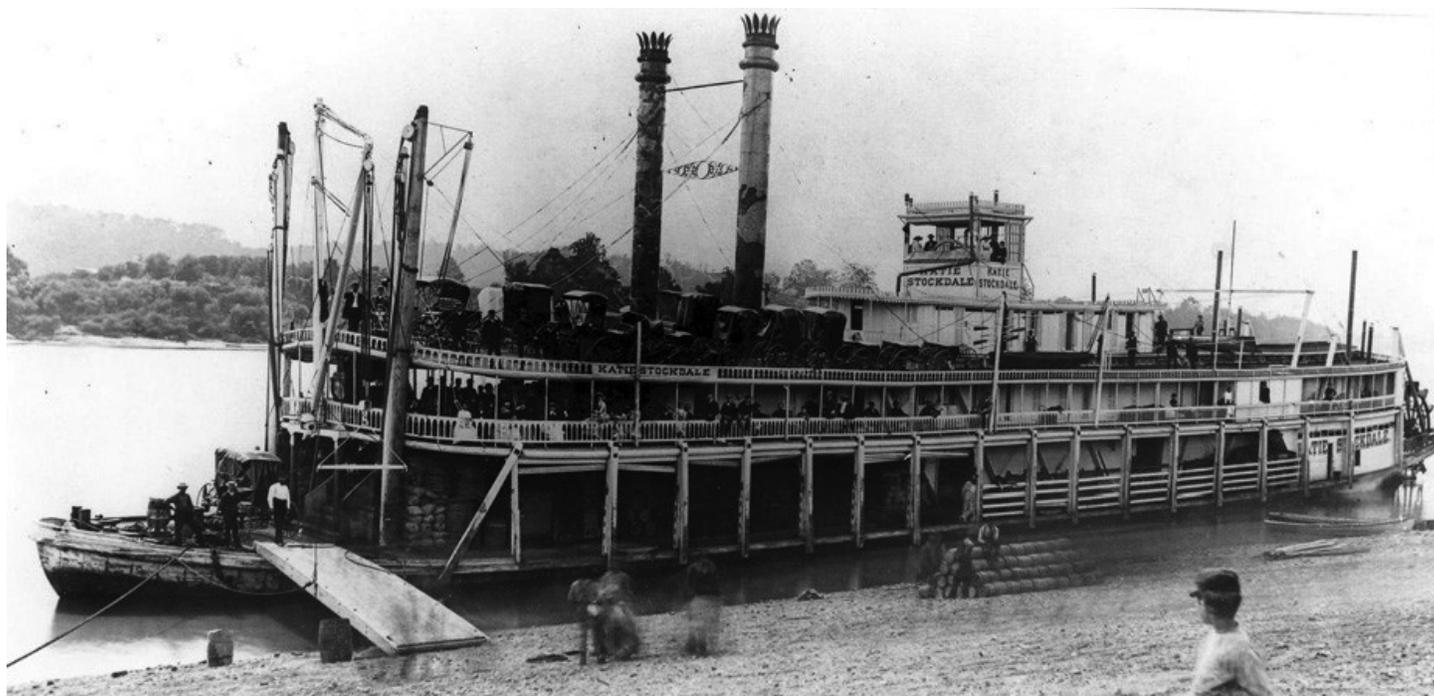
master on the premier Saturday run to Cincinnati. As newer and more elegant boats entered the fleet, KATIE STOCKDALE became the Monday boat from Pittsburgh. Round trip fare for one passenger between Pittsburgh and Cincinnati was advertised at \$10. After a long and prosperous career, KATIE was dismantled at Marietta, OH in 1890 and much of her machinery including her whistle and roof bell was removed and installed in the new sternwheel KEYSTONE STATE (3288). Capt. Calhoon commanded the KATIE as her only master for her entire thirteen years.

In 1883, letterhead for PCPL listed four boats in service. All were grand packets of their day.

PCPL Fleet in 1883

KATIE STOCKDALE: Depart Pittsburgh Monday, depart Cincinnati Thursday
EMMA GRAHAM: Depart Pittsburgh Wednesday, depart Cincinnati Saturday
SCOTIA: Depart Pittsburgh Friday, depart Cincinnati Monday
HUDSON: Depart Pittsburgh Sunday, depart Cincinnati Wednesday

Over and above her normal passenger and freight service, KATIE STOCKDALE led a special relief effort for the victims of the Flood of 1884. [See



KATIE STOCKDALE, 228 x 34.5 x 5, built in California, PA and completed at Pittsburgh. Courtesy of Elizabeth Marine Ways.

the December 2011 REFLECTOR, page 13 – Ed.] This incredible story began with a summons to Capt. Calhoun to get back to his boat which he had tied up in Cincinnati when the Ohio River stage was at 16 feet. The river was at 40 feet and rising when the summons arrived. There was no general alarm because the Flood of 1883 had topped at 66 feet 4 inches in Cincinnati. When Capt. Calhoun stepped aboard the KATIE on Sunday, February 3, the river was then at 46 feet. Rising and raining. Fear and anxiety. There was no doubt that a major flood was coming.

The situation was alarming and yet Capt. Calhoun decided to run the 470 miles to Pittsburgh breasting the flood. All the tributaries of the Ohio for a thousand miles were flooding at the same moment. River gauges showed 57 feet and rising four inches per hour at Cincinnati. It was a mournful day in the Queen City, with the residents fighting to save life even if they could not save property. Business was entirely suspended in Pittsburgh. Although the river was full of ice and not another steamer was moving, Capt. Calhoun's biggest concern was

whether KATIE could get under the railroad bridge at Pt. Pleasant, WV. Even with stacks lowered, the bridge when sighted was not going to clear the pilothouse roof. The captain ordered the boat's carpenter to take off the top of the pilothouse. (Another source indicated that the pilothouse was sawed off level with the pilot wheel on February 10 to get under the Parkersburg bridge.) With the roof dismantled, pilots Billy Abrams and his partner Holloway aimed the boat at the center of the span. Afterwards, it was told that the pilot wheel raked the cobwebs from the bridge's underspan. By day's end, the pilots had counted 120 houses bobbing in the river that one day. When KATIE finally blew her landing whistle at the Point Bridge in Pittsburgh, the flood crest has passed, but not before reaching 71.1 feet at Cincinnati on February 14. The Ohio River Valley from Wheeling to Cairo was a major disaster.

After the fairly risky trip up the Ohio, Capt. Calhoun was summoned to the wharfboat for a conference. His partner, Capt. Jackman Stockdale, introduced him to Col. Samuel Cushing of the U. S. Army. Congress had appropriated \$300,000 for Ohio River flood relief, of which \$60,000 had been allocated to Col. Cushing. Under orders of the U. S. Army, KATIE was quickly loaded with supplies, with Capt. Calhoun in command of the distribution of those supplies. With 300 tons of freight aboard, the steamer headed downriver on February 10. The devastation was horrific. Capt. Calhoun was under orders to deliver relief to the towns between Wheeling and Ironton, OH. At the conclusion of that trip, with her decks empty, KATIE steamed back to Pittsburgh on George Washington's birthday, mission accomplished. That effort of KATIE STOCKDALE was the first instance of federal purchase and distribution of flood relief supplies along the inland rivers.

In 1886, officers of the PCPL fleet included T. S. Calhoun, captain and Charles W. Knox, clerk on KATIE STOCKDALE; George W. Rowley, captain and Robert H. Kerr, clerk on SCOTIA; J. Frank Ellison, captain and Al J. Slavin, clerk on HUDSON. The PCPL fleet never had fewer than three packets at work. On June 8, 1887 Capt. Stockdale died suddenly and unexpectedly at age fifty-nine. After some time, James A. Henderson,

CINCINNATI AND PITTSBURGH REGULAR PACKET LINE!
Season '79, '80.
Comprising the Following Elegant New, Swift and First-Class Passenger Steamers.

DOWN TRIP.	KATIE STOCKDALE	UP TRIP.
Leaves PITTSBURGH, MONDAY, 5 p.m. Pittsburgh, 5 p.m. Cincinnati, 10 p.m. Cincinnati, 10 p.m. Pittsburgh, 5 p.m. Leaves CINCINNATI, WEDNESDAY, 8 p.m.	KATIE STOCKDALE THOMAS CALHOON, Master. MART. NOLL, Clerk.	Leaves CINCINNATI, THURSDAY, 5 p.m. Cincinnati, 5 p.m. Pittsburgh, 10 p.m. Pittsburgh, 10 p.m. Cincinnati, 5 p.m. Leaves PITTSBURGH, SATURDAY, 8 p.m.
DOWN TRIP.	EMMA GRAHAM	UP TRIP.
Leaves PITTSBURGH, WEDNESDAY, 5 p.m. Pittsburgh, 5 p.m. Cincinnati, 10 p.m. Cincinnati, 10 p.m. Pittsburgh, 5 p.m. Leaves CINCINNATI, FRIDAY, 8 p.m.	EMMA GRAHAM HOD. KNOWLES, Master. NAT. EARHART, Clerk.	Leaves CINCINNATI, SATURDAY, 5 p.m. Cincinnati, 5 p.m. Pittsburgh, 10 p.m. Pittsburgh, 10 p.m. Cincinnati, 5 p.m. Leaves PITTSBURGH, MONDAY, 8 p.m.
DOWN TRIP.	BUCKEYE STATE	UP TRIP.
Leaves PITTSBURGH, FRIDAY, 5 p.m. Pittsburgh, 5 p.m. Cincinnati, 10 p.m. Cincinnati, 10 p.m. Pittsburgh, 5 p.m. Leaves CINCINNATI, SUNDAY, 8 p.m.	BUCKEYE STATE W. H. KERR, Master. R. H. KERR, Clerk.	Leaves CINCINNATI, MONDAY, 5 p.m. Cincinnati, 5 p.m. Pittsburgh, 10 p.m. Pittsburgh, 10 p.m. Cincinnati, 5 p.m. Leaves PITTSBURGH, THURSDAY, 8 p.m.
DOWN TRIP.	HUDSON	UP TRIP.
Leaves PITTSBURGH, SUNDAY, 11 a.m. Pittsburgh, 11 a.m. Cincinnati, 4 p.m. Cincinnati, 4 p.m. Pittsburgh, 11 a.m. Leaves CINCINNATI, TUESDAY, 8 p.m.	HUDSON PHIL. ANSHUTZ, Master. AL. SLAVEN, Clerk.	Leaves CINCINNATI, WEDNESDAY, 5 p.m. Cincinnati, 5 p.m. Pittsburgh, 10 p.m. Pittsburgh, 10 p.m. Cincinnati, 5 p.m. Leaves PITTSBURGH, SATURDAY, 8 p.m.

MAKING PROMPT CONNECTIONS
AT GALLIPOLIS with Kanawha River Packets for CHARLESTON, West Va. AT MARIETTA with
Muskingum River Packets for Zanesville. AT PITTSBURGH with Railroads for all Points EAST.
AT CINCINNATI WITH STEAMBOATS AND RAILROADS TO ALL POINTS NORTH, WEST AND SOUTH.
J. T. STOCKDALE, Sup't. Office at Wharfboat, PITTSBURGH, PA.
J. N. WILLIAMSON, Sup't. Office No. 4 Public Landing, CINCINNATI.

P&C Packet Line advertisement for 1879-80. From Public Library of Cincinnati & Hamilton Co., courtesy Fran Nash.

who had been Capt. Stockdale's chief assistant in the Pittsburgh offices, and his brother-in-law, George W. C. Johnston, bought a controlling interest in the line. The company was reorganized in 1889 bearing the same name and listing its officers as follows.

PCPL Officers in 1889

James A. Henderson: President & General Manager
Thomas S. Calhoon: Vice President
George W. C. Johnston: Secretary & Treasurer, General Freight & Passenger Agent
Alex J. Henderson: Assistant Superintendent
John Crockard: Agent, Wheeling, WV
J. Frank Ellison: Superintendent, Cincinnati

In 1889, while KEYSTONE STATE was being built for Thomas Stevenson Calhoon and KATIE STOCKDALE was being dismantled, the steamer RAINBOW (4673) was chartered by PCPL. Unfortunately, RAINBOW burned while laid up for low water near Cincinnati. So on March 10, 1890 the CONGO (1289) was chartered to replace her.

PITTSBURGH AND CINCINNATI PACKET LINE.

Katie Stockdale Leaves Pittsburgh for Cincinnati on MONDAY, at 4.30 P. M. Leaves Cincinnati for Pittsburgh on THURSDAY, at 5 P. M.
 General Pike Leaves Pittsburgh for Cincinnati on WEDNESDAY, at 4.30 P. M. Leaves Cincinnati for Pittsburgh on SATURDAY, at 5 P. M.
 Scotia Leaves Pittsburgh for Cincinnati on FRIDAY, at 4.30 P. M. Leaves Cincinnati for Pittsburgh on MONDAY, at 5 P. M.

For Freight or Passage, or all information, Address,
 J. T. STOCKDALE, SUPT., PITTSBURGH, PA.

HERGELWIED, In apparent good order (condition of contents not known), from *J. T. Stockdale* by the Pittsburgh and Cincinnati Packet Line, the articles described below, to be delivered, without unavoidable delay, the dangers of Navigation, Fire, Explosion, and Collision, excepted, on Wharf Boat or Landing, at the Port of *Racine*, where carriers' responsibilities shall cease, with privilege of Lightering, Storing, Towing, and Re-shipping, unto *Hard Case* or assigns, he or they paying the freight for the said goods at the rate of *1.25*

The Boat is not responsible for breakage of Casks or other articles, nor for unavoidable accidents to or damage of Goods, not by rule, all damage, most, repairs, loss of time, missing, or insured cargo, other to stand void.

Steamer Scotia, Pittsburgh, Pa., *March 29, 1888*

This Bill of Lading not good on any but Pittsburgh and Cincinnati Packet Line Boats.

MARKS.	ARTICLES.	WEIGHT.
<i>Infull</i>	✓ 2 Plows	
	✓ 1 Bolex	
	✓ 1 Cultivator	
	✓ 1 Bolex sign	
	✓ 2 Plow hinges	
	✓ 3 Bolex " Cast	
	✓ 1 " " Paint	<i>528</i>
		<i>716.50</i>
		<i>1.25</i>
		<i>290</i>

Jackson & McCrean, Print. Pittsburgh.

Bill of lading on SCOTIA dated March 29, 1888 for delivery of goods from Pittsburgh to Racine, OH. Courtesy Fran Nash.

At this time, the round trip fare between Pittsburgh and Cincinnati was \$12, meals included. Round trip to the World's Fair in Chicago in 1892 and 1893 was \$18. Dedication ceremonies for the World's Columbian Exposition were held on October 21, 1892, with the fair continuing through October 30, 1893. That people preferred to travel by packet is noteworthy - beyond what is usual or established history in the age of railroads. In 1890, Capt. Calhoon finished building the KEYSTONE STATE for PCPL. He was her master for five years, eventually moving over to the IRON QUEEN (2778) when Capt. John M. Phillips left that boat. Unfortunately, Capt. Calhoon was aboard the IRON QUEEN for only three trips before she was destroyed by fire in April 1895.

The Pittsburgh and Cincinnati Packet Line was incorporated in 1893. Its charter was registered in West Virginia and its capital stock, owned mostly by the company's executives and captains, was valued at \$200,000. Officers and stockholders in 1893 were:

PCPL Officers & Stockholders in 1893

James A. Henderson: President & General Manager
George W. C. Johnston: Secretary & Treasurer
J. Frank Ellison: Superintendent, Cincinnati
Capt. Thomas S. Calhoon: Stockholder
Capt. Thomas M. Rees: Stockholder
Capt. John M. Phillips: Stockholder

[It is of interest to note that Capt. Tom Rees was son of James Rees, noted boatbuilder at Pittsburgh and had part ownership in several packets. Capt. Phillips, also of Pittsburgh, was an owner and also master of SCOTIA and IRON QUEEN. - Ed.]



River-rail ticket for admission to World's Columbian Exposition in Chicago on Oct. 9, 1893. Courtesy Fran Nash.

Pittsburgh and Cincinnati Packet Line's fleet and officers in 1893 and 1894 are listed below.

Fleet and Officers in 1893

KEYSTONE STATE: Thomas S. Calhoun,

captain; Charles W. Knox, purser

SCOTIA: Mace Agnew, captain;

Daniel M. Lacey, purser

HUDSON: Robert S. Agnew, captain;

A. J. Slavin, purser

IRON QUEEN: John M. Phillips, captain;

R. H. Kerr, purser

C. W. BACHELOR: J. M. Keever, captain;

George W. Hunter, purser

ANDES: Thomas Hunter, captain;

A. J. Slavin, purser

Fleet and Officers in 1894

KEYSTONE STATE: Thomas S. Calhoun,

captain; Charles W. Knox, purser

SCOTIA: G. E. Rowley, captain;

Tim Penwell, purser

HUDSON: J. Frank Ellison, captain;

D. M. Lacey, purser

IRON QUEEN: John M. Phillips and Thomas S.

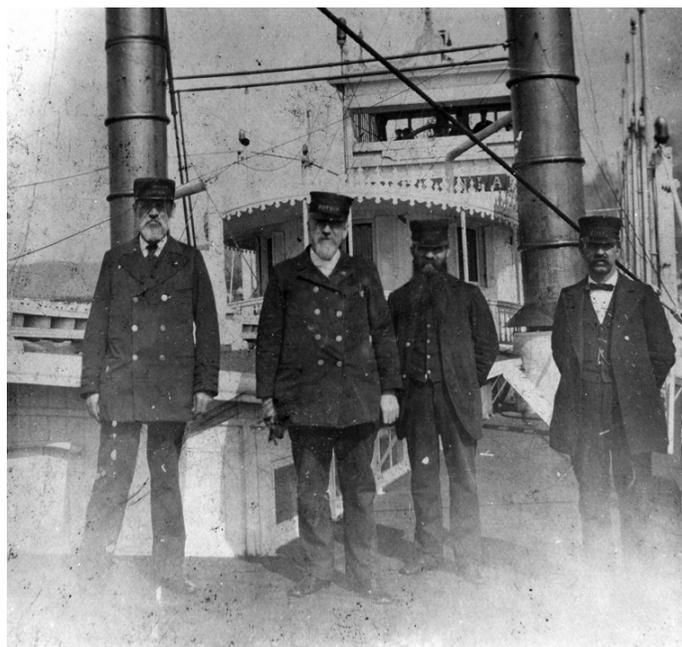
Calhoun, captains; R. H. Kerr, purser

CONGO: Ed F. Maddy, captain;

J. Wehrman, purser

ANDES: Thomas Hunter, captain;

A. J. Slavin, purser



Capt. Thomas Calhoun (left) aboard VIRGINIA in 1896. Photo from Public Library of Cincinnati & Hamilton County, courtesy of Fran Nash.

These were the glory days of PCPL. The elegance of *QUEEN CITY* and her sister *VIRGINIA* were unmatched. By design these two deluxe packets catered to a rather high class patronage. Both were advertised in the Pittsburgh social register to great advantage, as many fashionable Pittsburghers trod their decks. Both made annual trips to the Mardi Gras with great success. The minutes prior to departure of a PCPL boat always had a somewhat carnival air. Men were dressed in topcoats and silk hats and women wore outfits made complicated by bustles that were the day's fashion. All this while roustabouts performed their ballet of loading barrels and boxes.

VIRGINIA was the ultimate in luxurious travel. Before the advent of the Broadway Limited of railway fame, the *VIRGINIA*'s cruise from Pittsburgh to Cincinnati was a trip of breathtaking elegance and adventure. Her cabin was 190 feet long with fifty staterooms. Each stateroom had an upper and lower berth. The mattresses, sheets, pillows and linens were provided by Joseph Horne and Co., the famed Pittsburgh department store. An upright piano in the ladies' cabin was provided by Kappel's Music House, purveyors of "pianos and organs of medium and high grades." The full-length cabin was also used for dining, with tables finely set for 120 passengers and officers. *VIRGINIA* had

The *IRON QUEEN*, exactly three years old to the day, went up in flames on April 3, 1895 while Capt. Calhoun was in command. The steamer *SHERLEY* (5093) with Capt. Ed. F. Maddy and J. Wehrman in the office was chartered to replace *IRON QUEEN* until the completion of *VIRGINIA* (5593) which was launched in December 1895. She came out under the command of Capt. Calhoun on New Year's Day 1896.

Fleet and Officers in 1896

KEYSTONE STATE: Charles W. Knox, captain

QUEEN CITY: Thomas S. Sanford, captain;

D. M. Lacey, purser

VIRGINIA: Thomas S. Calhoun, captain;

R. H. Kerr, purser

HUDSON: (not available)



QUEEN CITY landed at New Orleans wharf during one of her Mardi Gras cruises, most likely in 1908 or 1909. Her first Crescent City trip for P&C was made in 1903, with follow-ups 1908-11, and again in 1913 after she had been sold to John W. Hubbard's Ohio & Mississippi Navigation Co. She returned to the festival under Louisville & Cincinnati Packet Co. ownership in 1921-23 and again in 1925, with her final visit in 1930 under management of Hubbard's Ohio River Transportation Co. Probable dates for this photo are narrowed down by the presence of the cotton packet *COLUMBIA* (1251) on extreme left, built in 1903 for Carter Packet Co. and running in the Red River trade until she burned in February 1910. *QUEEN CITY* also appears in a well-known Mardi Gras view in 1925 or 1930 in company with L&C's packet *CINCINNATI*. Photo from Murphy Library, Univ. of Wisc. - La Crosse.

been built in 1896 and *QUEEN CITY* in 1897 by the Cincinnati Marine Railway Company, and they were similar in size, appearance and capacity. However, they were not alike in appeal. According to George W. Henderson in his remembrances decades later in 1962, his family's favorite was *VIRGINIA*. The *QUEEN CITY* had class; the *VIRGINIA* had charm. In 1898, PCPL declared an annual dividend of nine percent. Nearly every trip made a profit.

PCPL Fleet in 1904

KEYSTONE STATE, Capt. Charles W. Knox
QUEEN CITY, Capt. Thomas S. Sandford
VIRGINIA, Capt. Thomas S. Calhoon
HUDSON, (not available)

Thomas S. Calhoon retired from the river in 1904 at age 70. His career spanned fifty-six years from his first trip aboard his uncle Richard



Capt. Calhoon and his wife at their home. Fran Nash photo.

Calhoun's steamer CALEDONIA (0798) to his final voyage on VIRGINIA. He was one of the few Georgetown rivermen who stayed until river commerce disappeared and nothing was left but the scenery. He died at his home in Georgetown on April 3, 1910 at 11:30 in the morning after a short illness.

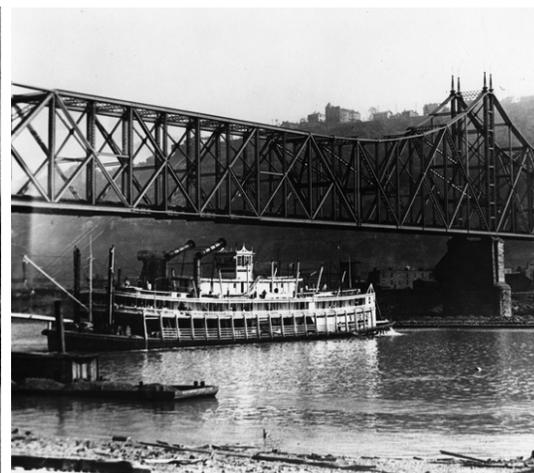
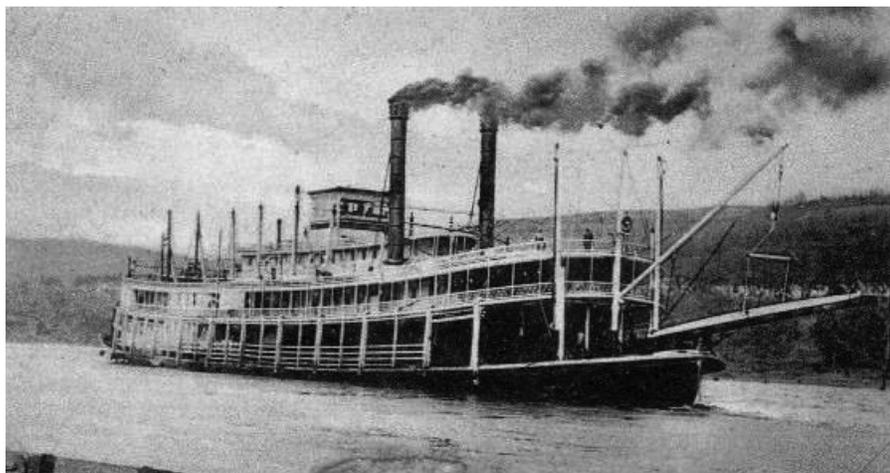
The Decline

The advent of the twentieth century pointed to continued prosperity for Ohio River commerce. The preceding years were record breakers as far as tonnage carried. The tonnages in bulk commodities like coal, lumber, grain, sand and gravel, and steel improved while regular passenger packets held their own. The company's fleet was the finest ever assembled. In 1905, two million passengers traveled the Ohio. Nonetheless, the Ohio River transportation system entered a period of decline. Evidence was abundant. In 1908, PCPL was forced into receivership. It continued to operate until 1912 when its assets were sold to John W. Hubbard of Pittsburgh for \$22,200 – one-fifth of their appraised value. After that, one could travel along the upper Ohio for a full day and never see a steamboat. The Ohio River was as dead as a church on Monday morning. Not only were steamboat owners and their crews harmed financially, the entire steamboat building economy was destroyed along with all the support businesses located at or near the wharfs and boatyards.

The causes of this decline were numerous and no single one of them was powerful enough to cause destruction so completely and so quickly.

In those early years of the twentieth century, the permanent characteristics of the United States were being hardened. Giant corporations were growing in power; benign government regulation was supported by businessmen and presidents; the wobblies (IWW) organized, etc. The fact that European river traffic was increasing to the benefit of railroads there was ignored by those in favor of a total transition to railroads in this country. The blame for the decline has largely been fixed on the greed of railroad barons who owned the river terminals and facilities and refused to cooperate with river lines on pro-rating freight arrangements as they had in the 1890s. In other words, a packet could no longer discharge its freight and passengers at a port without excessive fees. Wharfage and way charges were so prohibitive that landings became unprofitable. Packet lines making many intermediate stops were effectively taxed out of existence. Most pro-rating arrangements between packet lines and railroads had been withdrawn around 1900.

Probably the single most effective blow to PCPL was the formation of United States Steel Corporation (USS) in 1901. USS was the former Carnegie Steel Company purchased and renamed by J. P. Morgan. USS made a corporate decision to ship their products exclusively by rail, regardless of the freight rates. J. P. Morgan had control of more than twenty railroads and held significant influence over members of the U. S. Congress. At that time, river rates were regulated by the Interstate Commerce Commission (ICC). Strangely, the ICC's rulings pertaining to fair rates for freight transfer at railroad junction points were not applicable to rail and river



Left: QUEEN CITY at Sistersville, WV. **Right:** VIRGINIA's stacks hinged back under Wabash Bridge. Fran Nash photos.

junctions. And “inventive genius and the business talent of the country” were drifting toward the railroads, according to one congressional oversight committee. A key assumption in this inversion was that railroads deserved government support while river transportation did not. The deck was stacked doubly against the packet lines. PCPL had never operated fewer than three packets moving iron and steel and glass south, and farm products and whiskey north. Financial success depended on both freight and passenger traffic. Under the conditions existing in 1908, and in some instances with unscrupulous forces working against them, the rivermen were unable to carry on.

And so the days of the Pittsburgh and Cincinnati Packet Line were over. The packets built expressly for PCPL had been the best of their day. Style and luxury were the key features of KATIE STOCKDALE, KEYSTONE STATE, IRON QUEEN, VIRGINIA and QUEEN CITY. Other surviving packet lines generally curtailed operations

as well. After boasting their ability to supply all the nation’s transportation needs, railroads continued to fail the country in time of crisis. In 1917 their total breakdown was admitted. The World War came on and railroads were unable to meet those critical needs. It mattered not that tonnage had shifted from coal and passengers to iron and steel. Some old steamboats were remodeled and recommissioned as huge floating dance halls in the excursion business in order to survive. Barge building became the order of the day, with barge fleets towed by the sternwheel towboat. The Barge Age of river transportation had arrived. Unlike the “good old days” when bells and whistles announced arrivals and departures of packets at river landings, the steamboat of the Barge Age moved quietly, unobserved, and unannounced without so much as a hand salute to the river towns as they passed. Strange and impossible as these events may seem, the Pittsburgh and Cincinnati Packet Line is now but a memory. Its legacy is a gift and a responsibility. It is up to us to preserve that legacy and pass it along to future generations.

Five Deluxe Packets and Their Officers

Five luxurious packets were expressly designed and built for Pittsburgh and Cincinnati Packet Line. The names of the officers of each packet have been gleaned from various sources. By no means is the list deemed complete nor ordered by date of service. None of these boats were designed to operate or carry a bar.

Steamer KATIE STOCKDALE

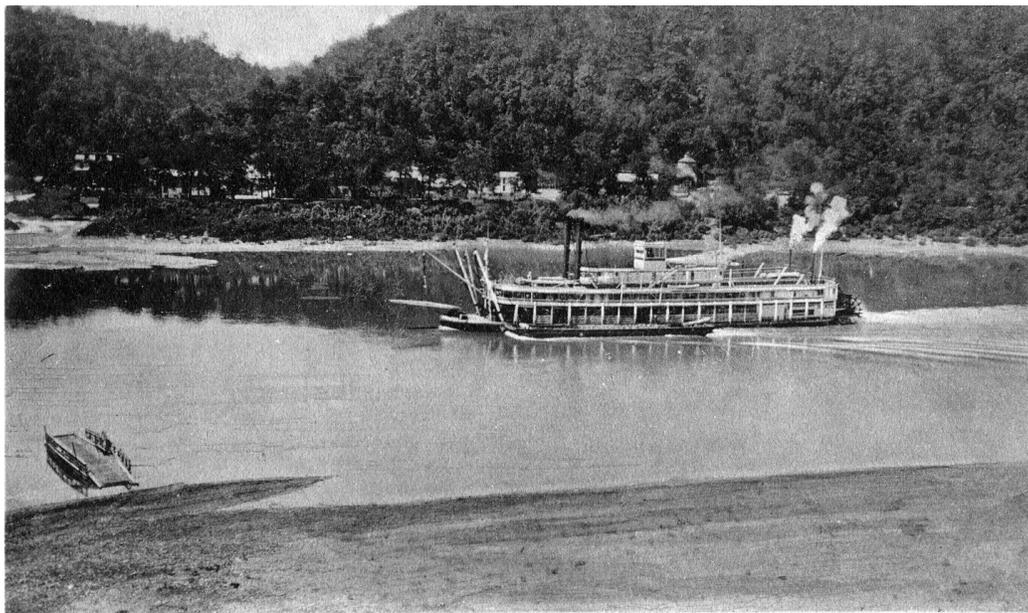
<i>Packet</i>	<i>Year Built</i>	<i>Dismantled</i>
KATIE STOCKDALE	1877	1888-89
KEYSTONE STATE	1890	1926
IRON QUEEN	1892	burned 1895
VIRGINIA	1895-96	1928
QUEEN CITY	1897	1929



In 1879 KATIE STOCKDALE was the Saturday boat at Pittsburgh, but by 1882 was switched to the Monday boat. When dismantled, her engines, whistle and roof bell were installed on the new KEYSTONE STATE. Thomas S. Calhoun was her only captain. Clerks were A. J. McConnell, Nat Eathart, Mart F. Noll, Chas. M. Buchanan, H. C. Caldwell, Clark Barringer, and Chas.

Pilots standing watch on the boat were James Rowley, George Hughes, Thomas S. Sandford, J. Harry Ollum, and a Mr. Halloway.

Steamer KEYSTONE STATE



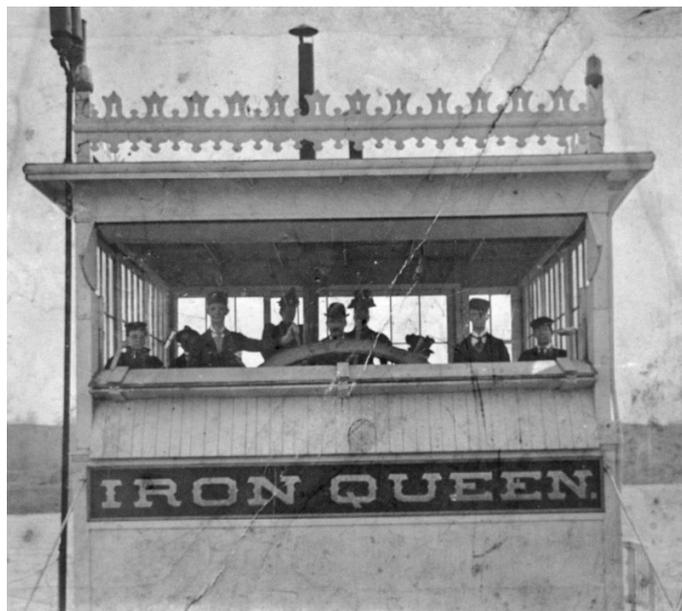
THE OHIO RIVER AT GEORGETOWN, PA.

A curious event on KEYSTONE STATE took place in the spring of 1901 when ship's carpenter William T. Perry was shot from shore and killed at Parkersburg, WV. Sidney Cole, convicted for the shooting, served time in Moundsville Penitentiary. In 1913, Capt. D. Walter Wisherd and Sam Gregory bought KEYSTONE STATE and converted her into the excursion boat MAJESTIC (3711), but she sank at Chain of Rocks water intake tower in 1914 before going into service [see March 2016 REFLECTOR - Ed.] Captains on KEYSTONE STATE were Thomas S. Calhoon and Charles W. Knox. Her clerks were Charles W. Knox, William D. Kimble, Augustus Martindill, Karl Crawford, J. Presley Ellison, A. L. Voeghtley, Daniel Lacey, Henry Best, E. Dayton Randolph, Logan Noll, A. J. McConnell, George Donally, and William Barringer. Pilots standing watches included Thomas S. Sandford, J. Harry Ollum, William Anderson, E. Dayton Randolph, Chas. Prall, and Ed McLaughlin. The boat's mates were Ben Basker, Richard Pharris, Thos. Martin, and Eugene Morris. Among her engineers were George Knox, Charles McDaniel, and Grant Paige.

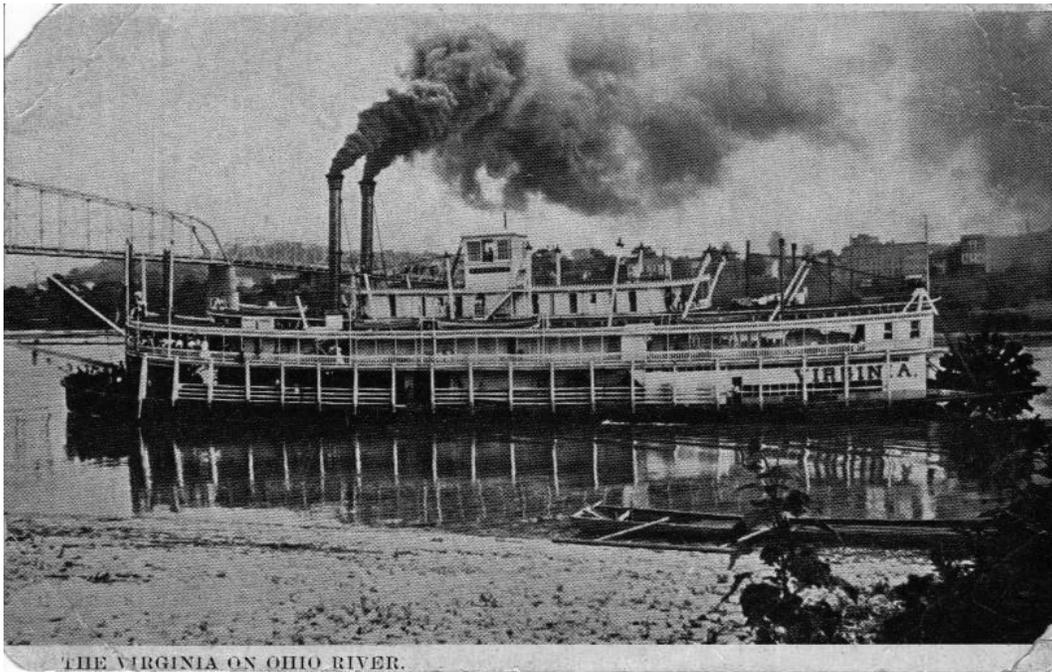
Steamer IRON QUEEN

The IRON QUEEN's two masters were John M. Phillips and Thomas S. Calhoon. Clerks

who served aboard were Robert H. Kerr, George McCollough, Clayton Agnew, and A. L. Voeghtley. Her pilots included Dayton Randolph, William H. Clark, James Rowley, and Ed McLaughlin. Mates were Al Pennywitt, John Heatherington, Ort Shriver and Hod Knowles. And engineers were Ash Ruth, Kelly Flesher, William Bell and James Ellison. Her initial season coincided with the opening of the Chicago World's Columbian Exposition and attracted many passengers who purchased river-rail tickets. [See the September 2019 REFLECTOR for our story about the silver service from IRON QUEEN which was presented to S&D last year.- Ed.]



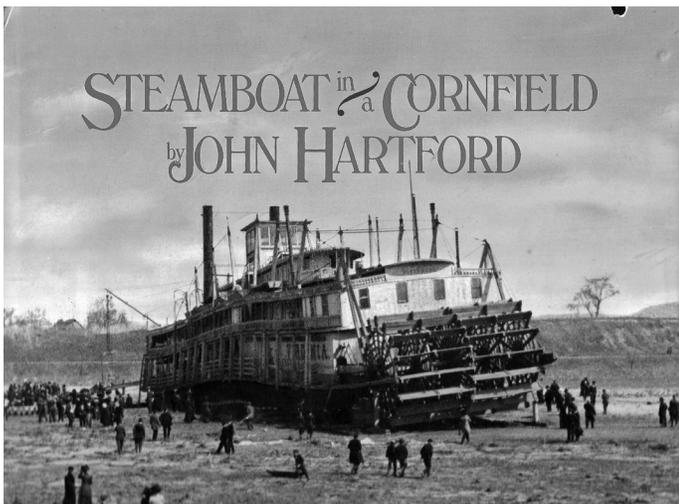
Above: IRON QUEEN pilot house and view backing away from wharfboat, Murphy Library. **Top left:** KEYSTONE STATE at Georgetown Landing from PLCHC. **Previous page:** KATIE STOCKDALE, courtesy of Murphy Library.



THE VIRGINIA ON OHIO RIVER.

Steamer VIRGINIA

The VIRGINIA was exceptionally quiet and was one of the first steamboats on the upper Ohio to install a carbon arc searchlight, called a White Squadron. She is well-known for venturing outside of the Ohio River channel during high water on March 6, 1910 and settling unceremoniously in a cornfield at Willow Grove, WV when the river fell out. Capt. Calhoun was not master of the boat when this incident occurred. The Pittsburgh engineering firm John Eichleay Company managed to move her back into the water. A book authored in 1986 by well-known musician and riverman John Hartford titled *Steamboat in a Cornfield* tells an entertaining tale of this unusual event. When the Pittsburgh and Cincinnati Packet Line folded in 1909 due to the favored railroad traffic, VIRGINIA went through

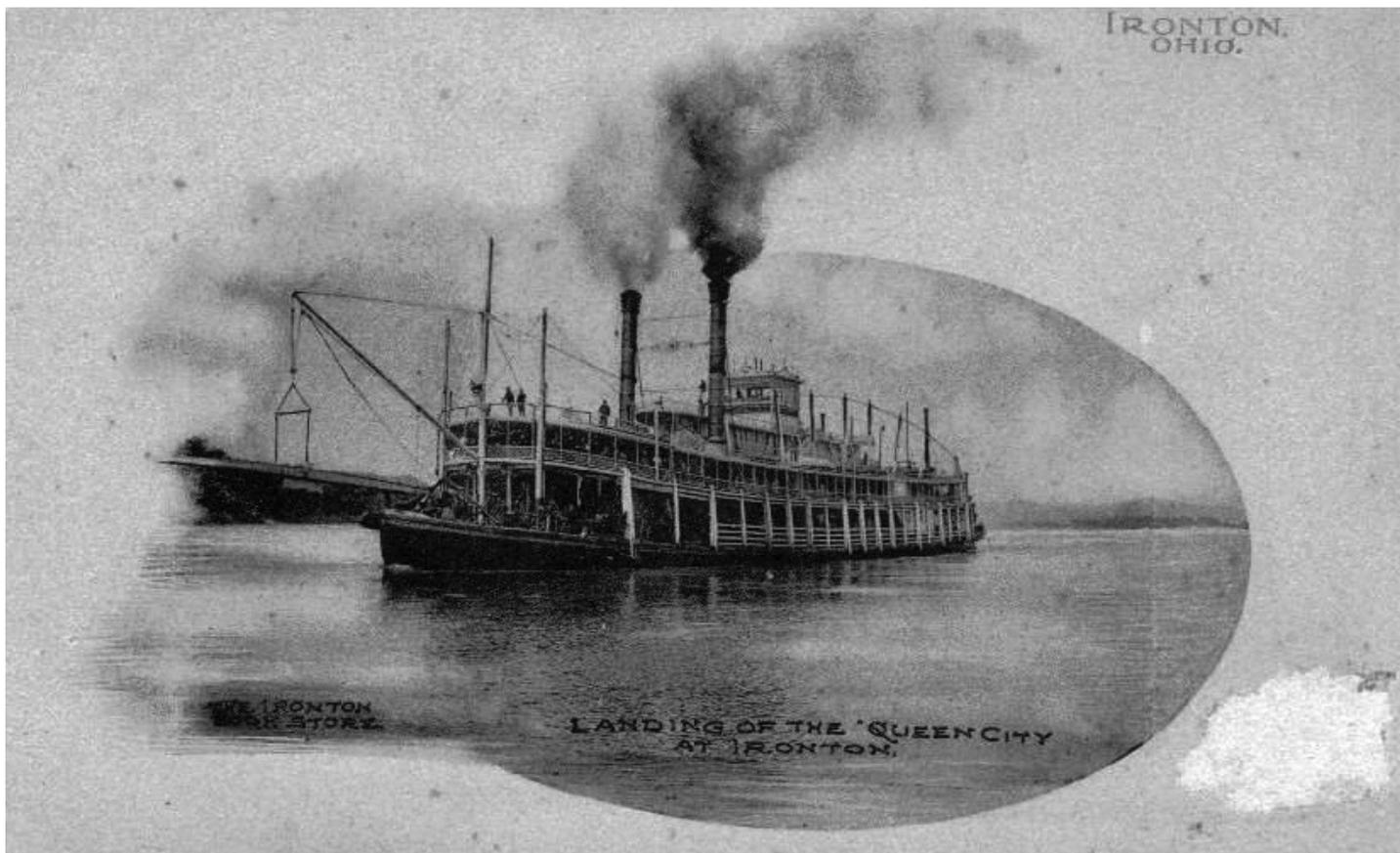


a series of changes until she was dismantled in New Orleans around 1928. VIRGINIA was served by four captains during her career: Thomas S. Calhoun, Thomas S. Sandford, Alfred Pennywitt, and Charles W. Knox. Her clerks were Robert H. Kerr, William Kimble, Daniel Lacey, George McCollough, Clayton Agnew, Wm. C. Lepper, and Clyde Packard. Pilots included Thomas Spence Sandford, J. Harry Ollum, James Martin, William

Anderson, and Dwight Hollister. Mates were John Sweeney and Hod Knowles, and engineers were George Johnston and a Mr. Owens.

Steamer QUEEN CITY

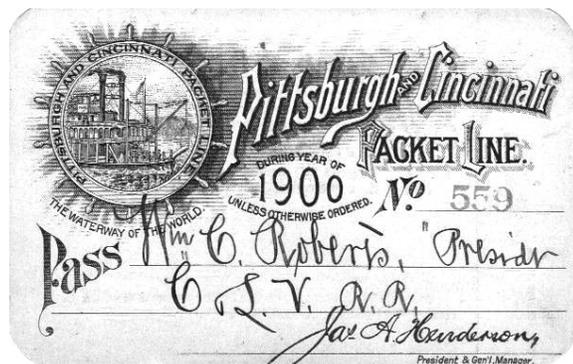
A good deal has already been written in praise of the packet QUEEN CITY in the decades since S&D REFLECTOR first went to press. It is no surprise nor any secret that this elegant Ohio River sternwheeler captured the heart and imagination of Capt. Fred Way when he was a young lad of ten. Rather than repeating the superlatives and paeans offered in her honor, we will offer a few simple quotes from Way's *Packet Directory*. "Fans and devotees of the QC are recommended to the files of S&D REFLECTOR. In December 1964 is a detailed report of the "Congress Trip of 1905." The September 1967 issue is devoted to an in-depth illustrated story of the QC's career. And the December 1976 issue contains ten superb QC photographs." While we are dealing with the subject of REFLECTOR pieces on various P&C packets, we might also add Capt. Way's comments on the VIRGINIA. "The story of [her] epic tale in the cornfield is recounted with many photographs in the S&D REFLECTOR, issue March 1966. Another feature story on VIRGINIA appears in the same publication's March 1973 issue, copiously illustrated." QUEEN CITY's masters during her long career included Thomas S. Sandford, Robert R. Agnew, Arthur B. Brown, J. Presley Ellison,



and John Sweeney. Her roster of clerks record the names of James Gardener, Daniel Lacey, Unk Chapman, C. Boyd Taylor, William R. Barringer, A. B. Browne, and Charles Howard. Among her

pilots were J. Harry Ollum, Philip Anschutz, and Anthony Meldahl, while the engineers who served aboard were George Knox, Charles Paige, C. A. Watson, and William Watson. Ⓢ

Top of page: QUEEN CITY at Ironton, OH. Fran Nash photo. **Center right:** P&C boarding passes from 1897 and 1900 signed by James A. Henderson. **Courtesy of Fran Nash. Bottom right:** P&C receipt dated May 9, 1899 at Reedsville, OH (present-day site of Belleville Locks and Dam) for shipment on Str. KEYSTONE STATE. **Courtesy Fran Nash. Top opposite page:** Str. VIRGINIA, location unknown. Fran Nash photo. **Bottom opposite page:** Cover of Steamboat in a Cornfield, © 1986 by John Hartford, published by Crown Publishers Inc.



Pittsburgh and Cincinnati Packet Line			
 <p>THE WATERWAY OF THE WORLD.</p>		<p>JAMES A. HENDERSON, Pres. and Gen'l Mgr. THOS. S. CALHOON, Vice Pres. G. W. C. JOHNSTON, Gen. Fgt. & Pass. Agt. & Treas.</p>	
<p>General Offices.....PITTSBURGH, PA.</p>		<p>J. F. ELLISON, Superintendent. CINCINNATI, OHIO.</p>	
<p>GOODS SHIPPED BY THIS LINE ARE DELIVERED QUICKER THAN BY RAIL ROUTES.</p>			
<p>Leaves Cincinnati Thursdays at 5 P. M. Leaves Pittsburgh Mondays at 4 P. M.</p>		<p>Reedsville, O., 9 1899.</p>	
<p><i>A. N. Cowdry</i></p>			
<p>"The Waterway of the World."</p>		<p>CHAS. W. KNOX, Master. W. D. KIMBLE, Clerk.</p>	
<p>TO STR. KEYSTONE STATE, DR.</p>			
MARKS.	TO FREIGHT ON	FREIGHT.	CHARGES. AMOUNT.
	<i>1 Case Tobacco</i>		<i>Marked 50</i>
<p>Received Payment,</p>			<p>Clerk.</p>

150th Anniversary of LEE-NATCHEZ

Great Steamboat Race

by Jerry Canavit and David Rankin & Donna Allen

Mississippi River historians and readers of this issue of the REFLECTOR are invited to take special note of the 150th anniversary of the June 30-July 4, 1870 race between New Orleans and St. Louis of the legendary packets ROB'T. E. LEE and NATCHEZ. We are pleased to share with you these pieces by S&D members Jerry Canavit from San Antonio, and also by Donna Allen and David Rankin from St. Petersburg, FL in commemoration of this event. We begin with Jerry's look at the story of racing on the lower Mississippi. – Ed.

King of the Mississippi

The quest for steamboats to establish fast running times between the cities of New Orleans and St. Louis began in earnest on April 29, 1844, when the J. M. WHITE II (2866) completed the 1,278-mile downstream trek in 3 days and 16 hours. On May 4, she made the return trip upstream in 3 days, 23 hours and 9 minutes, setting a record that would stand for twenty-six years until it would arguably be broken by the ROB'T. E. LEE (4777) in 1870.

For comparison, in 1849 the big 886-ton sidewheeler MISSOURI (3979) ran the same upstream course in 4 days and 19 hours. In 1865, the Atlantic and Mississippi Steamship Company's sidewheeler RUTH (4878) with Capt. Ben Taber in command, covered the distance in 4 days, 9 hours and 54 minutes. And in 1869, the DEXTER (1530), commanded by Capt. Sam Montgomery, went from New Orleans to the wharf in St. Louis in 4 days and 10 hours flat. While all of these vessels were considered "steppers" in their time, none of them came close to challenging the record time of J. M. WHITE II.

The LEE, the NATCHEZ and Immortality

The packet ROB'T. E. LEE was built in 1866 at New Albany, IN and from the very beginning,

because of her great speed, she began rewriting the record books. She was owned by Capt. John W. Cannon, a serious competitor to Capt. Thomas P. Leathers in the lower Mississippi River passenger and freight trade. Capt. Leathers always had the reputation of owning fast boats, and the very thought of his arch rival Capt. Cannon owning a faster boat did not sit well with him. In 1869 he built a vessel to change all of that. He named his new boat NATCHEZ (4109) and she was built specifically to beat ROB'T. E. LEE.

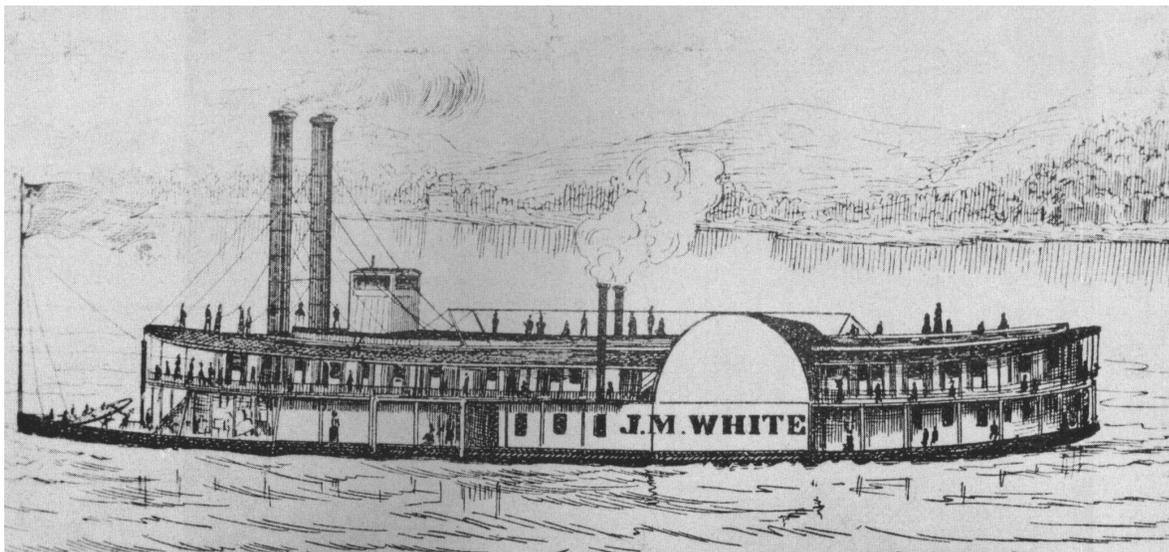
Shortly after NATCHEZ left her birthplace in Cincinnati, Capt. Leathers was eager to demonstrate the performance capabilities of his new vessel. He went right after the 26-year old New Orleans to St. Louis speed record held by J. M. WHITE II. So in early June 1870, he and the new NATCHEZ set out to do just that. When he arrived at St. Louis 3 days, 21 hours and 58 minutes later, he had beaten the WHITE's time by seventy-one minutes and added a handsome set of antlers to his collection. Leathers had thrown down the gauntlet to Capt. Cannon and the LEE, and it was only a matter of time before the two boats would race.

Finally on June 30, 1870, the ROB'T. E. LEE and NATCHEZ squared off on that same course in a much-celebrated race. The LEE completed the run in 3 days, 18 hours and 14 minutes, bettering the time of both J. M. WHITE II and NATCHEZ. There was much controversy with the LEE's win. Many thought she had used unfair tactics, but the general opinion was that her captain just had a better race plan. Although the LEE's time in the race was faster than that of the NATCHEZ, some still contend that NATCHEZ was actually the faster boat.

The Rest of the Story . . .

With the speed argument not completely settled, Capt. Leathers decided to go after LEE's new record and her claim of speed supremacy. It didn't

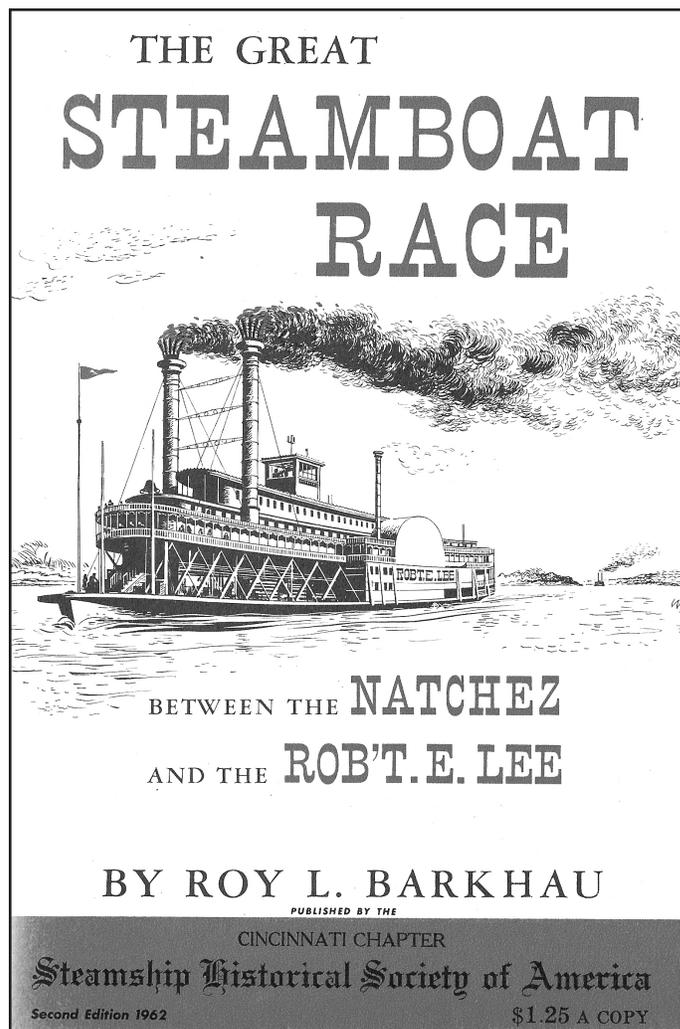
Str. J.M. WHITE II was built 1844 in Elizabeth, PA for J.M. Convers, J.M. White and E.N. Beebie of St. Louis. Needless to say, she was designed for speed. She sported seven 2-flue boilers and her 30-foot sidewheels worked 12-foot buckets. She was dismantled in 1847. Photo from Murphy Library - U. W.



make sense to have another 1200-mile race when an abbreviated race against time over a shorter distance could determine a winner. And what better place to accomplish this than in a publicized run from New Orleans to Natchez, Leathers' home town. On October 16, 1870, Leathers set out on the 268 mile speed run to better the LEE's time set during the "Great Race." During that leg of the earlier race, LEE had covered the distance in 17 hours and 11 minutes. When NATCHEZ completed her attempt, she had lowered the time to 16 hours, 51 minutes and 30 seconds, bettering LEE's time by 20 minutes and 30 seconds. The horns then went from the LEE to the NATCHEZ.

The sight of those horns on NATCHEZ was unbearable to Capt. Cannon and he immediately set out to retrieve them. The following week he prepared LEE and on October 18, with his boat in racing trim, he made his attempt. On the first leg of the trip from New Orleans to Baton Rouge, LEE performed flawlessly and was well ahead of her competitor's new record time. But above Baton Rouge she encountered a severe storm causing a delay. A fueling problem at Bayou Sara caused LEE to lose even more time, resulting in her arrival at Natchez eight minutes behind the time of Capt. Leathers' vessel. The horns would remain with NATCHEZ. This was very embarrassing to Capt. Cannon, so he tried again. On October 27, the LEE left New Orleans for Natchez - and this time he encountered no problems. He succeeded in beating NATCHEZ's time, setting the pegs at 16 hours, 36 minutes and 47 seconds. The horns were returned to the LEE.

Below: Front cover of the 1962 reprint of Roy L. Barkhau's classic retelling of the race between the LEE and NATCHEZ. The book originally came out in 1952 and the reprint by Young & Klein, Inc. of Cincinnati was published by the Cincinnati chapter of Steamship Historical Society of America. Young & Klein also produced several editions of the well-known Ohio River Handbook. **Following page:** The opening pages from The Great Steamboat Race are reproduced here.



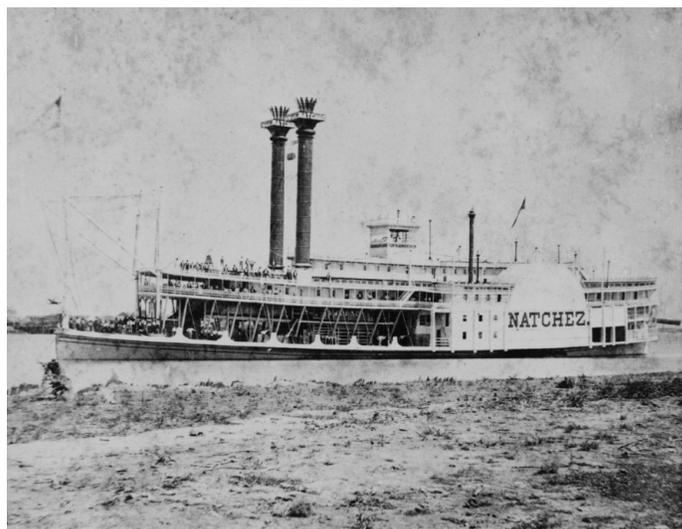
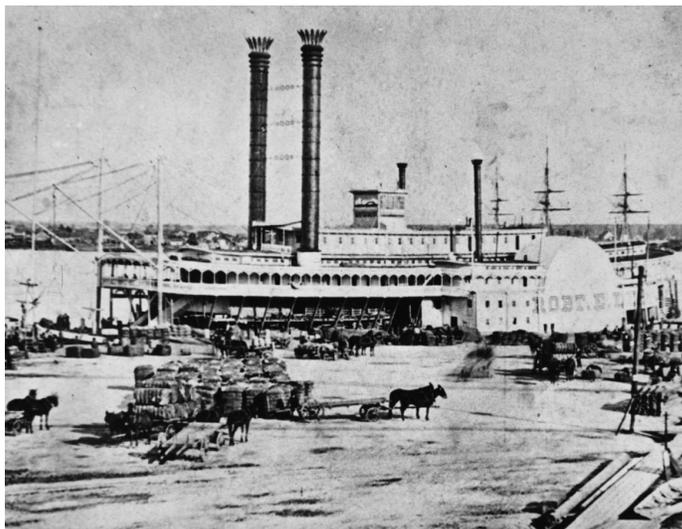
This seems to have ended the competition between the two captains and their respective vessels for a speed title. Perhaps the two aging captains had begun to lose their competitive spirit or, more likely, they concluded that it just wasn't very practical or profitable to sacrifice business and money simply to own speed records.

As the grand steamboat era began to draw to a close, it became less and less practical to own and operate large packet steamboats on the lower Mississippi River. Competition among the steamboat owners was diminished by the success of railroads, with passenger and freight business on the rivers suffering greatly. The LEE's record time of 3 days, 18 hours and 14 minutes remained and would never be broken by another steamboat. However, it would not remain unchallenged.

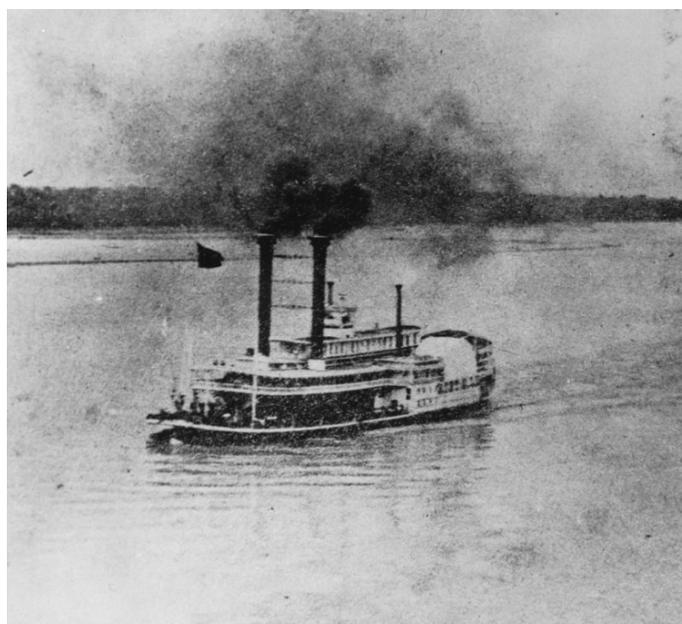
Chasing the Ghost of the ROB'T. E. LEE

In 1929 Edwin C. Koenig, a St. Louis businessman and president of the St. Louis Yacht Club, established an open challenge to all motorized river vessels to better the time set by the ROB'T. E. LEE between New Orleans and St. Louis. A prize was created and would be awarded to anyone who could accomplish this challenge. The prize also carried with it a significant monetary award. Since that time, a number of vessels have been awarded the "Koenig Trophy." A partial list follows, beginning with the motorboat BOGIE in 1929 and ending with the turbine-powered catamaran SKATER 32 in 1990.

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| 1929 | Motorboat BOGIE
Dr. Louis LeRoy: 87 hrs. 31 mins. |
| 1930 | Motorboat AND, HOW III
Claude M. Mickler: 78 hrs. 51 mins. |
| 1948 | m/v HARRY S. TRUMAN
Capt. Willis Smith: 91 hrs. 31 mins. |
| 1953 | Motorboat MARK TWAIN
Roy F. Smith: 79 hrs. 12 mins. |
| 1953 | 37-foot cabin cruiser
Frank G. Burkheath: 61 hrs. 22 mins. |
| 1955 | 26-foot home-made craft
Ray & Thomas Loetscher: 52 hrs. 53 mins. |
| 1984 | 20-foot Charger Bass Boat
Bob Cox: 20 hrs. 14 mins. |
| 1987 | SCARAB 43
Don Johnson: 19 hrs. 51 mins. |



Top: ROB'T. E. LEE at New Orleans wharf. She was the first of two boats to carry that particular spelling of her name. **Middle:** The racer NATCHEZ, sixth of seven sidewheelers to bear that name for Capt. Leathers. **Bottom:** LEE at the finish of the race from Carondelet Bluffs. Murphy Library photos.



- 1988 22-foot Starcraft
Roy Fulton: 14 hrs. 55 mins.
1990 SKATER 32
Howard Arneson: 12 hrs. 40 mins. 50 secs.

Until the summer of 1953, no one had really beaten the LEE's time by much. You could argue that the LEE was still king of the river since the distance traveled by these other boats had been reduced from the 1,218 miles run by LEE in 1870 to 1,154 miles run by challengers after 1929, and finally to 1,039 miles in 1990.

So Which Boat Was the Fastest?

If you're talking power boats on the Mississippi between New Orleans and St. Louis, Arneson's SKATER 32 seems to get the nod. If you're talking river steamboats, you might assume that the LEE would get most of the votes . . . but you'd be wrong. Most historians would assign that honor to another large sidewheeler owned by Capt. John W. Tobin, also named J. M. WHITE, the third boat of that name, and one familiar as the vessel mentioned in the beginning of this story.

J. M. WHITE III (2867) was a large cotton packet built at the Howard Shipyard in Jeffersonville, IN in 1878. She was bigger than either the LEE or NATCHEZ. She had ten boilers and gigantic high pressure engines with 43-inch cylinders and an eleven-foot stroke, generating 3400 hp. She was considered by most to be the pinnacle of steamboat architecture on the Western Rivers of the United States, and she was also very fast. Unfortunately she left very few accounts of her splendid performances. This was because her owner simply wasn't interested in setting speed records. One of the reasons was that Capt. John Tobin was a good friend of Capt. Cannon, owner of the LEE, and Tobin vowed never to challenge any of the LEE's records while Capt. Cannon was still alive. For eight years J. M. WHITE III ran without making an official challenge.

However, there are a couple of examples of her extraordinary speed that survive. One occurred on October 3, 1881. While on a regular business run with a load of freight and passengers, the WHITE went from New Orleans to Baton Rouge in a time

of 7 hours 40 minutes, including all her stops and a delay en route. This was 42 seconds faster than LEE's record run to that city. The distance was 133.2 miles at an average speed of 17.34 mph against the current.

There is also an unverified account of the WHITE racing with Capt. Leathers' NATCHEZ VII (4110), successor to the racer. During the early 1880s, the story goes, Capt. Leathers liked to allow other boats docked at New Orleans to pull out in front of the NATCHEZ, after which he would catch and then overtake the other boat while under a full head of steam. The show was well known to the people on the New Orleans wharf and never failed to impress passengers on the NATCHEZ. One time Leathers did this to Capt. Tobin when he was aboard another of his boats, the ED RICHARDSON (1706). Capt. Tobin found this embarrassing, vowed to get even, and waited to use the J. M. WHITE III to even the score.

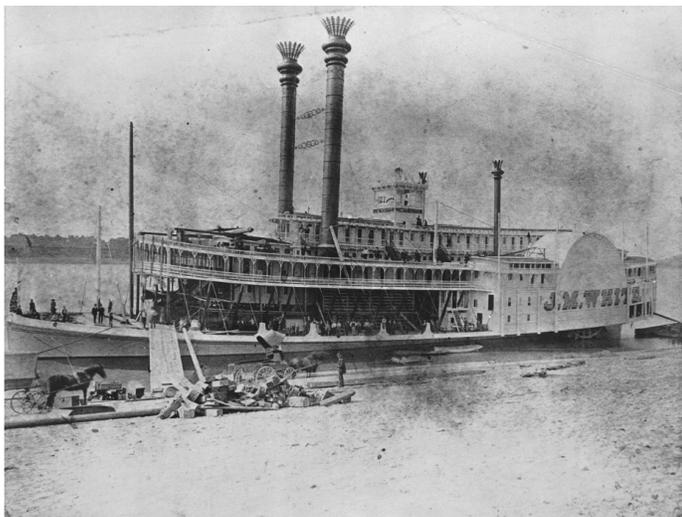
The opportunity arrived once when both vessels were leaving New Orleans at about the same time. The race was on. NATCHEZ gained the lead and the duel appeared over. However, the WHITE had suffered a minor mishap and had only slowed to make repairs. After they were made, Capt. Tobin put her under full steam and easily caught up to and overtook NATCHEZ, beating her handily into Baton Rouge. It is interesting to note that Capt. Leathers, seeing his boat was about to be overtaken by the hard charging WHITE, pretended to answer a "hail" from shore to pick up an "empty" barrel of freight. The WHITE reportedly arrived in Baton Rouge in 7 hours flat, giving her an average speed against the current of slightly over 19 mph.

Looking Back . . .

In 1844, J. M. WHITE II steamed 1,278 miles from New Orleans to St. Louis in 95 hours and 9 minutes, averaging a little over 14 mph. One hundred forty-six years later, Howard Arneson piloted the turbine-powered catamaran SKATER 32 over the 1,039 mile course in 12 hours, 40 minutes and 50 seconds, averaging a little over 82 mph. In 1870 the ROB'T. E. LEE and NATCHEZ, both capable of making 15 to 16 mph against the current, averaged about 13½ mph and 12½ mph respectively

during the “Great Race.” So the earlier WHITE was just a little faster than either of them.

Now, it would have been interesting to see how the J. M. WHITE III would have done if “let loose” on the run from New Orleans to St. Louis, but I guess we can only speculate. But, if I were a betting man . . . 🕒



The epitome of cotton boat architecture, J. M. WHITE III, and the fastest steamboat on the Mississippi? Photo from Murphy Library, University of Wisconsin - La Crosse.

Artifacts from the ROB'T. E. LEE

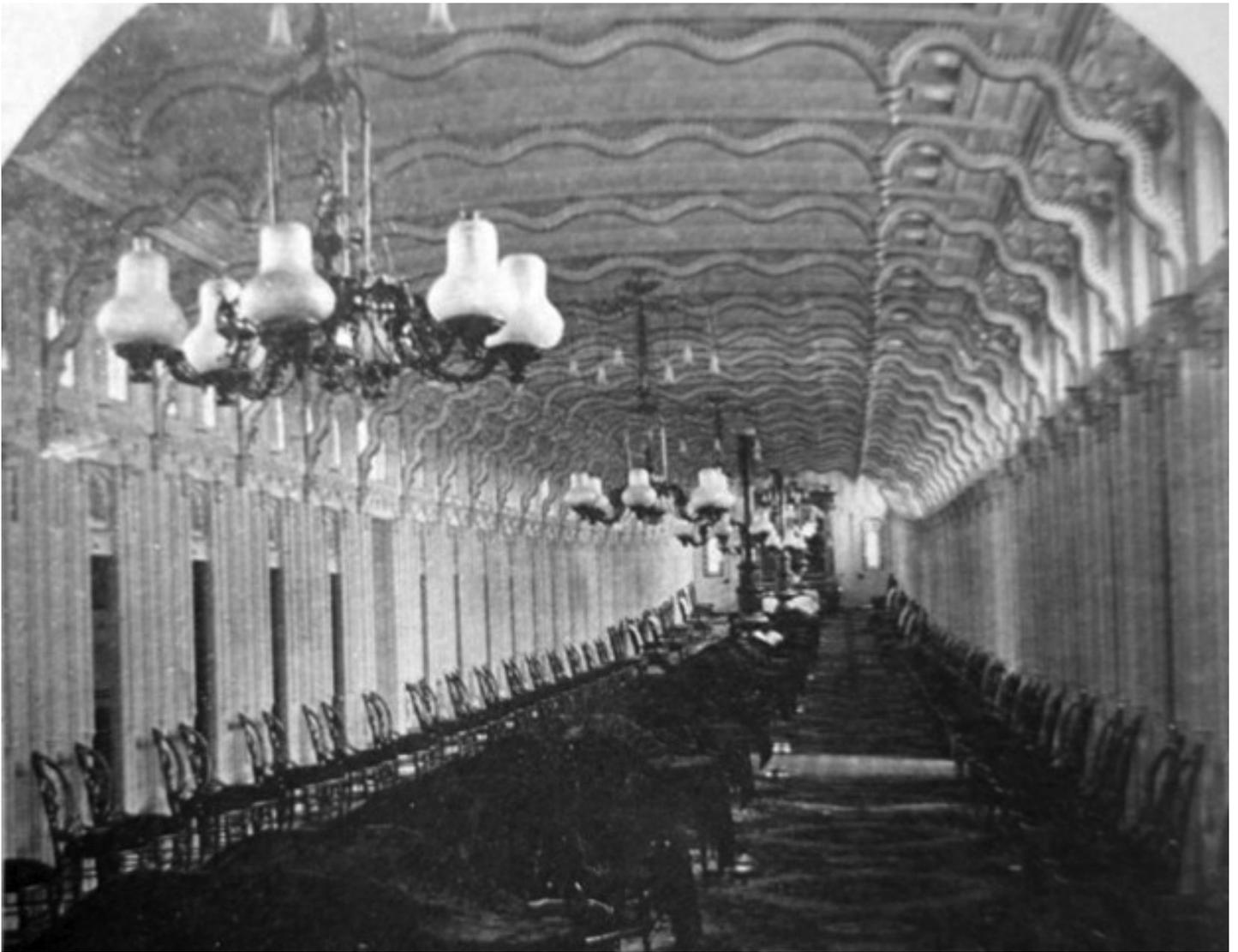
Early in January, the REFLECTOR received some tantalizing email messages and photos from two of our S&D faithful about some wonderful steamboat artifacts in their collection, and in light of the Great Steamboat Race sesquicentennial this summer, they offered to share them with you, our readers. We are happy to give you this glimpse of those treasures through the kindness of David Rankin and Donna Allen. – Ed.

Hi. We are David Rankin and Donna Allen, and I thought that with the 150th year of the race coming up you might somehow be able to use my photo [a previously unknown view of the ROB'T. E. LEE's cabin]. I also have from the LEE a pitcher from the race, a five dollar ivory poker chip about the race, and three pieces of large silver-plated LEE pieces from the Bert Fenn collection. I also have items from the J. M. WHITE (a \$5000 stock

certificate), a BELLE MEMPHIS menu filled out in ink, a BETSY ANN 1902 Mardi Gras photo with the boat decked out in flags, bunting and signs, and a large previously unknown photo of the pilot house interior of KATE ADAMS III with the captain. In addition, I have some more items that you have not seen before. Sorry about sending one photo at a time, but I am old and so is my computer!



These views show a silver-plated wedding basket from ROB'T. E. LEE. This piece is from Bert Fenn's collection and measures 11 inches long and 12 inches wide. It was manufactured by Meriden Britannia Company of Meriden, CT.



This is a previously unknown photo of the racer ROB'T. E. LEE's cabin in David and Donna's collection. Verification that this is indeed what it purports to be can be checked using information from Keith Norrington's email below, Howard Museum's display of one of the steamer's cabin arches, and a photograph of one of her chandeliers at First Presbyterian Church in Port Gibson, MS.



Keith Norrington ●

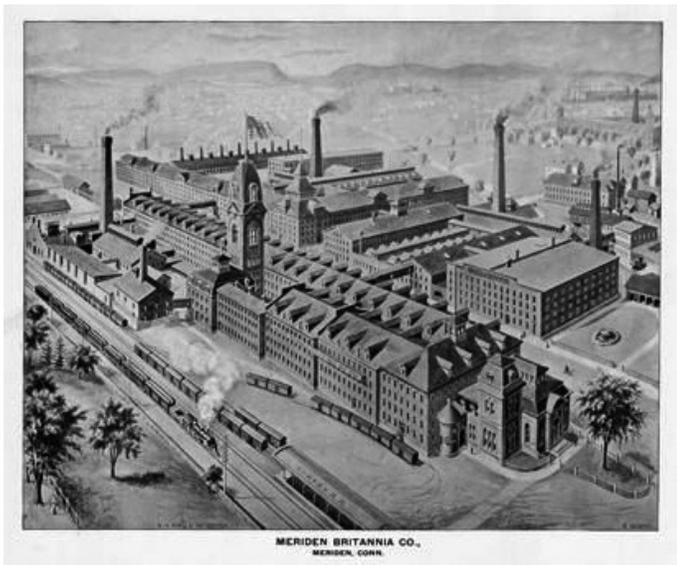
Join Date: Apr 2006

Location: On the "Beautiful Ohio" at New Albany, Indiana, opposite Louisville, Kentucky

Posts: 2,078

Ed: The three chandeliers from the Str. ROBT. E. LEE which hang in the First Presbyterian Church, built in 1860, at Port Gibson, Mississippi were a gift to the church in the 1880's from the William Parker family. The LEE, famous for the race with the NATCHEZ in 1870, was built at New Albany, Indiana in 1866 and dismantled at the Howard Shipyard in Jeffersonville in 1876, at which time a second boat of the same name was built. Unfortunately, no photo of the cabin interior of the racer LEE is known to exist, but at the Howard Steamboat Museum we do have some of the cabin arches. According to the church records, the Parker family owned an interest in the LEE and acquired the chandeliers when they were replaced with new ones. Although there is some controversy as to whether the figure on horseback in the center of each chandelier represents General Robert E. Lee, it certainly stands to reason that it is the famous military man.

Perhaps even more significant than many of the beautiful artifacts from this steamer is the photo atop the page which offers our first glimpse inside the LEE's cabin. An inscription on the reverse side of the stereocard reads: "Saloon of the R. E. LEE, March 31st, 1875" taken as she prepared to depart for Vicksburg. The LEE would leave New Orleans in April 1876 en route to Portland, KY where much of her equipment would go to Howard's new ROB'T. E. LEE.



In 1852 several small plants in Meriden, CT were organized into Meriden Britannia Co. supplying plated and unplated silverware to many other firms. In 1862 Meriden bought the hollowware division of Rogers Bros. Mfg. Co. By 1869 they had taken over Rogers, Smith & Co., and in 1894-95 acquired Forbes Silver Co. and Wilcox & Evertson. In 1898 Meriden Britannia Co. ceased to exist as an entity to become part of International Silver Company. Ⓞ



Far left center and bottom: This silver-plated service is engraved "Steamer ROBERT E. LEE 6-30-1870." The pitcher is 11 $\frac{3}{4}$ inches tall. It was also manufactured by Meriden. **Above and left:** Close-up of pitcher showing details of engraving and fine detail work. **Left and below:** ROBT. E. LEE gaming chips made from walrus ivory. Most all chips are 1 $\frac{1}{2}$ inches, but these were custom made to be 1 $\frac{5}{8}$ inches. The initials U.S.M.P. represents U. S. Mail Packet.



David Gibson: Distiller, Steamboatman and Entrepreneur

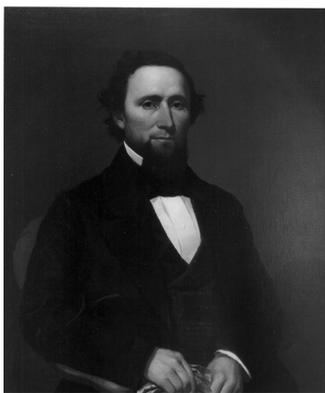
by Gerald Gibson Hubbs

My middle name is Gibson and I have always wondered why I was given that name. My father said it was his grandfather's first name, Gibson Hubbs, and that it was his mother Jane's maiden name. I was satisfied with that explanation until I saw my second great grandmother's maiden name listed as Jane Craft on her daughter's burial record in Cincinnati's Spring Grove Cemetery. My father Clarence George Hubbs was told by his father that he had attended the funeral of his Aunt Jane Amelia Hubbs in Cincinnati, and together we found her marker at the very beautiful Spring Grove Cemetery in the David and Sarah Matilda Cheesman Gibson cemetery plot.

My father was told that Jane Amelia lived with the Gibsons in Cincinnati as they had no children, and Jane Amelia was the only girl of Amaziah Purdy (A. P.) and Jane Hubbs, who had seven boys. I have a letter she wrote to her parents in 1862 when she was fourteen, after a summer visit in which she described her trip on the steamboats MORNING STAR (4038) and GENERAL BUELL (2231) back to Cincinnati. In that letter she mentions two of her brothers, Ike (Isaac) and Charlie, along with others in Troy, IN at their home. A. P. and Jane Hubbs and their children moved to Troy about 1846 onto 300 acres on the Ohio River which was owned by

David Gibson and later deeded to the Hubbs family in 1890. I am not sure how David Gibson acquired that property, but it was most likely through his extensive investments and a plan to open a wood lot there for fueling steamboats. Evidently David Gibson was good to the Hubbs family and so A. P. and Jane Hubbs named their seventh son Gibson Hubbs, explaining how I got my middle name "Gibson." And now that the Gibson connection to the Hubbs family has been established, who was David Gibson?

David Gibson was born in Paisley, Scotland in 1812 or 1813 and came to this country at age fifteen. After a brief stay in New York, he came directly to Cincinnati where he had friends and acquaintances and found employment in a flour mill at the corner of Sycamore and Canal Streets. At nineteen years of age while he was earning wages of \$1 per day, he formed the idea of learning the distilling business as a trade. From his earnings he saved enough to take him back to New York to work in the business at which he later became immensely wealthy. When he had learned the art of distilling, he returned to Cincinnati and after staying there a short time, moved to Lawrenceburg, IN where he worked as a distiller for the Hubbs and Craft Family from New York City. They were in the grain business there and they probably met him in New York and convinced David of business opportunities in the new state of Indiana. Hobbs (Hubbs) and Craft Distillery was established in Lawrenceburg, IN in 1836 on the banks of Tanner's Creek near the Ohio River and flourished until fire and the deaths of its partners forced it to close in 1850. David succeeded there and later embarked in business for himself at New Richmond, OH on the Ohio River, where he built what was considered one of the largest and best equipped distilleries in the country. Coincident with his connection with the distillery at New Richmond, and two years prior to his move back to Cincinnati in 1857, he entered into a whisky commission in this growing city, dealing in raw and



David Gibson (1813-1897) and Sarah Matilda Cheesman Gibson (1823-1918) portraits by Joseph Oriel Eaton in 1860 from the collection of Cincinnati Museum at Union Terminal.

bourbon whisky, flour, grain, malt, hops, hogs and pork. There are no traces in 2020 of his distilleries with the exception of the property in Lawrenceburg – Hubbs & Craft which became Squibb, then Seagram's, and is now the very large MGP plant still operating.

A short time later Henry Grotenkemper entered into partnership with David Gibson and in 1862 the firm also took Godfrey Holterhoff into the partnership. Mr. Holterhoff entered the firm as head clerk and bookkeeper in 1855. In 1866 David Gibson and Mr. Holterhoff left the old firm and established a new one under the name of David Gibson & Co. That firm continued until 1871 when Mr. Holterhoff withdrew and David Gibson conducted the business alone until 1881. At that time he retired permanently, bringing a successful conclusion to his career in the distilling and whisky business.

During the greater part of his active business life, David Gibson was one of the foremost of Cincinnati's citizens in the river industry. When at New Richmond, he established a line of steamboats that was eminently successful and continued for many years. There is a story in connection with the establishment of his first steamboat line, that he showed his energy and enterprise in order to transport his goods from the distillery with his own boats to the market in Cincinnati rather than rely on the packet line that passed his distillery. This line would refuse to stop at his distillery as having too small a shipment to be profitable, so David Gibson started his own line of steamers, the Cincinnati, Maysville & Portsmouth Packet Company. This was the beginning of his career as a steamboat man in which he was distinguished no less than in his reputation as a distiller and promoter of all sorts of enterprises. He was not only the proprietor of the line that he started, but he had a large interest in the ownership and operation of steamboat lines before and after he entered into business relations with Paris C. Brown (who was also connected with Cincinnati Marine Railway Company boatyard) and others in the Consolidated Boat Store.

David Gibson was elected Director of a number of fire and insurance companies including the Commercial, Western, Buckeye, Magnolia, Union,

Eureka and others. He was one of the most active participants in early days of financial speculation of all sorts and profited in everything he attempted. In the operation of his distillery, he bought and kept on hand an immense amount of corn and was declared foolish as the price was sure to go down, but he went on buying and took a profit of \$1,000 per day when the price actually went up. Expanding his investments, David entered into the promotion and building of the railroad running from Vallejo to Sacramento, CA, now part of the great system of the Union Pacific. He also entered into speculation in New York banking circles and at one time, was a heavy holder of real estate in Chicago. His enterprises were so fortunate that it is estimated he was worth at least \$6,000,000 (\$120 million in 2019 dollars). This great fortune he accumulated and continued to invest as opportunities became available. After the Civil War and contrary to the course pursued by most investors, he did not withdraw from investing but continued to make use of his money and consequently lost great sums in the uncertainty of the times that followed. It was agreed that he did great service to the city in his liberal investments and generous support of home institutions and financial affairs.

However, all was not profitable for David Gibson, for in the Panic of 1873 he had cash flow problems when taxes and bad debts caused him to sell his Clifton house. Nevertheless, at the time of his death he was still a very wealthy man. Another family story is that David owned the Gibson House Hotel in Cincinnati on Walnut Street (later the Gibson Sheraton), but his name is not listed among the owners. However, the John B. Gibson listed as a part owner in the Gibson House in 1867 may perhaps have been his relative.

During his steamboat years, David Gibson was owner in all or part of thirty-four steamboats, a list and brief history of each which follows from *Way's Packet Directory, 1848 – 1994*.

1854 BOSTONA (0691) 355 tons, David Gibson, Cincinnati-Maysville-Portsmouth Packet Co.

1855 LANCASTER NO. 3 (3361) 257 tons, Civil War ram, ran Cincinnati–New Richmond, OH.

1856 DUNLEITH (1629) 155 tons, David Gibson & Co., in Gen. Grant's Tennessee River campaign.

1857 POLAND (4542), 161 tons, David Gibson & Co., ran Louisville–Nashville, lost 1865 in Civil War.

1857 AURORA (396), David Gibson & Co. burned by Rebels in Johnsonville, TN 1864.

1857 GOODY FRIENDS (2385), 195 tons, David Gibson & Co., destroyed by Rebels in Tennessee, 1864.

1858 IDA MAY (2714), 280 tons, David Gibson & Co., ran Pittsburg–Cincinnati, Steven Foster rode this packet.

1860 BOSTONA NO. 2 (694), 304 tons, David Gibson, ran Portsmouth–Cincinnati.

1861 LANCASTER NO. 4 (3362), 218 tons, ran Cincinnati–New Richmond, US Charter in the Civil War.

1863 IDAHOE (2723), David Gibson et al. Chartered to carry Army supplies to Nashville.

1863 JENNIE HUBBS (2991), 220 tons, sold to Dean Line in 1864. Did Civil War duty in Memphis.

1864 BEN STICKNEY (0575), built at Cannelton with engines from BOSTONA (0690), Commodore David Gibson

1864 LINNIE DROWN (3481), David Gibson & Co., ran Memphis–Pine Bluff AR.

1864 ROWENA (4854), 341 tons, David Gibson et al., ran Cincinnati–Madison–Pittsburg.

1864 SARATOGA (5043), 339 tons, David Gibson et al., ran Louisville–Nashville–New Orleans.

1864 ST. NICHOLAS (4962), 669 tons, David Gibson et al., ran Cincinnati–New Orleans.

1864 WILD WAGONER (5789), 477 tons, David Gibson et al., ran Wheeling–Cincinnati.

1865 MONSOON (4017), 267 tons, David Gibson et al., ran Cincinnati–Nashville.

1865 NAVIGATOR (4124), 243 tons, David Gibson.

1866 MARY AMENT (3786), 259 tons, ran Cincinnati–Chilo, OH.

1877 ANDES (0252), David Gibson president, Wheeling–Cincinnati Packet Co.

1879 BOSTONA (0693), 759 tons, David Gibson, ran Cincinnati–Portsmouth.

1879 CLIFTON (1186), 350 tons, David Gibson et al., became the OHIO in 1881, Pittsburg–St. Louis

1883 PITTSBURG (4525), David Gibson President, Cincinnati–Pittsburg Packet Co.

1883 HANDY NO. 2 (2523), David Gibson President, Maysville–Vanceburg Packet Co.

1883 TACOMA (5292), David Gibson & David Cheesman, N.C. Vanderbilt clerk.

1886 LANCASTER (3359), David Gibson, Ohio River Packet Co., ran Cincinnati–New Richmond.

Other Steamers of Interest to David Gibson

1854 DAVID GIBSON (1462), 414 tons, owner Capt. McKinley, port of Cincinnati.

1856 J.W. CHEESMAN (2893), 215 tons, ran Cincinnati–New Richmond. Under US contract when burned by Rebels.

1858 CHARLEY BOWEN (0968), possibly a Craft Family owner.

1859 MAGNOLIA (3698), 375 tons, David Gibson President, ran Cincinnati–Maysville, boilers exploded 1868.

1870 GRANITE STATE (2433), David Gibson President, Cincinnati–Pomeroy Packet Co.

1881 OHIO NO. 4 (4281), David Gibson President, Cincinnati–Portsmouth–Big Sandy & Pomeroy Packet Co.

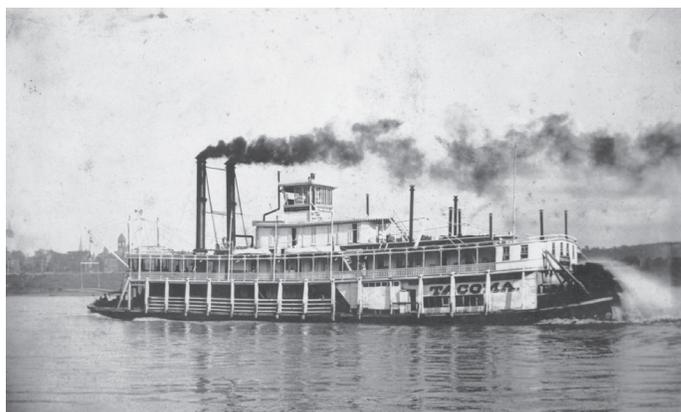
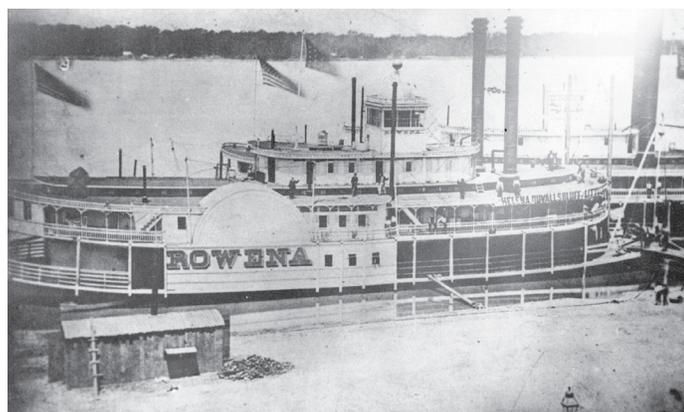
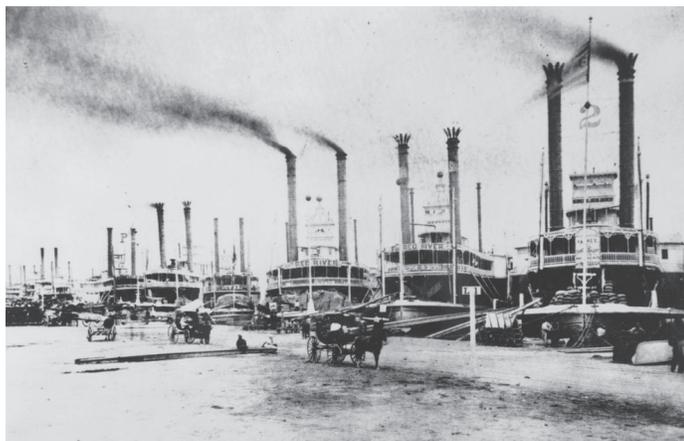
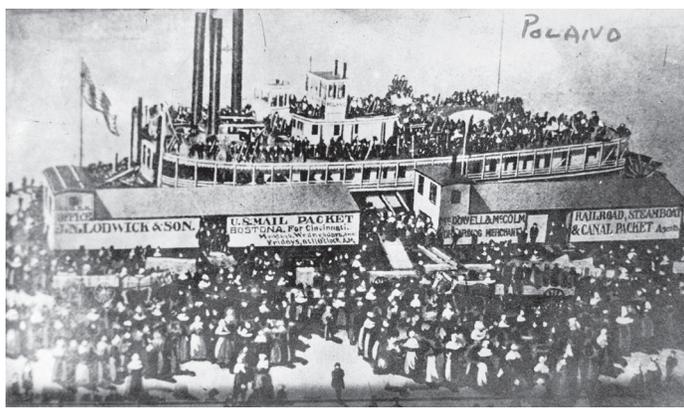
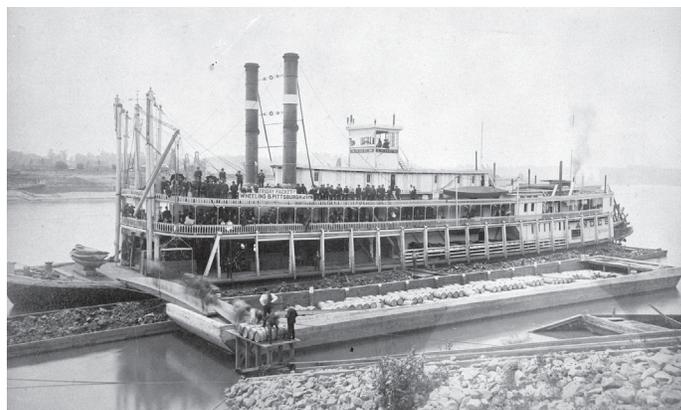
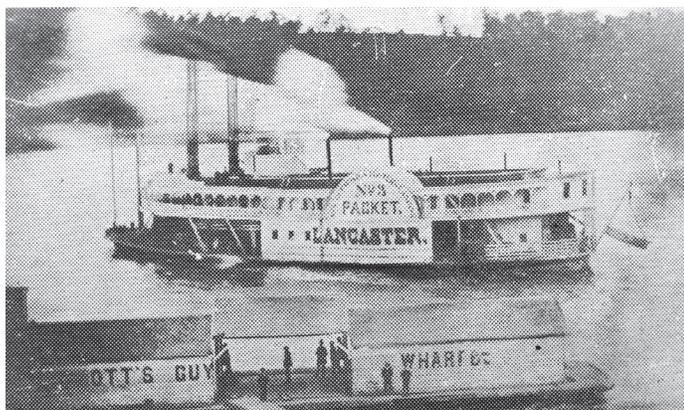
1881 BONANZA (0664), David Gibson President, Cincinnati–Portsmouth–Big Sandy & Pomeroy Packet Co.

During the Civil War, several steamboats were contracted or sold to the U.S. Government for Union efforts in troop and material transport. One of note was the JENNIE HUBBS (2991), named after Gibson's niece who lived with David and his wife Sarah Matilda Cheesman Gibson. She had been built in 1863 and sold in 1864 to the Dean Line for the Cincinnati–Memphis trade. JENNIE HUBBS saw duty in the war at Memphis. She sank at the Falls of the Ohio in November 1864, was raised, rebuilt and renamed EMPIRE in 1867.

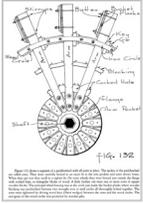
In 1883, David Gibson retired but continued his interest in the stock market and regularly attended the Chamber of Commerce, visiting the New York stock boards, and conversing with friends. In 1895, he was unanimously elected to Honorary Membership in the Chamber for his distinction in business in Cincinnati. An ardent admirer of the various Scotch Societies, fellow members spoke of the pleasure and heartiness with which he sang his favorite song, “Green Grow the Rushes – O.”

David Gibson died in 1897 and is buried in Cincinnati's Spring Grove Cemetery with his wife Sarah and niece Jane (Jennie) Amelia Hubbs. 

Some Notable Steamers Owned by David Gibson



Left side top to bottom: LANCASTER NO. 3, b. 1854; POLAND, b. 1857 with troops in 1862; (L-R) B.S. HODGE, MONSOON b. 1863, ST. NICHOLAS b. 1864, CUBA at New Orleans 1867; ROWENA, b. 1864. **Right side top to bottom:** ANDES, b. 1877; WILD WAGONER, b. 1864; BOSTONA No. 4 at Huntington, b. 1879; TACOMA, b. 1883. All photos from Murphy Library.



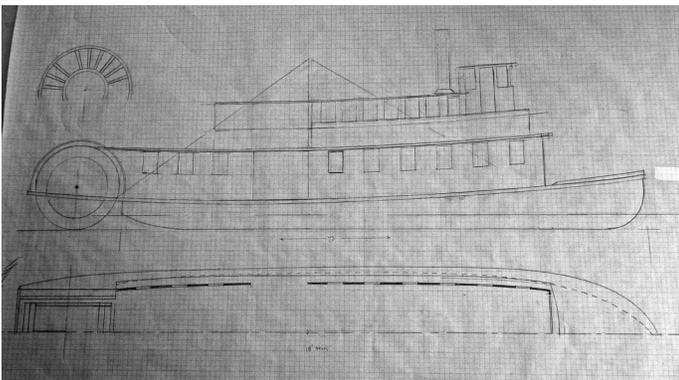
Small Stacks

Building the RAINBOW

Part 2

by John Fryant

The first step in building the RAINBOW model was to make a new set of plans to 1/32 scale. These were not detailed, but drawn only to show the correct length and sheer of the hull plus the accurate deck height, window sizes and spacing. The original Bill Roy plans for RAINBOW as shown in the March 2020 issue didn't include any hull lines, so the hull shape had to be "guesstimated." Photos of the boat along with an almost lifetime study of sternwheel hull designs helped this modelmaker determine an approximate shape.



Hull: The hull was made from a two-inch thick piece of rigid Styrofoam insulation board (the pink stuff available from Home Depot stores). This was my usual method for working model hulls as it produced a lightweight, waterproof hull. The foam was easily shaped with rough sandpaper using cardboard templates to insure that the shape of the bow curves was uniform on both sides. Dents or gouges were easily filed with spackling putty as



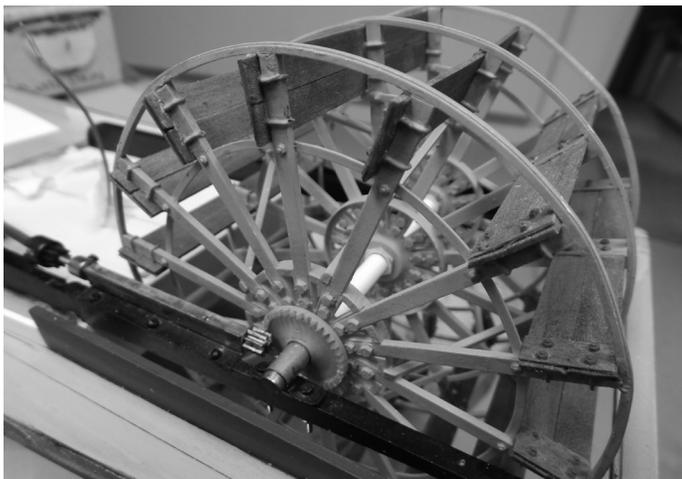
shown in the upper part of the photo below left. The shaped hull was then cut in half on the center line and a 1/16 inch-thick plywood "spine" glued between the halves. The foam can flex a bit and the spine kept it rigid during the fiber-glassing process. The 1/16 inch plywood sub deck shown on the bottom section of that photo was glued to the top of the hull, followed by a layer of glass cloth over the foam and then several coats of epoxy resin sanded to a smooth finish. Two rectangular openings were cut through the sub-deck into the forward part of the hull to accept batteries and ballast. Deck planks were then individually glued in place, sanded smooth and painted gray. (More about hull painting and ballast later.)

Paddlewheel: Your author had on hand some cast resin paddlewheel hubs (flanges) made by the late Gary Imwalle, purchased from his estate.



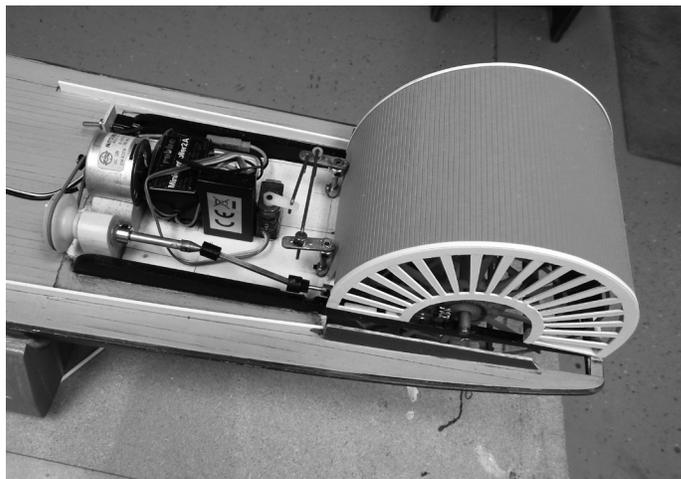
Amongst these were several flanges for a fourteen-bucket wheel, the same number of buckets used on the RAINBOW. What luck! This greatly simplified the wheel construction, as all of the arms and rings were able to be cut from styrene plastic strips. The bucket planks were cut from basswood and the stirrup bolts and nuts were made from plastic model railroad nut, bolt & washer sets. The completed paddlewheel is shown in the photo at the top of the next page.

Wheel cover: This was made entirely of plastic sheet. The fan-shaped sides were cut from 1mm thick PVC sheet – brand name "Sintra" – which is very easy to cut. Two copies were printed from the plan and rubber cemented to the plastic. Cutting them out was easily done with a sharp modeling



knife. The top cover was made using scribed styrene sheet to simulate the planked surface. The sides, top and internal bracing were joined with CA glue. The cover was removable and held in place with tiny round super magnets.

Motor & RC set-up: This entire installation had to be as small and light-weight as possible. The little DC motor first saw duty in a tape cassette player. It was coupled to a belt-driven shaft extending to the pinion and crown gear arrangement that drives the stern wheel. The RC receiver, electronic speed control and rudder servo were all mounted in the engine room of the model, shown at top right. Some experimentation was required with both the motor and the amount of speed reduction needed to drive the wheel at about 100 rpm max. Model paddlewheels must turn at higher speeds than their



full-size counterparts, otherwise the little boat wouldn't run fast enough to properly steer.

The actual RAINBOW had two rudders mounted forward of the wheel in typical sternwheel fashion. She also had at least one monkey rudder installed aft of the wheel to improve her steering qualities, or as old-time rivermen used to say, "to make the boat swing by her tail." Whether or not the model will need this hasn't as yet been determined. It will take a trial run to observe the steering qualities.

Next will come the bathtub test to determine the ballast requirements and steering qualities followed by the cabin construction. In the meantime, please stay tuned and stay well.

Photo of RAINBOW courtesy of Duane Davis.



Reflections from Our Readers continued from page 3

WCM maintained with the Midland/ORCO boats. The MIKE CREDITOR, BOB BENTER, ORCO, ROBERT P. TIBOLT, ELAINE G, HELEN S, HARLLEE BRANCH and KENOVA were all names that I instantly recognized.

In 2006 I realized that the history of these stations was in danger of being lost with the death of the people involved. I began collecting information and images about the stations and crews operating them. <http://www.imradioha.org/index.htm> is the website which was the result. By using dropdown menus one can access pages devoted to each of the stations. Some REFLECTOR readers may be interested in learning about this peripheral but essential part of Midland/ORCO's operations. Thanks for all the work required to publish the REFLECTOR. I enjoy each and every issue."

🕯 Tom has our thanks for sharing this information about the day-to-day operations of ORCO and other river carriers that is maintained on his website. We trust that it will be of interest to many of our readers and will provide an inside look at parts of those operations.

Dale Flick writes: "In response to Jim Blum's letter and photo in the March REFLECTOR, his opening sentence promptly caught my attention: '... a bell salvaged from the ISLAND QUEEN, or so says the sign.' In recent years there have been more than a few mentions and questions surfaced to me over IQ bells, real or imagined, with the topic almost ripe for a full REFLECTOR article. I've not personally viewed the purported bell on site at Behringer Crawford Museum, but do remember viewing a *similar* bell once in the possession of our late Virginia Bennett when living in Ft. Thomas, KY. Virginia also had in her possession a round gong-type bell from the ISLAND QUEEN mounted on a basement wall, along with a braided whistle pull from the pilothouse that had been temporarily removed for rebraiding before the disastrous explosions and fire of September 1947. Mickey Frye at present has that same braided whistle pull to my knowledge. Due to circumstances in later years, Virginia's collection was gifted and parceled out. In addition, there was

a burglary in her home after her car and keys were taken when she was working at Kinzler Marine. How that played out I have forgotten, nor do I know if any possessions were returned. Virginia's collection staggered the mind with most items generally only of interest to people like us.

The fate of the original big ISLAND QUEEN roof bell opens another story. Years back I received a phone call from a very irate man slamming me and S&D for "not preserving the ISLAND QUEEN bell on display at the Greater Cincinnati Airport. What are you all going to do about it?" I explained that the late Greene Line purser Bob McCann and I examined that bell at the airport. Bob looked long at it, then shook his head. 'This is not the IQ bell. This is from a rail locomotive.' He then proceeded to tap the bell with a silver dollar from his pocket. 'No, the sound is not even the same,' he said. With that, there was a grunt and huff as the phone receiver slammed down on the other end.

Enter Capt. John Beatty. At the time I brought up the ISLAND QUEEN roof bell question with John while visiting at his home, he was still in sound physical and mental health. He just looked long at me. 'No, no, Dale. The heat of the fire on the ISLAND QUEEN caused that bell to melt and dribble as molten metal through the wreckage below. Those bells had a very low melting point.' John also continued that, in spite of the horrendous explosions and fire, a large portion of the IQ's engine room remained in fairly good condition. Thus, bells and gongs down there survived. At that point he pulled from his home office shelves several melted/fused tubes of silver coins he recovered from what was left of IQ's purser's office. I remember dimes, quarters, and nickels fused together.

Now, I don't know what all I've said above has been helpful but, as they say, 'It takes a village to tell a story.' So you may take all of this in good faith, but only for what it's worth."

🕯 Thank you Dale for shedding a bit more light on the questions Capt. Jim has raised. We also received a phone response from Frank Prudent with the assurance that he would write a note to the REFLECTOR. Your editor continues to check the mailbox daily with great anticipation!

Bill of Lading from W. F. NISBET

While checking some background for Jerry Sutphin's photo on our back cover, we ran across an unexpected find: a bill of lading in the archives of Herman T. Pott Inland Waterways Library at University of Missouri – St. Louis. A brag line atop the document dated August 31, 1886 announces: "Regular St. Louis and Tennessee River Entire New Electric Light Packet." Well, now. The first electric arc lights on river steamers appeared 1875-78, with entire boats not being electrically lighted until after 1882. W. F. NISBET's master was John H. Griffith with Dorsey Dunn clerk. It would appear the boat at this time was operated by St. Louis & Tennessee River Packet Co. between St. Louis and Paducah. Which raises the question of where was the La Grange named as this shipment's point of origin?

Regular St. Louis and Tennessee River Entire New Electric Light Packet

John H. Griffith, Master. **W. F. NISBET** STEAMER **R. T. MONTGOMERY** Dorsey Dunn, Clerk

Leaves St. Louis every Friday at 5 p. m. Leaves Paducah for St. Louis every Tuesday at 10 a. m.
F. B. MONTGOMERY, Gen'l Agent, St. Louis.

Shipped, in Good Order and Well-Conditioned, by *La Grange, Mo.*

On board the good Steamer **W. F. NISBET**, the articles marked and described below which are to be delivered without unavoidable delay, (the dangers of River Navigation, Fire, Explosion and Collision only excepted) unto *Richardson & South* or assigns, on wharfoat or landing at the Port of *St. Louis, Mo.* twenty feet from water's edge, where Carriers' responsibility shall cease, with the privilege of lightering, storing, towing, and reshipping stock, death, accident, and escape excepted, he or they paying freight and Charges for said goods at the rate of _____ Invoice Charges not Payable until Collected.

In Witness Whereof, the Owner, Master, Clerk or Agent has affirmed to _____ Bills of Lading, all of this tenor and date, one of which being complete of the others to be void.

Dated at *La Grange* this *31* day of *Aug* 188*6*

MARKS	ARTICLES	Weight	Charges.
	<i>1 Case Goods</i>		
	<i>Case</i>		

Final Crossings

Marjorie Byrnside Burress

Marjorie Burress, 96, of North Bend (Cincinnati), OH passed away on April 6, 2020. She was the wife of the late Jack Burress, and mother of Kimberly McConkey, Rodney Burress and Janet Peter. She is survived by six grandchildren and eleven great grandchildren. Marjorie was a widely recognized local historian and published author. A member of S&D and also of Three Rivers & Cincinnati Historical Societies, she was a recipient of the Award of Merit by the Hamilton County Genealogical Society. Marjorie was a regular correspondent with Dale Flick discussing the river and its boats, and was also a longtime friend of Dorothea Frye. Private family services were held with burial in Maple Grove Cemetery. Memorials may be directed to Westwood United Methodist Church music program.

Dale Flick has the thanks of S&D REFLECTOR for providing us with Marjorie's obituary information.

Robert Edward Howe

Robert "Bobby" Howe, 47, of Louisville passed away unexpectedly on April 14, 2020. He was born on May 1, 1972, the son of Kenneth P. and Virginia "Ginger" Eckert Howe. Robert was a graduate of Trinity High School and received a culinary degree from Sullivan University. He was a chef for several eateries in Louisville including the Louisville Country Club, Molly Malone's Irish Pub and Restaurant, and Treyton Oaks Towers. He spent time outdoors whenever he could and enjoyed hiking and camping. Robert is survived by his loving parents, brothers Tim Howe (Lara) and Andrew Howe (Joia), four nieces and nephews and six aunts and uncles. Private family services were held in Louisville, with a Mass to be scheduled at a later date.

A sincere thank you to Keith Norrington for sharing Bobby's obituary notice with the magazine.

Back Cover

W. F. NISBET (5630) on Ohio River. This 200 x 35 x 6.1 foot packet was named for Watkins F. Nisbet (1825-1886), president of Evansville & Memphis Packet Co. Built by Howard in 1883 for \$27,400, she was owned by Evansville & Tennessee River Packet Co. of Nashville, who sold her in October 1895 to White Collar Line of Cincinnati, Fred A. Laidley manager. Most of that time she ran above Cincinnati until sunk at Wellsburg, KY (Ohio River Mile 432) on New Years Day 1900. See the note above for more info about the boat. Photo courtesy of Jerry Sutphin.

